The Case for Freight

Increasing capacity on our nation’s transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

“...this corridor can be preserved to ensure future through traffic will not experience a bottleneck and future development will not have to be condemned and displaced. We need to do more than preserve the pavement and maintain a state of good repair. This corridor preservation project protects connectivity and safety—as well as enhances the economic competitiveness of the region—while maintaining livability, environmental, sustainability, and the scenic aspects of the Northern Black Hills.”

—Darin Bergquist, South Dakota Department of Transportation Secretary

Freight Capacity Needs

**Interstate 90 Corridor Preservation Project**

The Interstate 90 Corridor from Exit 10 in Spearfish to Exit 59 in Rapid City has some of the oldest segments of interstate highway in South Dakota. Much of it was built in the late 1950s and early 1960s. Yet it has experienced remarkable residential and commercial development within the past decade. Amid the incorporation of two communities and the expansion of existing communities through annexation along the corridor, the area served directly by the corridor has seen a 10% increase in population since the...
Capacity Needs continued

2000 Census. Much of that growth has been occurring at both ends of the corridor in the Spearfish and Rapid City areas. Coupled with an increase in recreation and tourism in the entire Black Hills area, there has been an increase in traffic traversing the corridor by nearly 14% in the last 10 years. Truck traffic increased approximately 23% on the same segments.

Increases in traffic bring greater development pressure adjacent to the interchanges along the corridor. This has spurred the South Dakota DOT to preserve the corridor to protect connectivity, existing capacity, and prepare for future improvements.

As part of the South Dakota DOT corridor preservation project, numerous studies and improvements have commenced or are being developed to help preserve the corridor for both future capacity expansion as well as improving operations and the travelers’ experience. These studies indicate that many of the corridor’s existing and future needs are strongly tied to the interstate’s interchanges, especially in the terms of congestion at the ramps and access controls needed along the crossroads to reduce collisions and enhance safety. Further corridor needs include the establishment of electronic screening methods as part of the South Dakota DOT’s Commercial Vehicle Information Systems & Networks strategy to improve freight movement throughout the state.