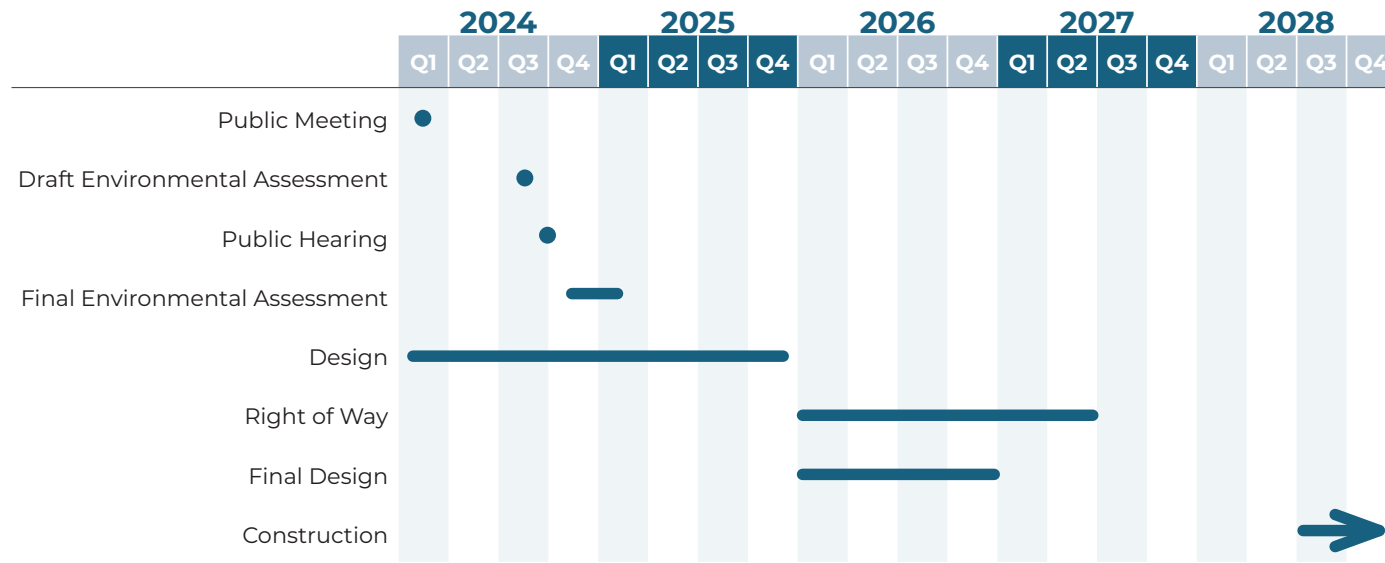
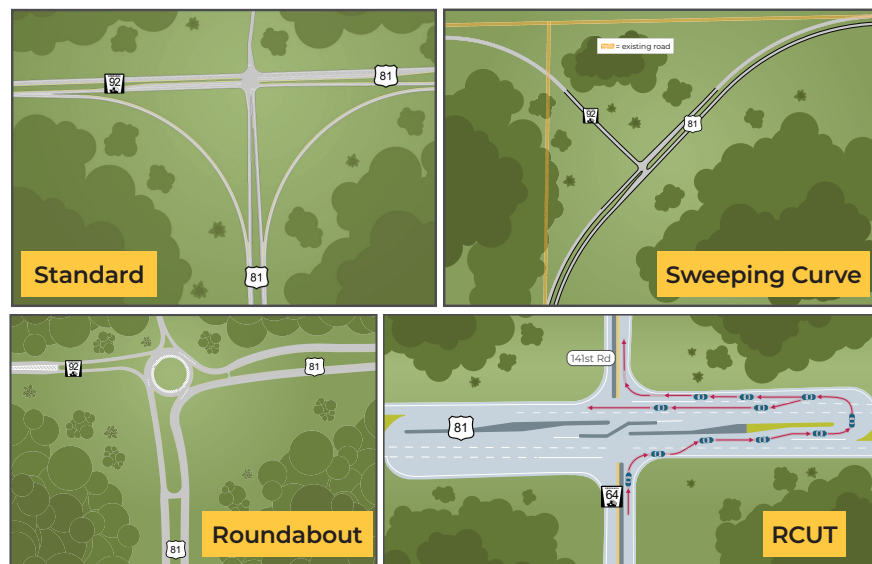


SCHEDULE & COST

The proposed project costs are estimated at approximately \$400-450 million and would come from federal and state sources. Construction could begin as early as Fall 2028 and is subject to funding availability.



POTENTIAL INTERSECTION ALTERNATIVES



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

The standard, sweeping curve, and roundabout alternatives are modeled on the US-81 and N-92 west intersection. The RCUT alternative is modeled on the US-81 and N-64 north intersection. These models are for viewing purposes only.

TRAFFIC ACCOMMODATIONS

The project would be constructed under traffic with lane closures controlled by appropriate traffic control devices and practices. Temporary surfacing may be required to accommodate phased construction. A detour would not be required.

FEEDBACK

Comments will be collected through **March 29, 2024**.

Information regarding the proposed project will be available on the NDOT website at ndot.info/42967.



For those without internet access, information may be obtained at NDOT Headquarters, 1500 Nebraska Parkway, Lincoln, NE 68502, or by contacting:

Wes Wahlgren
NDOT District 4 Engineer
wes.wahlgren@nebraska.gov
(308) 385-6265

Sierra Luhn
NDOT Public Involvement
PO Box 94759
Lincoln, NE 68509-4759
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YORK – COLUMBUS

S-81-2(1051) York – Columbus; C.N. 42967

March 2024

Public Information Open House Meeting

The Nebraska Department of Transportation (NDOT) is seeking input on the proposed **York – Columbus** project, which would expand U.S. Highway 81 (US-81) from a two-lane highway to a four-lane expressway along an approximately 41-mile segment in York, Polk, and Butler Counties, Nebraska. The expressway would change to three-lanes in urban areas, then return to four lanes through the rural segments.

PROJECT LOCATION

The proposed project would start at the end of the existing four-lane York bypass, near the north U.S. Highway 34 (US-34)/US-81 junction. It would extend north for approximately 41 miles to just north of the junction of Nebraska Highway 64 (N-64) and US-81, where it would connect to the existing four-lane roadway.

PURPOSE & NEED

The purpose of this project is to:

- **Fulfill legislative intent** to continue the development of the expressway system identified in the 1988 Nebraska Highway Needs Study.
- **Improve regional connectivity** for vehicles in east-central Nebraska by providing important expressway connections with Nebraska Highway 66 (N-66), N-64, and Nebraska Highway 92 (N-92), while maintaining convenient highway access for communities in the area
- **Maximize use** of existing transportation infrastructure, including connecting highways and existing right-of-way (ROW), **improve the condition** of the existing infrastructure, and **maximize the cost-effectiveness** of the project.

This project is needed to advance the last two-lane segment of the US-81 Expressway from the Kansas/Nebraska border to Norfolk, Nebraska.

SCOPE OF WORK

The improvements on this project would widen US-81 from an existing two-lane highway to a four-lane expressway using the 2+2 concept. The project would adjust the expressway to three-lanes in urban areas then return to four-lanes through the rural segments of the project. The improvements to US-81 would consider the eight existing bridge structures that would be in need of replacement, rehabilitation or repair. A second set of structures would be built adjacent to the existing structures to accommodate the new lanes.

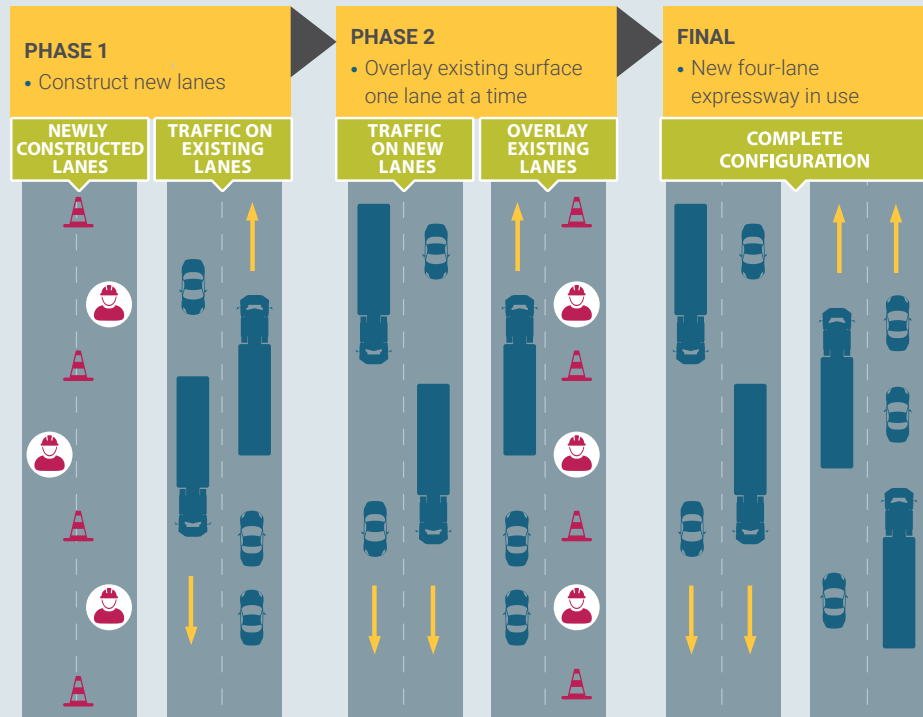
RIGHT-OF-WAY

The proposed project would require the acquisition of additional property rights, which could include new ROW, control of access (CA), permanent easements (PE), and/or temporary easements (TE). Relocations are anticipated. If your property is impacted by this project, you would 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 traffic phasing requirements.

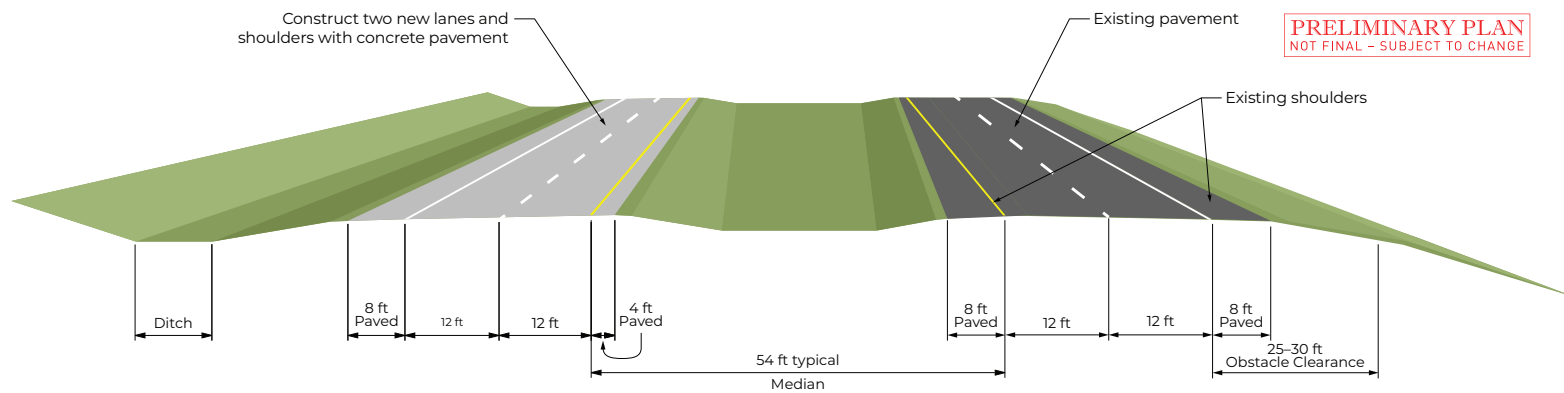
2+2 APPROACH

The 2+2 construction concept would construct two new lanes adjacent to the existing two lanes of US-81 to create a four-lane corridor. This approach would:

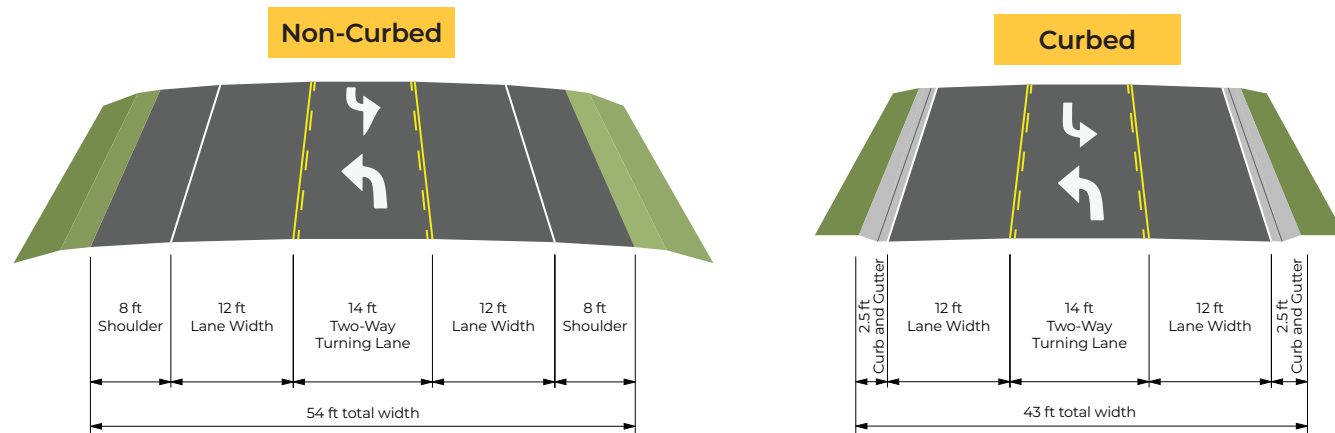
- Minimize traffic disruption
- Maximize the use of existing roadway
- Minimize environmental, community, and ROW impacts



RURAL 4-LANE TYPICAL SECTION

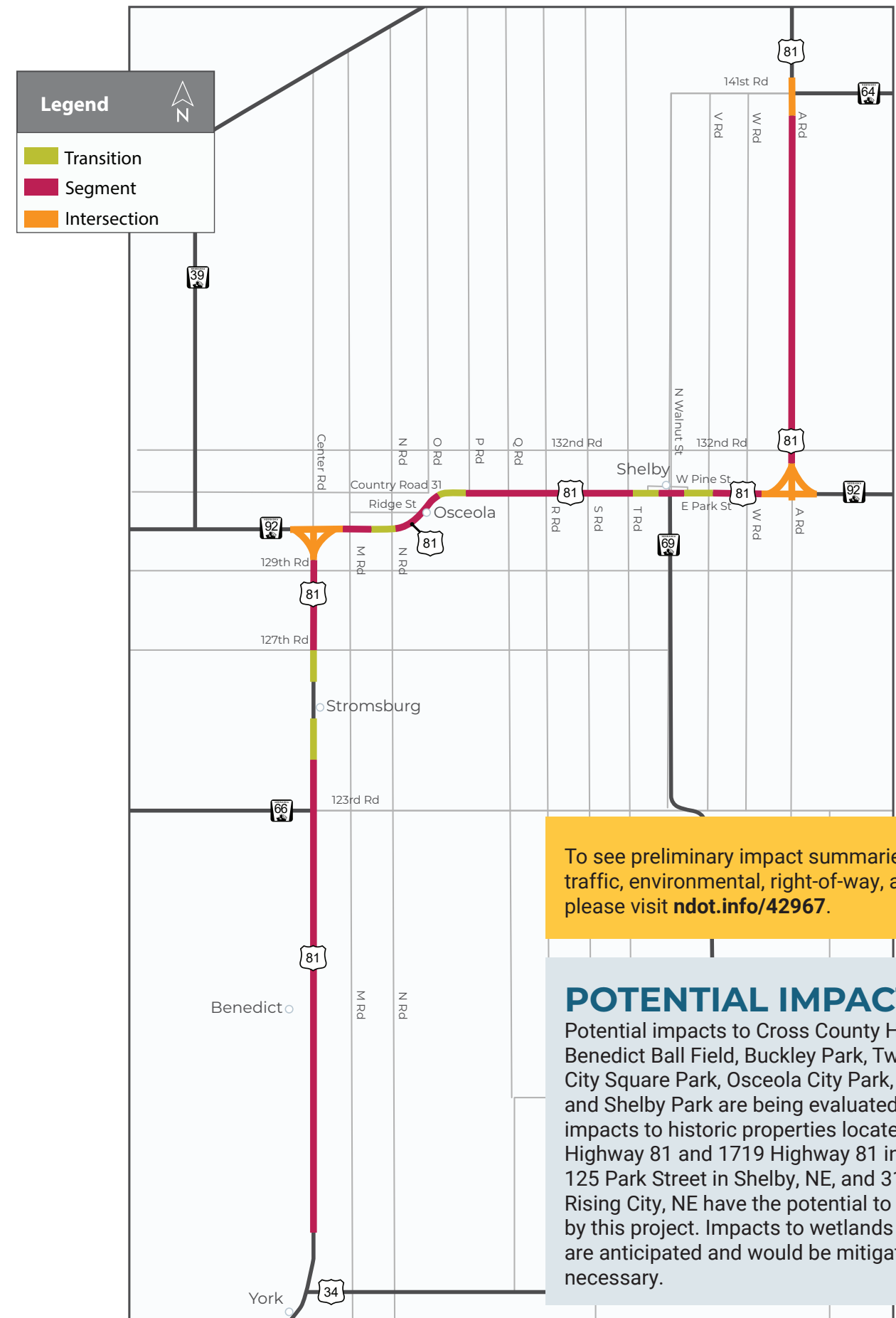


URBAN 3-LANE TYPICAL SECTIONS



**PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE**

MAINLINE ROADWAY SEGMENTS



To see preliminary impact summaries, including traffic, environmental, right-of-way, and utilities, please visit ndot.info/42967.

POTENTIAL IMPACTS

Potential impacts to Cross County High School, Benedict Ball Field, Buckley Park, Two Parks Trail, City Square Park, Osceola City Park, Pocket Park, and Shelby Park are being evaluated. Potential impacts to historic properties located at 1513 Highway 81 and 1719 Highway 81 in York, NE, 125 Park Street in Shelby, NE, and 3111 B Road in Rising City, NE have the potential to be effected by this project. Impacts to wetlands and streams are anticipated and would be mitigated as necessary.