

I-190 to Mt Rushmore Road Realignment

Rapid City - 1952



In 1952, Interstate 190 did not exist, but West Blvd was a major North South corridor

1960



Interstate 190 was built in the late 1950's to provide a connection between I-90 and the City of Rapid City. Notice existing development along Rapid Creek.



Figure 19
I-190/Mt. Rushmore Road Connection

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South Dakota Interstate Corridor Study

The concept of realigning I-190 to connect to Mt. Rushmore Road was considered in 2000 and 2010 as part of the Decennial Interstate Corridor Study. It was screened from further consideration due to environmental impacts and additional construction costs of \$7 million.

Environmental Impacts

Federal Law 23 USC 1138 and 49 USC 303 states:

“After the effective date of the Federal-Aid Highway Act of 1968, the Secretary shall not approve any program or project (other than any project for a park road or parkway under section 204 of this title) which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction thereof, or any land from an historic site of national, State, or local significance as so determined by such officials unless (1) there is no feasible and prudent alternative to the use of such land, and (2) such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge or historic site resulting from such use”

Also, Federal laws require that the City and State government repay any Federal money that was used to develop park or school land that is subsequently converted to non-recreational use.



Only 7.5% of the traffic using the I-190/Omaha intersection come from or goto Mt Rushmore Road. While 20% of the traffic comes from or goes to the west.



Traffic traveling from the west heading north or from the north heading west now has to travel thru 2 additional signals. The total delay for the traveling public thru these three intersections is 60 seconds compared to the existing delay of 26 seconds. During the peak hour approximately 4200 vehicles go through these intersections. Each vehicle experiences an increase delay of 34 seconds. This equates to 2400 hours of additional delay per month.

I-190 Realignment

Pros

- Direct connection to Mt. Rushmore Road
- Could reduce traffic on West Blvd, Main and St. Joe

Cons

- Increase Delay to drivers
- Could reduce traffic on west end of Main and St. Joe
- Construction cost of \$7 million
- May not be feasible due to environmental issues – Environmental Impact Study required (\$1 million)
- May make it more confusing to get to the Civic Center
- Additional Signal

Recommendations

- Improved signing to direct visitors to Mt Rushmore Road
- No-Build – not reasonable to spend \$7 million in transportation funds to increase the delay to the traveling public.