



U.S. Department of Transportation
Federal Highway Administration

NEBRASKA
DEPARTMENT OF TRANSPORTATION



WELCOME!

We are pleased you are here to learn more about
and provide feedback on the proposed project.

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

Leota – 1st St (NB), North Platte

HOW TO GET THE MOST OUT OF THIS MEETING:



Review each display
and talk with project
team members
to learn more and
share your ideas.



Spend as much
or as little
time with us
as you like.



Complete a
comment form
and drop it
in the box.



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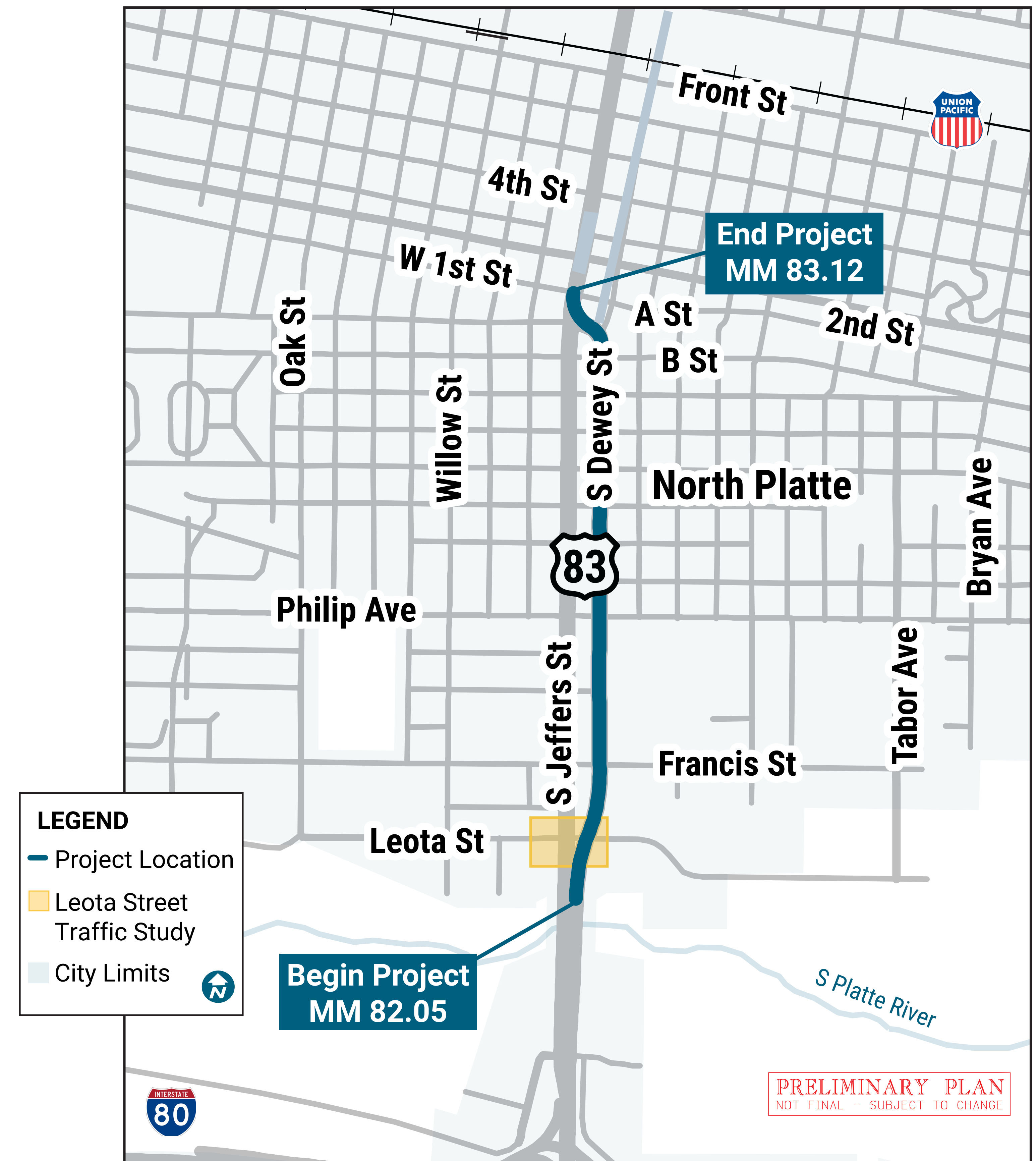


NH-83-2(129) LEOTA - 1ST ST (NB), NORTH PLATTE; C.N. 61360

Project Location

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.





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Project Overview

PROPOSED IMPROVEMENTS

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

PURPOSE & NEED

The purpose of this project is to:

- Preserve the transportation asset.
- Improve the reliability of the transportation system.
- Perpetuate the mobility of the traveling public.

The need for the project is to:

The need for this project is based on the current condition of the roadway.

RIGHT-OF-WAY IMPACTS

This 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). Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements. If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established.

TRAFFIC ACCOMMODATIONS

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.



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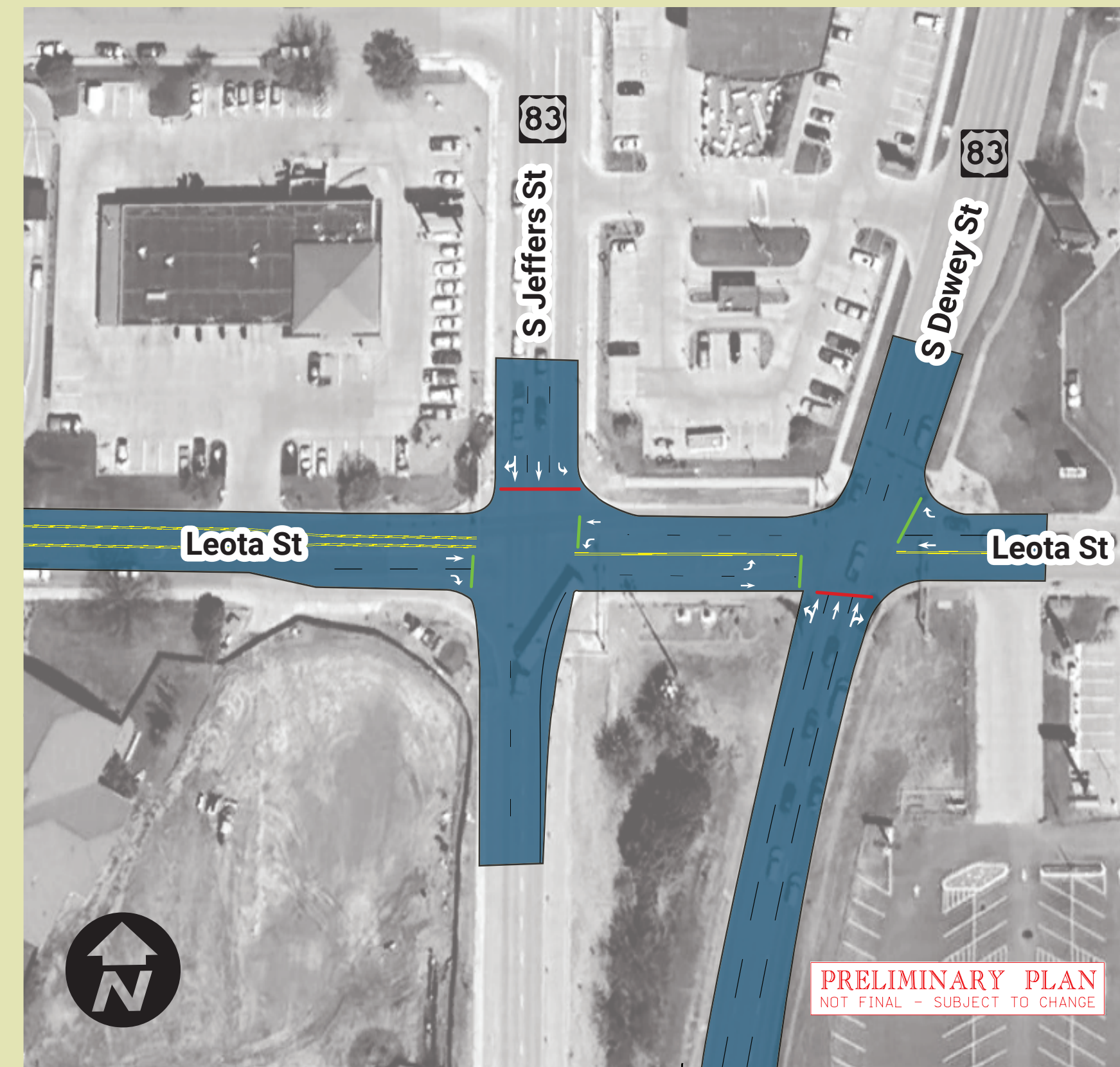
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Leota Street Traffic Study

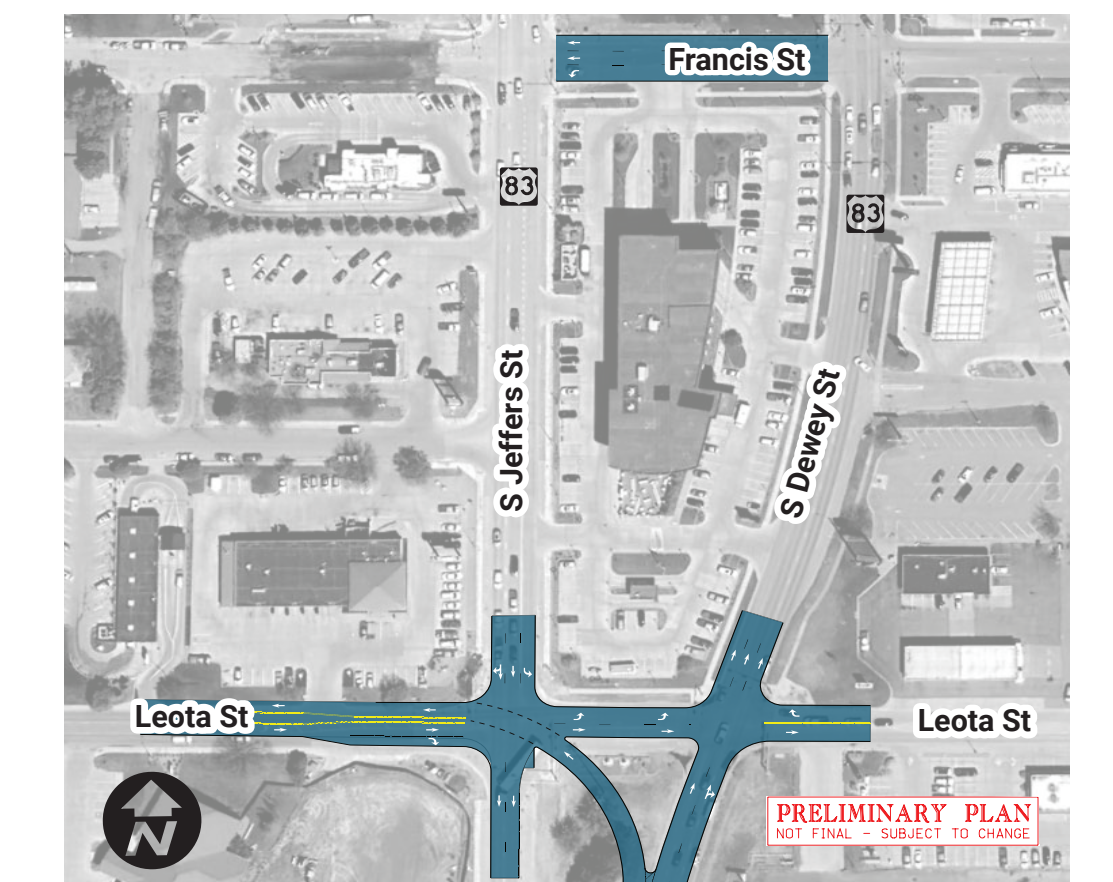
Traffic Signal Timing Modifications Alternative

- 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.



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.

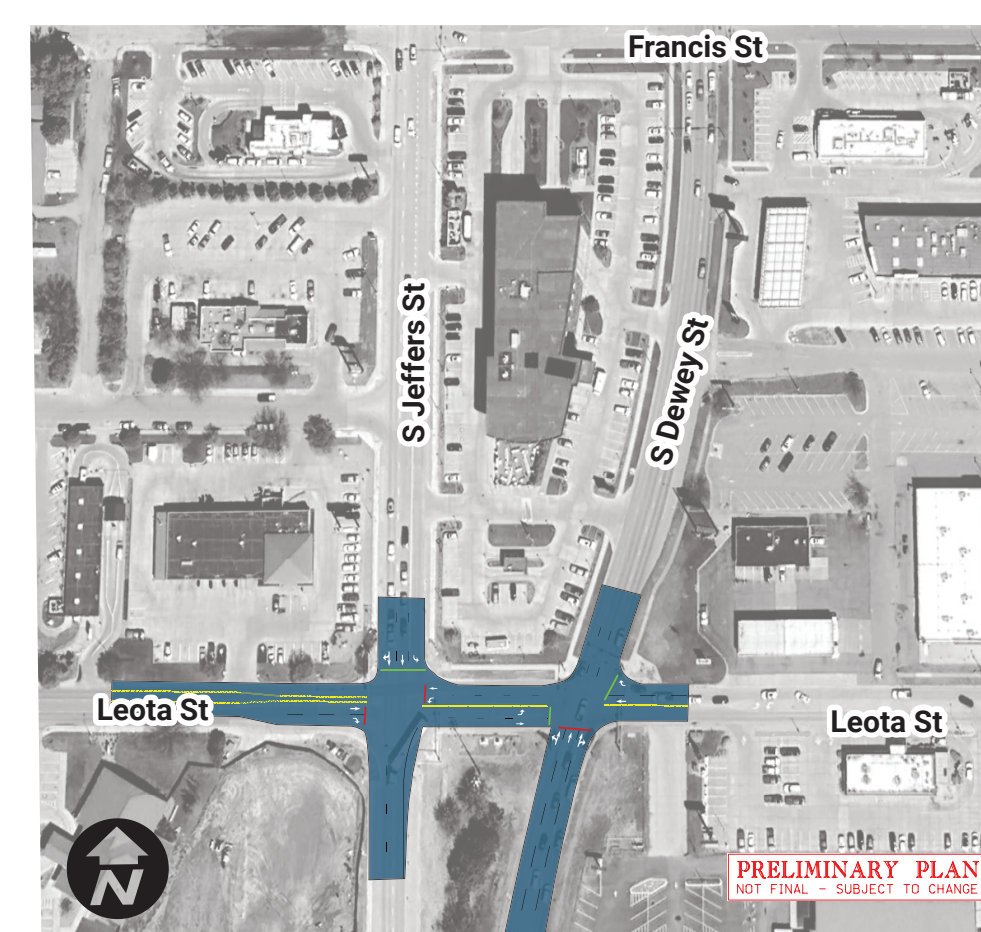


Intersection Alternatives Considered - Eliminated from Further Consideration

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



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.

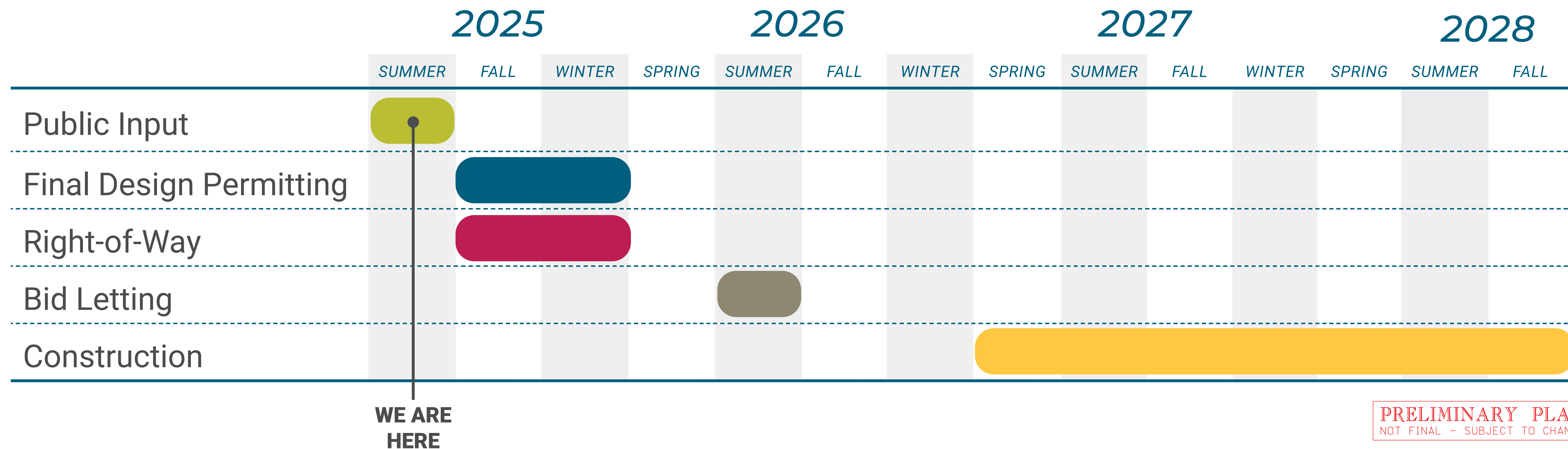


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Schedule & Cost

SCHEDULE

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



ESTIMATED COST

\$12.6 million (from federal, state, and local funding sources.)



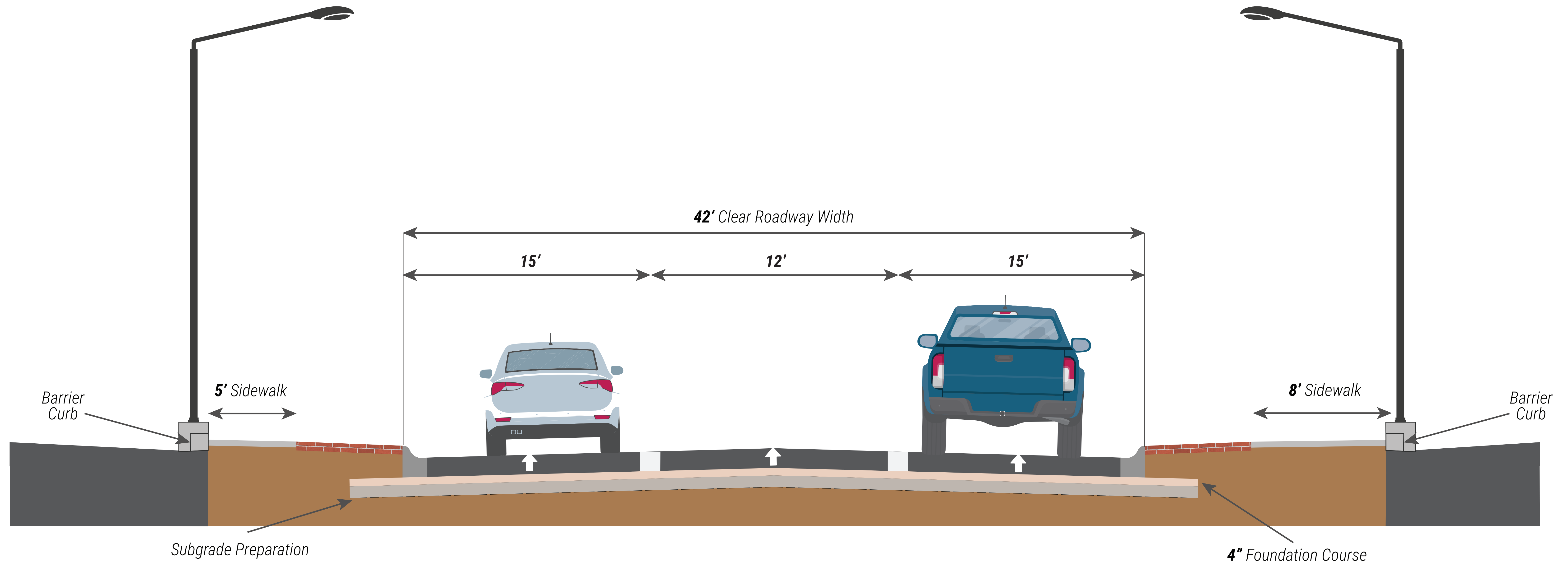
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Typical Section



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

*Not to scale



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FEEDBACK

*Comments will be collected
through September 24, 2025
and can be submitted on the
project website or to:*

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402-479-4303

For more info:

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308.535.8031

*Information regarding the proposed
project will be available at:*

www.ndot.info/61360



SCAN ME!