

Newberry Interchange to US-30, North Platte

Kyle Christensen, P.E.
Assistant Roadway Design Engineer – Districts 3&6
NDOT | Roadway Design
December 12, 2025



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Agenda

Newberry Interchange to US-30, North Platte
S-L56G(1012); C.N. 61758

- Project Purpose & Need
- Project Overview and Scope of Work
- Design Features – Typical Cross Section
- Public Involvement
- Cost and Schedule
- Commission Recommendation of the following:
 - Approval of **Project Location** and **Design**
 - Approval of **Access Control Modifications**

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Project Purpose

Newberry Interchange to US-30, North Platte
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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

BUILD NEBRASKA ACT
THE NEXT 10 YEARS

This project was a BNA selection based on the following considerations.

- **Enhances safety along the corridor** – This project will improve traffic flow and enhance safety for both freight and travelers.
- **Economic opportunity** – This project will help facilitate additional growth along the corridor.
- **Regional Priority** – Stakeholders were concerned about the increased truck traffic. Similarly, stakeholders stressed that the four-lane expansion of Nebraska Link 56G (L-56G) would help reduce truck traffic through North Platte. The Newberry Interchange ranked in the top 25 percent for engineering performance according to NDOT's prioritization process.

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Project Need

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The need for this project is based on information from Traffic Engineering Division and District 6. These entities have determined the increased traffic counts on this segment of L-56G warrant increasing the traffic capacity of this highway segment.

Additionally, the existing concrete is at or beyond the end of its anticipated service life. The pavement must be resurfaced to eliminate further infiltration of water and mitigate existing distresses. The existing structures will be between 47 and 62 years old at the time of construction and require repair.

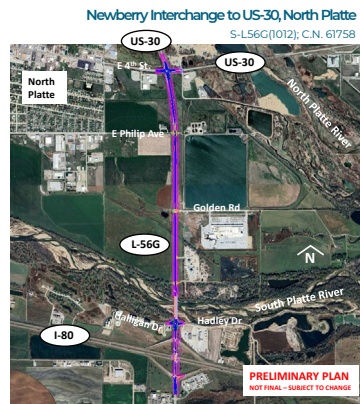
The proposed work will help achieve the State and National performance targets as outlined in NDOT's Transportation Asset Management Plan.

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Project Overview

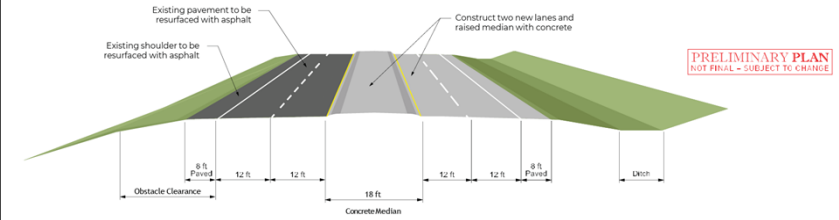
- Project starts approximately 0.2 miles south of Interstate 80 (I-80) and extends north to approximately the junction of L-56G with U.S. Highway 30 (US-30).
- L-56G will be expanded by utilizing a 2+2 approach by adding two new lanes on the east side of the existing two lanes. The existing two lanes will be resurfaced where possible.
- Resulting roadway will be a four-lane divided highway with a raised concrete median.
- Preliminary Design is complete.
- Public Information Open House Meeting held November 13, 2025.



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Project Overview

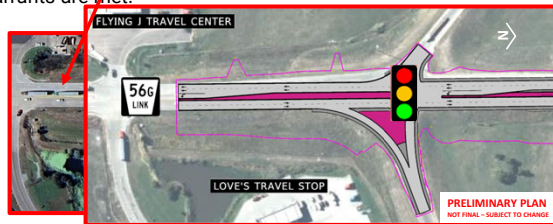
Proposed Typical Roadway Section



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Scope of Work

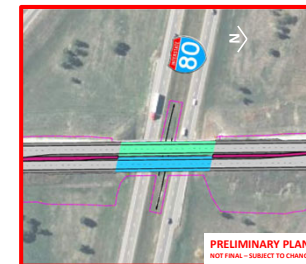
- The project would begin at the beginning of State Maintenance, which is approximately 0.2 miles south of the grade separation over I-80.
- Reconstruction will tie into the existing four-lane roadway.
- Reconstruction of the I-80 eastbound ramp intersection. Traffic volumes will be monitored, and a signal will be installed when signal warrants are met.



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Scope of Work

- Build new northbound bridge over I-80 and repair the existing southbound bridge.

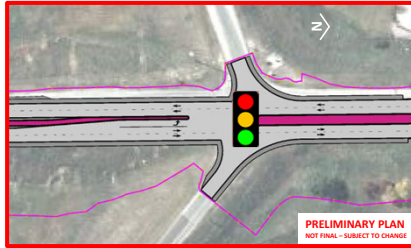


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Scope of Work

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- Reconstruction of the I-80 westbound ramp intersection
- Install new traffic signal

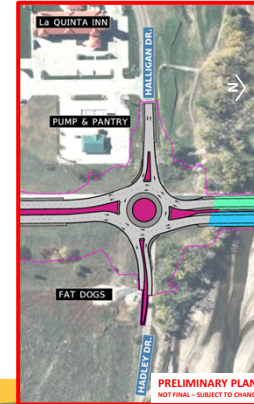


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Scope of Work

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- Construct roundabout at the intersection of L-56G with Halligan Drive/Hadley Drive
- The intersections of Halligan Drive/Hadley Drive, I-80 WB Ramp, and I-80 EB Ramp were studied together.
- The Halligan/Hadley roundabout, I-80 signals alternative was chosen as the preferred alternative
 - Cost-effective option while meeting the purpose and need
 - Improved safety and traffic operations
 - Eliminates concerns associated with the distance between the Halligan/Hadley intersection and Platte River bridge.

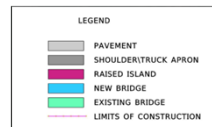
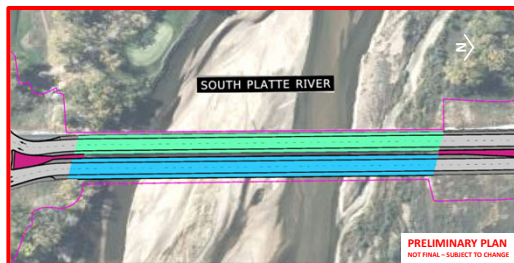


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- Build new northbound bridge over the South Platte River and repair the existing southbound bridge.

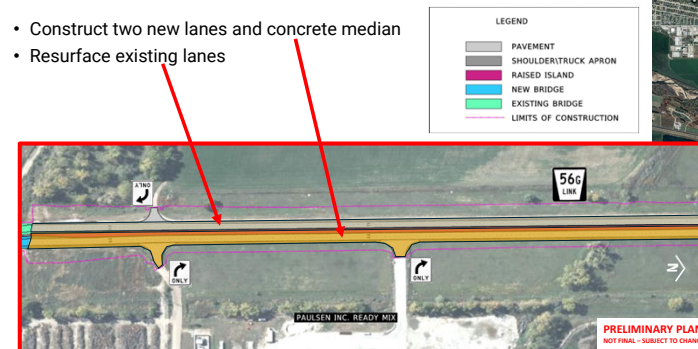


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Scope of Work

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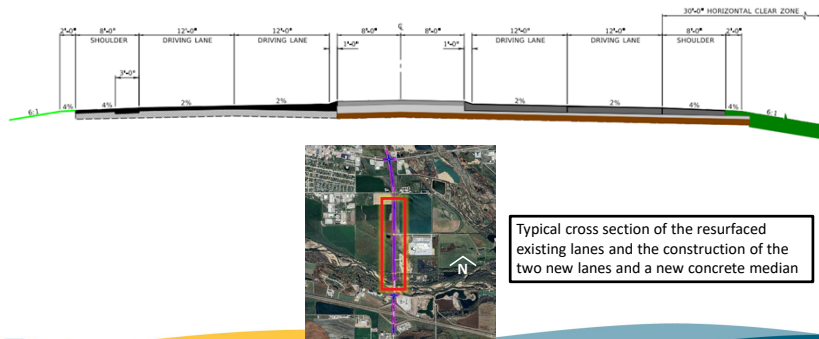
- Construct two new lanes and concrete median
- Resurface existing lanes



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Design Features – Typical Cross Section

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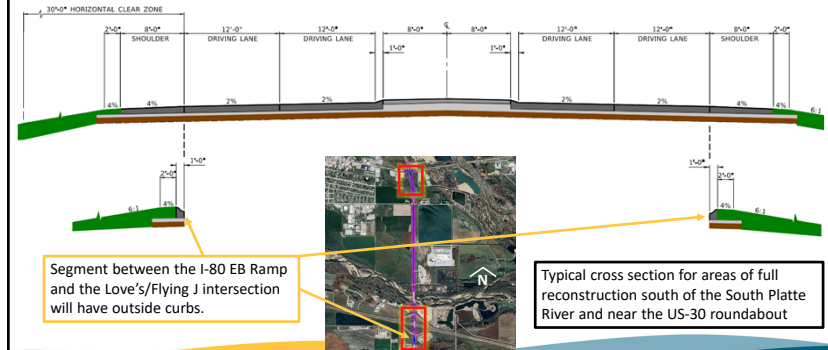


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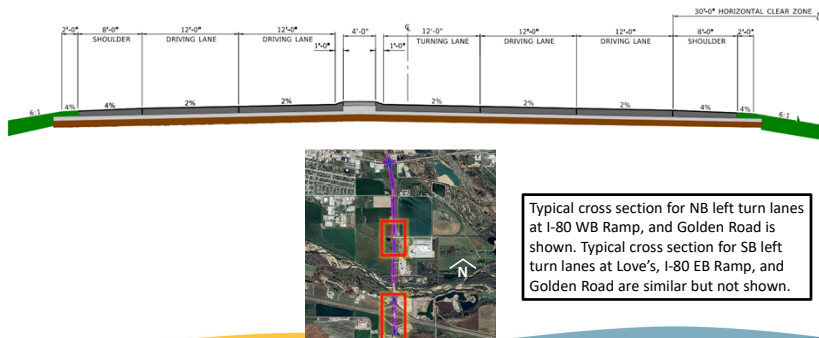


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Design Features – Typical Cross Section

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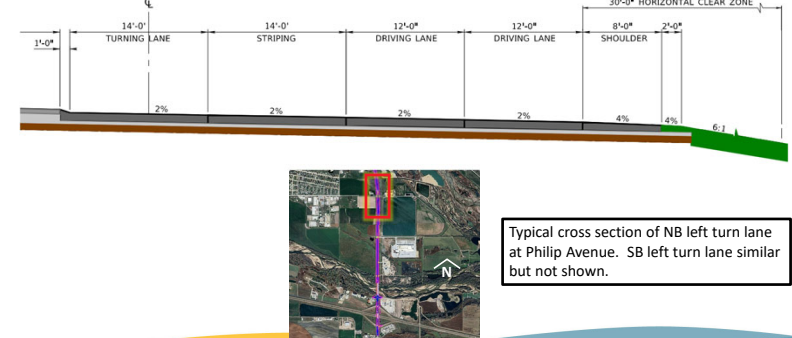


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Public Involvement

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- **November 13, 2025:** Public Information Open House
 - Approximately **26** people in attendance
 - Information packets were mailed to **76** property owners and **107** public and private agencies
 - Received **11** Comments
(comment period ended December 1, 2025)
- **Public Comments**
 - Comments received are being reviewed and responses are being developed
 - Overall project support
 - Well thought out
 - Interest in pedestrian facilities along project
 - Roundabout Comments

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Schedule & Cost

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- Preliminary design is nearing completion, and we are moving into the right-of-way and final design phases.
- Bid letting is scheduled for August 17, 2028.
- Construction is tentatively scheduled to begin in the spring of 2029, and it is anticipated to take two years to complete.

Estimated project cost:	Length of project:
\$28M	2.02 miles

Funding comes from State and local funding sources

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Requested Actions

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NDOT requests Highway Commission Recommendation of the following:

- Approval of the **Project Location** and **Design**
- Approval of the modification of existing **Access Control** (if necessary)
- Approval of acquiring additional **Access Control** (if necessary)

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Questions?



Kyle Christensen, P.E.
Assistant Roadway Design Engineer – Districts 3&6
Roadway Design
Nebraska Department of Transportation
OFFICE: 402.479.3117
Kyle.Christensen@nebraska.gov

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