

WELCOME!

York – Columbus

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

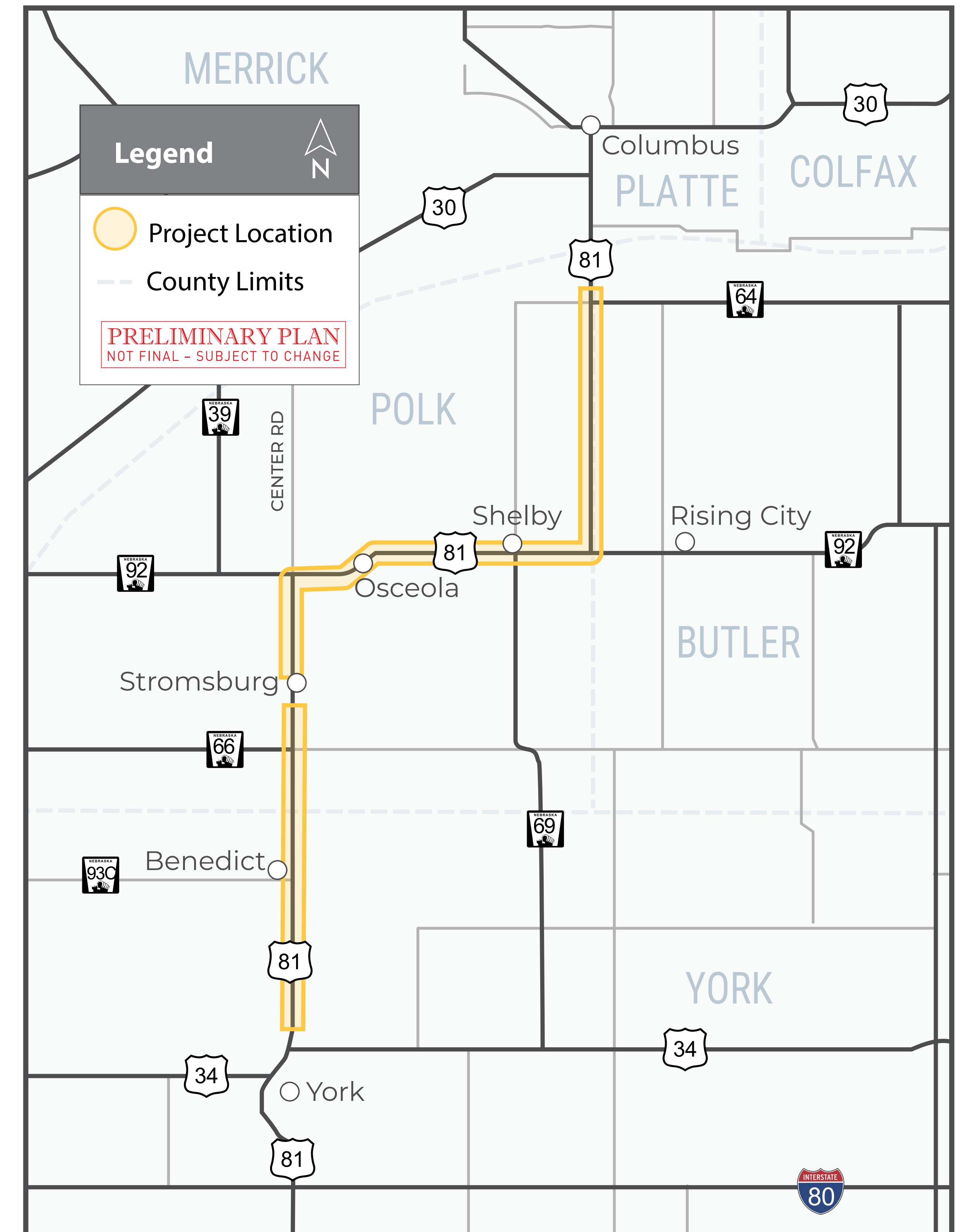
PLEASE SIGN IN

PROJECT DESCRIPTION & LOCATION

York – Columbus
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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) and US-81 intersection. It would extend north for approximately 41 miles to just north of the Nebraska Highway 64 (N-64) and US-81 intersection, where it would connect to the existing four-lane roadway.



PROJECT PURPOSE & NEED

York – Columbus
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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, including commercial vehicles, by providing important expressway connections with U.S. Highway 34 (US-34) Nebraska Highway 66 (N-66), Nebraska Highway 92 (N-92), Nebraska Highway 69 (N-69) and Nebraska Highway 64 (N-64), while maintaining convenient highway access for communities in the area.
- **Improve the condition** of the existing infrastructure.

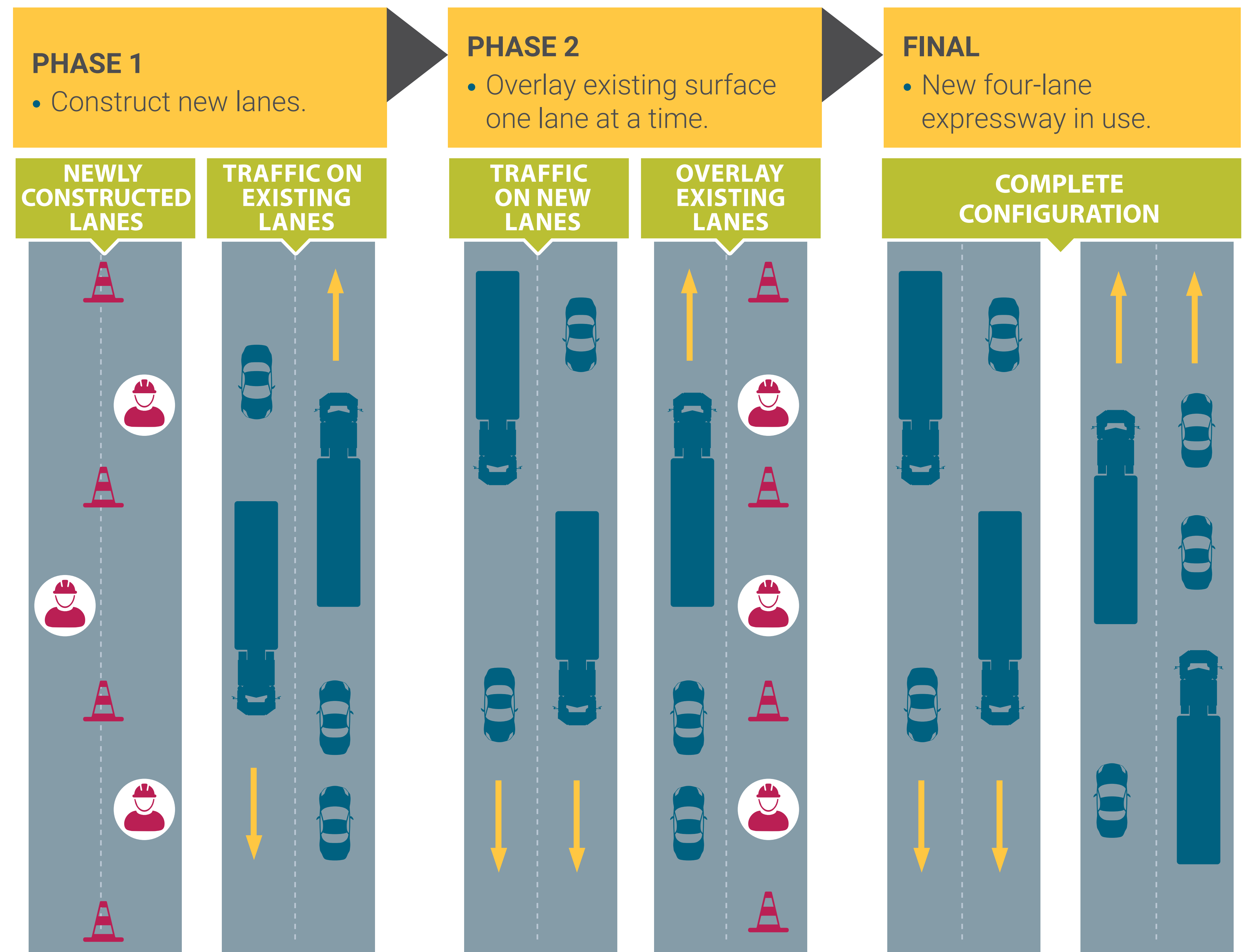
The project is needed because there is a gap in the US-81 Expressway from the Kansas-Nebraska border to Norfolk, a lack of connectivity in east-central Nebraska and existing infrastructure deficiencies.

2+2 APPROACH

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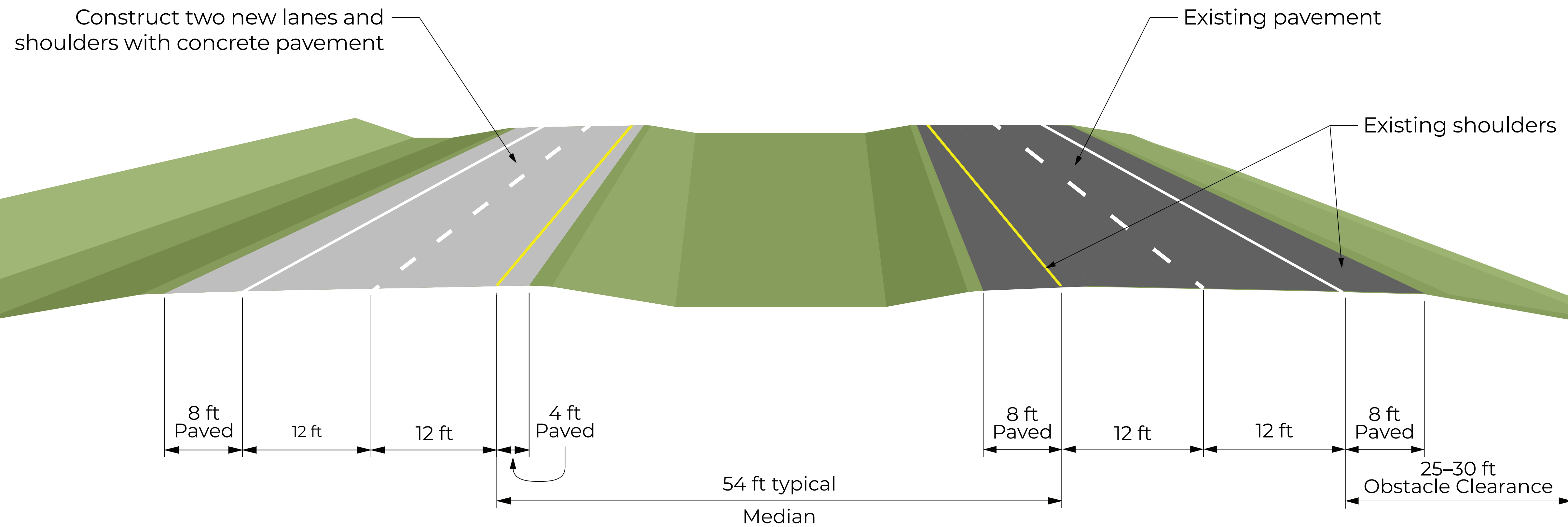
The 2+2 construction concept would construct two new lanes adjacent to the existing two lanes of US-81 to create a four-lane corridor. This approach would:

- Minimize traffic disruption.
- Maximize the use of existing roadway.



RURAL 4-LANE TYPICAL SECTION

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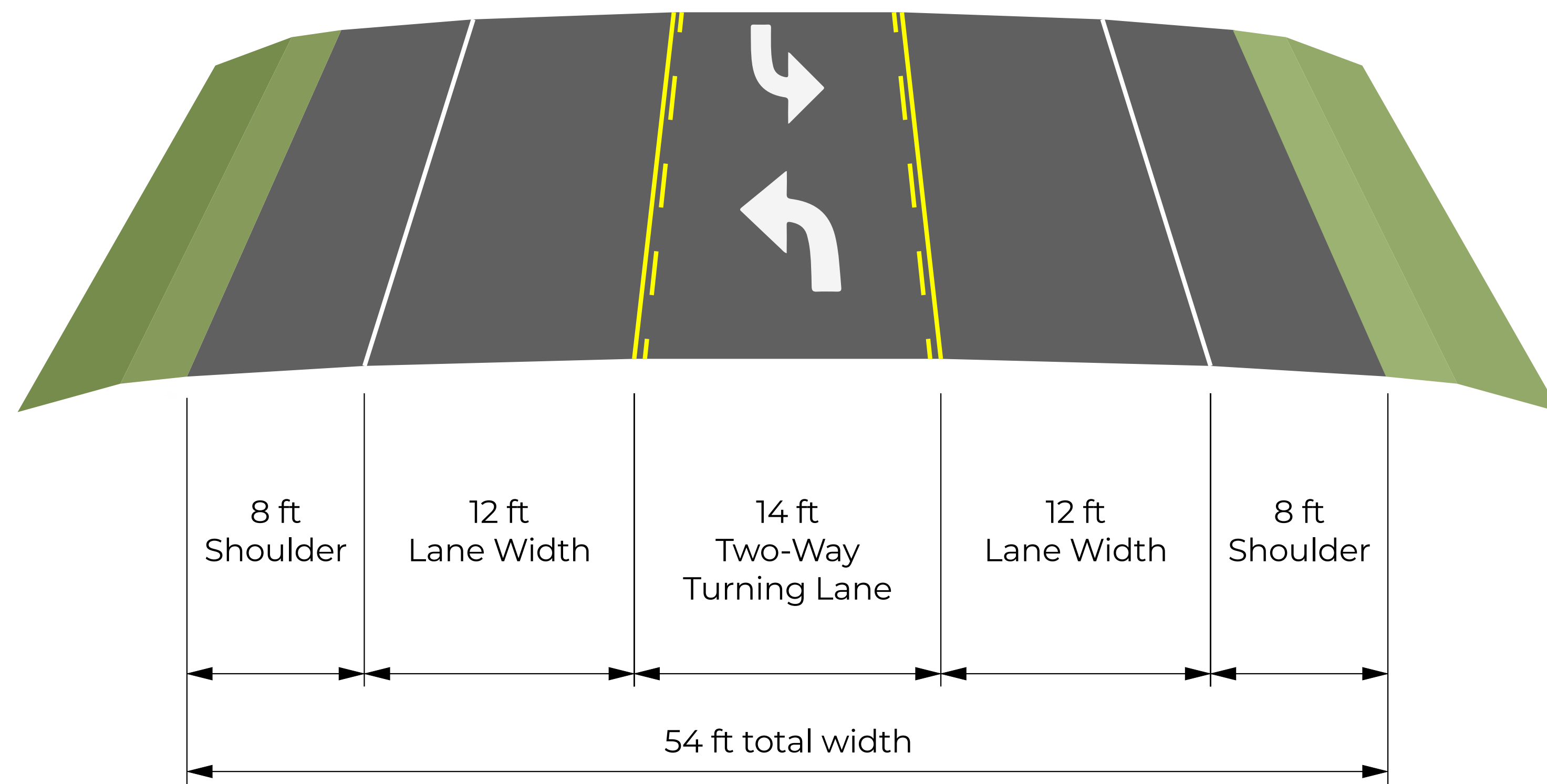
PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

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

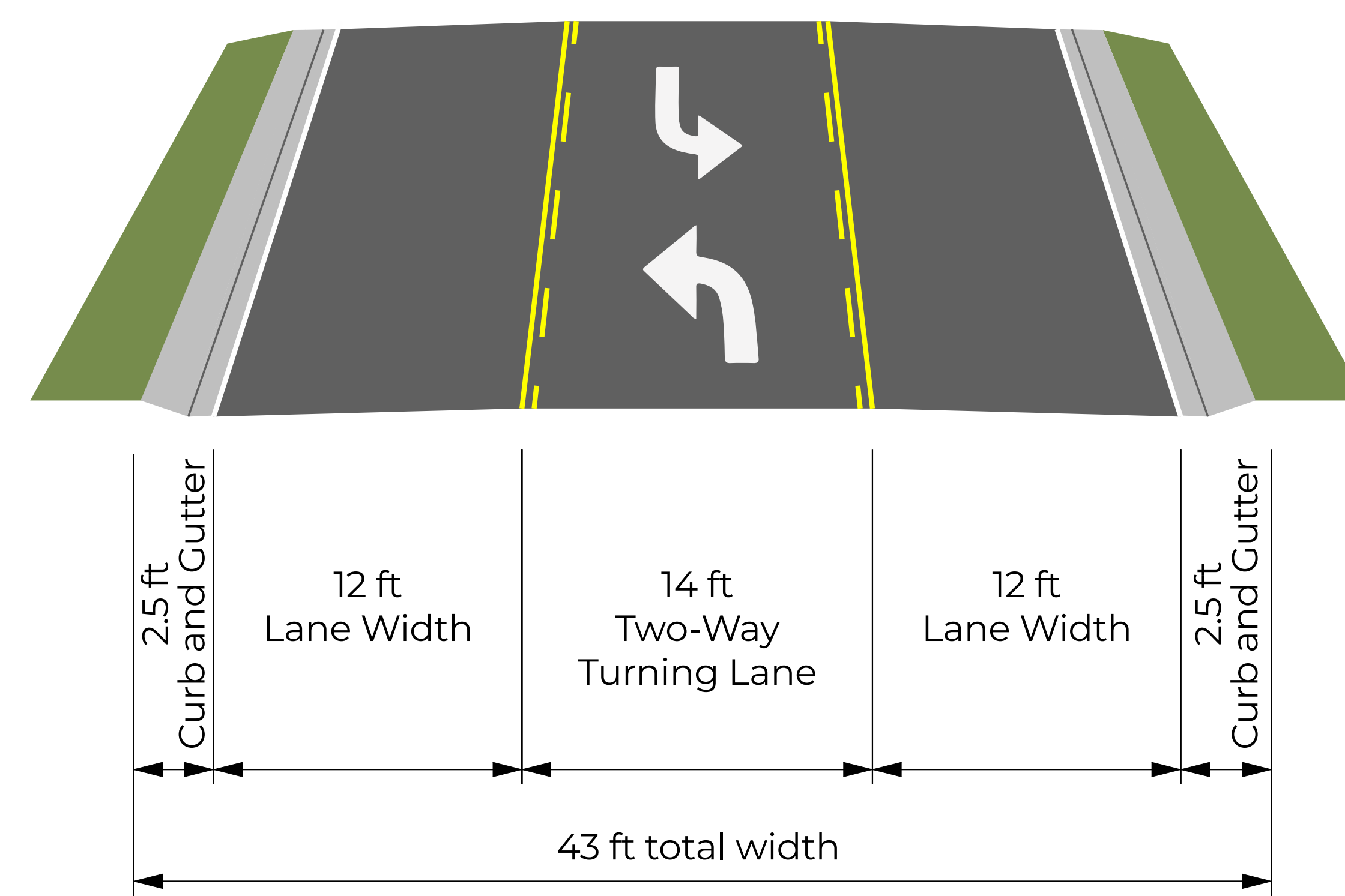
URBAN 3-LANE TYPICAL SECTIONS

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Non-Curbed



Curbed



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

PREFERRED ALTERNATIVE SEGMENT CONCEPT-LEVEL COMPARISON

York – Columbus
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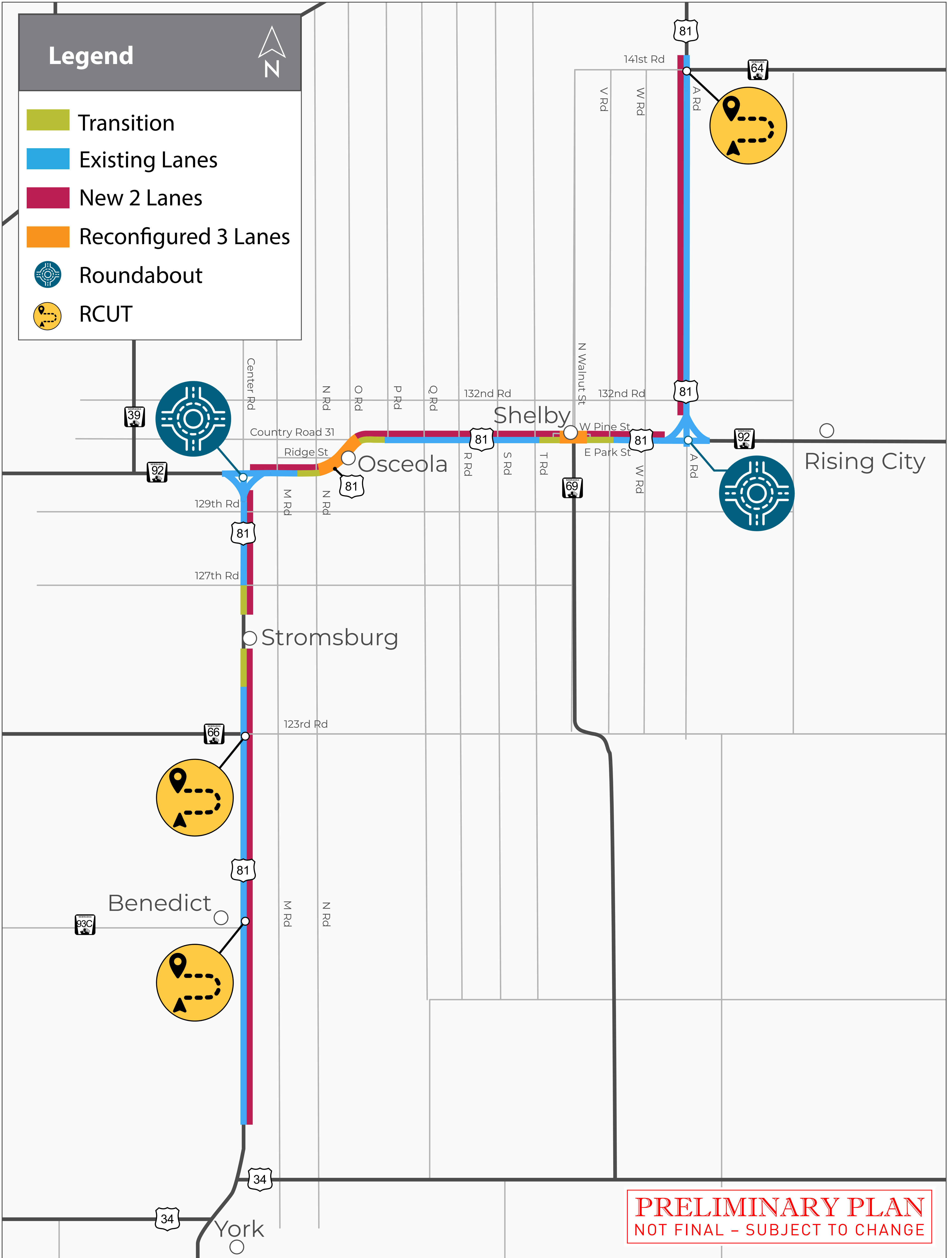
Alternative	Right-of-Way Acquisition (acres)	Structure Relocations ¹			Farmland (acres)	Floodplain		Wetlands (acres)	Channel (linear feet)	Other Notable Impacts
		House	Major Building	Minor Building		Acres	Crossings			
York to Stromsburg										
Widen East*	186	7	10	2	167	8	3	17.1	309	1 historic structure; 1 archeological resource
Widen West	183	10	14	8	164	6	3	19.7	382	Electric substation
Stromsburg to N-92 West Intersection										
Widen East*	27	0	0	1	26	--	--	0.1	--	--
Widen West	27	1	2	3	26	--	--	0.3	--	--
N-92 West Intersection to Osceola										
Widen North*	12	1	1	0	11	5	2	0.3	--	--
Three-Lane	9	1	0	0	3	5	2	0.27	--	--
Osceola to Shelby										
Widen North*	53	2	0	2	49	4	1	2.8	--	--
Widen South	55	1	0	2	52	3	1	7.9	--	NuStar facility and gas transmission main
Shelby to N-92 East Intersection										
Widen North*	16	0	0	0	16	--	--	0.6	--	--
Widen South	13	0	0	0	13	--	--	1.9	--	--
N-92 East Intersection to N-64										
Widen East	146	6	7	7	115	8	3	4.8	206	Cell tower
Widen West*	147	0	3	4	124	8	2	2.8	196	--

***Selected Alternative Alignments**

¹ House relocations include structures where people live; major building relocations include structures perceived to be critical to the functional utility of the property (for example, large livestock facilities, large barns, large machine sheds); minor building relocations include other structures not perceived to be major (for example, small toolsheds, small detached garages, small storage buildings).

PREFERRED ALTERNATIVE

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Note: Map not to scale.

SCOPE OF WORK

York – Columbus

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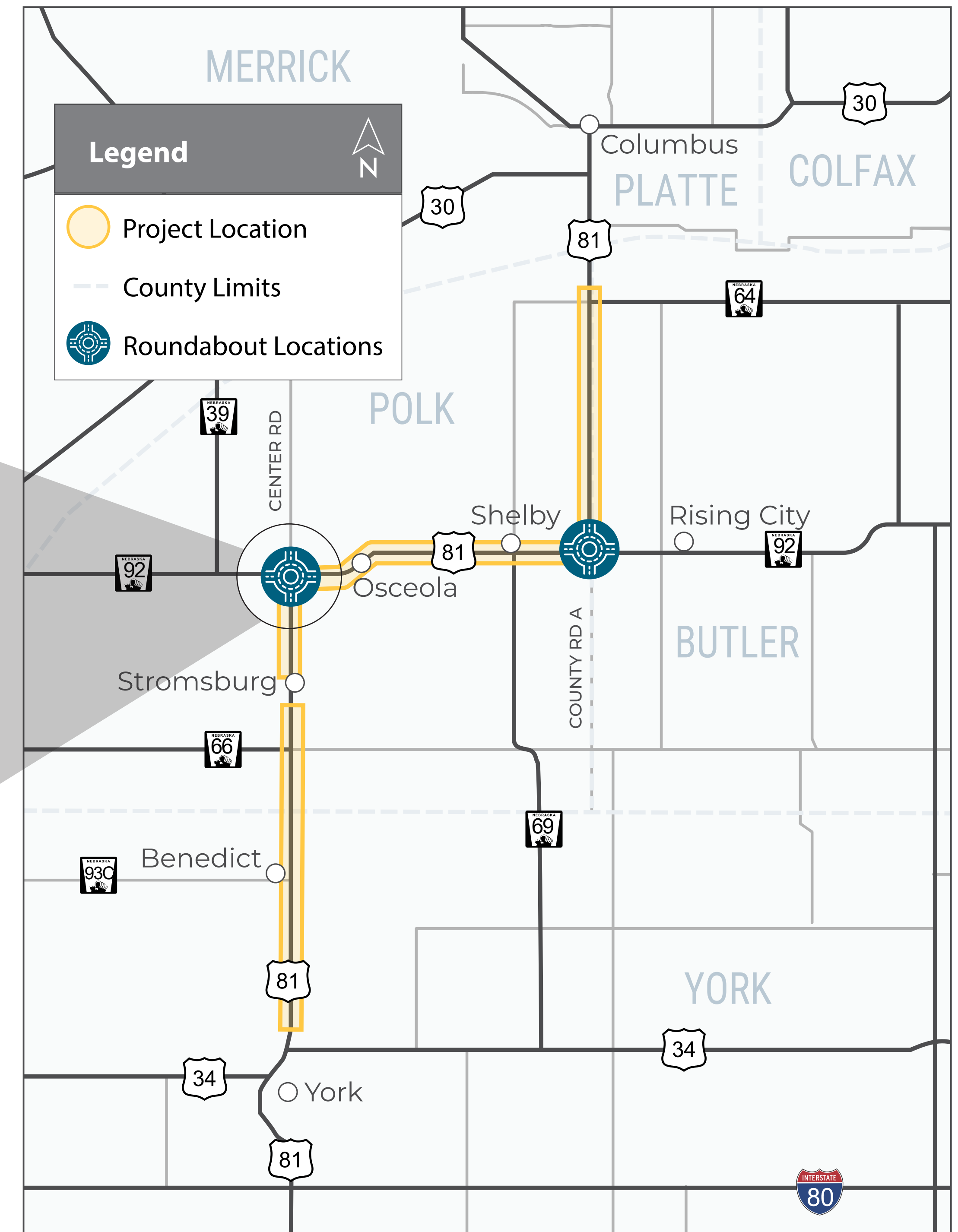
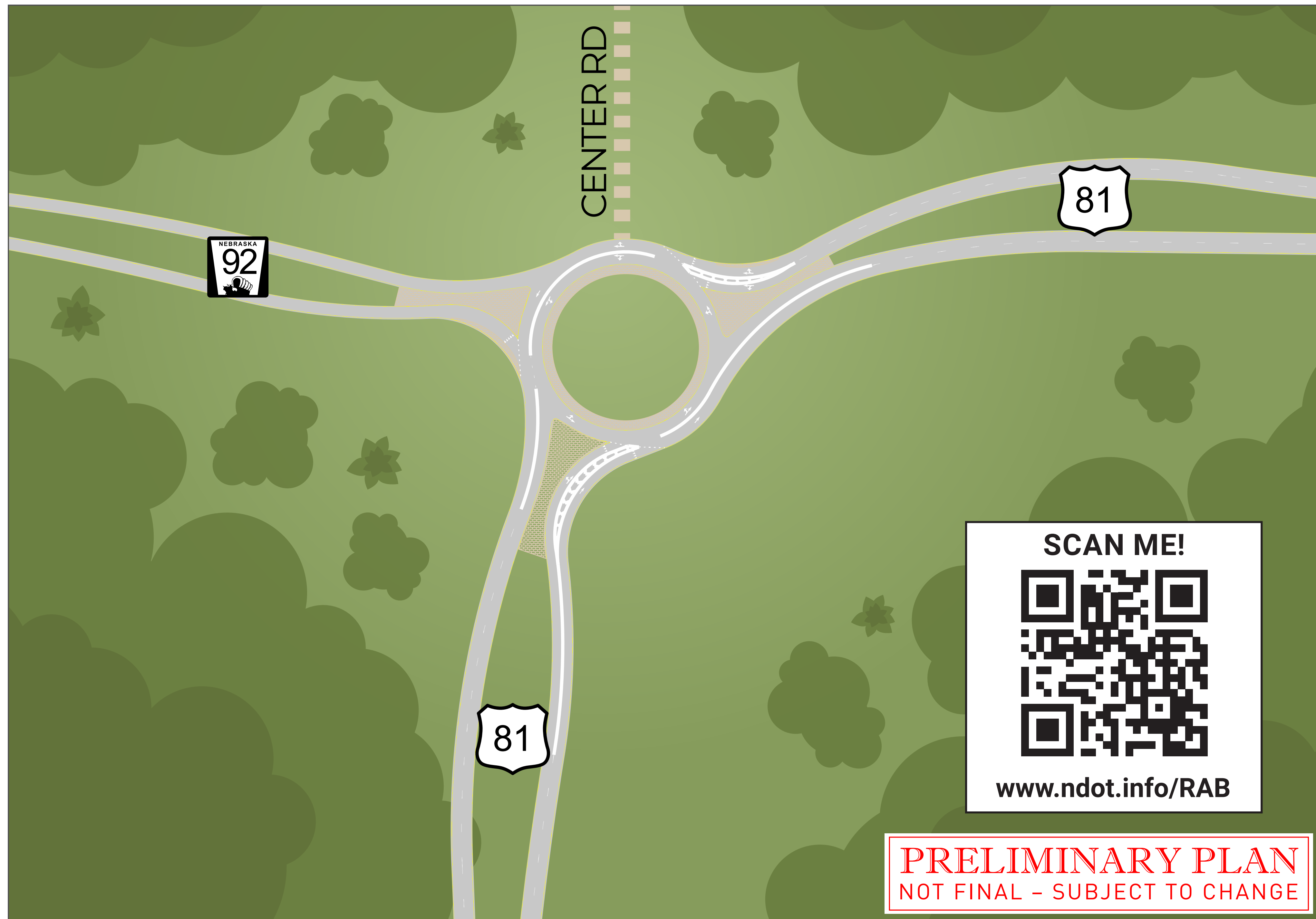
The improvements of the Preferred Alternative would:

- Widen US-81 from the 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 need replacement, rehabilitation or repair. A second set of structures would also be built adjacent to the existing structures to accommodate the additional lanes.



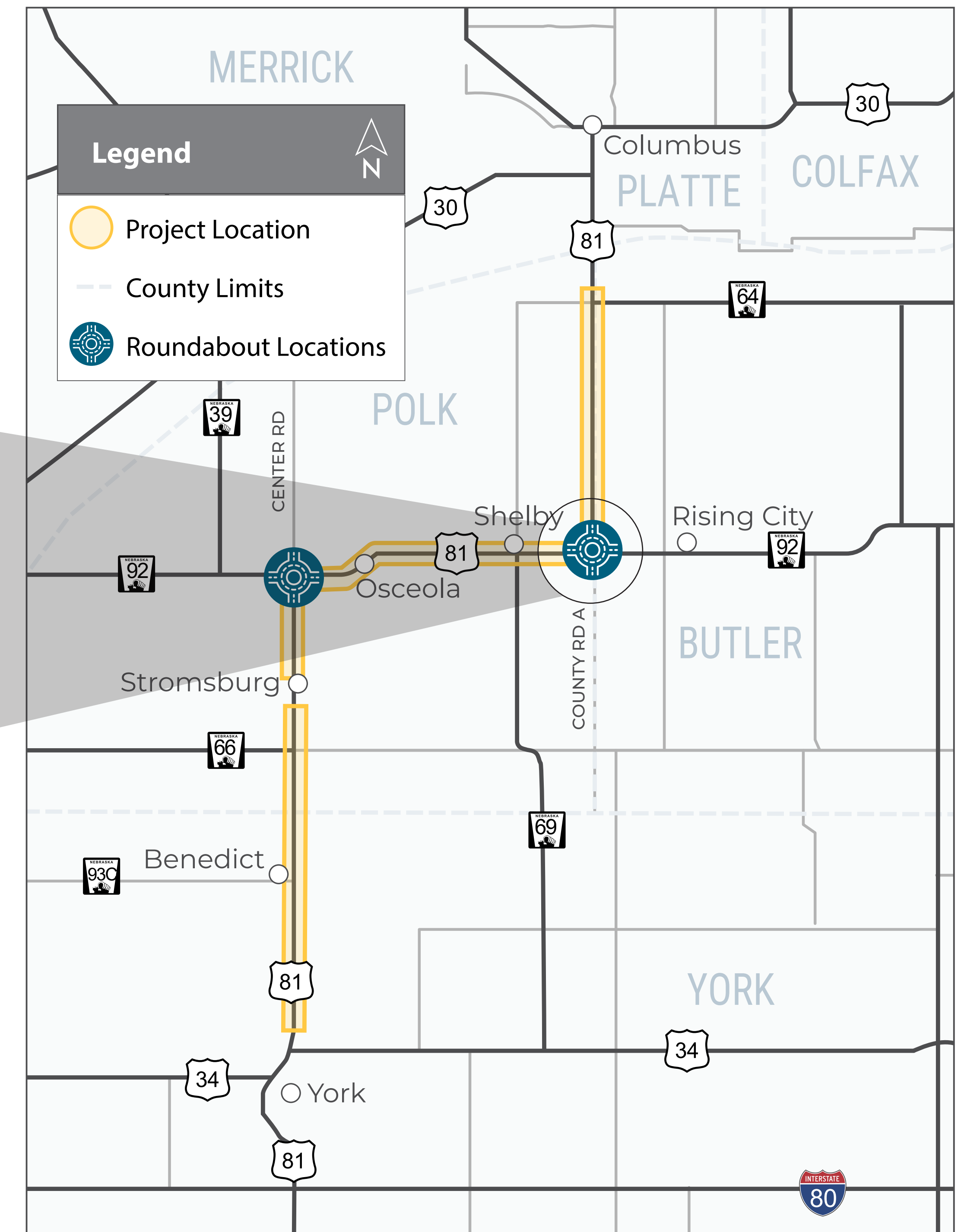
US-81 AND N-92 WEST ROUNDABOUT

York – Columbus
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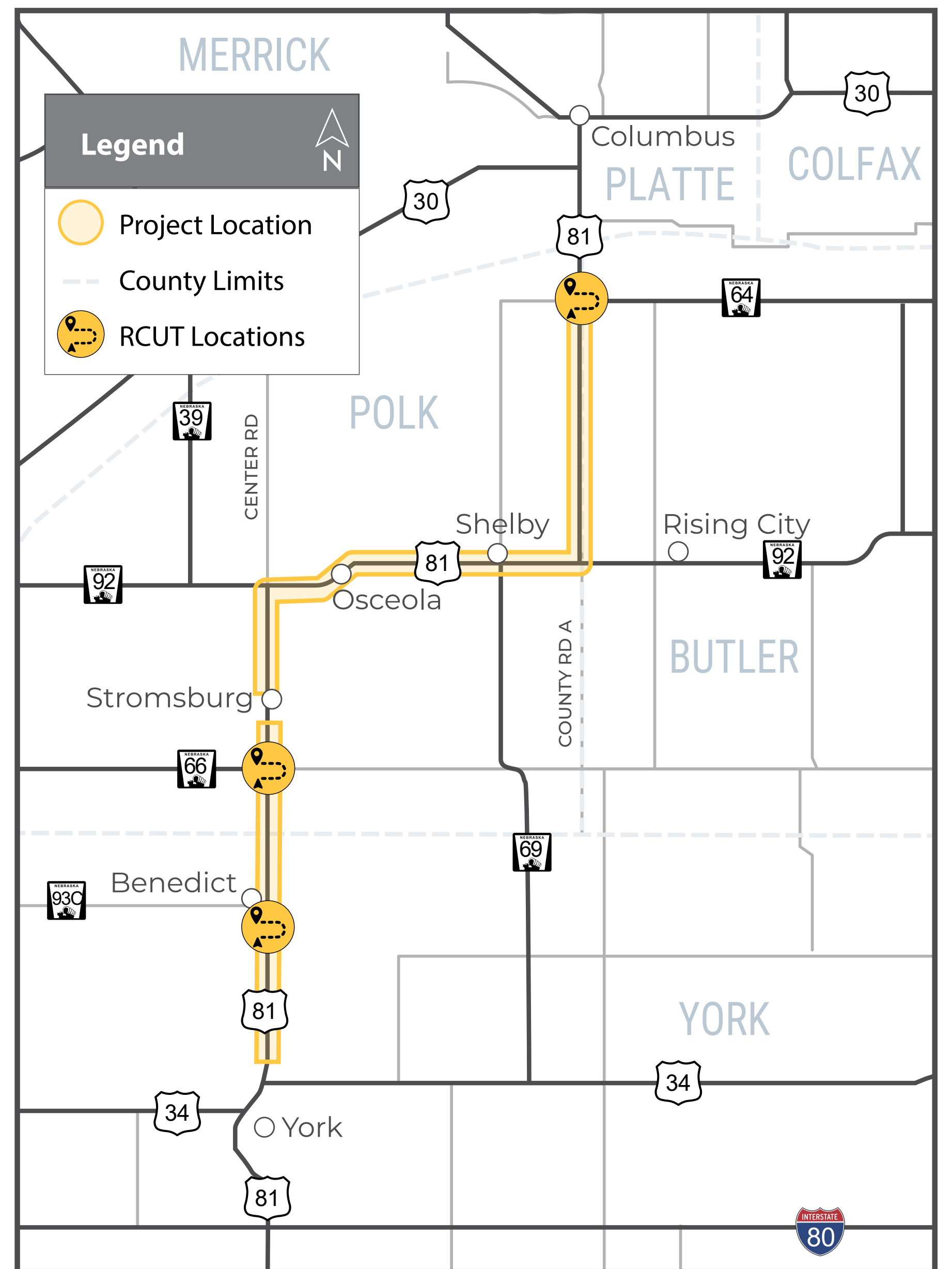
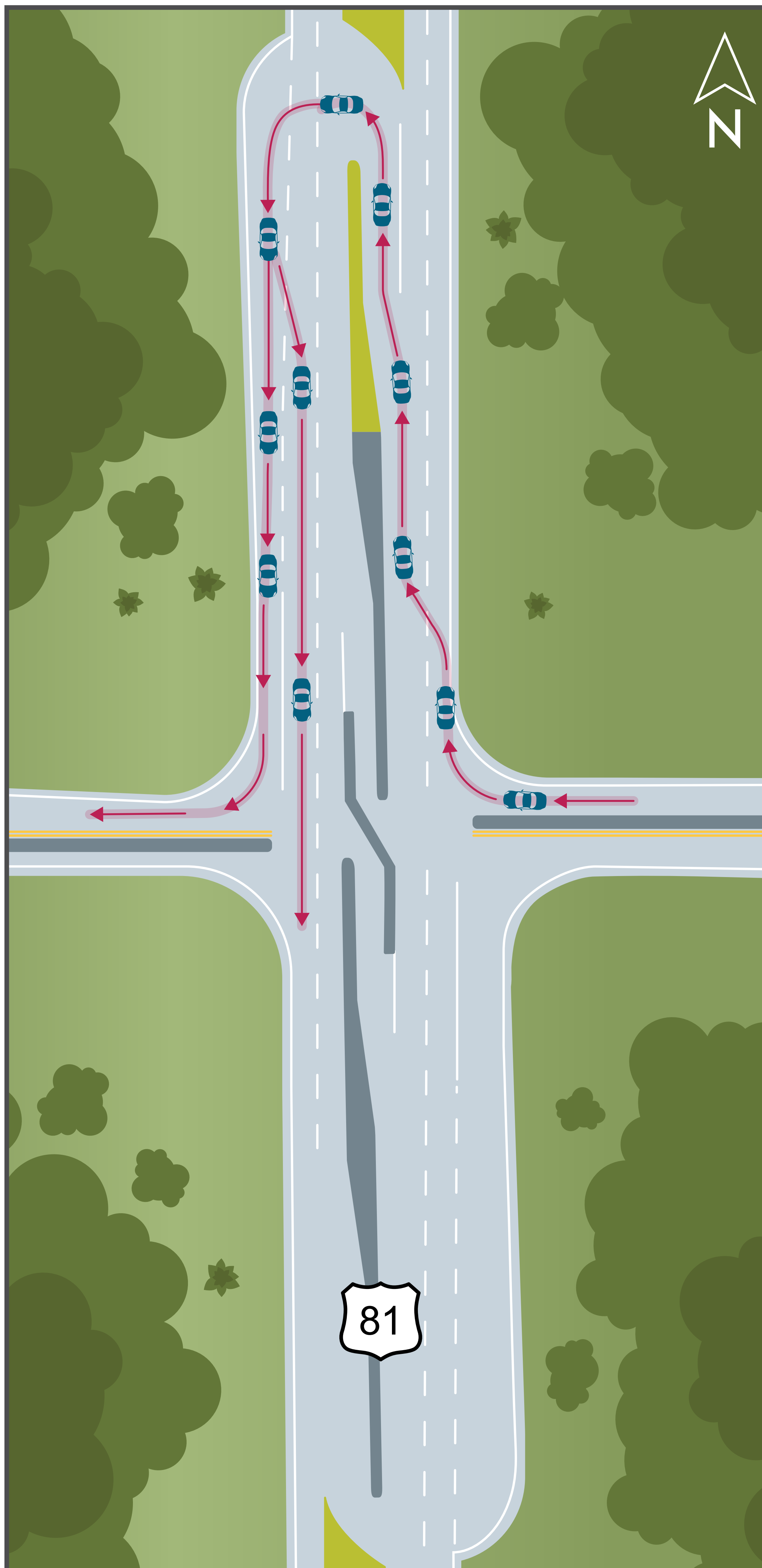
US-81 AND N-92 EAST ROUNDABOUT

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RESTRICTED CROSSING U-TURNS (RCUTS)

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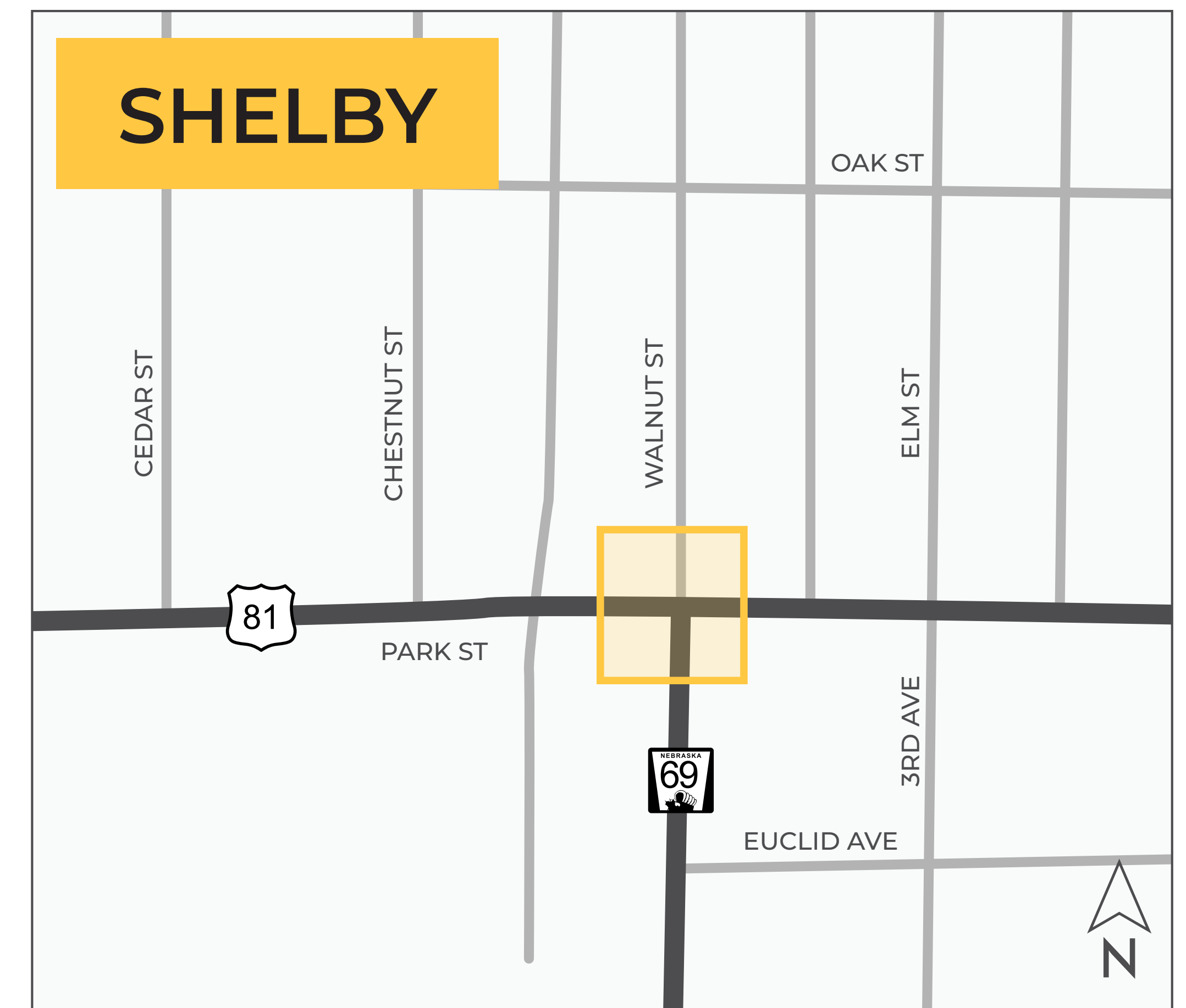
PRELIMINARY PLAN
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Motorists approaching US-81 from intersecting roads would not be allowed to make left turns or cross traffic. Instead, they would be required to turn right and make a U-turn at a designated median opening. Traffic would still be able to turn left onto intersecting roads from US-81.

PEDESTRIAN STUDY RESULTS – OSCEOLA & SHELBY

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- Study evaluated traffic flow, pedestrian volumes existing infrastructure, pedestrian crossings and traffic control devices.



The US-81 crossings in each city will feature a push-button-activated rectangular rapid flashing beacon.

HISTORIC PROPERTIES

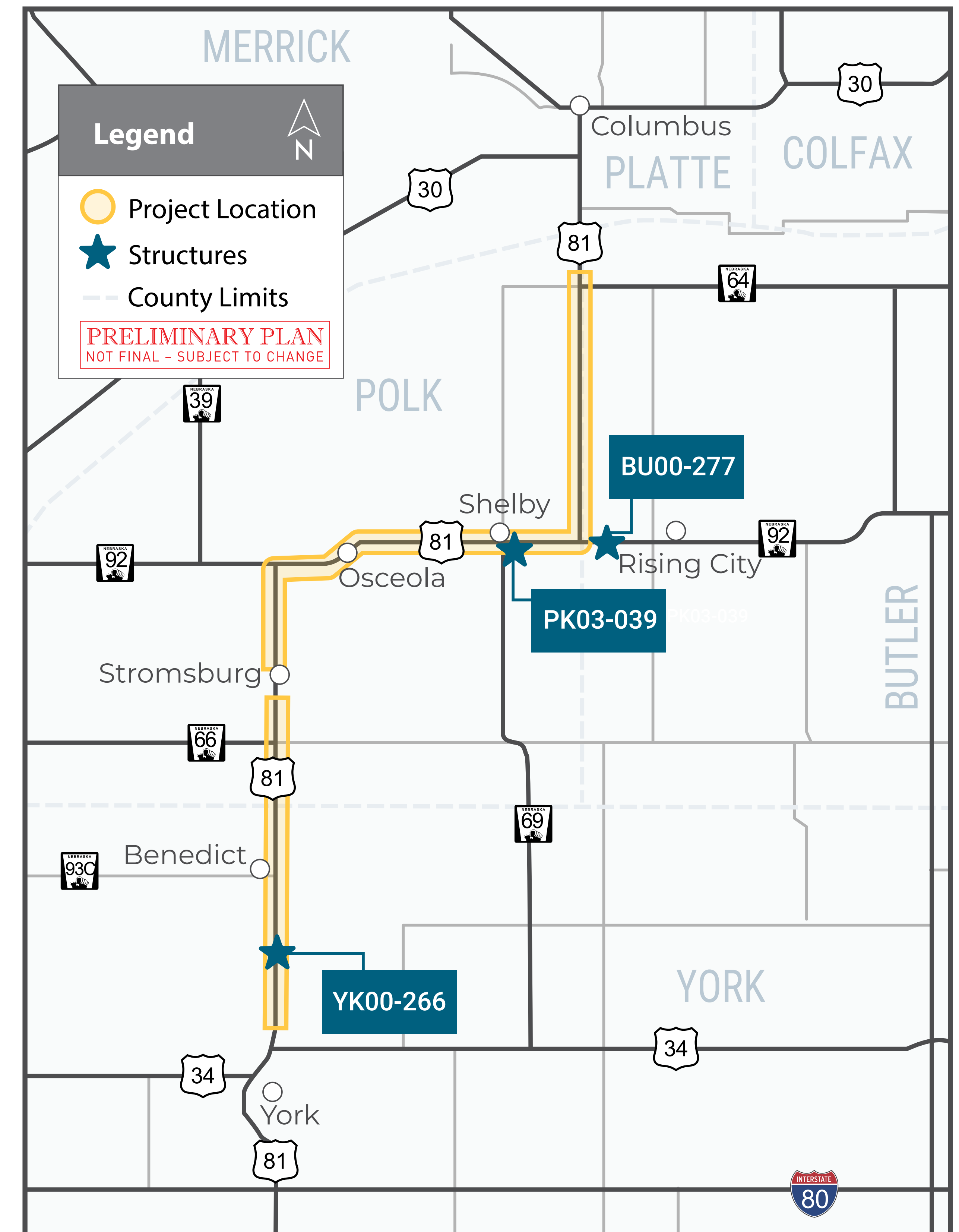
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Impacts of the Preferred Alternative to “The Fillman Place” near York (YK00-266) include:

- Tree and bush removal.
- Driveway alteration.
- Relocation of property sign.
- This historic property would not be adversely affected.

The Queen Anne style house in Shelby (PK03-039) and farmstead in Rising City (BU00-277) would also not be affected.



RECREATIONAL PROPERTIES – STROMSBURG

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Buckley Park

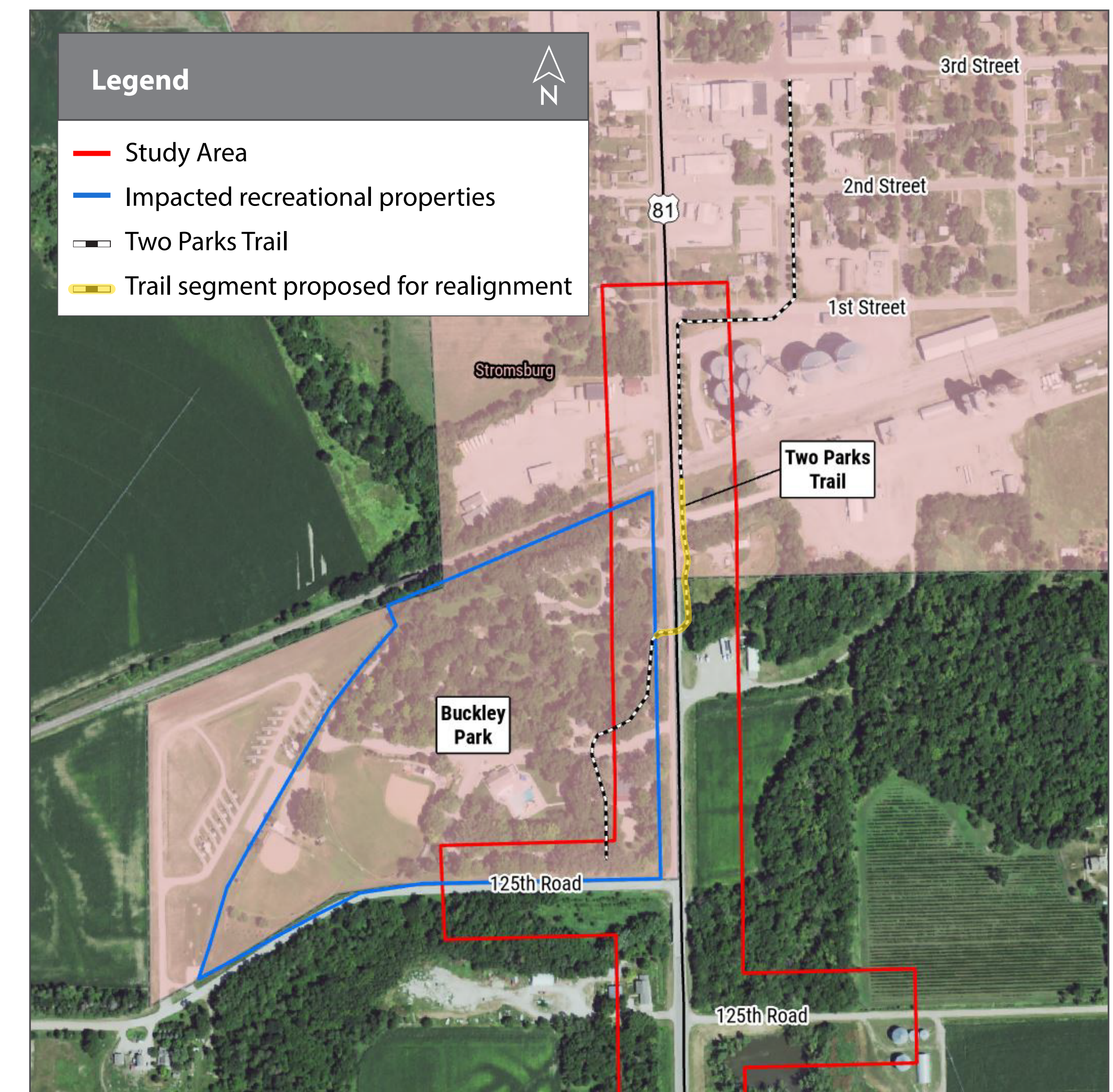
- Temporary easements may be acquired for construction of the roadway and reconstruction of the existing driveways.
- Access to the park from one of the two entrances would be maintained during construction.

Two Parks Trail

- Widening the roadway to the east would result in a full realignment from Buckley Park to the Nebraska Central Railroad Company (NCRC) rail line east of the widened roadway.

To minimize impacts, NDOT would:

- Maintain pedestrian access during construction.
- Improve the sidewalk, if needed, before being used as a pedestrian detour route.
- Reconstruct the eastern section of Two Parks Trail to match or surpass its original condition after construction.



RIGHT OF WAY

York – Columbus

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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), temporary easements (TE), relocations, and/or impacts to center pivot irrigation systems. If your property is impacted by this project, you would be contacted by an NDOT 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.

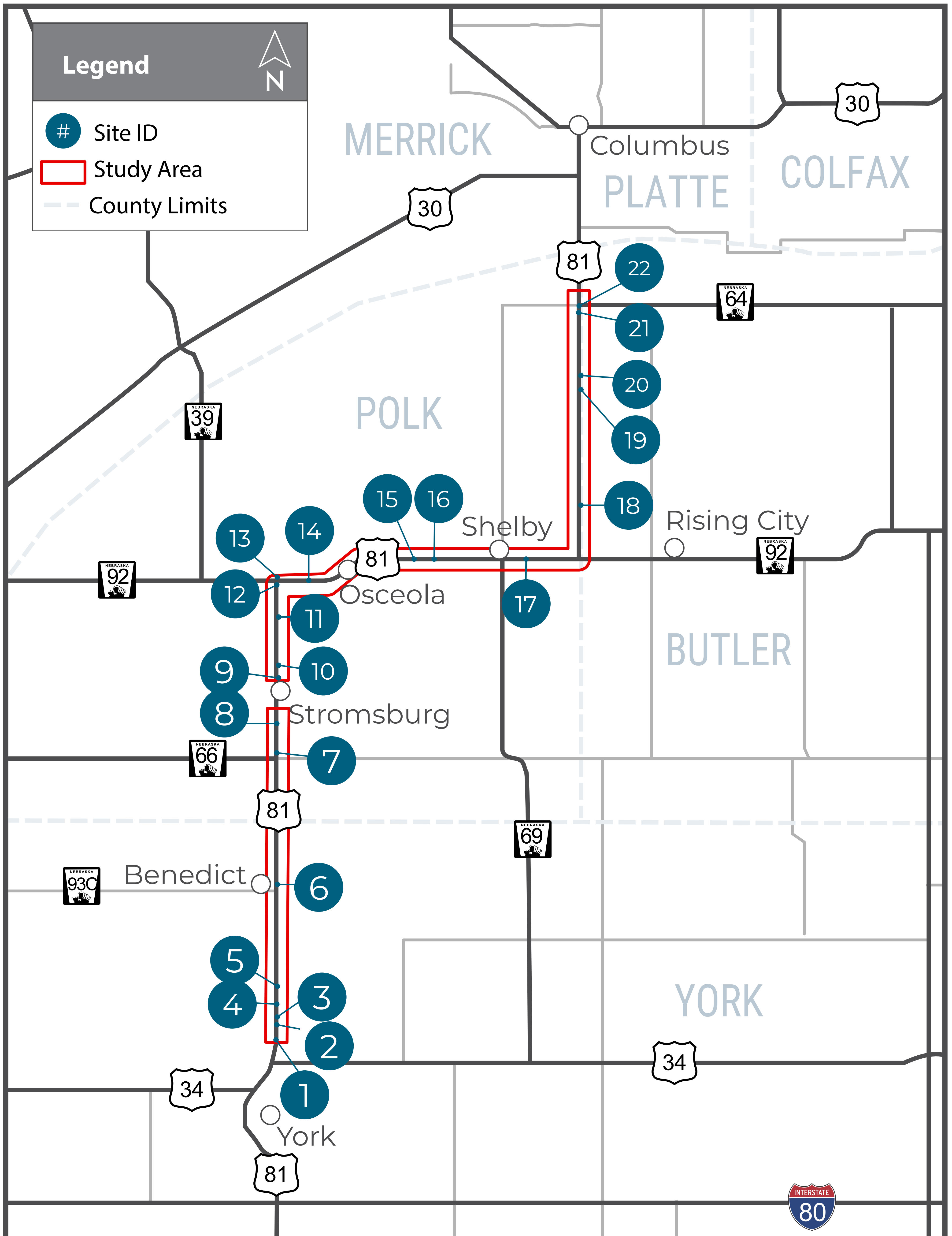
TRAFFIC ACCOMMODATIONS

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. Access to community resources, area schools, police and fire services would not be affected. A highway detour would not be required. To the extent possible, adjacent county roads would not be closed at the same time while intersection work is occurring.

IMPACTED STRUCTURES

York – Columbus

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



Please refer to the table maps for larger viewing.

IMPACTED STRUCTURES

York – Columbus

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Site ID	Property Description	Impact
1	Heavily wooded farmstead made up of three parcels. One parcel includes a house and outbuilding near US-81. The other two parcels include one and two structures, respectively.	Relocation of the house. The property would remain functional as a farmstead following construction.
2	Maintained farmstead with two outbuildings, a shed and a house.	Relocation or removal of the outbuilding closest to US-81. The property would remain functional as a farmstead following construction.
3	Maintained farmstead with two houses, a barn, two outbuildings, six silos and a shed with pastures.	Relocation or removal of the house and outbuilding closest to US-81. The property would remain functional as a farmstead following construction.
4	Maintained farmstead with a house, two outbuildings and three sheds.	Relocation or removal of the house and outbuilding. The property may not remain functional as a farmstead following construction but would still function as a farm storage area.
5	Maintained farmstead with a house, detached garage and machine shop.	Relocation or removal of the detached garage. The property would remain functional as a farmstead following construction.
6	Two adjacent parcels with a house, detached garage, three outbuildings and three silos.	Relocation or removal of the house, detached garage and three silos. The property may not remain functional as a farmstead following construction but would function as a farm storage area.
7	Farm storage with two outbuildings, a garage and 13 silos.	Relocation or removal of the outbuilding closest to US-81. The property would remain functional as a farm storage area.
8	Irrigated cropland and pasture with a farmstead in the northwest quadrant. The farmstead includes a house, six sheds and an outbuilding.	Relocation or removal of the house and the northernmost shed. The property may not remain functional as a farmstead following construction but would function as a farm storage area.
9	Pasture with an outbuilding, two sheds and two silos.	Relocation or removal of the outbuilding adjacent to US-81. The property would remain functional as pasture following construction.
10	Maintained farmstead with a house, silo and three outbuildings.	Relocation or removal of the outbuilding adjacent to US-81. The property would remain functional as a farmstead following construction.

IMPACTED STRUCTURES

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Site ID	Property Description	Impact
11	Dry cropland with a silo.	Relocation or removal of the silo adjacent to US-81. The property would remain functional for cropland following construction.
12	Unmaintained farmhouse and shed with dry cropland on the south.	Relocation or removal of the farmhouse and shed. The property may not remain functional as a farmstead following construction but would still function as cropland.
13	Confined animal feeding operation with two animal buildings, three outbuildings and cropland.	Relocation or removal of the outbuilding adjacent to US-81 in the northwest corner of the property. The property would remain functional as an animal feeding operation.
14	Wooded farmstead with a house, detached garage and two outbuildings.	Relocation or removal of the house and detached garage. The property may not remain functional as a farmstead following construction but may function as a farm storage area.
15	Maintained farmstead with a house, detached garage, three sheds and a barn.	Relocation or removal of the house, detached garage and one shed adjacent to US-81. The property may not remain functional as a farmstead following construction but may function as a farm storage area.
16	Cattle operation with a house, detached garage, outbuilding and numerous cattle pens.	Relocation or removal of the house. The property would remain functional as a cattle operation following construction but may no longer function as a farmstead.
17	A large outbuilding.	Relocation or removal of the outbuilding.
18	Maintained farmstead with a house and two outbuildings.	Relocation or removal of the north outbuilding. The property would remain functional as a farmstead following construction.
19	Dry cropland with a silo.	Relocation or removal of the silo. The property would remain functional as cropland following construction.
20	Farmstead with a house, outbuilding, shed and pole building.	Relocation or removal of the outbuilding. The property would remain functional as a farmstead following construction.
21	Outbuilding.	Relocation or removal of the outbuilding.
22	Gun and ammo business.	Relocation or removal of the business.

OTHER POTENTIAL IMPACTS

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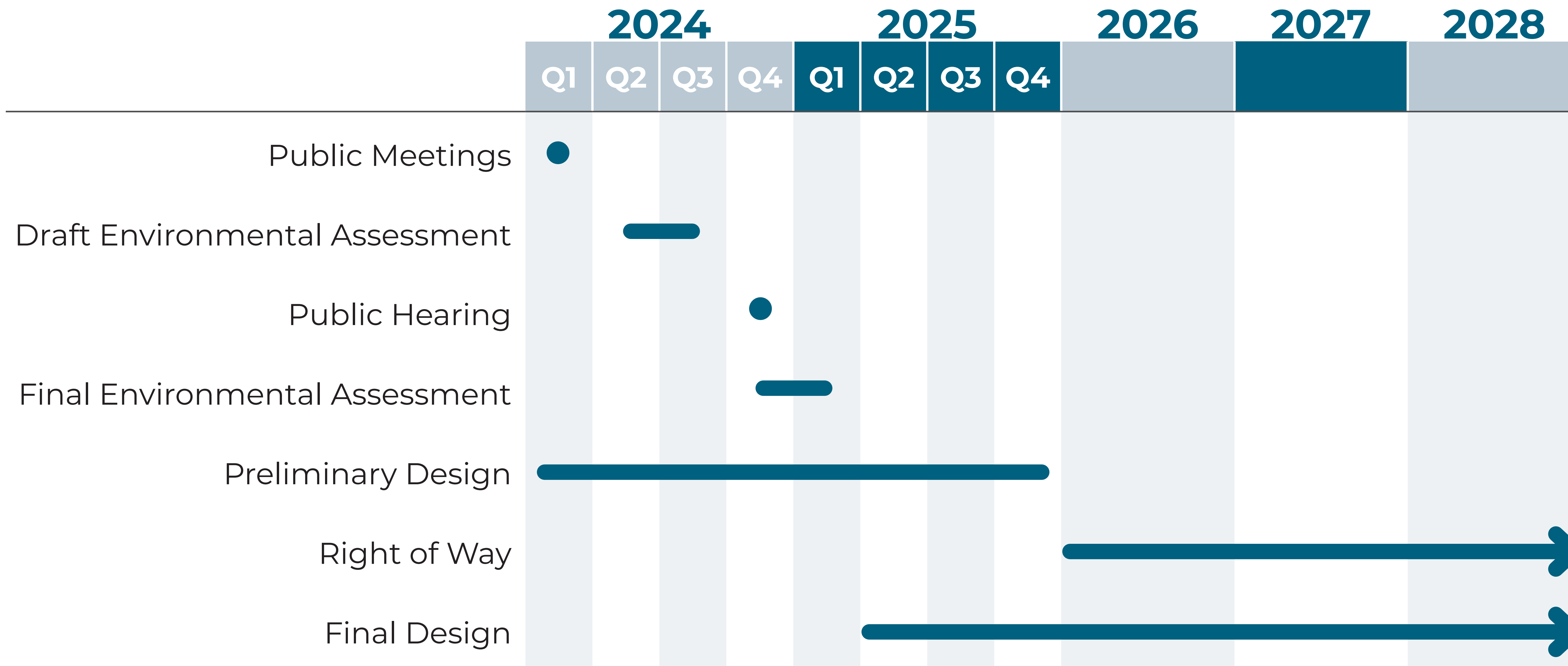
- Impacts to wetlands and streams are anticipated and would be mitigated as necessary.
- The project may affect, but is not likely to adversely affect threatened and endangered species including the Eskimo curlew, northern long-eared bat and whooping crane. Consultation for the tri-colored bat is still ongoing.
- A noise study has been prepared and is available for review today.
 - It found that in 2050, the Preferred Alternative would have noise impacts on 42 receptors, primarily single-family residences. Two locations meet the feasibility and reasonableness requirements for noise abatement.
 - Additional design refinement and coordination with affected property owners regarding noise abatement would occur during the final design.

SCHEDULE & COST

York – Columbus

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



CONSTRUCTION

The project is anticipated to be built in four phases with one phase being let each year beginning as soon as 2029.

PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE



ESTIMATED COST: \$400 MILLION-450 MILLION*

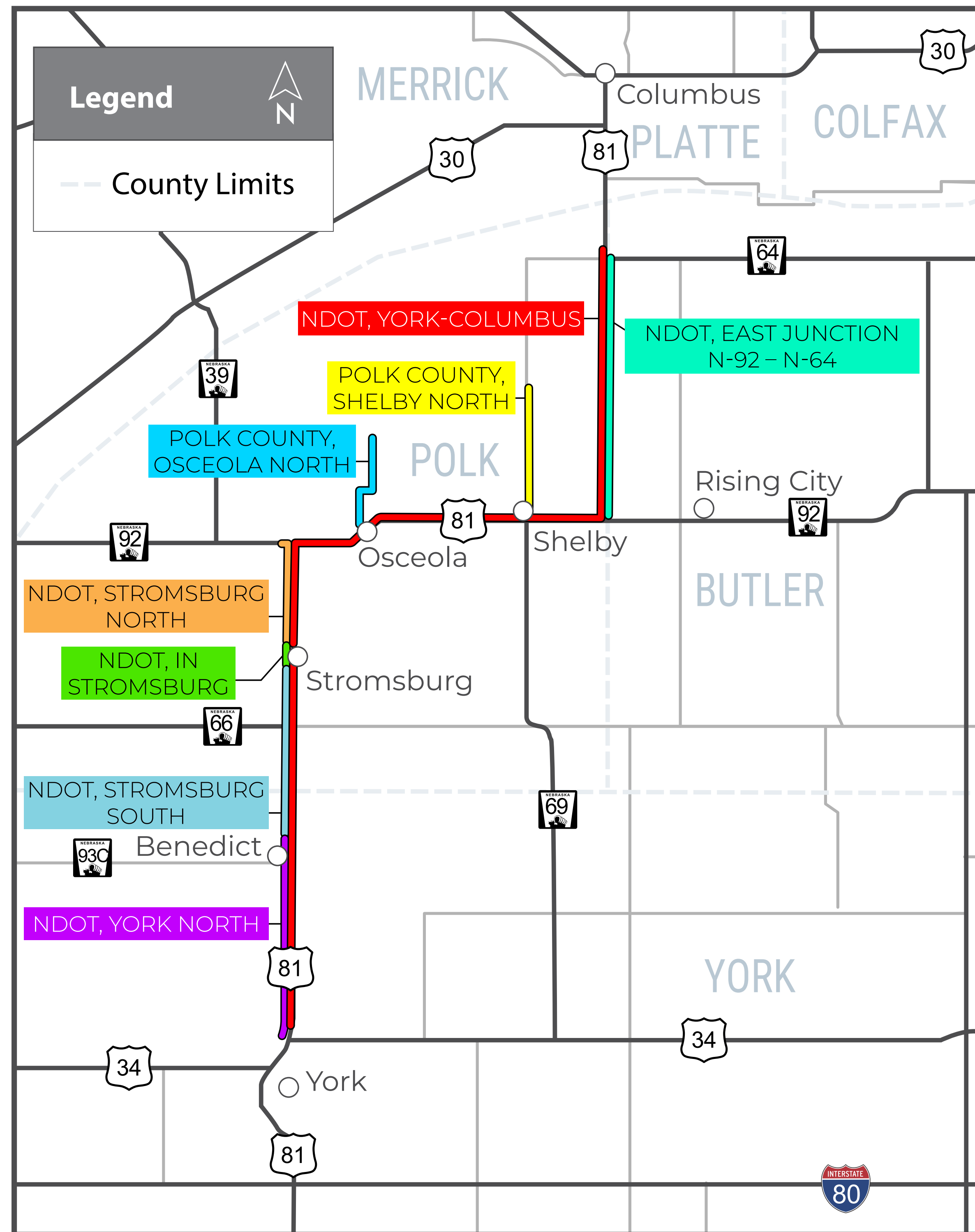
*Funding comes from federal and state sources.

OTHER PROJECTS

York – Columbus

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The map indicates present and anticipated future projects being considered by NDOT.



Project Name	Owner	Anticipated Start	Anticipated End
In Stromsburg	NDOT	Spring 2024	Winter 2024
Stromsburg North	NDOT	Spring 2025	Winter 2025
York North	NDOT	Spring 2027	Winter 2027
Stromsburg South	NDOT	Spring 2027	Winter 2027
East Junction N-92 – N-64	NDOT	Spring 2027	Winter 2027
Osceola North	Polk County	Summer 2025	Fall 2025
Shelby North	Polk County	Summer 2025	Fall 2025

FEEDBACK

York – Columbus

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Information regarding the proposed project including the Draft Environmental Assessment, will be available on the NDOT website at www.ndot.info/42967.

The Draft Environmental Assessment is also available for review at:

- NDOT Headquarters (1500 Nebraska Pkwy., Lincoln, NE 68502)
- FHWA Nebraska Division (100 Centennial Mall N., Lincoln, NE 68508)
- NDOT District 4 Headquarters (211 N. Tilden St., Grand Island, NE 68803)
- Kilgore Memorial Library (520 Nebraska Ave., York, NE 68467)
- Stromsburg Public Library (320 Central St., Stromsburg, NE 68666)
- Osceola Public Library (131 N. Main St., Osceola, NE 68651)
- Shelby Community Library (648 N. Walnut St., Shelby, NE 68662)
- Columbus Public Library (2500 14th St., Ste. 2, Columbus, NE 68602)

Comments will be collected through **Oct. 16, 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

NDOT District 4 Engineer

wes.wahlgren@nebraska.gov

(308) 385-6265

