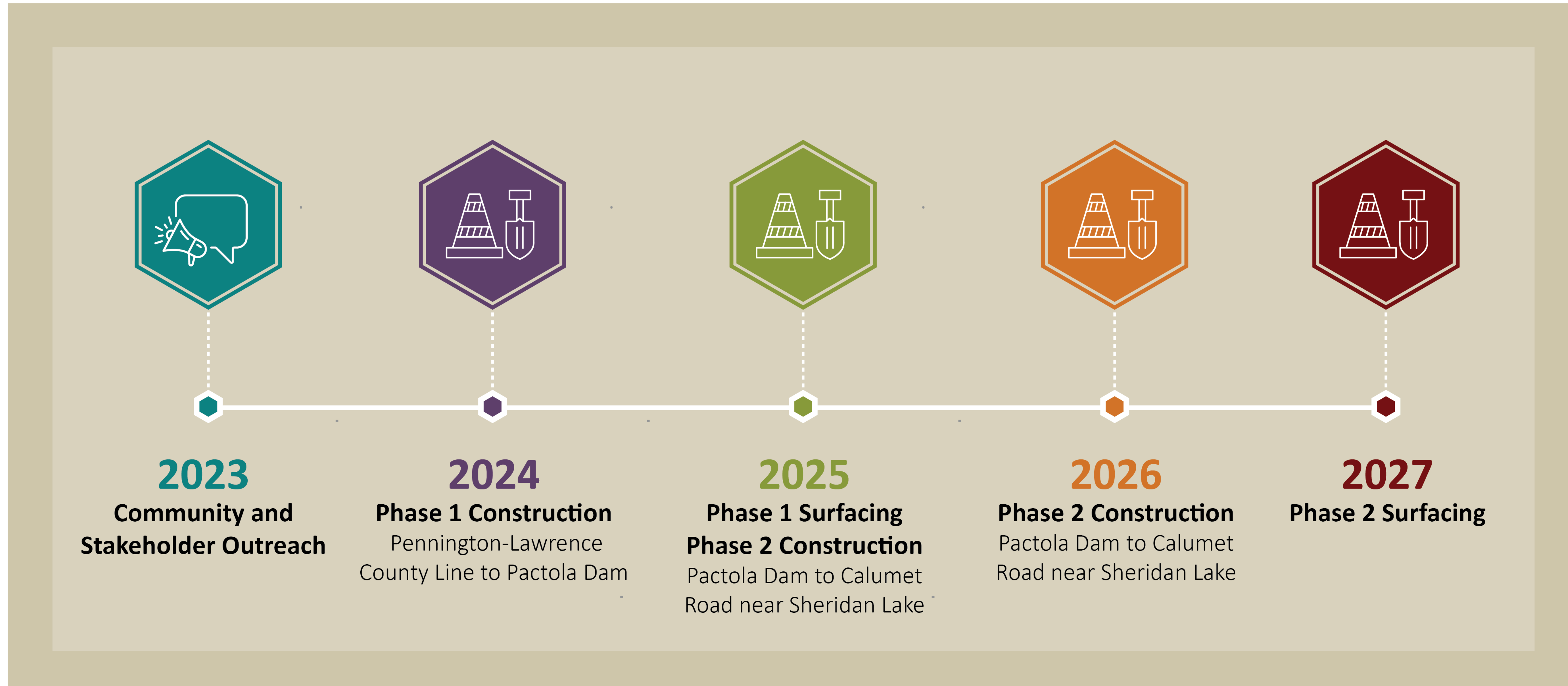


PROJECT TIMELINE

U.S. Highway 385 Construction



QUICK FACTS

U.S. Highway 385 Construction

PHASE 1 CONSTRUCTION COMMUNICATIONS

2023-2024



400+ landowner and stakeholder letters sent



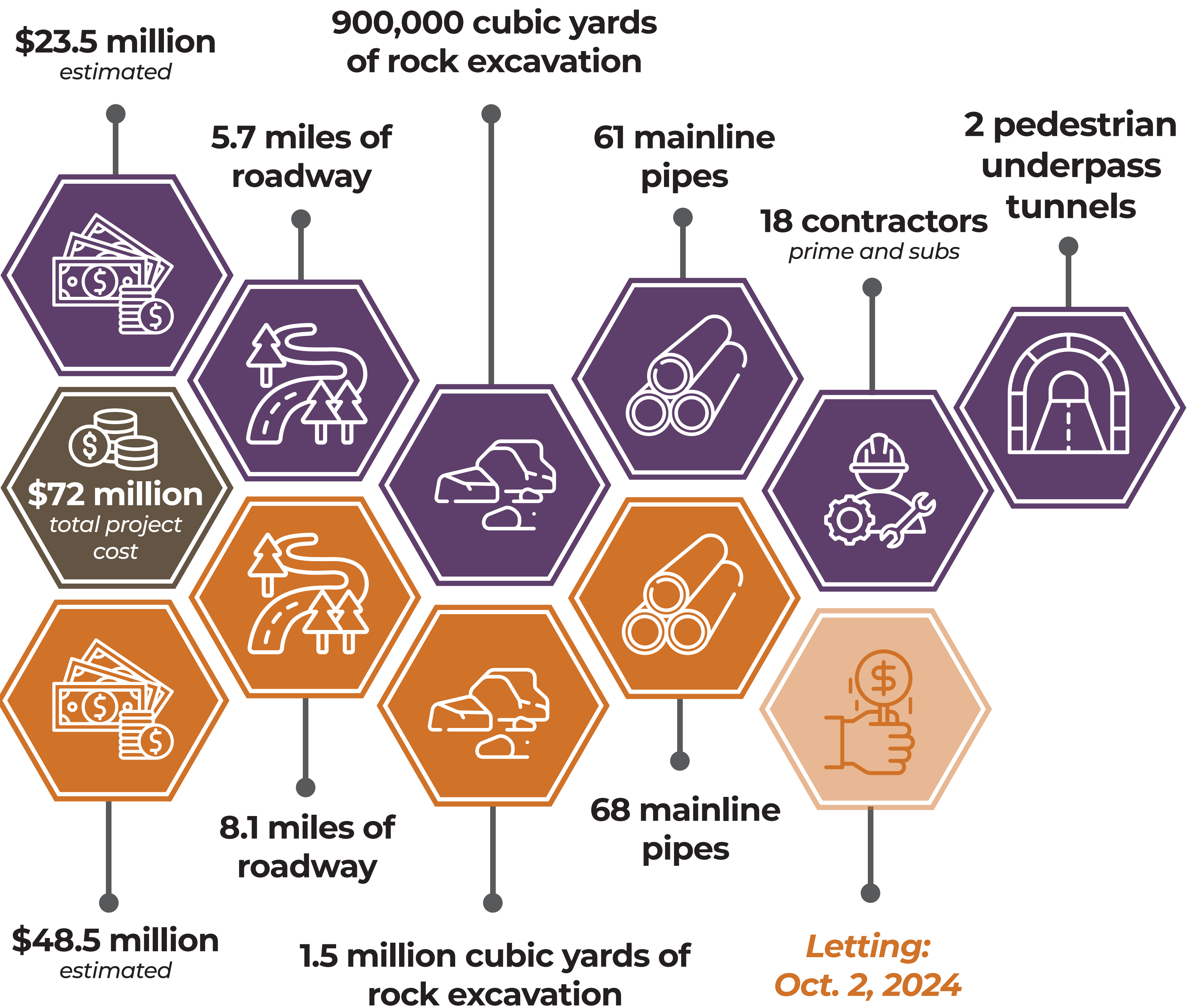
84,000+ Website Views



12,000+ Emails Sent via Bi-Weekly Email Updates

PHASE 1 CONSTRUCTION

2024



PHASE 2 CONSTRUCTION

2025-2026



PHASE 2 CONSTRUCTION

Spring 2025 - Fall 2026

WHAT TO EXPECT DURING CONSTRUCTION:



Pilot car lines and wait times



Rock blasting



Loose gravel road surface



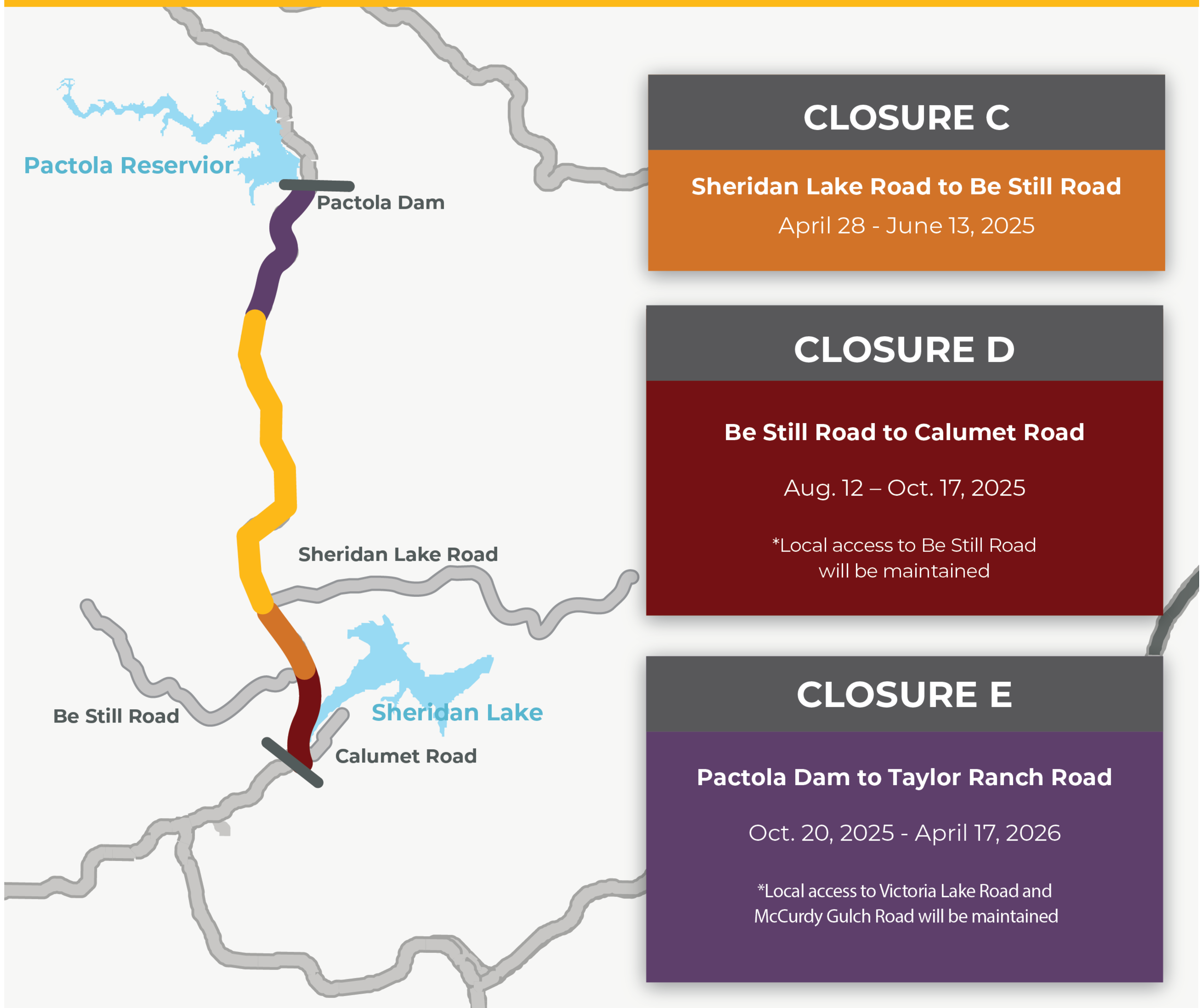
Narrowed driving lanes



Large construction equipment

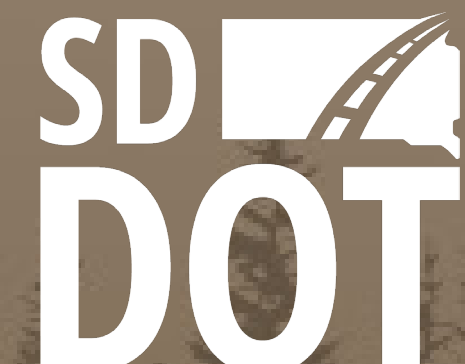
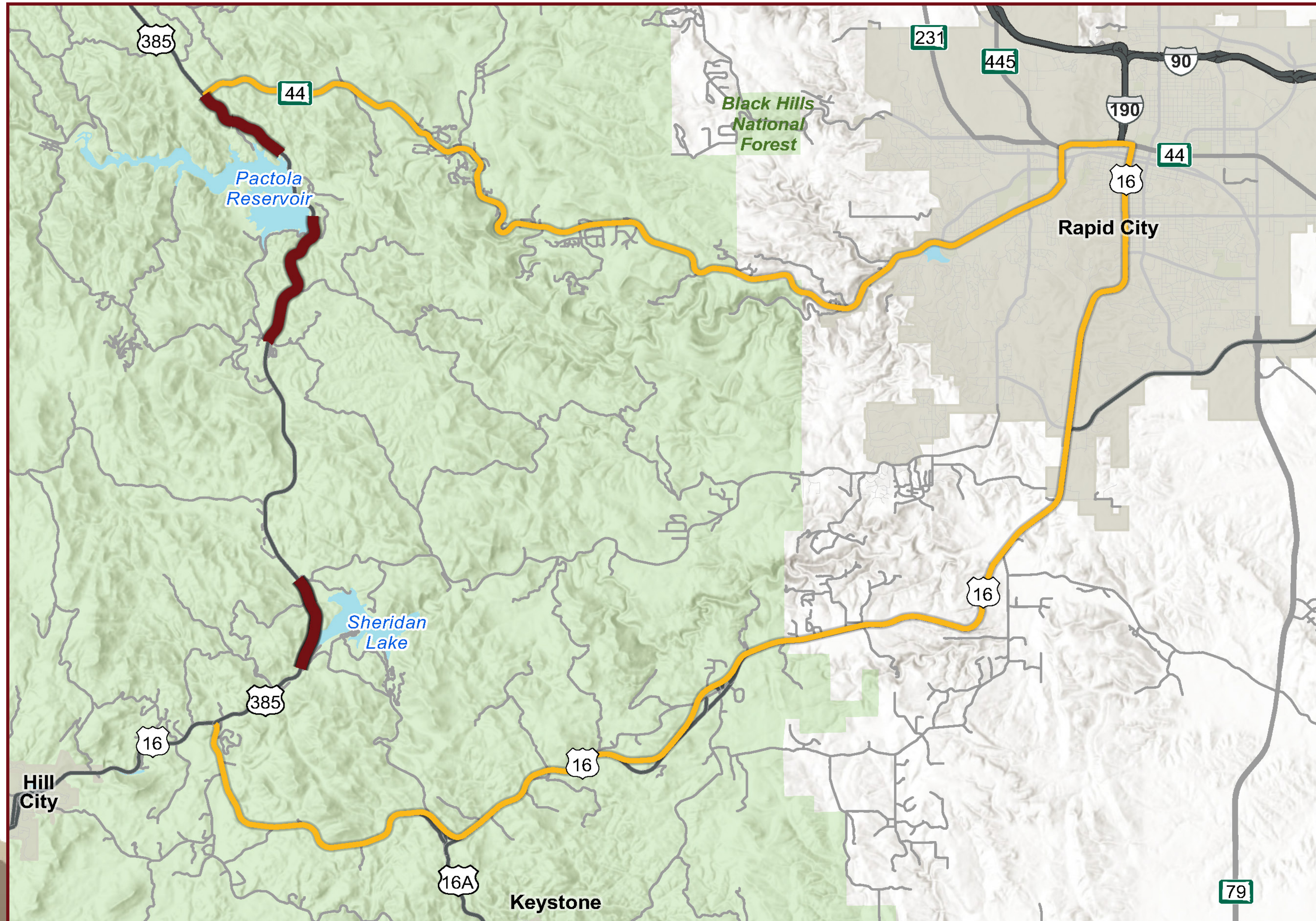


Temporary road closures



PHASE 2 POSTED DETOUR

S.D. Highway 44 and U.S. Highway 16



PHASE 2 CLOSURES AND DETOURS

Bus and School Detours

Closure C

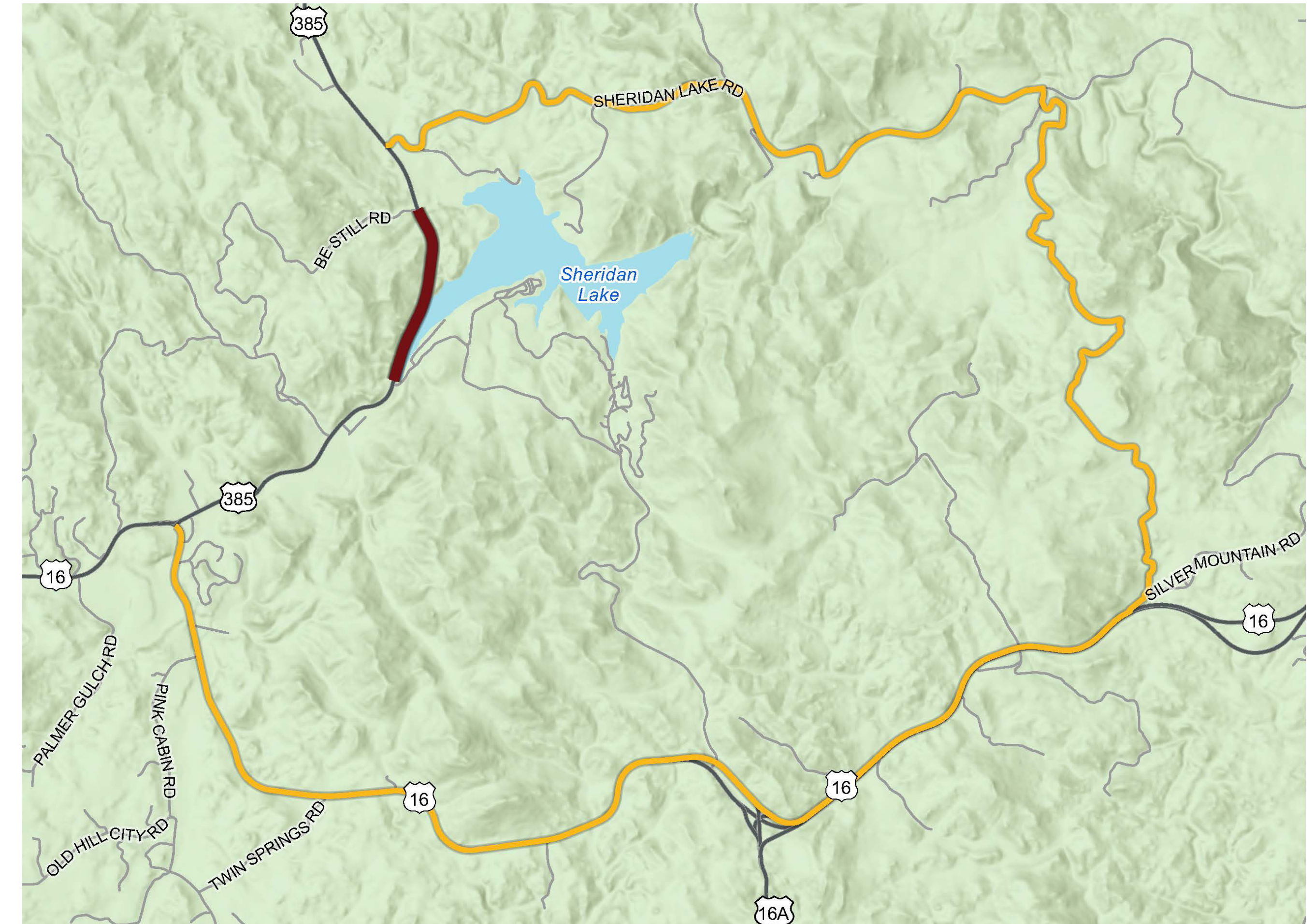


Closed from April 28 - June 13, 2025

Sheridan Lake Road to Be Still Road

Local access to Be Still Road will be maintained.

Closure D



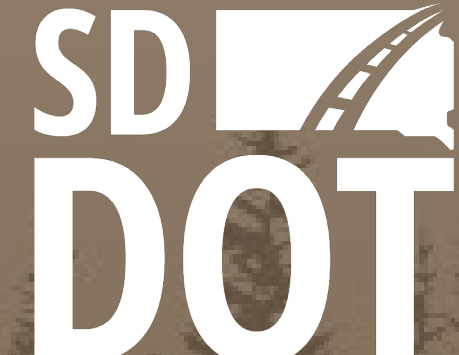
Closed from Aug. 12 - Oct. 17, 2025

Be Still Road to Calumet Road

Local access to Be Still Road will be maintained.

CLOSURE & DETOUR (ALTERNATIVE)

Custer Gulch Road



PROJECT BACKGROUND

U.S. Highway 385 Construction

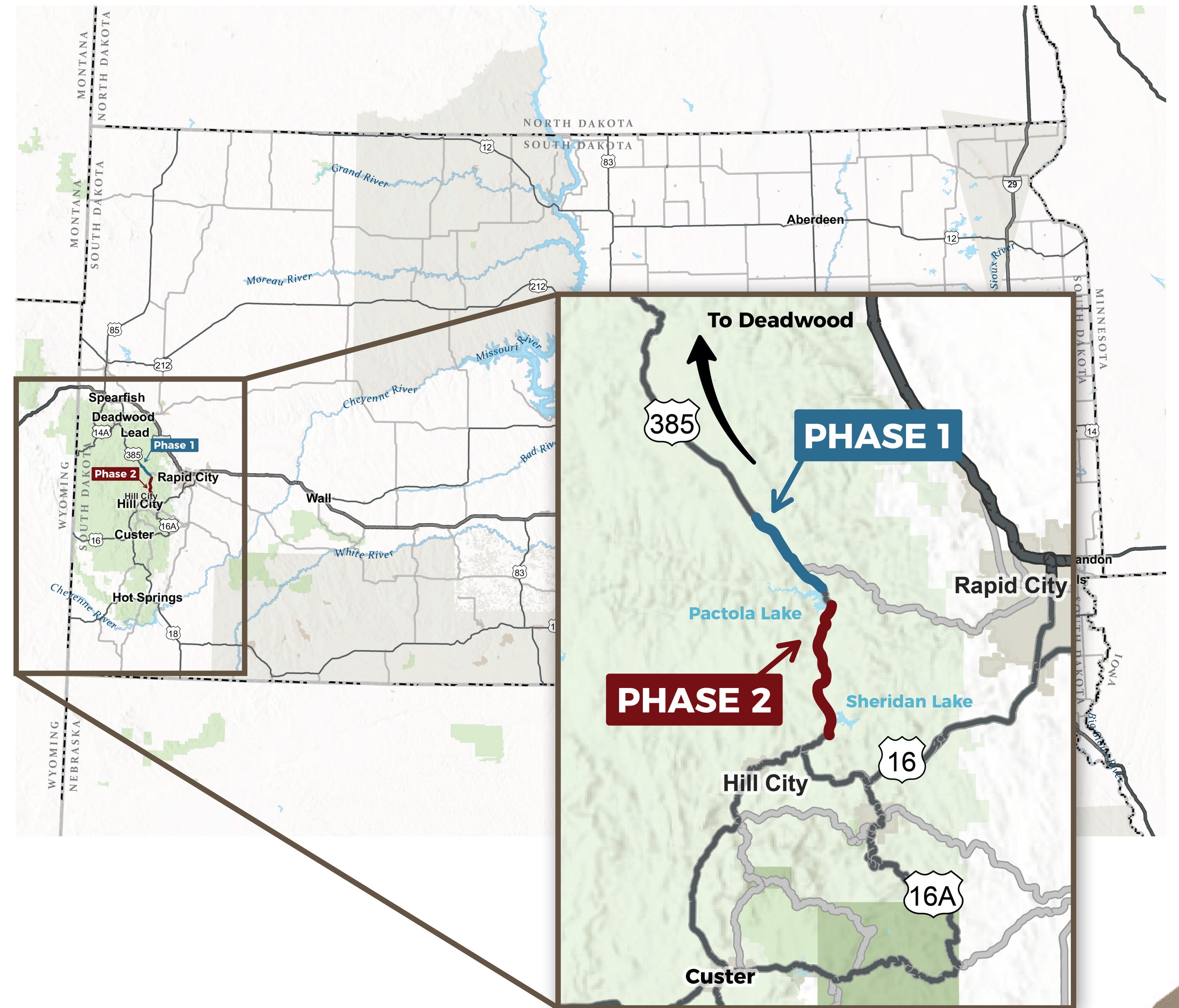
WHAT IS THE U.S. HIGHWAY 385 CONSTRUCTION PROJECT?

The South Dakota Department of Transportation (SDDOT) is reconstructing a portion of U.S. Highway 385 between the Pennington-Lawrence county line and the south end of Sheridan Lake (Calumet Road). Once completed, this section of U.S. Highway 385 will feature safety improvements, including wider shoulders on each side of the road where possible, improved road curves to meet current design standards, additional turning lanes to improve traffic flow, and new surfacing.

WHY DO THE IMPROVEMENTS NEED TO BE MADE?

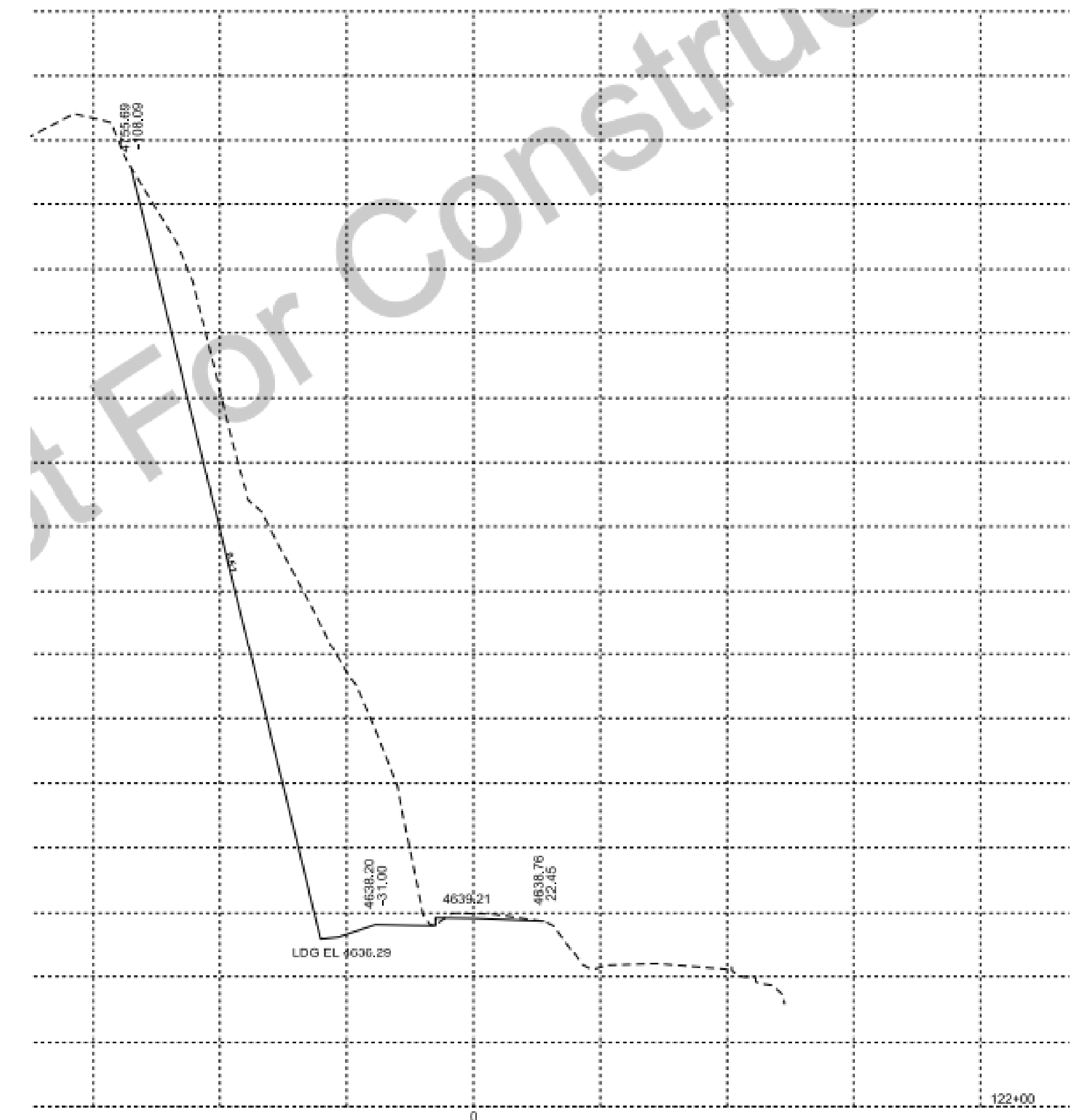
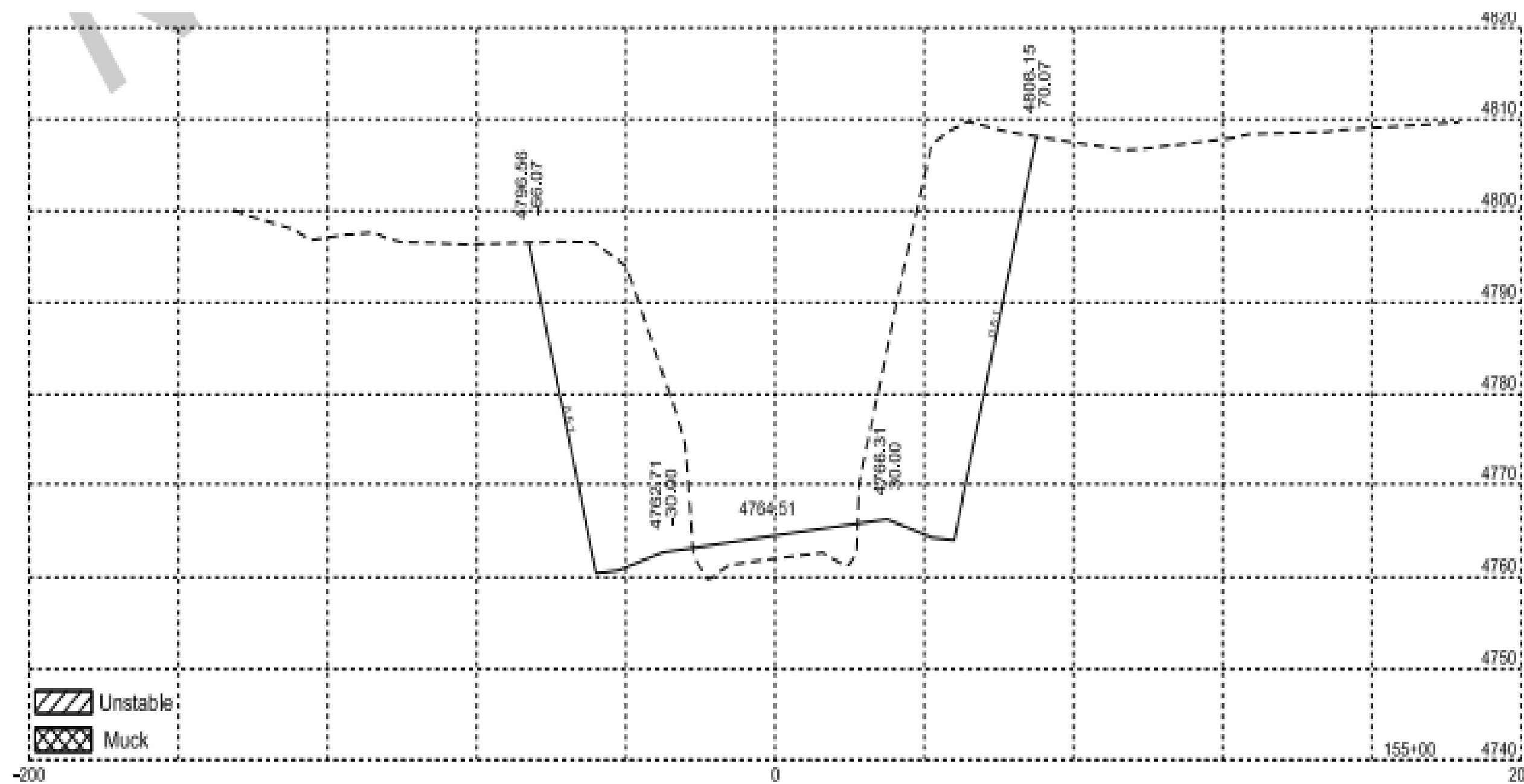
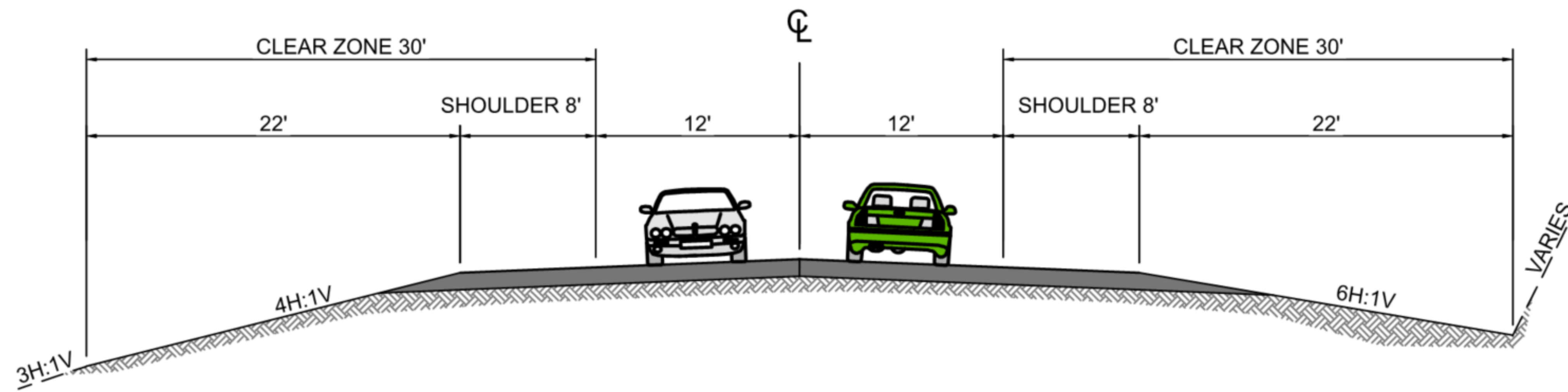
This project is being completed with funding from Federal Highway Administration (FHWA), and the use of federal funds requires that certain standards be met. U.S. 385 does not meet current design standards and requires redesign alongside general maintenance due to the age of the infrastructure.

- **SITE DISTANCE FOR HILLS AND CURVES:** Portions of the roadway do not meet current design standards for curvature and will be redesigned to meet current design criteria.
- **ROADWAY SHOULDERS:** Current design standards dictate an eight-foot shoulder, and the current highway only has two- to three-foot shoulders.
- **CLEAR ZONE:** The current roadway has a limited clear zone of two to 16 feet, and current design standards require a minimum 30-foot clear zone.
- **CULVERTS AND DRAINAGE PIPES:** Multiple box culverts nearing the end of their useful life and drainage pipes in poor condition will be replaced.
- **ACCESS TO ADJACENT PROPERTIES:** Driveways and access to adjacent properties will be improved, and turn lanes will be installed at key intersections to improve the flow of traffic.



TYPICAL SECTION AND CONSTRUCTABILITY

U.S. Highway 385 Construction



STAY IN TOUCH!



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X: *@SouthDakotaDOT*

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