

WELCOME!

York – Columbus

Public Information Open House Meeting
S-81-2(1051); C.N. 42967

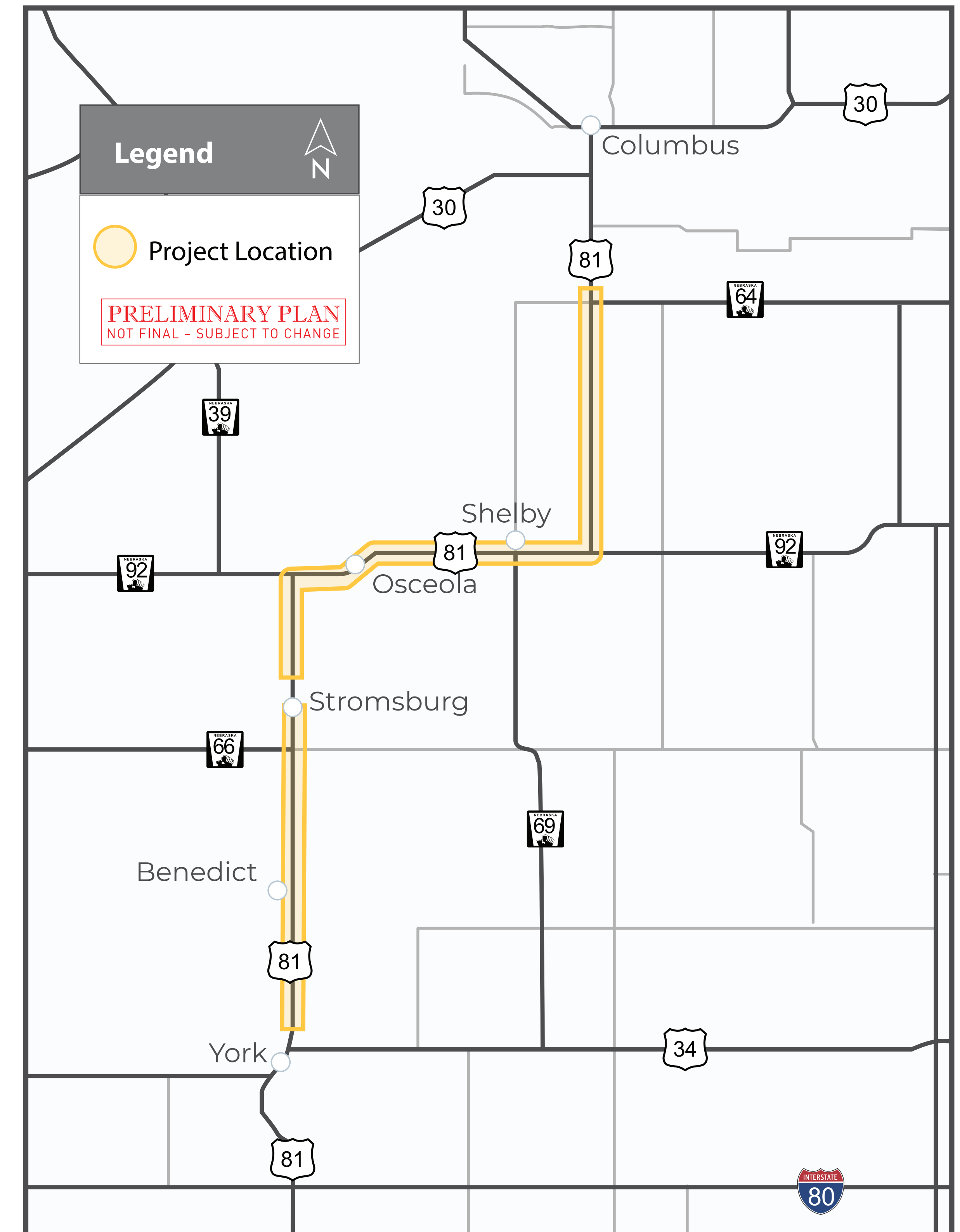
PLEASE SIGN IN

PROJECT DESCRIPTION & LOCATION

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

The proposed **York – Columbus** project 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.

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.



PROJECT PURPOSE & NEED

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

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), Nebraska Highway 64 (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

York – Columbus

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

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.
- Adjust the expressway to three lanes in urban areas, then return to four lanes through the rural segments of the project.
- 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 additional lanes.

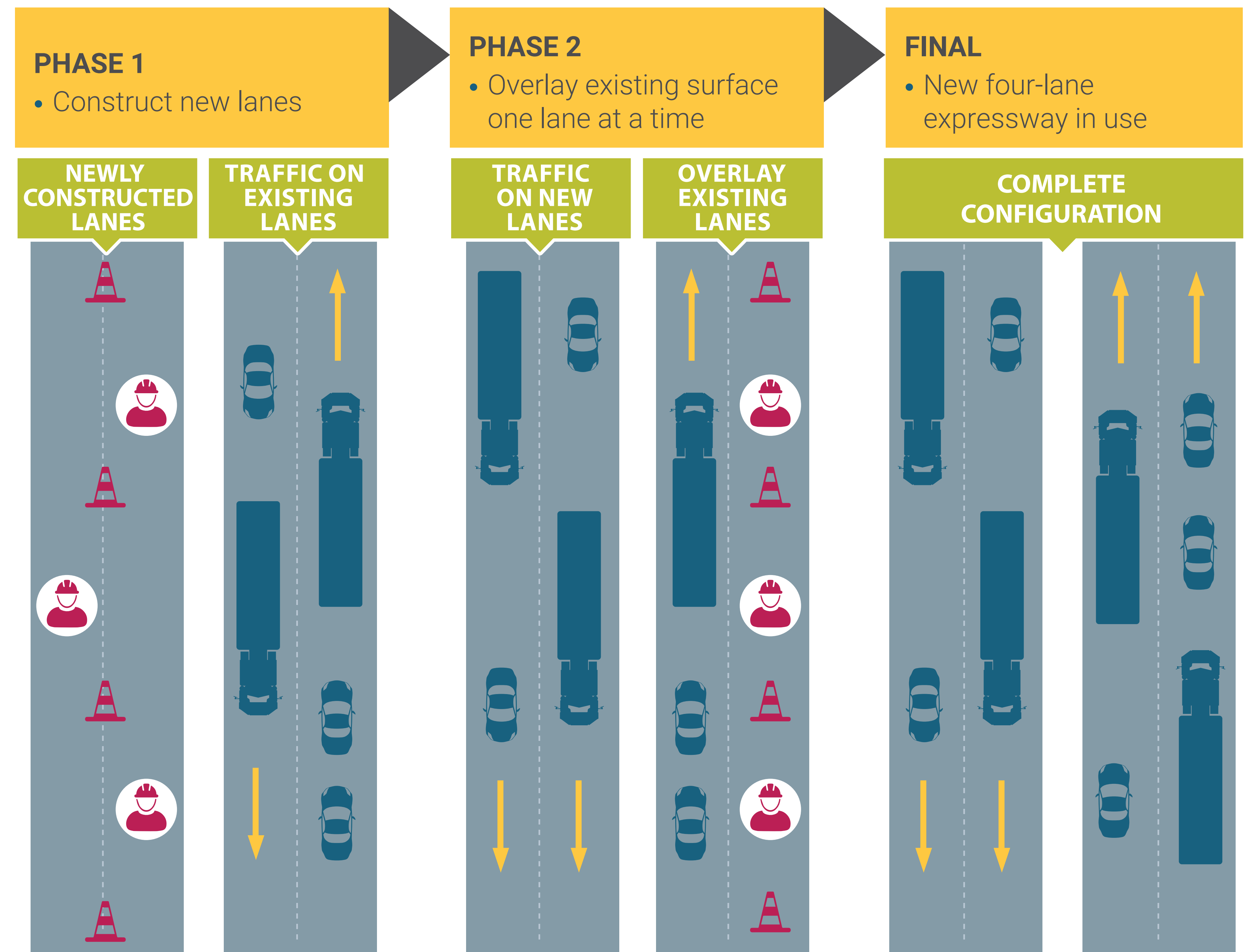


2+2 APPROACH

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

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 right-of-way impacts



RIGHT-OF-WAY

York – Columbus

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

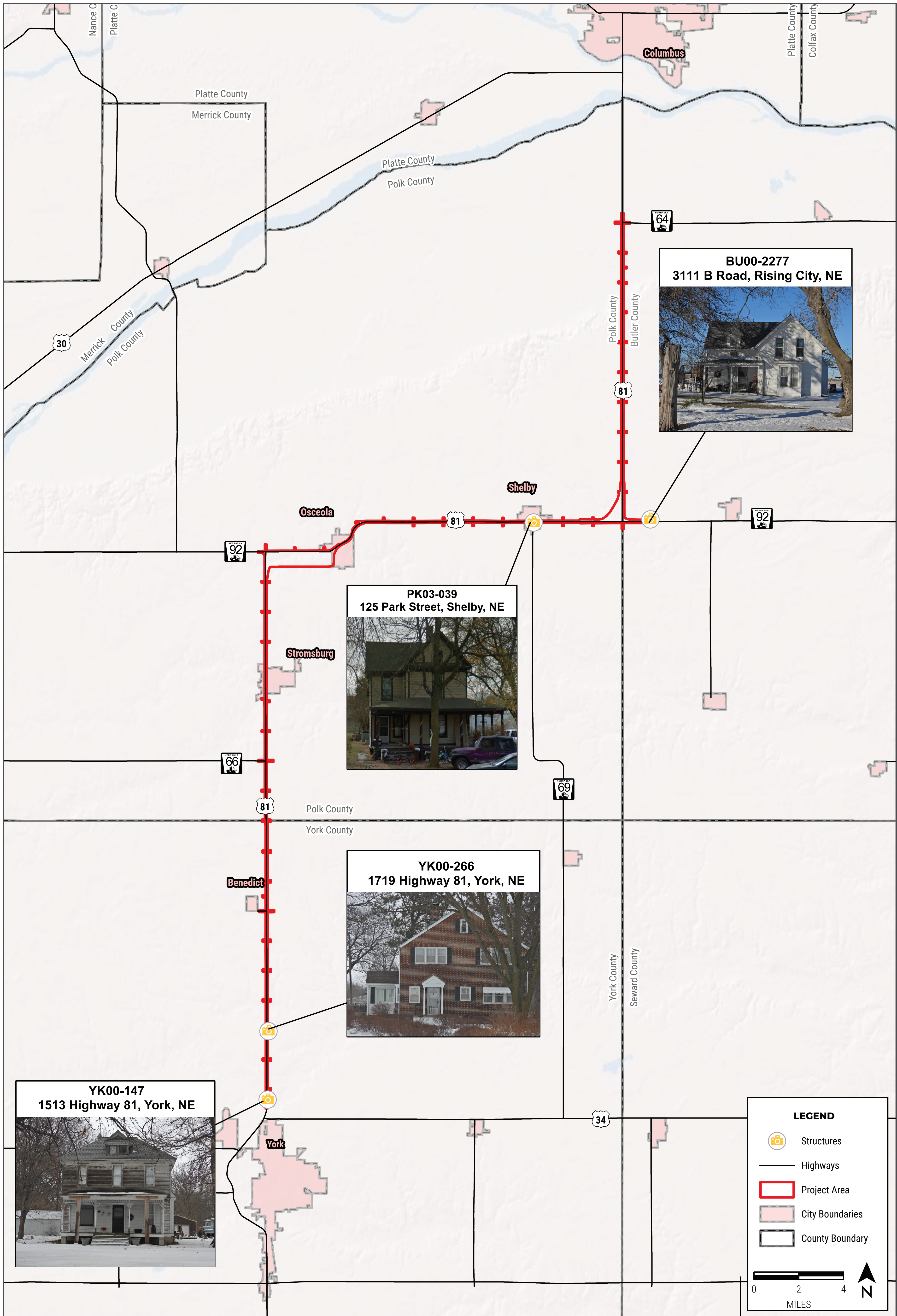
The proposed project would require the acquisition of additional property rights, which could include new right-of-way (ROW), control of access (CA), permanent easements (PE), and/or temporary easements (TE). Relocations are anticipated. If your property is impacted by this project, you would be contacted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

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.

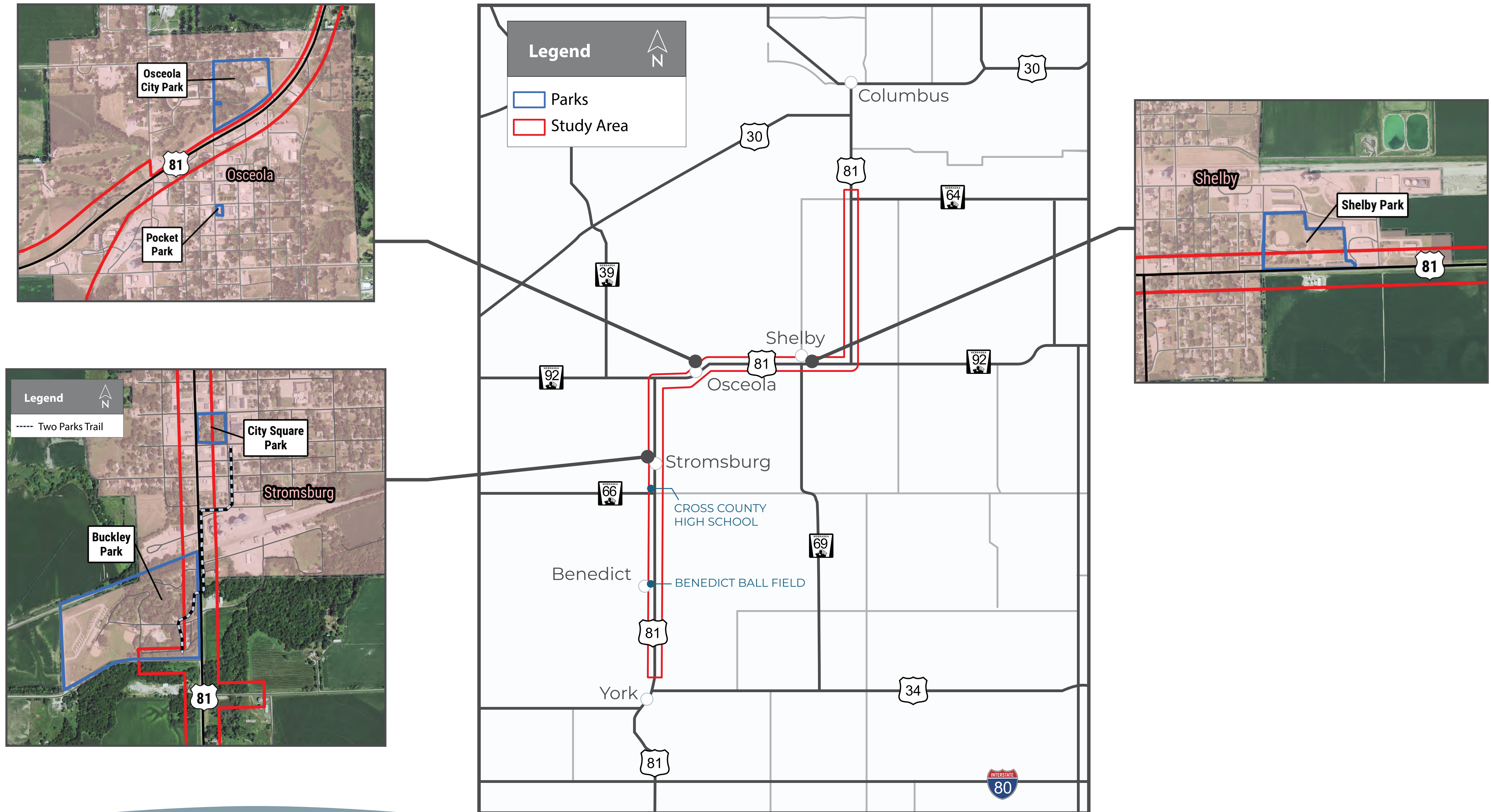
PRELIMINARY HISTORIC PROPERTIES

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



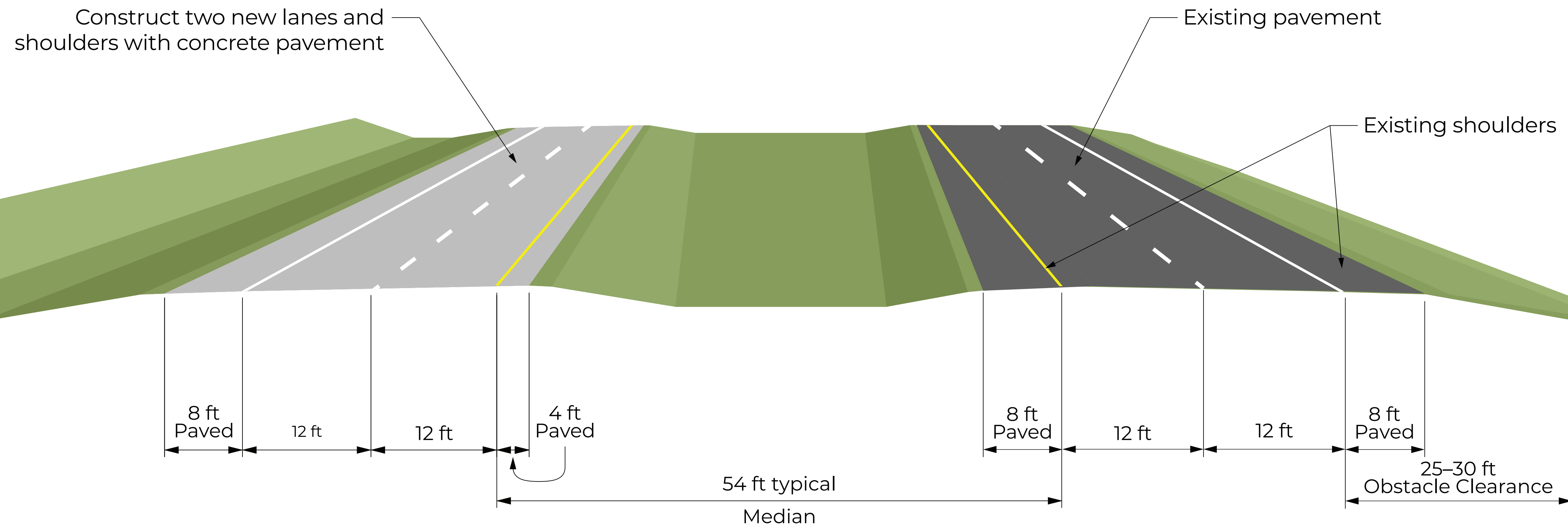
RECREATIONAL PROPERTIES

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



RURAL 4-LANE TYPICAL SECTION

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



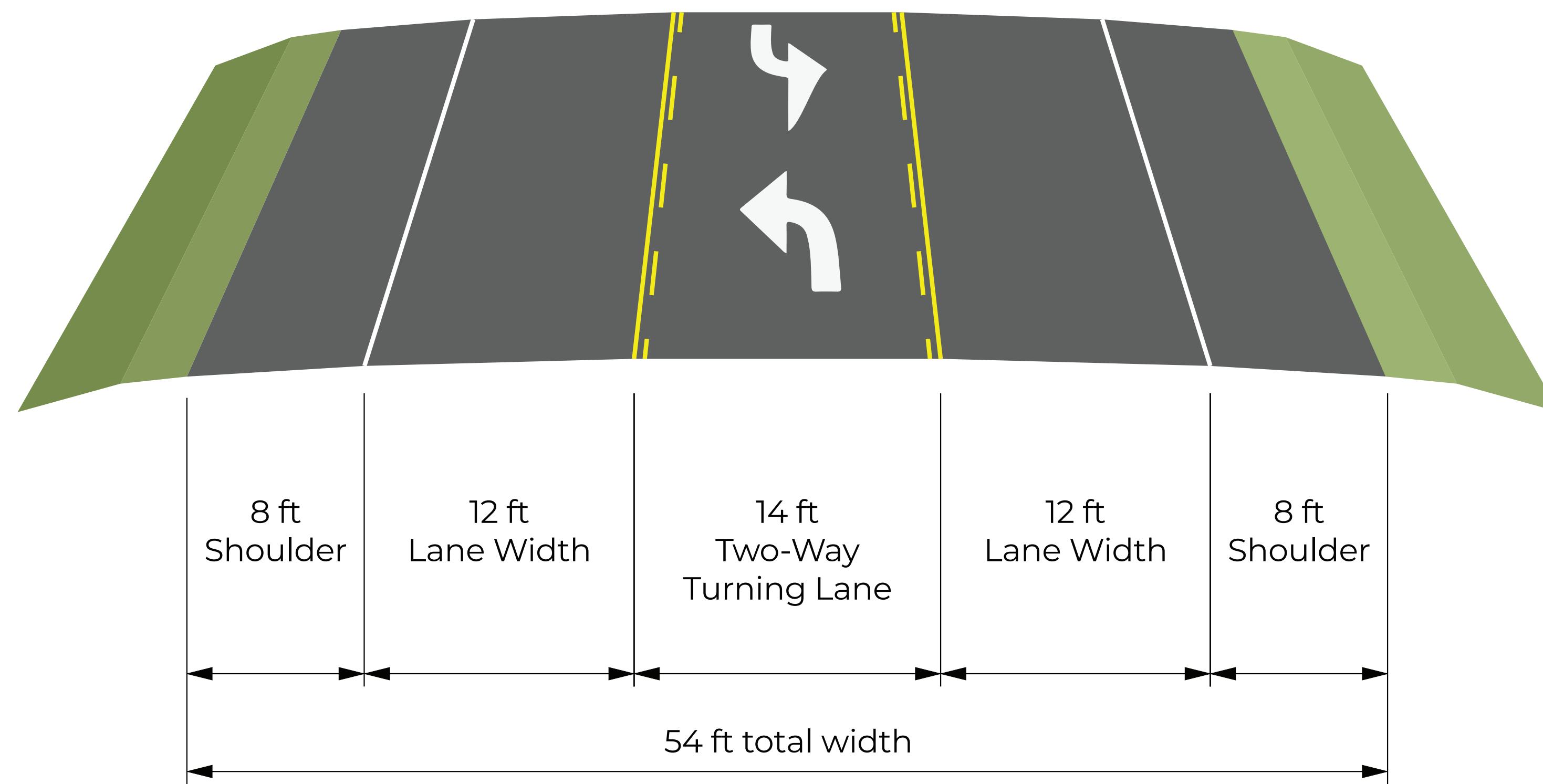
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

Some portions of the existing pavement will be rehabilitated and/or replaced.

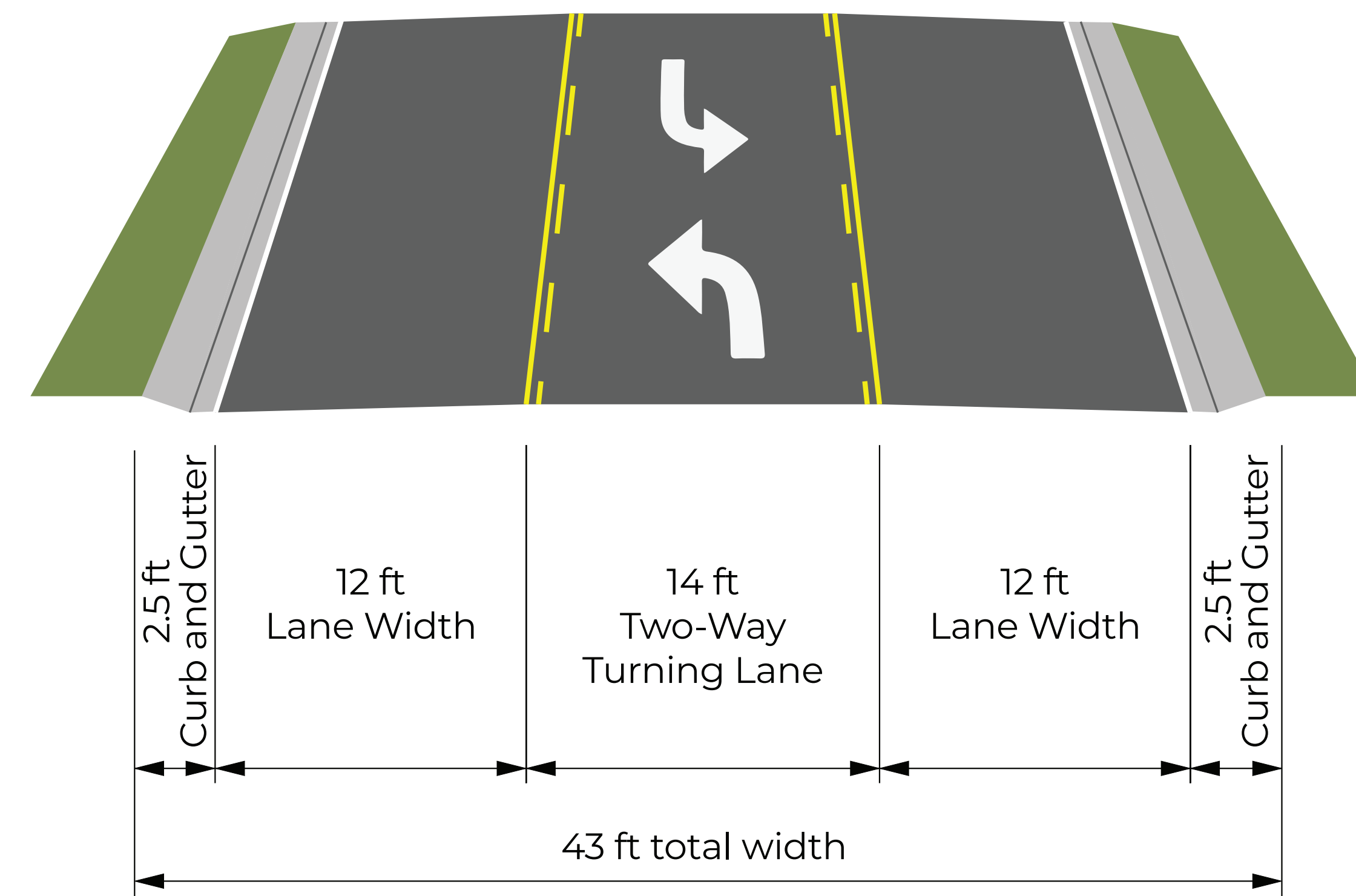
URBAN 3-LANE TYPICAL SECTIONS

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

Non-Curbed



Curbed



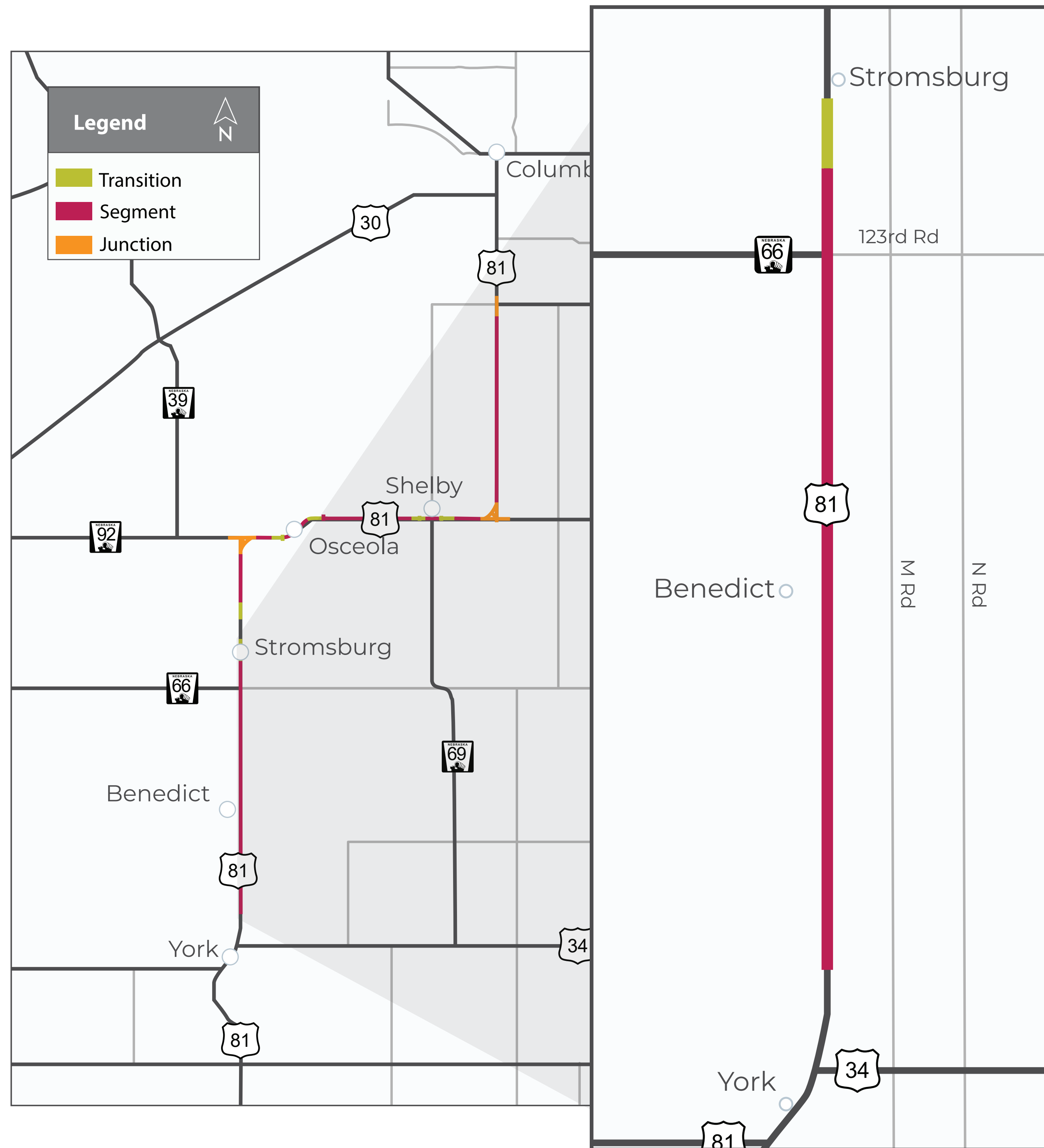
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

MAINLINE ROADWAY SEGMENTS

York – Columbus

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

York to Stromsburg and Transition



PRELIMINARY IMPACT SUMMARY

Environmental											
CONCEPTS	FARMLAND (ACRES)	TREE REMOVAL (ACRES)	FLOODPLAIN (ACRES)	FLOODWAY (ACRES)	WETLAND (ACRES)	STREAM (Linear Feet)	ARCHEOLOGICAL SITES	HISTORIC STRUCTURES	4(f) RECREATION PROPERTIES	ENVIRONMENTAL JUSTICE POPULATION PRESENT	HAZARDOUS MATERIAL SITES
WEST	163.9	2.8	238.0	0.0	19.7	382	0	0	0	Yes	0
EAST	168.6	4.0	234.8	0.0	17.1	309	1	2	0	Yes	0
TRANSITION	6.2	2.4	26.6	0.5	1.2	274	0	0	2	Yes	0

Right-of-Way					Utilities	
CONCEPTS	HOUSE RELOCATIONS	MAJOR BUILDING RELOCATIONS	MINOR BUILDING RELOCATIONS	TOTAL ACQUISITION (ACRES)	CONCEPTS	UTILITIES
WEST	10	14	8	183.3	WEST	High
EAST	7	10	2	186.0	EAST	Med
TRANSITION	2	1	3	13.0	TRANSITION	N/A

Building Relocations:

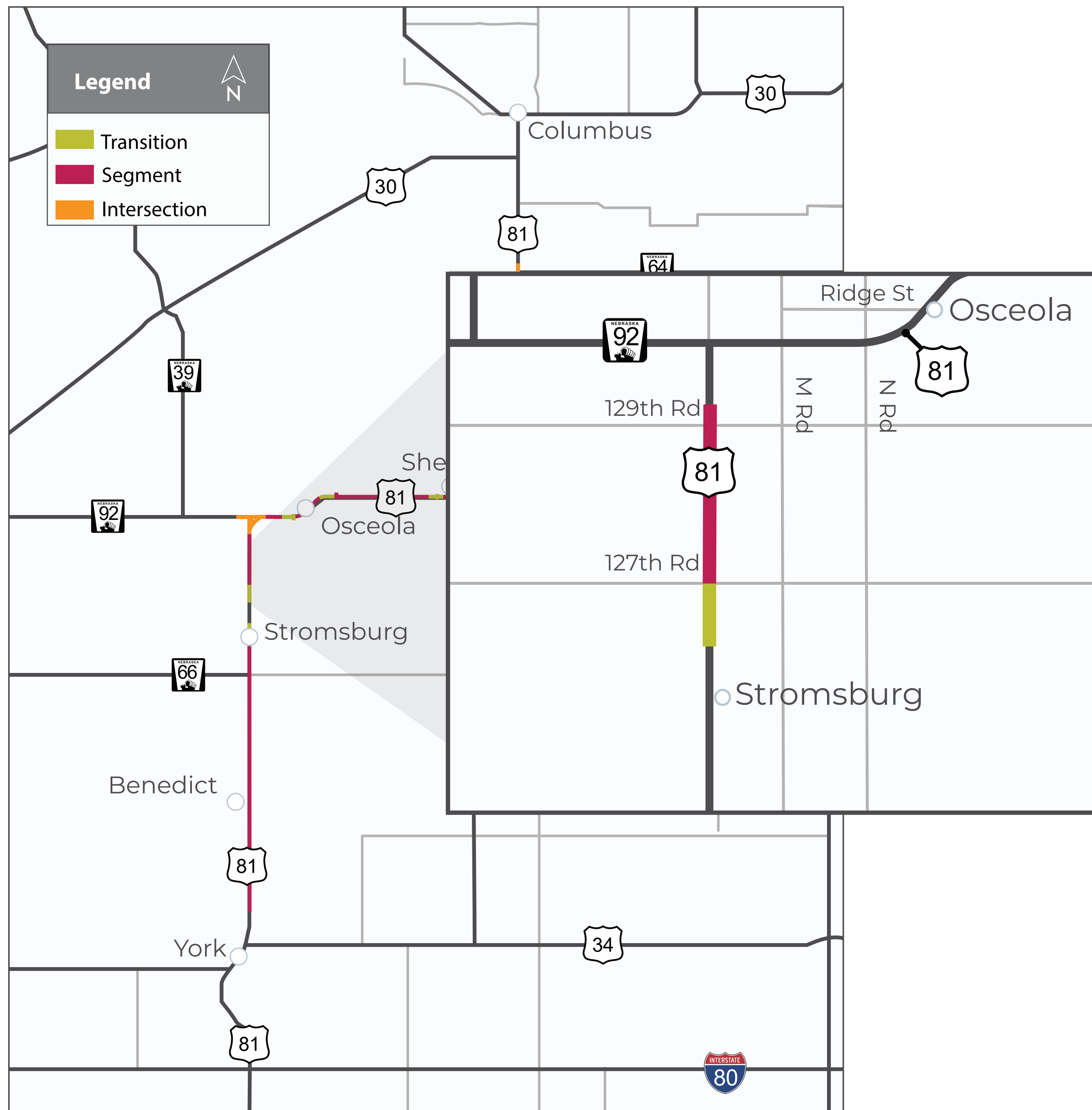
- Major building relocations include structures perceived to be critical to the functional utility of the property.
- Minor building relocations include other structures not perceived to be major.

MAINLINE ROADWAY SEGMENTS

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

Stromsburg to US-81 and N-92 West Intersection and Transition

PRELIMINARY IMPACT SUMMARY



Environmental											
CONCEPTS	FARMLAND (ACRES)	TREE REMOVAL (ACRES)	FLOODPLAIN (ACRES)	FLOODWAY (ACRES)	WETLAND (ACRES)	STREAM (Linear Feet)	ARCHEOLOGICAL SITES	HISTORIC STRUCTURES	4(f) RECREATION PROPERTIES	ENVIRONMENTAL JUSTICE POPULATION PRESENT	HAZARDOUS MATERIAL SITES
WEST	25.7	0.0	40.3	0.0	0.1	0	0	0	0	Yes	0
EAST	25.5	0.7	40.9	0.0	0.3	0	0	0	0	Yes	0
TRANSITION	5.0	<.1	29.3	0.0	0.0	0	0	0	0	Yes	0

Right-of-Way					Utilities	
CONCEPTS	HOUSE RELOCATIONS	MAJOR BUILDING RELOCATIONS	MINOR BUILDING RELOCATIONS	TOTAL ACQUISITION (ACRES)	CONCEPTS	UTILITIES
WEST	1	2	3	26.9	WEST	N/A
EAST	0	0	1	27.2	EAST	N/A
TRANSITION	0	2	1	10.2	TRANSITION	N/A

Building Relocations:

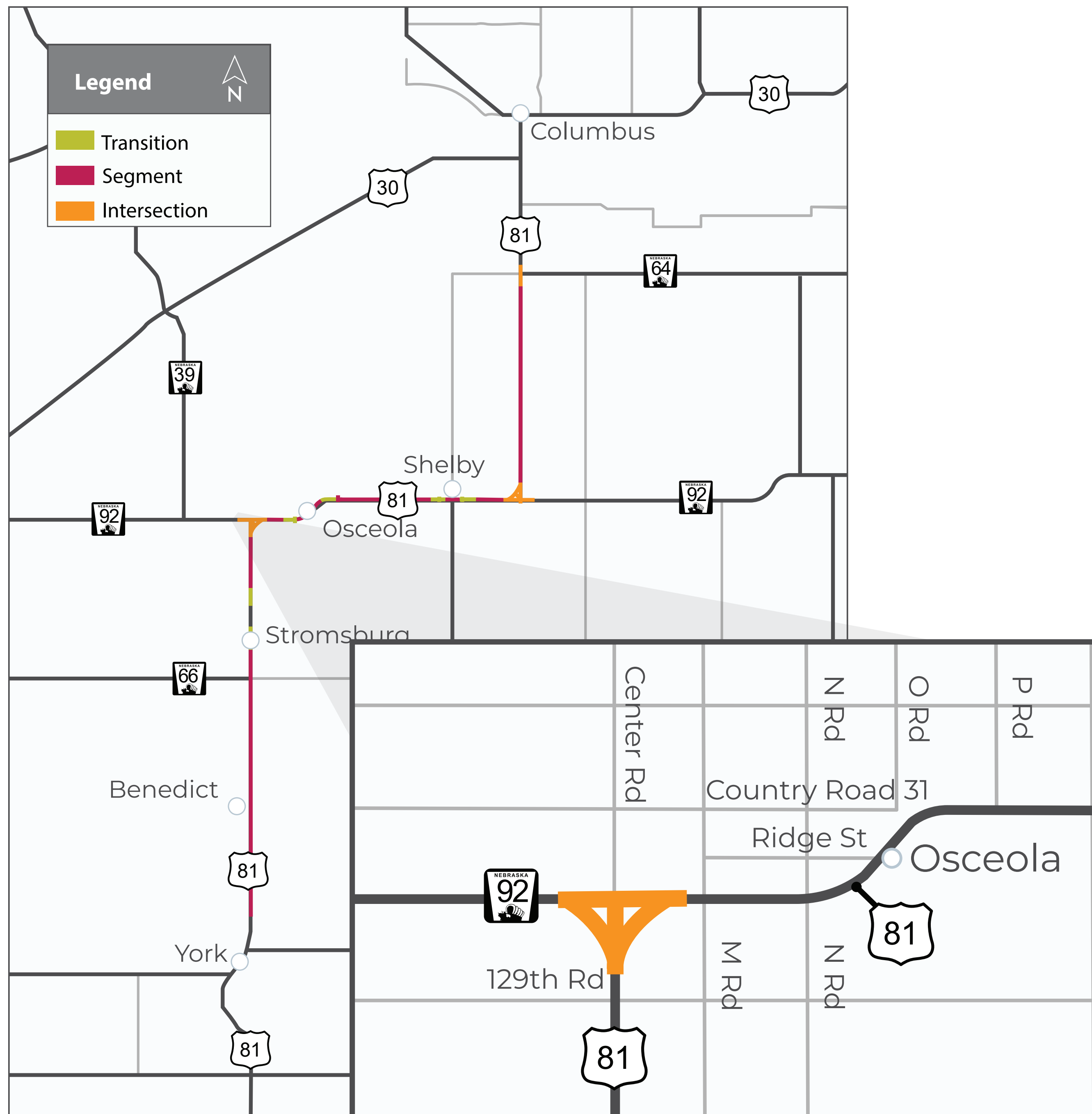
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MAINLINE ROADWAY SEGMENTS

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

US-81 and N-92 West Intersection

PRELIMINARY IMPACT SUMMARY



Traffic			
CONCEPTS	LEVEL OF SERVICE (2055)	2 LANES EACH DIRECTION	CRASH REDUCTION FACTOR
STANDARD INTERSECTION	C	No	-3%
SWEEPING CURVE	A	Yes	33%
ROUNDBOUT	A	Yes/No	41%

Environmental											
CONCEPTS	FARMLAND (ACRES)	TREE REMOVAL (ACRES)	FLOODPLAIN (ACRES)	FLOODWAY (ACRES)	WETLAND (ACRES)	STREAM (Linear Feet)	ARCHEOLOGICAL SITES	HISTORIC STRUCTURES	4(f) RECREATION PROPERTIES	ENVIRONMENTAL JUSTICE POPULATION PRESENT	HAZARDOUS MATERIAL SITES
STANDARD INTERSECTION	15.0	0.2	40.6	0.0	3.1	368	0	0	0	Yes	0
SWEEPING CURVE	29.7	0.6	53.5	0.0	4.2	747	0	0	0	Yes	0
ROUNDBOUT	3.2	0.6	53.5	0.0	3.1	368	0	0	0	Yes	0

Right-of-Way					Utilities	
CONCEPTS	HOUSE RELOCATIONS	MAJOR BUILDING RELOCATIONS	MINOR BUILDING RELOCATIONS	TOTAL ACQUISITION (ACRES)	CONCEPTS	UTILITIES
STANDARD INTERSECTION	0	1	1	17.7	STANDARD INTERSECTION	N/A
SWEEPING CURVE	0	0	0	35.9	SWEEPING CURVE	N/A
ROUNDBOUT	0	1	1	28.9	ROUNDBOUT	N/A

Building Relocations:

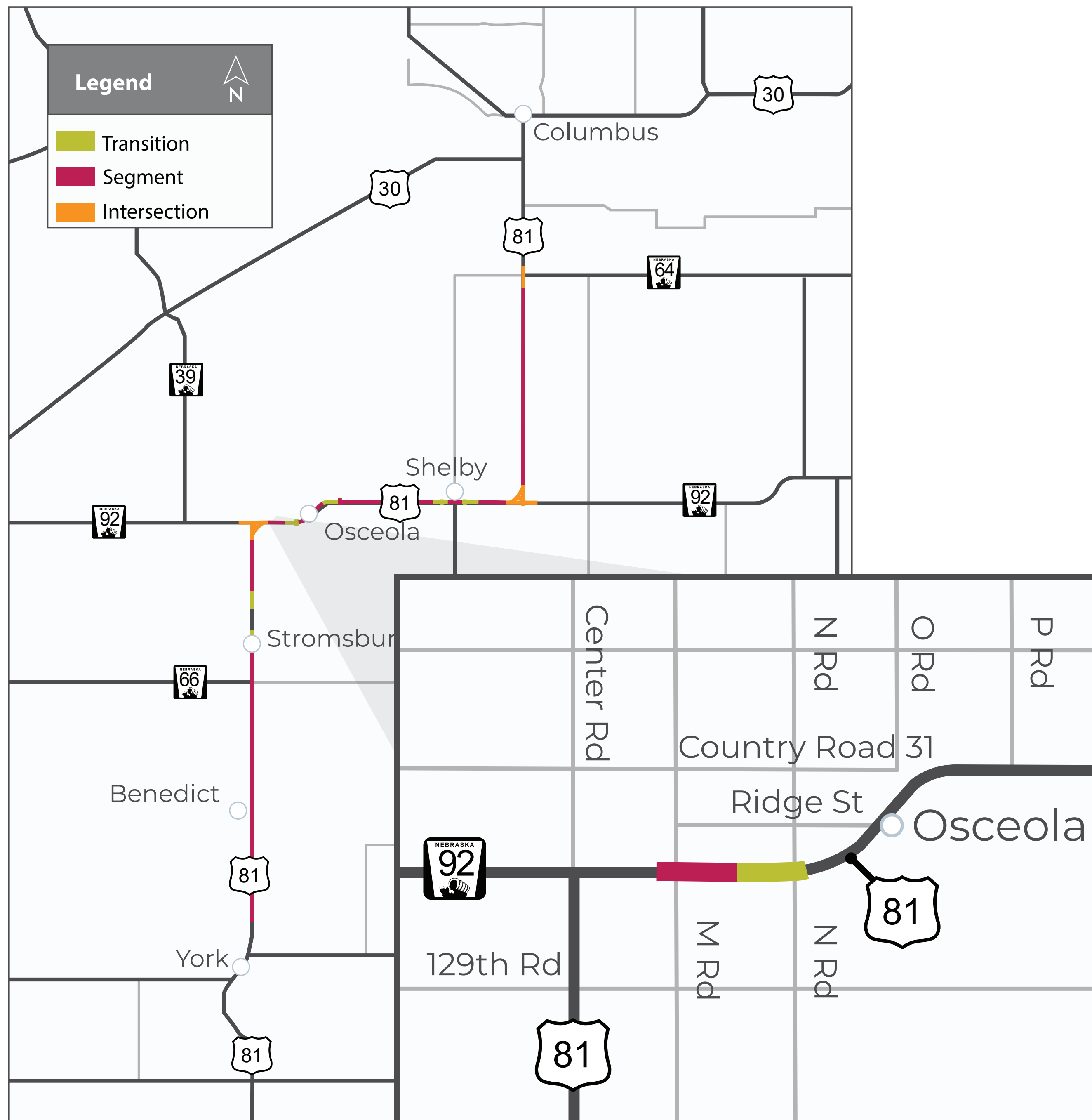
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- Minor building relocations include other structures not perceived to be major.

MAINLINE ROADWAY SEGMENTS

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

US-81 and N-92 Intersection to Osceola and Transition

PRELIMINARY IMPACT SUMMARY



Environmental											
CONCEPTS	FARMLAND (ACRES)	TREE REMOVAL (ACRES)	FLOODPLAIN (ACRES)	FLOODWAY (ACRES)	WETLAND (ACRES)	STREAM (Linear Feet)	ARCHEOLOGICAL SITES	HISTORIC STRUCTURES	4(f) RECREATION PROPERTIES	ENVIRONMENTAL JUSTICE POPULATION PRESENT	HAZARDOUS MATERIAL SITES
NORTH	11.0	0.2	13.5	0.0	0.3	0	0	0	0	Yes	0
3 LANE	9.0	<.1	9.8	0.0	0.3	0	0	0	0	Yes	0
TRANSITION	5.0	0.0	1.9	0.0	0.9	756	0	0	1	No	0

Right-of-Way					Utilities	
CONCEPTS	HOUSE RELOCATIONS	MAJOR BUILDING RELOCATIONS	MINOR BUILDING RELOCATIONS	TOTAL ACQUISITION (ACRES)	CONCEPTS	UTILITIES
NORTH	1	1	0	11.5	NORTH	N/A
3 LANE	1	0	0	9.0	3 LANE	N/A
TRANSITION	0	0	0	7.0	TRANSITION	N/A

Building Relocations:

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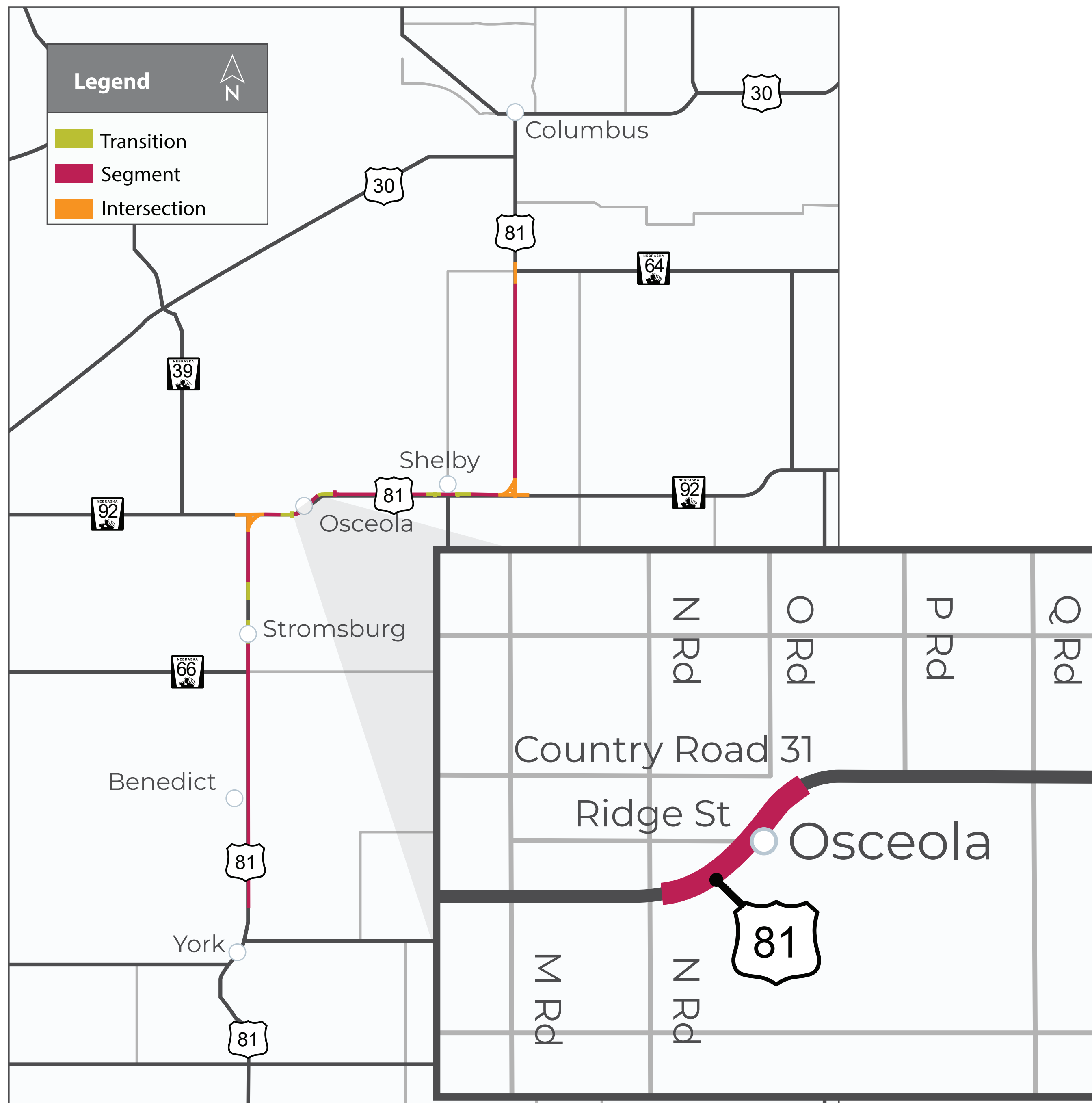
Note: This concept does not show a south concept due to Davis Creek which parallels US- 81 to the south making widening south infeasible.

MAINLINE ROADWAY SEGMENTS

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

In Osceola

PRELIMINARY IMPACT SUMMARY



Environmental											
CONCEPTS	FARMLAND (ACRES)	TREE REMOVAL (ACRES)	FLOODPLAIN (ACRES)	FLOODWAY (ACRES)	WETLAND (ACRES)	STREAM (Linear Feet)	ARCHEOLOGICAL SITES	HISTORIC STRUCTURES	4(f) RECREATION PROPERTIES	ENVIRONMENTAL JUSTICE POPULATION PRESENT	HAZARDOUS MATERIAL SITES
3 LANE	7.2	0.6	21.0	0.0	0.6	741	0	0	1	No	0

Right-of-Way					Utilities	
CONCEPTS	HOUSE RELOCATIONS	MAJOR BUILDING RELOCATIONS	MINOR BUILDING RELOCATIONS	TOTAL ACQUISITION (ACRES)	CONCEPTS	UTILITIES
3 LANE	0	0	0	21.4	3 LANE	N/A

Building Relocations:

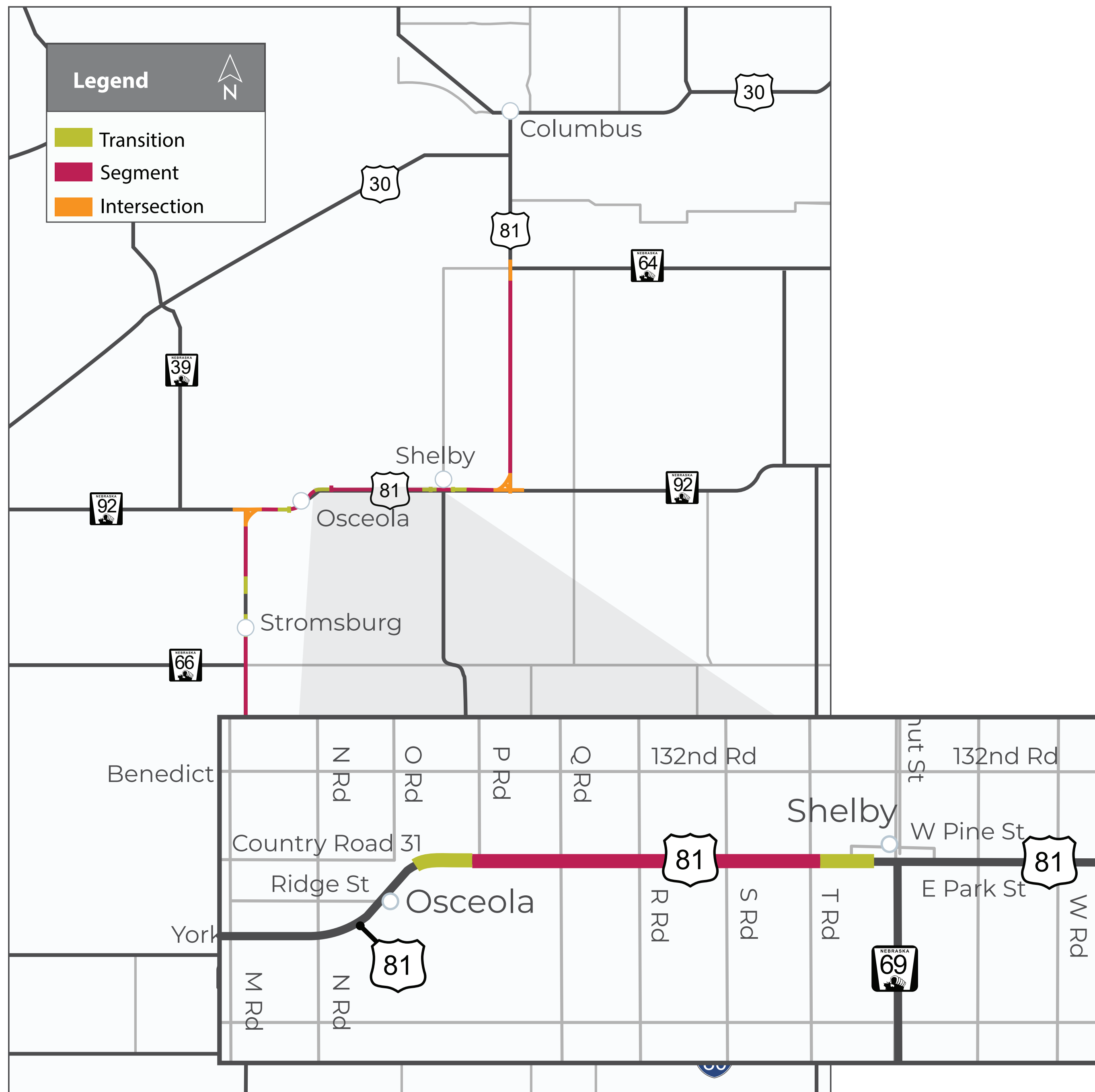
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MAINLINE ROADWAY SEGMENTS

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

Osceola to Shelby and Transitions

PRELIMINARY IMPACT SUMMARY



Environmental											
CONCEPTS	FARMLAND (ACRES)	TREE REMOVAL (ACRES)	FLOODPLAIN (ACRES)	FLOODWAY (ACRES)	WETLAND (ACRES)	STREAM (Linear Feet)	ARCHEOLOGICAL SITES	HISTORIC STRUCTURES	4(f) RECREATION PROPERTIES	ENVIRONMENTAL JUSTICE POPULATION PRESENT	HAZARDOUS MATERIAL SITES
NORTH	49.2	1.1	70.4	0.0	2.8	0	0	0	0	Yes	0
SOUTH	52.4	0.4	69.8	0.0	7.9	0	0	0	0	Yes	1
EAST TRANSITION	7.7	0.3	22.6	0.0	<.1	0	0	0	0	No	0
WEST TRANSITION	8.3	0.6	21.0	0.0	1.9	0	0	0	0	Yes	0

Right-of-Way					Utilities	
CONCEPTS	HOUSE RELOCATIONS	MAJOR BUILDING RELOCATIONS	MINOR BUILDING RELOCATIONS	TOTAL ACQUISITION (ACRES)	CONCEPTS	UTILITIES
NORTH	2	0	2	53.1	NORTH	Med
SOUTH	1	0	2	55.3	SOUTH	High
EAST TRANSITION	0	0	0	7.7	EAST TRANSITION	N/A
WEST TRANSITION	0	0	0	9.7	WEST TRANSITION	N/A

Building Relocations:

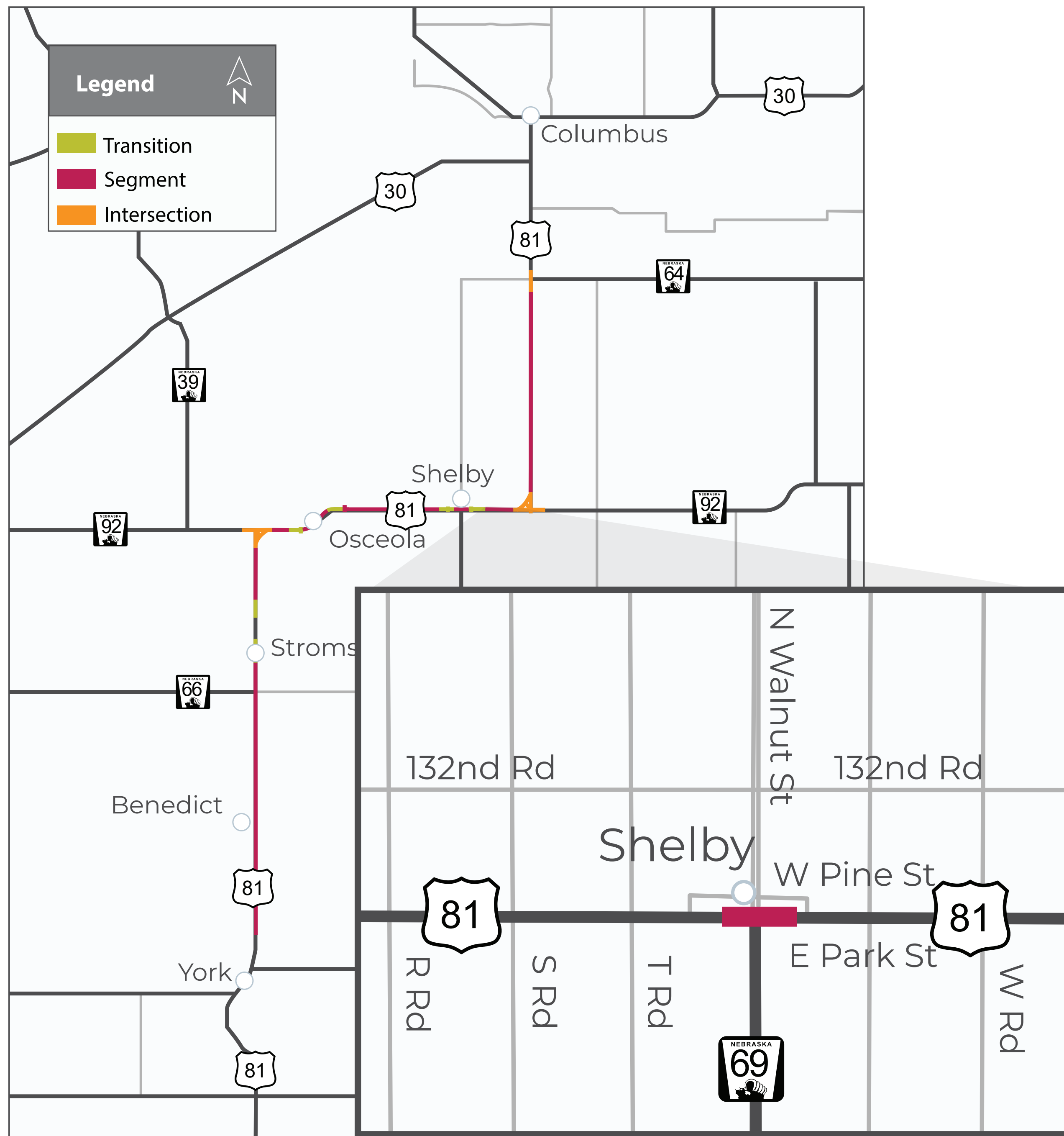
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MAINLINE ROADWAY SEGMENTS

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

In Shelby

PRELIMINARY IMPACT SUMMARY



Environmental											
CONCEPTS	FARMLAND (ACRES)	TREE REMOVAL (ACRES)	FLOODPLAIN (ACRES)	FLOODWAY (ACRES)	WETLAND (ACRES)	STREAM (Linear Feet)	ARCHEOLOGICAL SITES	HISTORIC STRUCTURES	4(f) RECREATION PROPERTIES	ENVIRONMENTAL JUSTICE POPULATION PRESENT	HAZARDOUS MATERIAL SITES
3 LANE	0.0	0.0	0.0	0.0	0.0	0	0	0	0	No	0

Right-of-Way					Utilities	
CONCEPTS	HOUSE RELOCATIONS	MAJOR BUILDING RELOCATIONS	MINOR BUILDING RELOCATIONS	TOTAL ACQUISITION (ACRES)	CONCEPTS	UTILITIES
3 LANE	0	0	0	1.3	3 LANE	N/A

Building Relocations:

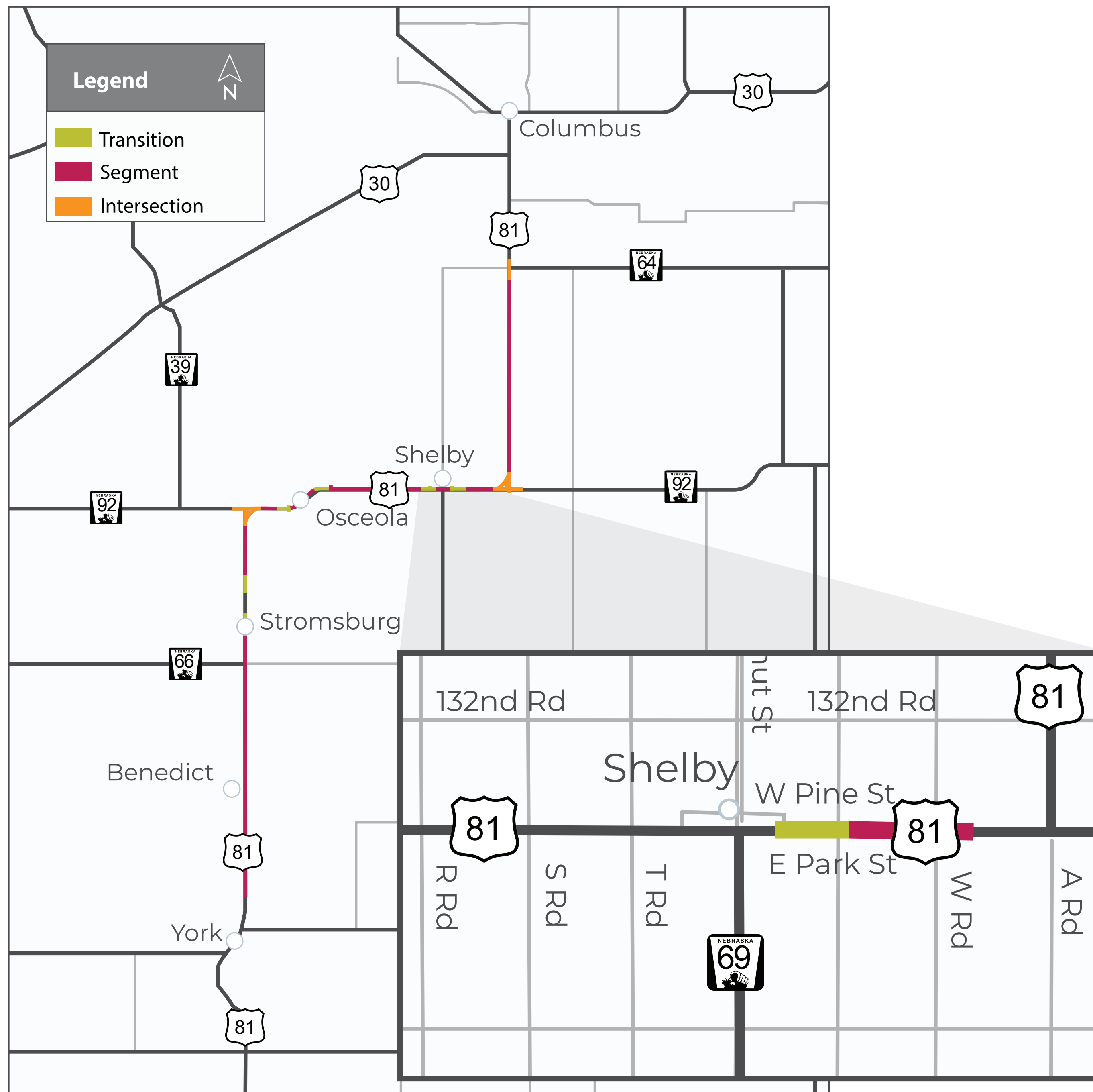
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MAINLINE ROADWAY SEGMENTS

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

Shelby to US-81 and N-92 East Intersection and Transition

PRELIMINARY IMPACT SUMMARY



Environmental											
CONCEPTS	FARMLAND (ACRES)	TREE REMOVAL (ACRES)	FLOODPLAIN (ACRES)	FLOODWAY (ACRES)	WETLAND (ACRES)	STREAM (Linear Feet)	ARCHEOLOGICAL SITES	HISTORIC STRUCTURES	4(f) RECREATION PROPERTIES	ENVIRONMENTAL JUSTICE POPULATION PRESENT	HAZARDOUS MATERIAL SITES
NORTH	16.1	0.0	23.2	0.0	0.6	0	0	0	0	Yes	0
SOUTH	13.3	0.0	23.6	0.0	1.9	0	0	0	0	Yes	0
TRANSITION	8.1	0.0	19.1	0.0	0.1	0	0	0	1	Yes	0

Right-of-Way					Utilities	
CONCEPTS	HOUSE RELOCATIONS	MAJOR BUILDING RELOCATIONS	MINOR BUILDING RELOCATIONS	TOTAL ACQUISITION (ACRES)	CONCEPTS	UTILITIES
NORTH	0	0	0	16.1	NORTH	N/A
SOUTH	0	0	0	13.3	SOUTH	N/A
TRANSITION	0	0	0	12.5	TRANSITION	N/A

Building Relocations:

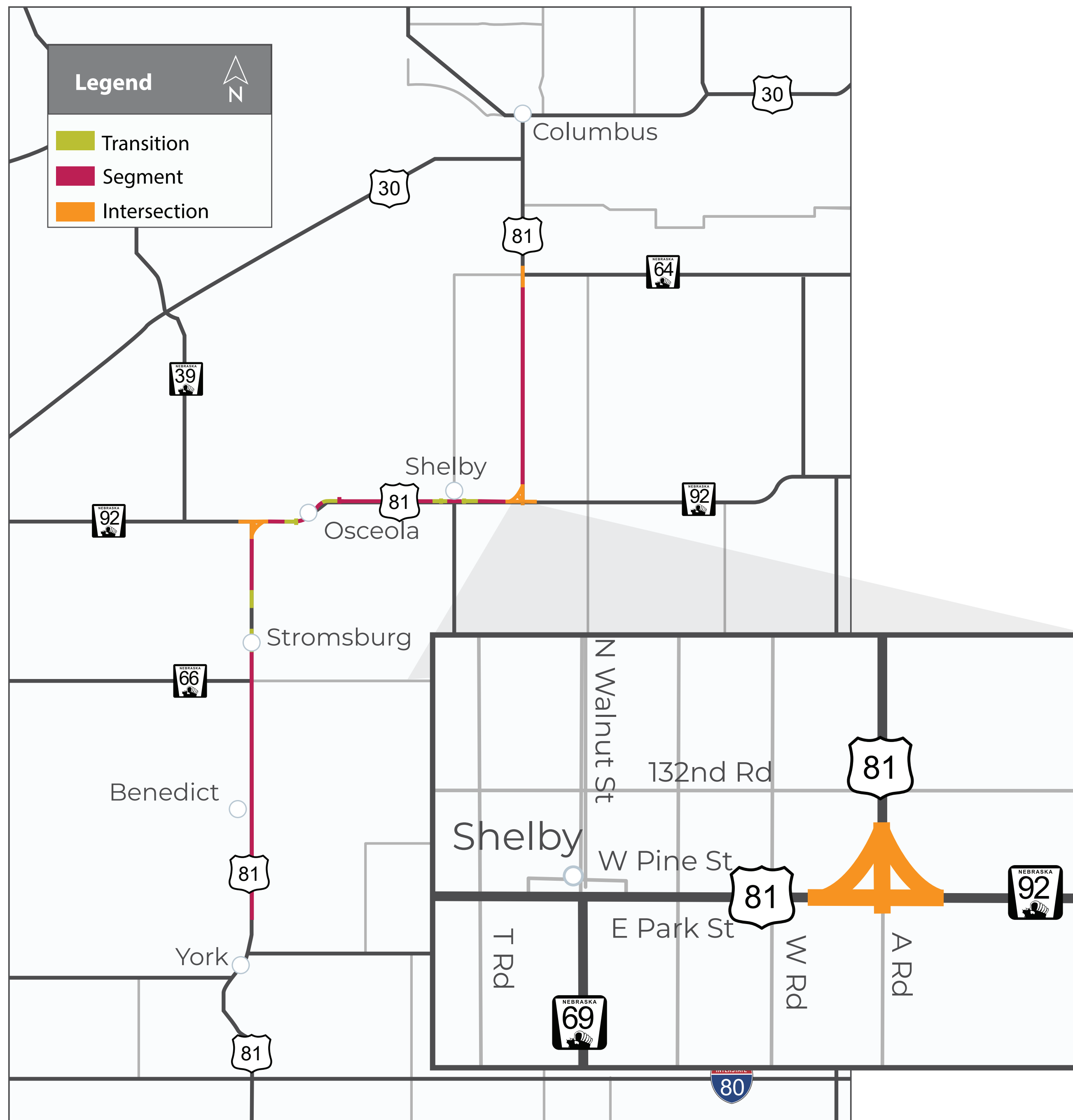
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MAINLINE ROADWAY SEGMENTS

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

US-81 and N-92 Intersection

PRELIMINARY IMPACT SUMMARY



Traffic			
CONCEPTS	LEVEL OF SERVICE (2055)	2 LANES EACH DIRECTION	CRASH REDUCTION FACTOR
STANDARD INTERSECTION	D	No	-3%
SWEEPING CURVE	C	Yes	33%
ROUNDBABOUT	A	Yes/No	41%

Environmental											
CONCEPTS	FARMLAND (ACRES)	TREE REMOVAL (ACRES)	FLOODPLAIN (ACRES)	FLOODWAY (ACRES)	WETLAND (ACRES)	STREAM (Linear Feet)	ARCHEOLOGICAL SITES	HISTORIC STRUCTURES	4(f) RECREATION PROPERTIES	ENVIRONMENTAL JUSTICE POPULATION PRESENT	HAZARDOUS MATERIAL SITES
STANDARD INTERSECTION	45.6	<.1	75.0	0.0	1.8	0	0	0	0	Yes	0
SWEEPING CURVE	78.4	0.0	40.9	0.0	4.6	0	0	0	0	Yes	0
ROUNDBABOUT	35.6	<.1	75.0	0.0	1.8	0	0	0	0	Yes	0

Right-of-Way					Utilities	
CONCEPTS	HOUSE RELOCATIONS	MAJOR BUILDING RELOCATIONS	MINOR BUILDING RELOCATIONS	TOTAL ACQUISITION (ACRES)	CONCEPTS	UTILITIES
STANDARD INTERSECTION	0	0	1	47.1	STANDARD INTERSECTION	Med
SWEEPING CURVE	0	0	0	79.0	SWEEPING CURVE	High
ROUNDBABOUT	0	0	1	36.4	ROUNDBABOUT	Med

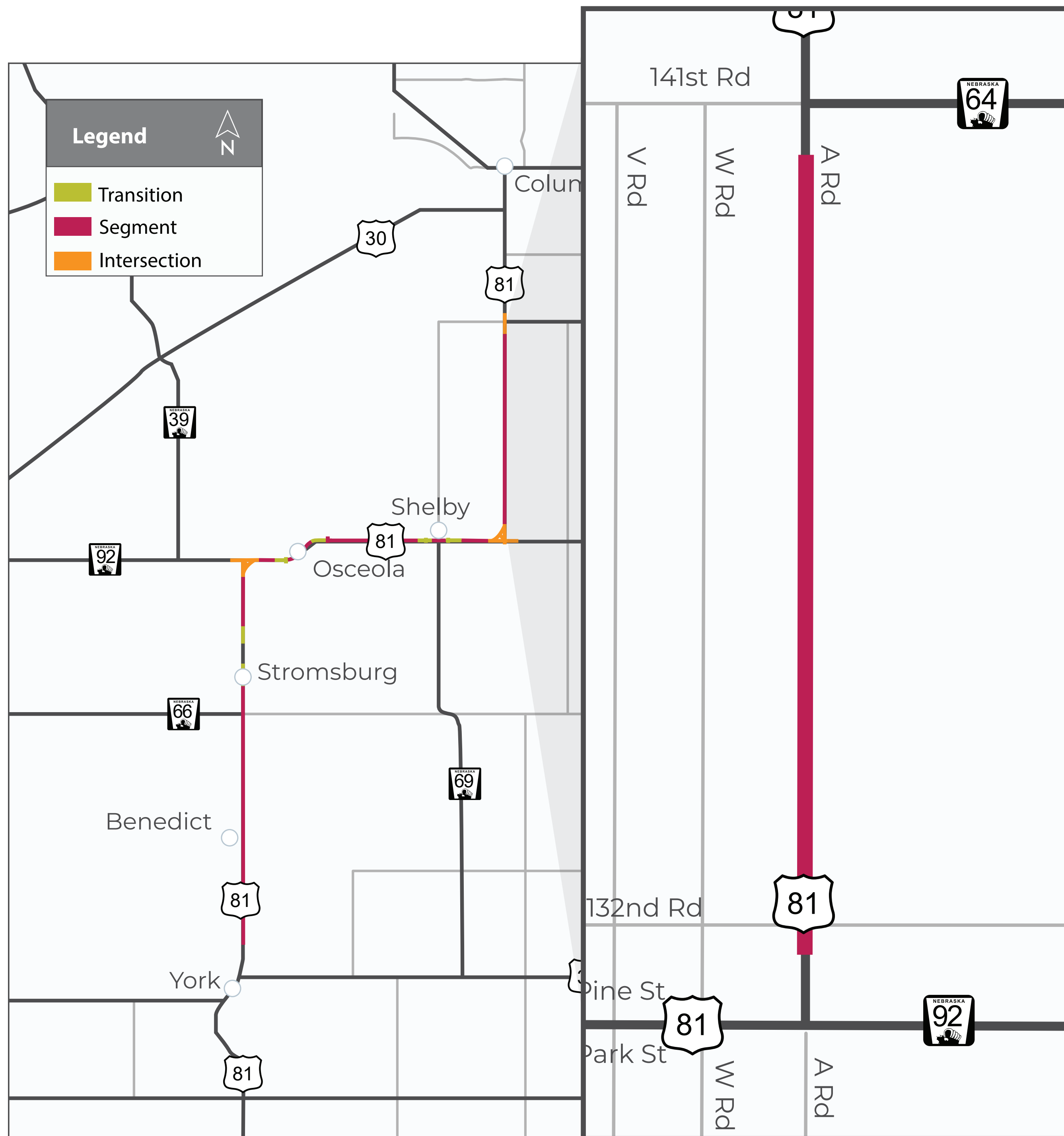
Building Relocations:

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MAINLINE ROADWAY SEGMENTS

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

US-81 and N-92 East Intersection to N-64



PRELIMINARY IMPACT SUMMARY

Environmental											
CONCEPTS	FARMLAND (ACRES)	TREE REMOVAL (ACRES)	FLOODPLAIN (ACRES)	FLOODWAY (ACRES)	WETLAND (ACRES)	STREAM (Linear Feet)	ARCHEOLOGICAL SITES	HISTORIC STRUCTURES	4(f) RECREATION PROPERTIES	ENVIRONMENTAL JUSTICE POPULATION PRESENT	HAZARDOUS MATERIAL SITES
WEST	123.7	8.8	152.6	0.0	2.8	196	0	0	0	Yes	0
EAST	115.0	11.5	168.8	0.0	4.8	206	0	0	0	No	0

Right-of-Way					Utilities	
CONCEPTS	HOUSE RELOCATIONS	MAJOR BUILDING RELOCATIONS	MINOR BUILDING RELOCATIONS	TOTAL ACQUISITION (ACRES)	CONCEPTS	UTILITIES
WEST	0	3	4	147.0	WEST	N/A
EAST	6	7	7	145.8	EAST	High

Building Relocations:

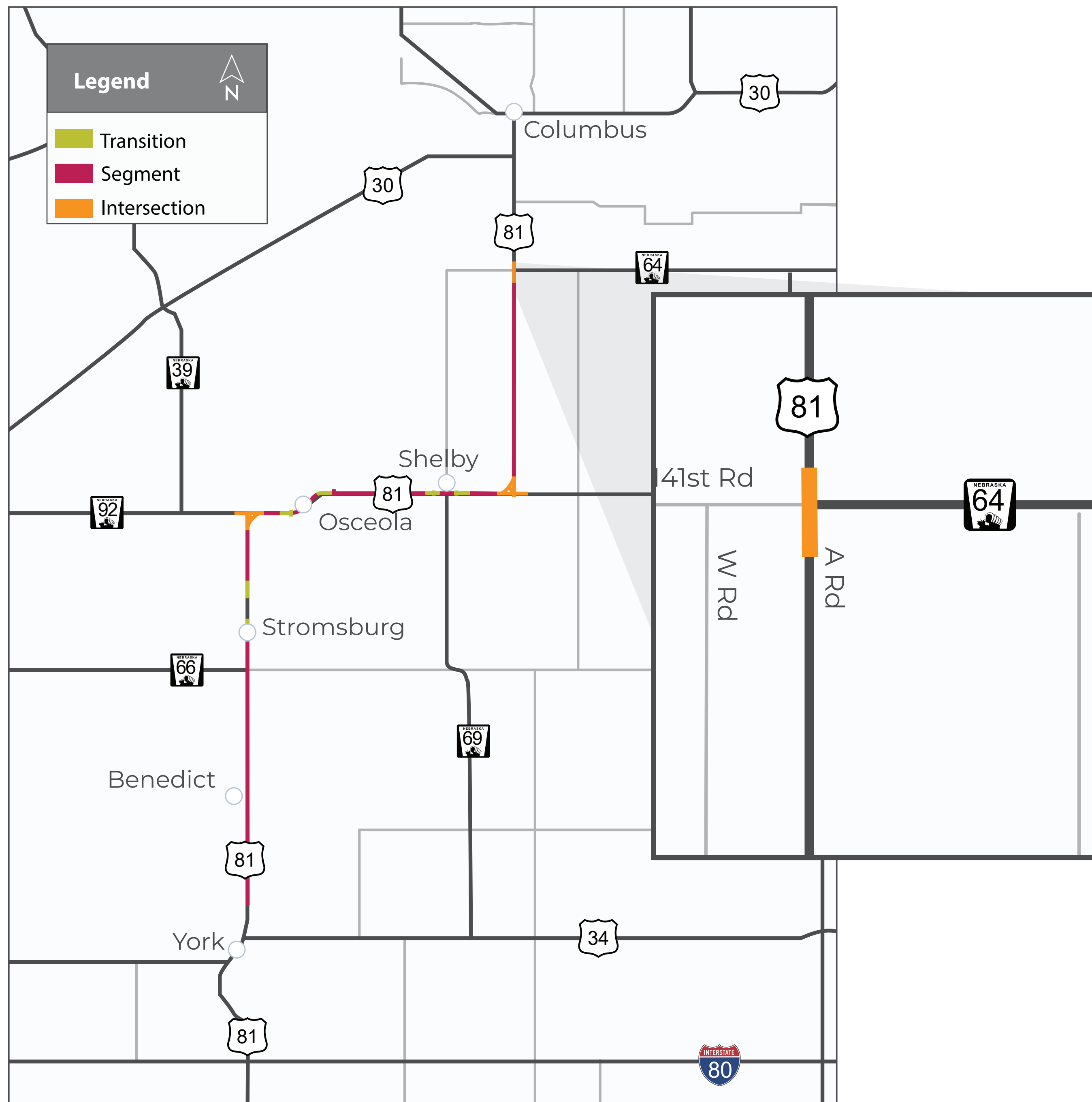
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MAINLINE ROADWAY SEGMENTS

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

US-81 and N-64 Intersection

PRELIMINARY IMPACT SUMMARY



Traffic			
CONCEPTS	LEVEL OF SERVICE (2055)	2 LANES EACH DIRECTION	CRASH REDUCTION FACTOR
ROUNDAABOUT	A	Yes	41%
STANDARD INTERSECTION	B	Yes	8%
RESTRICTED CROSSING U-TURN	B	Yes	20%

Environmental											
CONCEPTS	FARMLAND (ACRES)	TREE REMOVAL (ACRES)	FLOODPLAIN (ACRES)	FLOODWAY (ACRES)	WETLAND (ACRES)	STREAM (Linear Feet)	ARCHEOLOGICAL SITES	HISTORIC STRUCTURES	4(f) RECREATION PROPERTIES	ENVIRONMENTAL JUSTICE POPULATION PRESENT	HAZARDOUS MATERIAL SITES
ROUNDAABOUT	3.9	0.1	38.3	0.0	0.1	0	0	0	0	No	0
STANDARD INTERSECTION	4.7	0.1	38.3	0.0	0.1	0	0	0	0	No	0
RESTRICTED CROSSING U-TURN	6.3	0.1	38.3	0.0	0.1	0	0	0	0	No	0

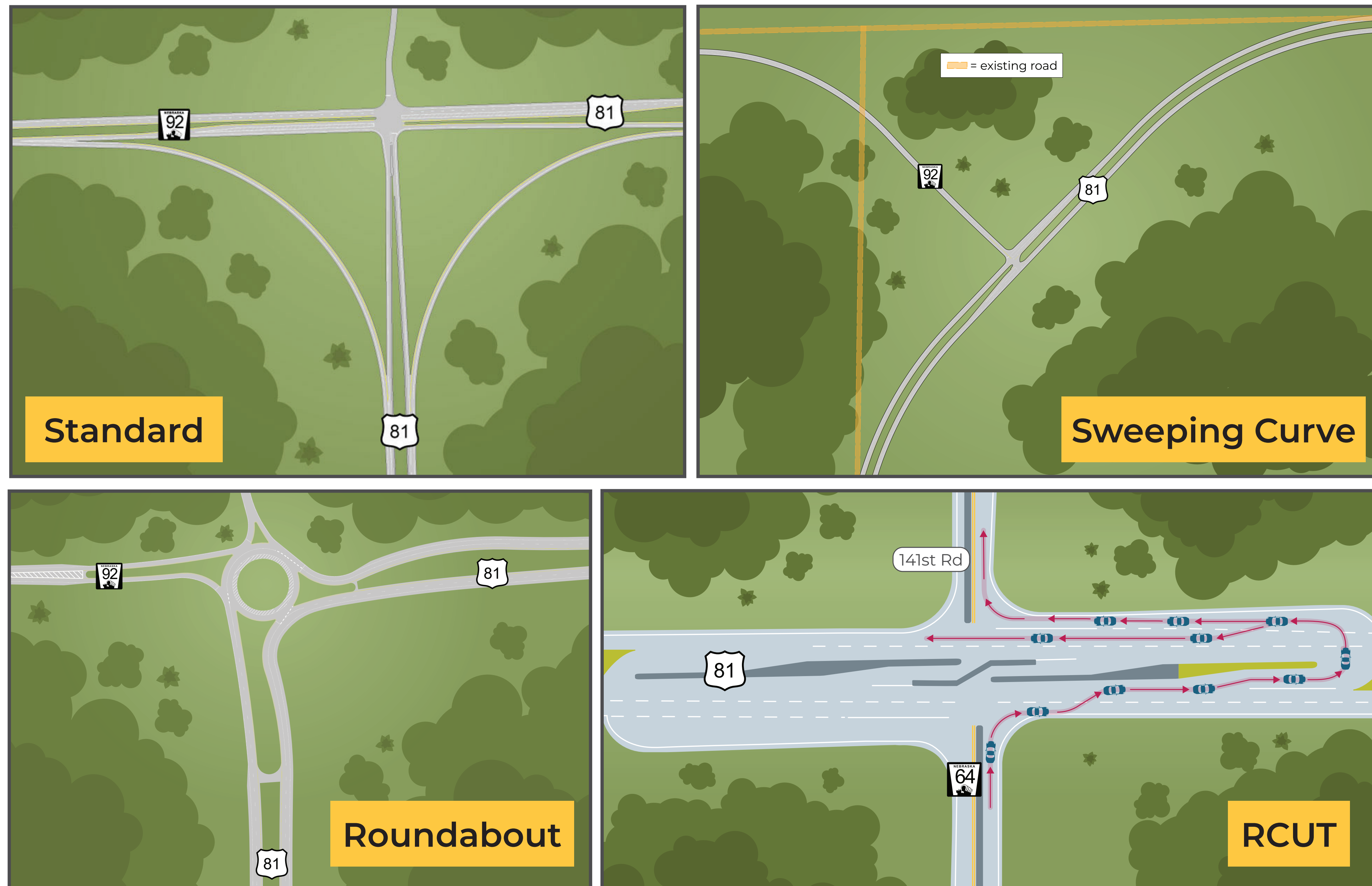
Right-of-Way					Utilities	
CONCEPTS	HOUSE RELOCATIONS	MAJOR BUILDING RELOCATIONS	MINOR BUILDING RELOCATIONS	TOTAL ACQUISITION (ACRES)	CONCEPTS	UTILITIES
ROUNDAABOUT	0	0	0	5.7	ROUNDAABOUT	N/A
STANDARD INTERSECTION	0	0	0	7.5	STANDARD INTERSECTION	N/A
RESTRICTED CROSSING U-TURN	0	0	0	10.4	RESTRICTED CROSSING U-TURN	N/A

Building Relocations:

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- Minor building relocations include other structures not perceived to be major.

POTENTIAL INTERSECTION ALTERNATIVES

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



Intersection with US-81					
POTENTIAL CONSIDERED ALTERNATIVES	N-92 WEST	N-92 EAST	N-64	N-66	L-93C
Standard	X	X	X	X	X
Roundabout	X	X	X		
Sweeping Curve	X	X			
Restricted Crossing U-Turn (RCUT)			X	X	X

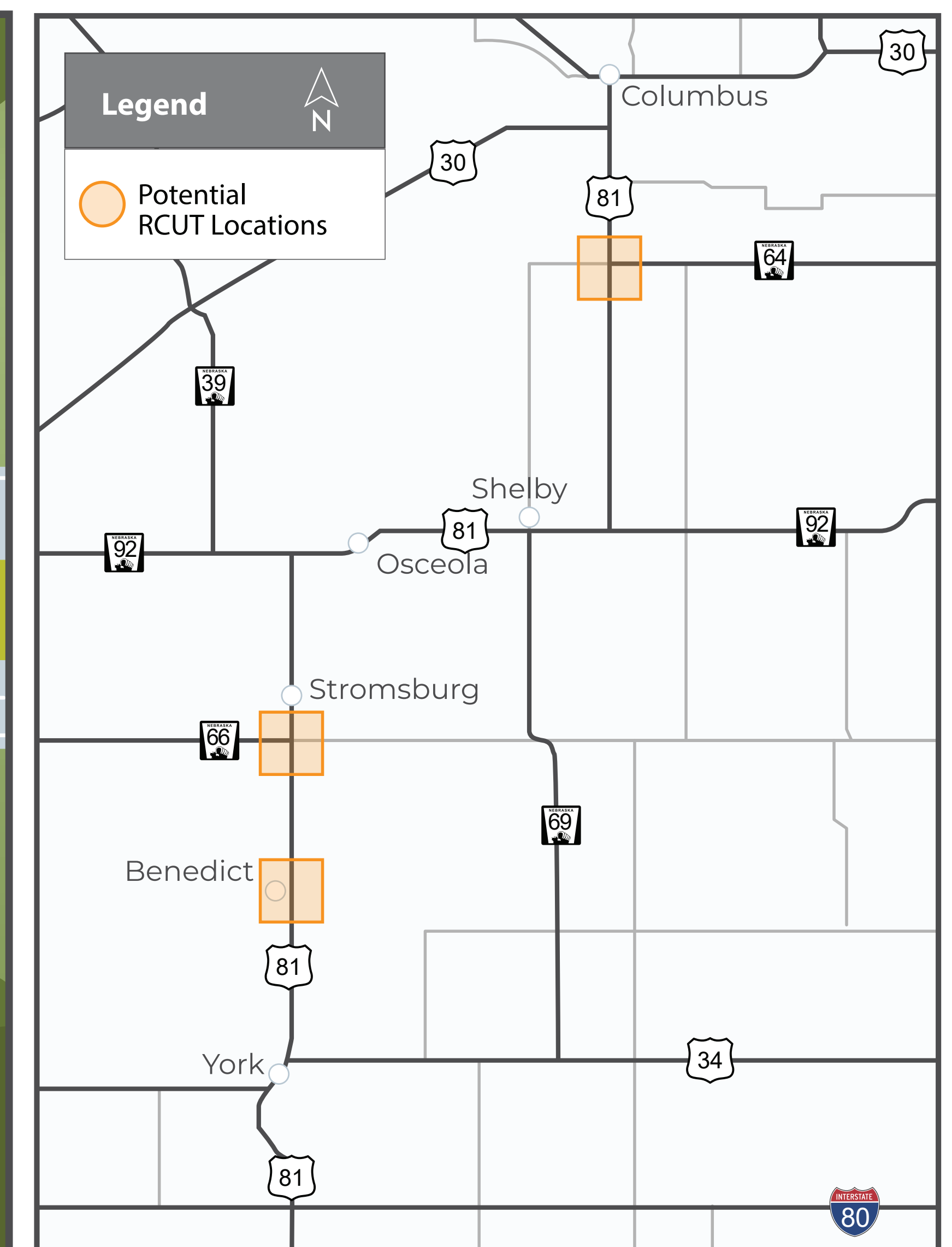
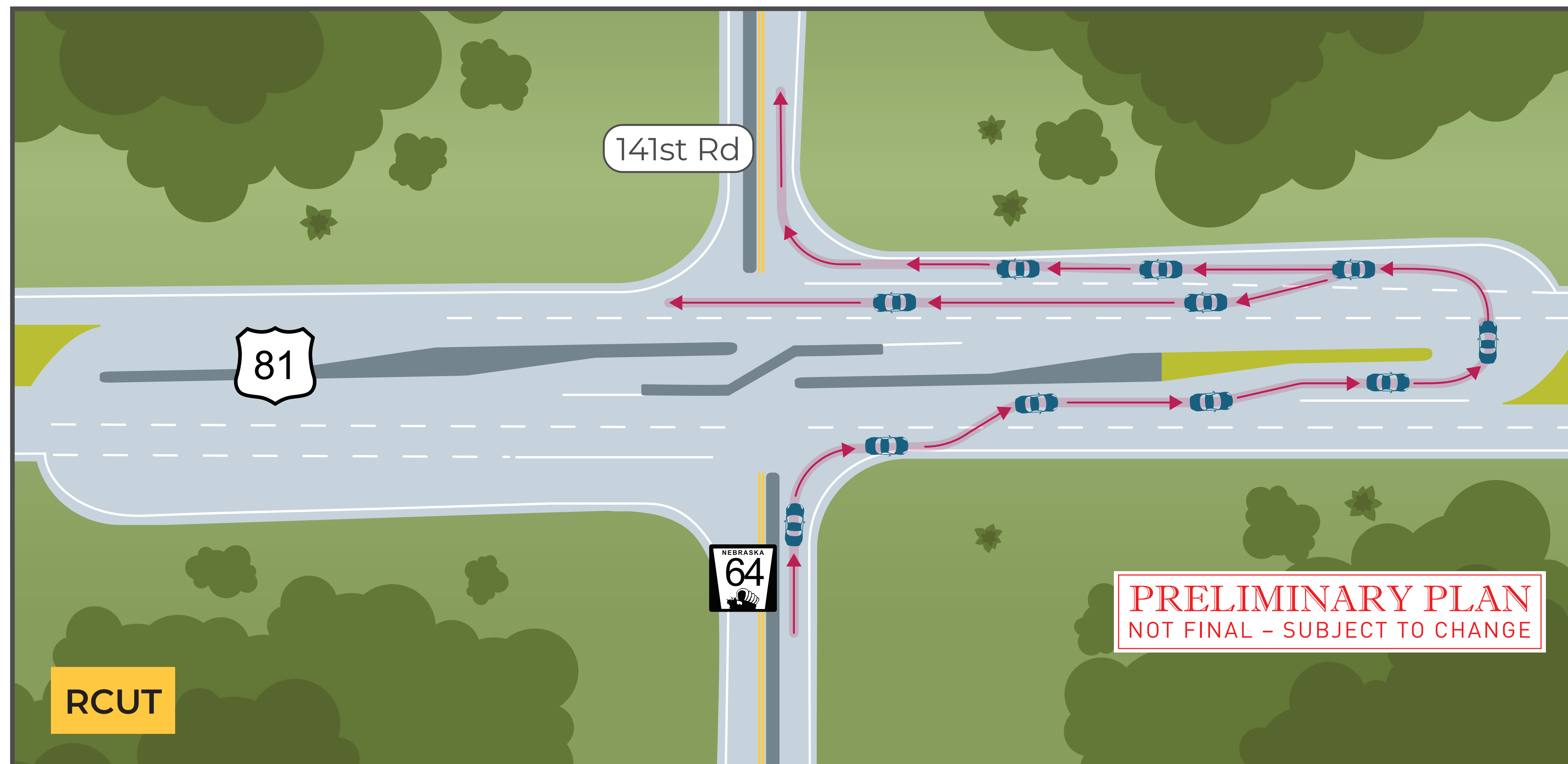
Other intersections not specified above are anticipated to be standard.

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.

RESTRICTED CROSSING U-TURNS (RCUTS) York – Columbus

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



Motorists approaching US-81 from N-64 would not be allowed to make left turns or cross traffic; instead, they would be required to turn right and make a U-turn at a designated median opening. Traffic would still be able to turn left onto 141st Rd from US-81.

This RCUT is modeled on the US-81 and N-64 intersection for viewing purposes only.

TYPICAL TRANSITIONS

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



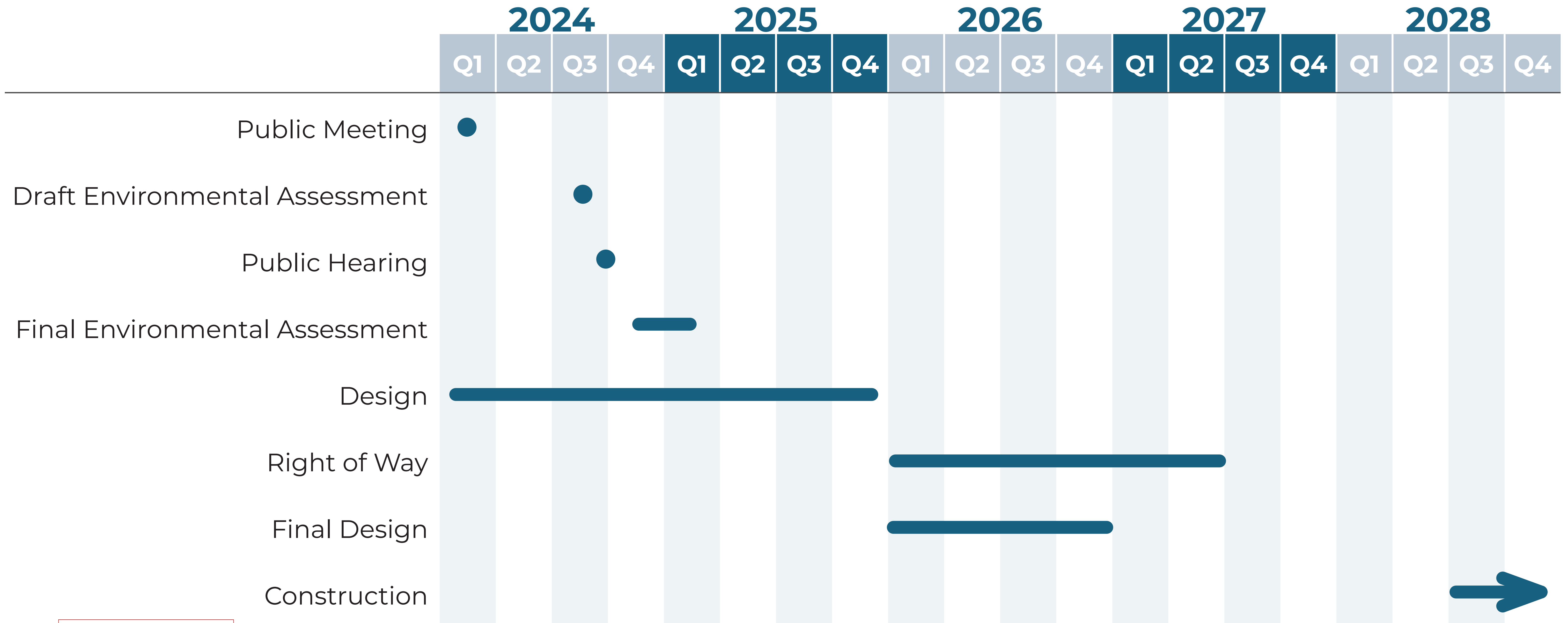
This is an example of how the three-lane portion of US-81 will transition to four lanes on either edge of each community.

SCHEDULE & COST

York – Columbus

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

This project schedule is based on a number of assumptions and is subject to change based on the availability of funds, agency approvals, etc.



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



ESTIMATED COST: \$400-450 MILLION*

*Funding comes from federal and state sources.

FEEDBACK

York – Columbus

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

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

Comments will be collected through **March 29, 2024** and should be submitted to:

Sierra Luhn

NDOT Public Involvement
PO Box 94759
Lincoln, NE 68509-4759
sierra.luhn@nebraska.gov
(402) 479-3103



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

Wes Wahlgren

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(308) 385-6265