

TRAFFIC VOLUMES

Northbound US-83/South Dewey St

| | Initial | 20 Years |
|-----------------------|---------|----------|
| Year | 2028 | 2048 |
| Average Daily Traffic | 10,780 | 10,780 |
| Design Hourly Volume | 1,150 | 1,150 |
| % Heavy Trucks | 3 | 3 |

RIGHT-OF-WAY

The proposed project would require the acquisition of additional property rights, which could include new right-of-way (ROW), control of access (CA), permanent easements (PE), and/or temporary easements (TE). If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established. Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

POTENTIAL IMPACTS

No wetland and/or other water resource impacts are anticipated. There are no 4(f) properties located within the project vicinity.

ACCOMMODATION OF TRAFFIC

This project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices; however, some intersections may be closed to traffic for a few weeks to accommodate work.

CONSTRUCTION SCHEDULE

Construction is tentatively scheduled to begin as early as spring of 2027 and be completed by winter of 2028, weather permitting.

ESTIMATED CONSTRUCTION COST

The estimated cost of the proposed project is approximately \$12.6 million and would derive from federal, state and local funding sources.



FEEDBACK

Comments will be collected through September 24, 2025 and should be submitted to:

AJ Raaska
NDOT Public Involvement
P.O. Box 94759
Lincoln, NE 68509-4759
aj.raaska@nebraska.gov
402.479.4303



Information regarding the proposed project is available on the NDOT website at ndot.info/61360.



For More Info:

Cameron Craig
NDOT District 6 Engineer
cameron.craig@nebraska.gov
308.535.8031

NH-83-2(129) C.N. 61360

LEOTA – 1ST ST (NB), NORTH PLATTE

PUBLIC INFORMATION
OPEN HOUSE MEETING

Tuesday, September 9, 2025
4:00-6:00 p.m. CST

Harvest Christian Fellowship Hall
1501 S Dewey Street
North Platte, NE 69101

PROJECT LOCATION

Identified as **Leota – 1st St (NB), North Platte**, the proposed project would reconstruct approximately 1.07 miles of northbound (NB) U.S. Highway 83 (US-83) /South Dewey Street within the city of North Platte, beginning at approximately mile marker (MM) 82.05, the north approach slab on the South Platte River bridge, and ending at approximately MM 83.12, north of 1st Street where the roadway transitions to a four-lane two-way section with left turn lanes. Construction may begin and/or end approximately 1,000 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

PURPOSE AND NEED

The purpose of this project is to preserve the transportation asset, improve the existing pavement conditions and the reliability of the transportation system and perpetuate the mobility of the traveling public. The need for this project is based on the current condition of the roadway.

SCOPE OF WORK

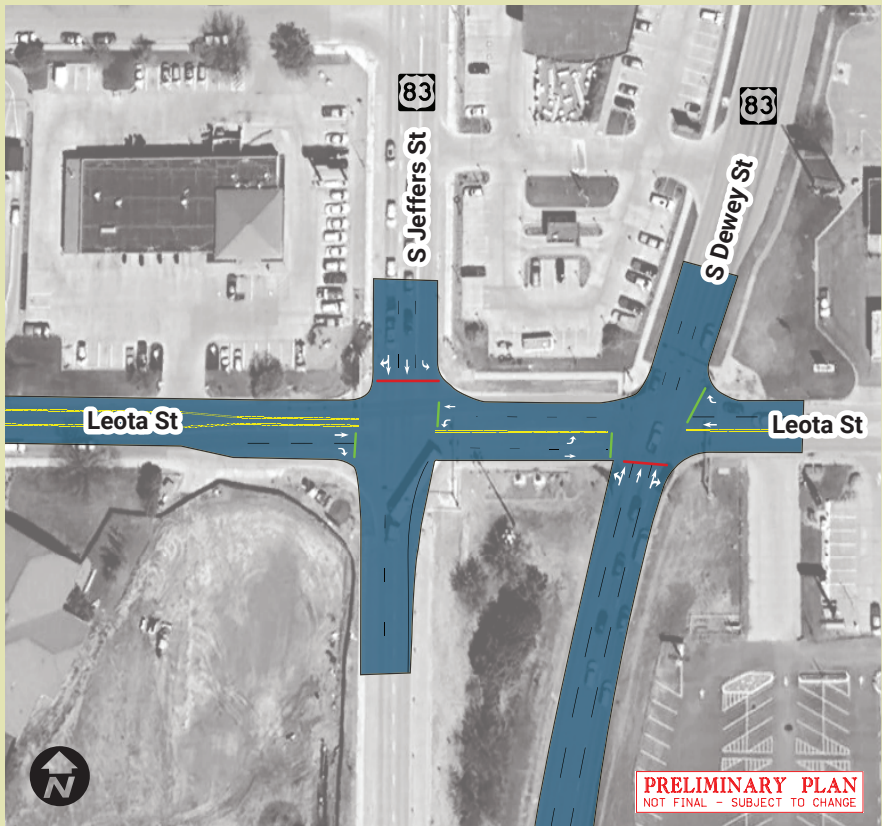
The improvements on this proposed project would consist of removing and replacing the existing pavement with doweled concrete. Additional work would include removing and replacing the storm sewer system, removing turn lanes, replacing driveways, curb ramps, lighting, and permanent pavement markings. The existing sidewalk on the east side of South Dewey Street would be reconstructed to be eight feet wide. Existing traffic signals would be evaluated, and if retained, would be updated as necessary. The City of North Platte intends to replace all existing water mains prior to this proposed project.

In addition, the Leota Street Traffic Study showing future traffic on Leota Street, US-83/South Dewey Street, US-83/South Jeffers Street evaluated changes to this area and include: roundabout (not selected), signal timing, and new turn lanes will be presented to show improved traffic flow included in this project. (See inside pages)



Leota Street Traffic Study Traffic Signal Timing Modifications Alternative

- The Leota Street green light phase would be adjusted for traffic to continue through both US-83/ South Jeffers Street and US-83/ South Dewey Street intersections.
- New traffic signals would include a Flashing Yellow Arrow (permissive phase) allowing a left turn when opposing traffic flow allows.

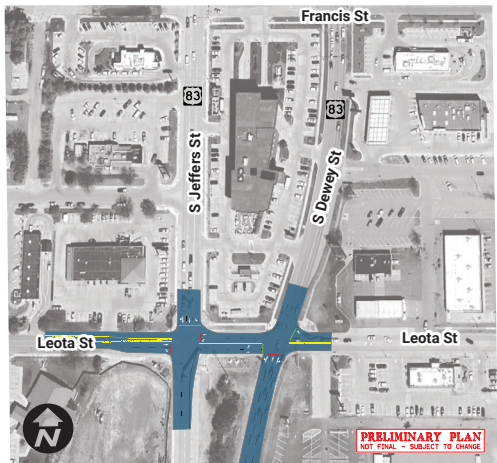


INTERSECTION ALTERNATIVES CONSIDERED - ELIMINATED FROM FURTHER CONSIDERATION

These alternatives have been eliminated from further consideration due to anticipated poor operation, constructability, sidewalk connectivity, and safety concerns. All alternatives were considered along with the removal of the existing northbound right turn lane to Walmart on the east side of US-83/South Dewey Street between Leota Street and Francis Street as well as the addition of a westbound right turn lane at the intersection of Leota Street and US-83/South Dewey Street.

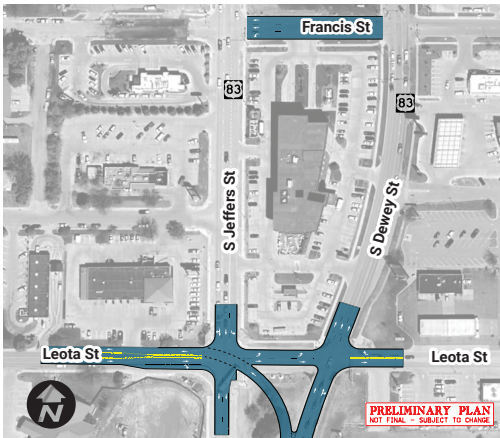
Existing Traffic Signal Timing Alternative

This alternative shows existing signal timing with the same lane configuration as the “Traffic Signal Timing Modifications” alternative.



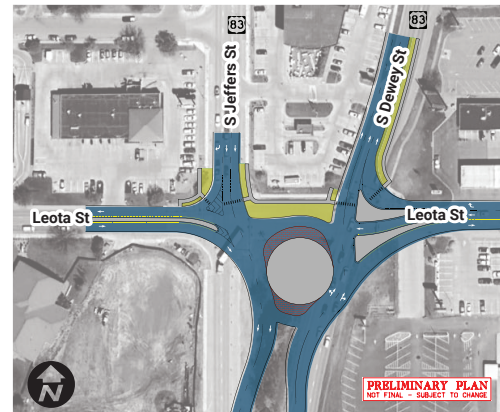
Leota Street/Francis Street One-way Pairs and Northbound Left-turn Bypass Lane Alternative

Leota Street (eastbound) and Francis Street (westbound) would operate as one-way pairs only between US-83/South Dewey Street and US-83/South Jeffers Street and would include a left turn lane south of Leota Street.



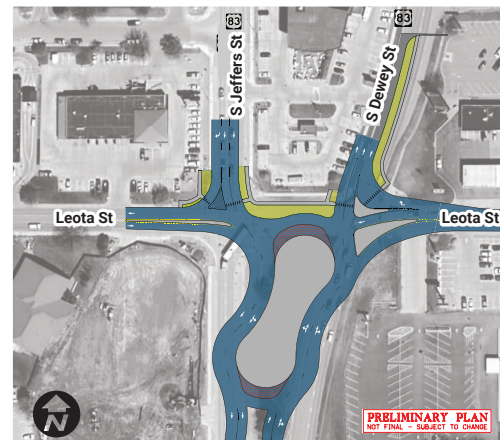
Roundabout Alternative

This alternative would convert the existing two intersections into a single, multi-lane roundabout.



“Dog Bone” Roundabout Alternative

This alternative would convert the existing two intersections into a single, multi-lane “dog bone” roundabout with an axis oriented in the southwest-northeast direction.



One-way Leota Street with Southbound U-turn Alternative

This alternative would convert Leota Street, between US-83/South Dewey Street and US-83/South Jeffers Street, to a one-way street allowing only vehicular travel in the westbound direction.

