

# WELCOME

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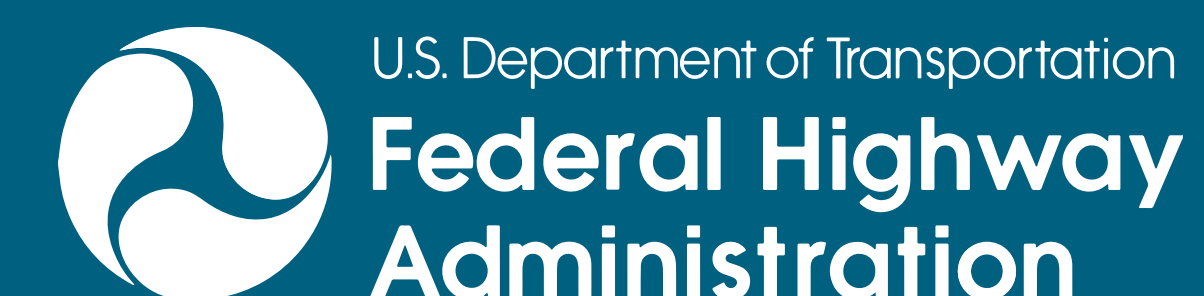
## MEAD – US-6/N-31

### Public Information Open House Meeting

STP-92-6(125); C.N. 13552

## PLEASE SIGN IN

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by NDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated February 23, 2026, and executed by FHWA and NDOT.*



# WELCOME

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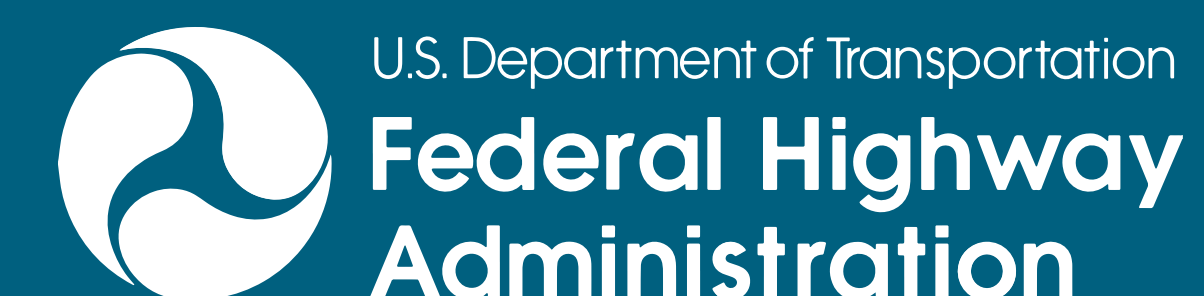
## MEAD – US-6/N-31

### Stakeholder Meeting

STP-92-6(125); C.N. 13552

PLEASE SIGN IN

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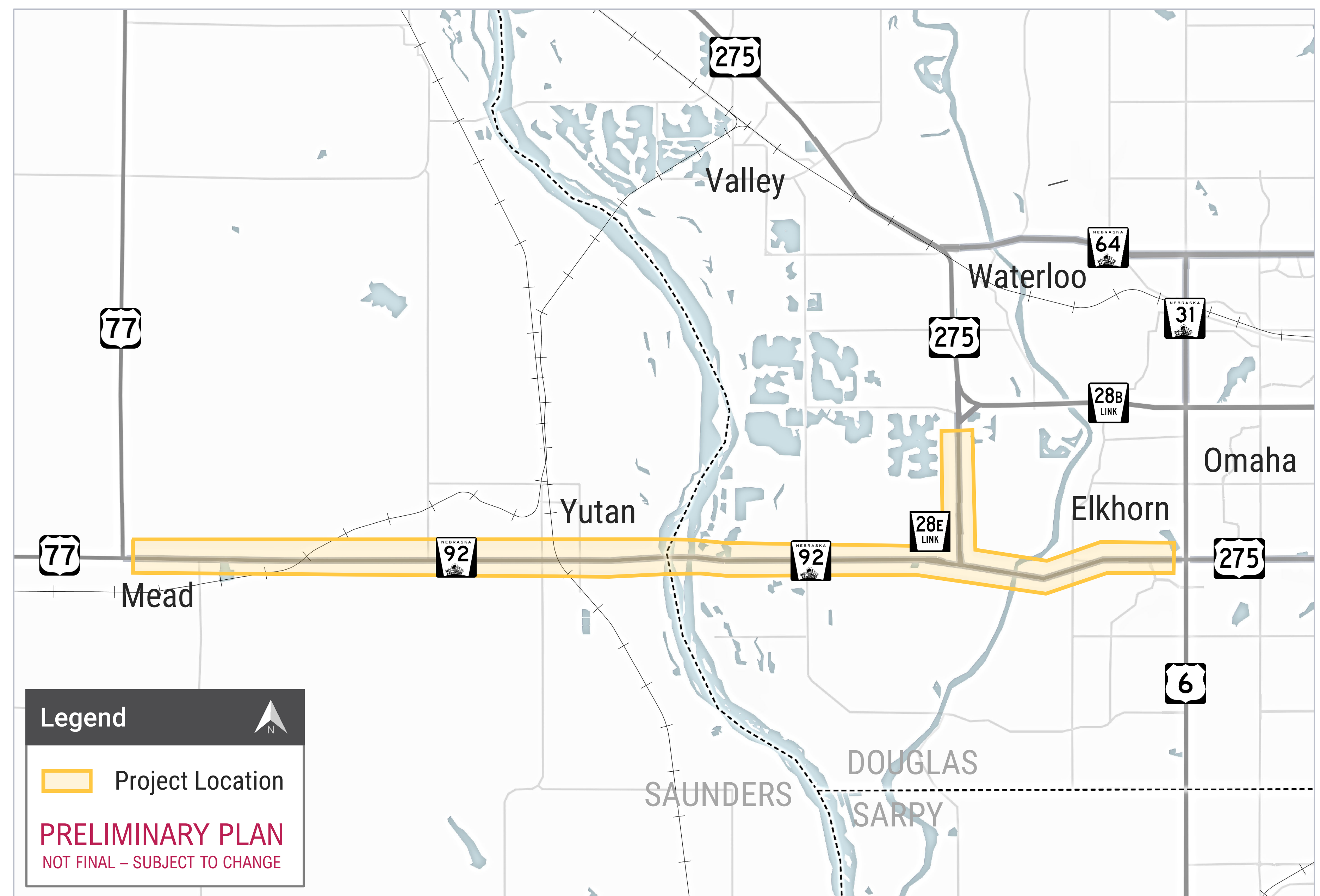
# PROJECT DESCRIPTION & LOCATION

The proposed **Mead – US-6/N-31** project would expand U.S. Highway 275 (US-275) and Nebraska Highway 92 (N-92) from a two-lane highway to a four-lane highway for approximately 16 miles in Saunders and Douglas counties.

The segment of N-92 would start just east of the U.S. Highway 77 (US-77)/N-92 junction and extend east to the N-92/US-275 junction.

The segment of US-275 would start approximately one mile north of the US-275/Nebraska Link 28E (L-28E) junction and extend south and east to the US-275/U.S. Highway 6 (US-6) junction.

The segment of L-28E would start at the L-28E/US-275 junction and extend south and west to the L-28E/N-92 junction.



# PROJECT PURPOSE & NEED

The **Purpose** of the proposed project is to:

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

The project is **Needed** due to:

- **Insufficient** roadway capacity
- **Deteriorating** pavement conditions
- **Inadequate** bridge conditions



# SCOPE OF WORK

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## Highway Expansion

- Expand US-275 and N-92 to 4-lanes
- Improve intersection operations

## Structure Upgrades

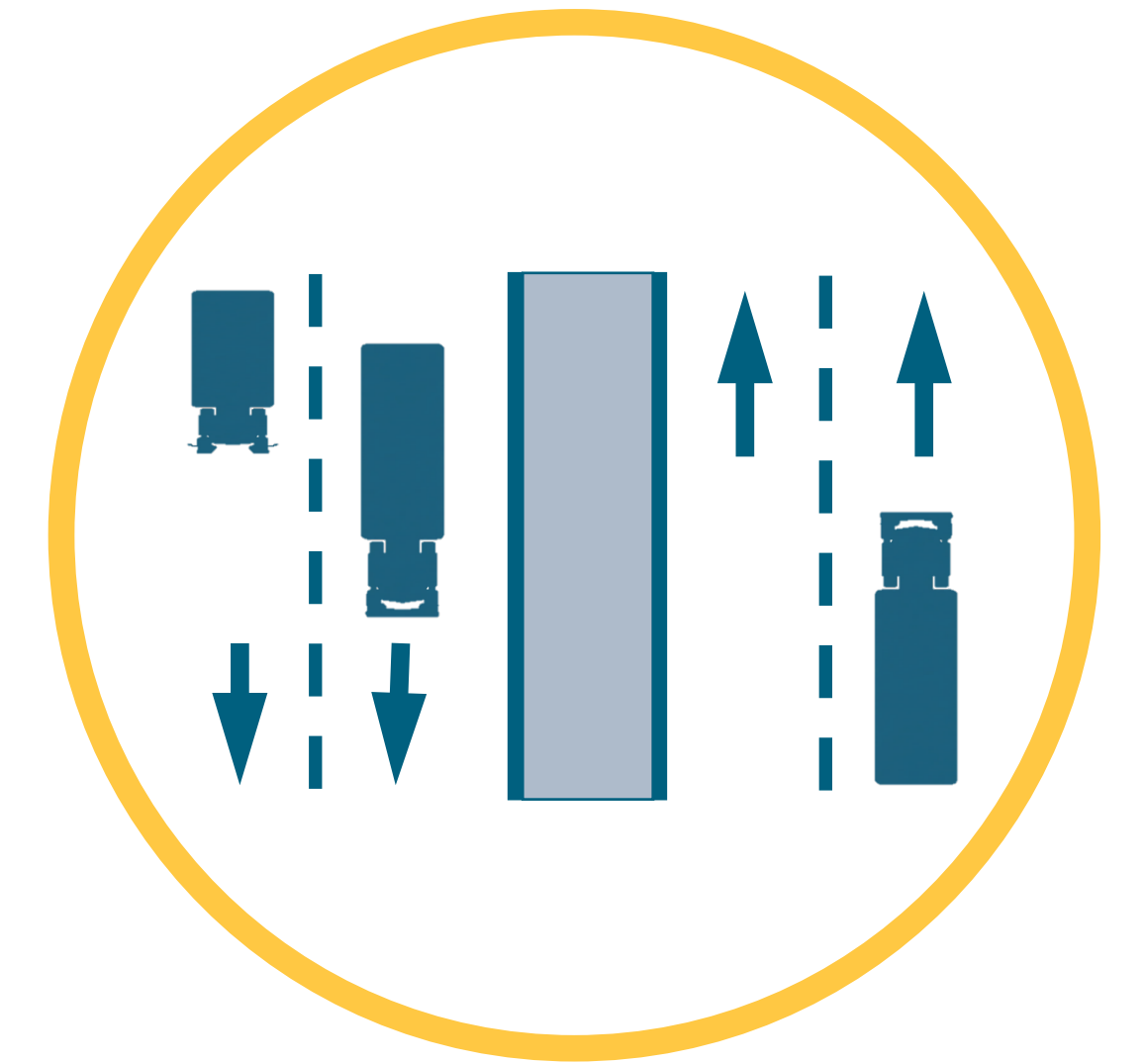
- Replace or improve bridges and drainage structures
- Build new twin structures next to existing bridges for highway expansion

## Grading

- Complete major grading and drainage improvements

## Land and Utilities

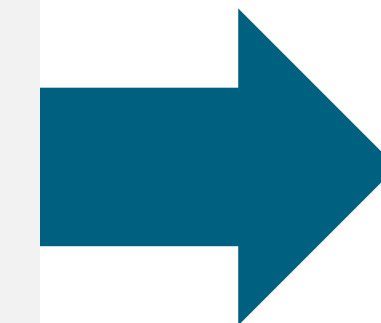
- Add new right-of-way
- Relocate utilities



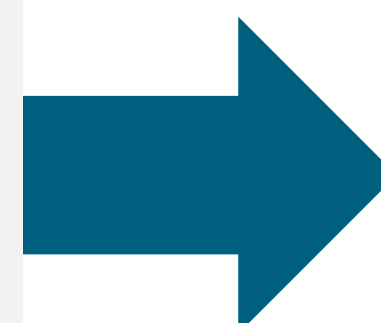
# PRACTICAL DESIGN APPROACH

## The Challenge

- In **Mead, Yutan, and Elkhorn**, NDOT's conventional rural 4-lane highway wouldn't fit without impacting nearby homes and businesses.
- **Environmental resources** exist along the corridor.



- **Rolling hills** create blind spots.
- **Preserve previous infrastructure investments** along the corridor.



## The Approach

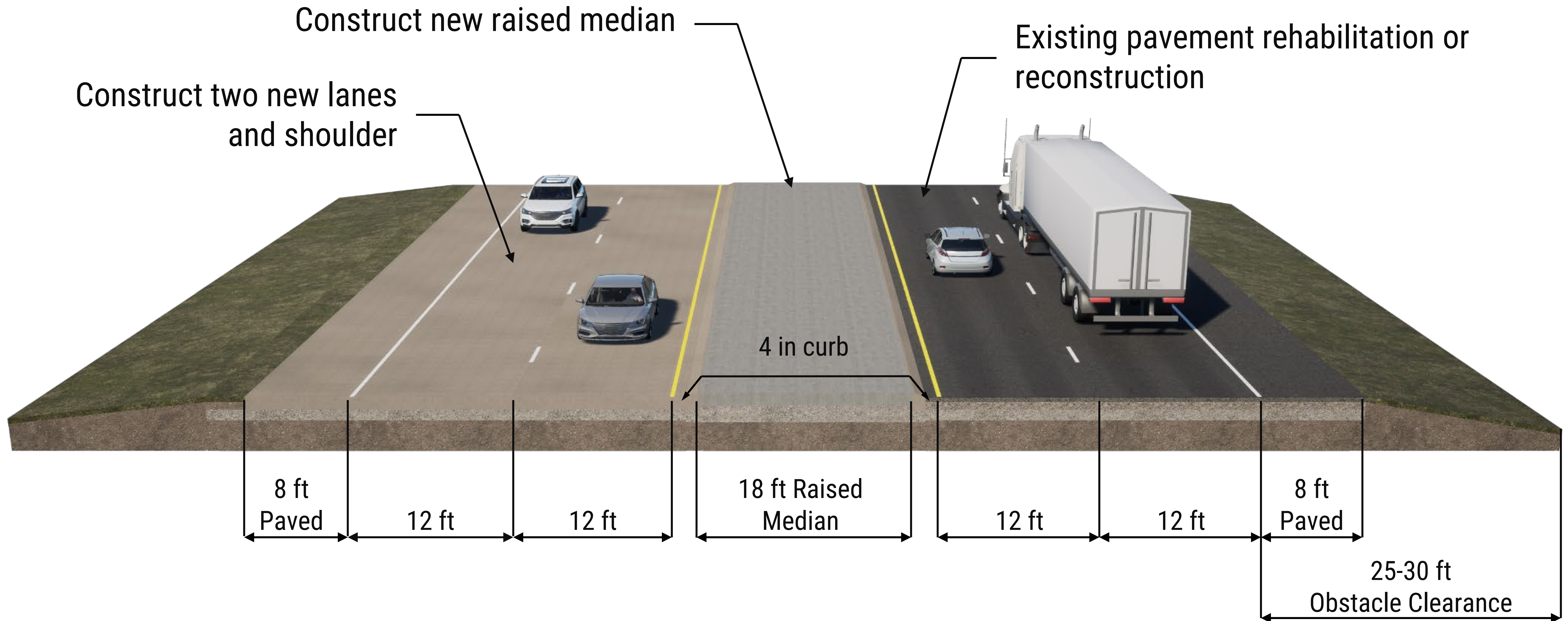
Implement a **"compressed" median** with a raised center instead of a wide, grassy median.

**Reconstruct** through the hills to improve visibility and **rehabilitate** existing pavement in flatter sections to maximize existing investment.

# TYPICAL CROSS SECTION

PRELIMINARY PLAN  
NOT FINAL - SUBJECT TO CHANGE

NOT TO SCALE

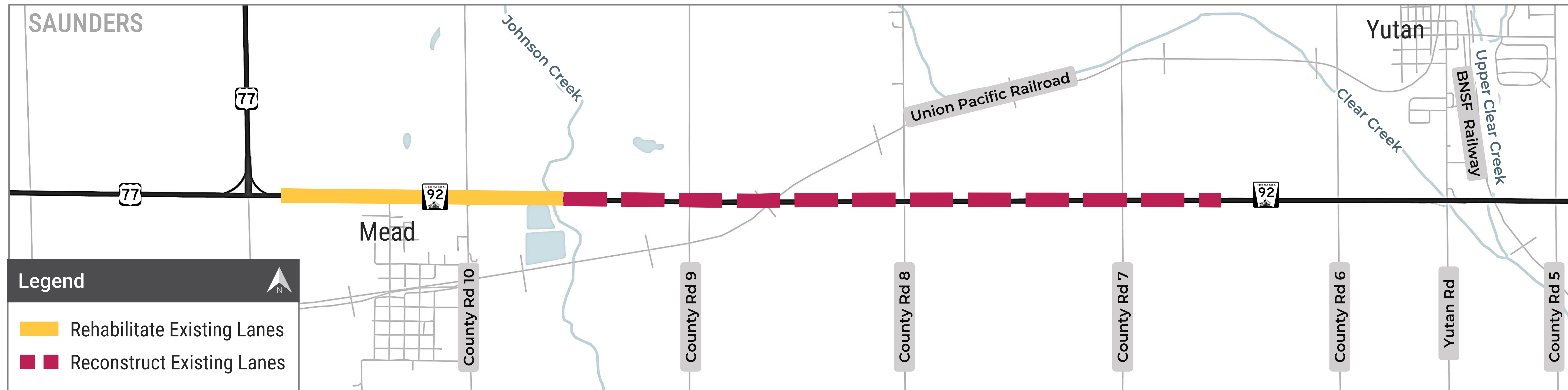


# ROADWAY SEGMENTS

PRELIMINARY PLAN  
NOT FINAL - SUBJECT TO CHANGE

## Mead to Yutan

NOT TO SCALE



### PRELIMINARY IMPACT SUMMARY

| Environmental |                  |                    |                 |                      |                     |                               |                          |
|---------------|------------------|--------------------|-----------------|----------------------|---------------------|-------------------------------|--------------------------|
| CONCEPTS      | FARMLAND (ACRES) | FLOODING POTENTIAL | WETLAND (ACRES) | STREAM (LINEAR FEET) | ARCHEOLOGICAL SITES | RECREATIONAL PROPERTY (ACRES) | HAZARDOUS MATERIAL SITES |
| North         | 107              | Low                | 1               | 1200                 | 0                   | 0                             | 18                       |
| South         | 111              | Low                | 2               | 1500                 | 0                   | 0                             | 20                       |

Potential flooding impacts were identified as low, medium or high based on perceived impacts to property and buildings. Low: Minor potential flooding impacts to property only, no impacts to buildings. No revision to flood map is anticipated. Medium: Moderate flooding impacts to property, no impacts to buildings. Revision to flood map is anticipated. High: Potential flooding impacts to buildings. Revision to flood map is anticipated.

| Right-of-Way |                   |                      |                            |                            |                           |                           |
|--------------|-------------------|----------------------|----------------------------|----------------------------|---------------------------|---------------------------|
| CONCEPTS     | HOUSE RELOCATIONS | BUSINESS RELOCATIONS | MAJOR BUILDING RELOCATIONS | MINOR BUILDING RELOCATIONS | TOTAL ACQUISITION (ACRES) | CENTER PIVOT IMPACT SITES |
| North        | 7                 | 1                    | 0                          | 1                          | 59                        | 2                         |
| South        | 4                 | 2                    | 2                          | 0                          | 62                        | 3                         |

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. Potential building relocations due to flood map revisions were not quantified in the Right-of-Way impact table, these properties would be identified as the design progresses.

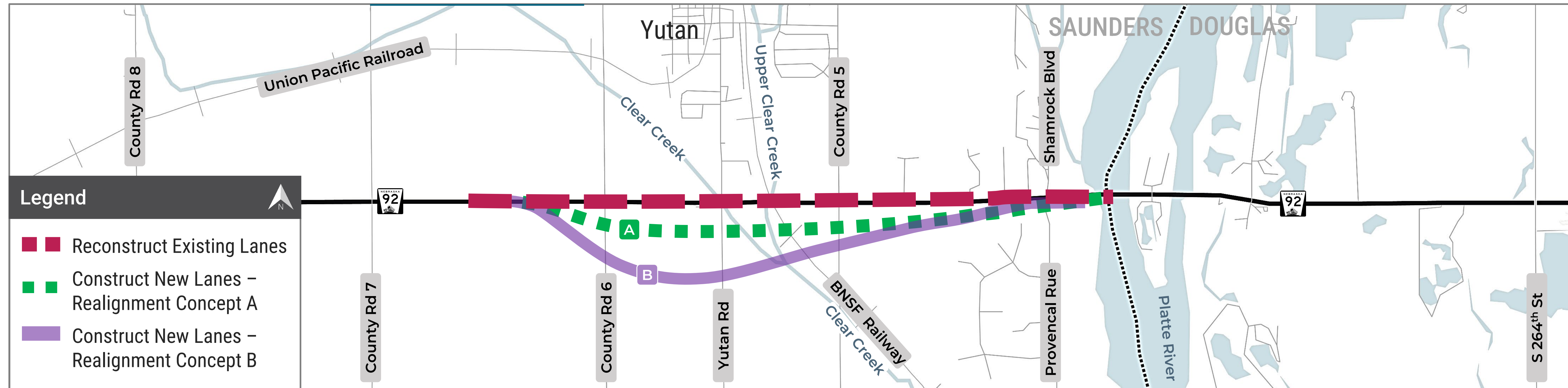
| Utilities |           |
|-----------|-----------|
| CONCEPTS  | UTILITIES |
| North     | Low       |
| South     | High      |

# ROADWAY SEGMENTS

PRELIMINARY PLAN  
NOT FINAL - SUBJECT TO CHANGE

## Yutan to Platte River

NOT TO SCALE



### PRELIMINARY IMPACT SUMMARY

| Environmental   |                  |                    |                 |                      |                     |                               |                          |
|-----------------|------------------|--------------------|-----------------|----------------------|---------------------|-------------------------------|--------------------------|
| CONCEPTS        | FARMLAND (ACRES) | FLOODING POTENTIAL | WETLAND (ACRES) | STREAM (LINEAR FEET) | ARCHEOLOGICAL SITES | RECREATIONAL PROPERTY (ACRES) | HAZARDOUS MATERIAL SITES |
| On-Alignment    | 82               | Med                | 1               | 900                  | 0                   | 0                             | 18                       |
| Realignment (A) | 93               | Med                | 1               | 1100                 | 0                   | 0                             | 3                        |
| Realignment (B) | 87               | Med                | 1               | 1000                 | 0                   | 0                             | 2                        |

| Right-of-Way    |                   |                      |                            |                            |                           |                           |
|-----------------|-------------------|----------------------|----------------------------|----------------------------|---------------------------|---------------------------|
| CONCEPTS        | HOUSE RELOCATIONS | BUSINESS RELOCATIONS | MAJOR BUILDING RELOCATIONS | MINOR BUILDING RELOCATIONS | TOTAL ACQUISITION (ACRES) | CENTER PIVOT IMPACT SITES |
| On-Alignment    | 8                 | 6                    | 3                          | 0                          | 38                        | 1                         |
| Realignment (A) | 0                 | 0                    | 4                          | 2                          | 69                        | 1                         |
| Realignment (B) | 1                 | 0                    | 0                          | 0                          | 73                        | 2                         |

| Utilities       |           |
|-----------------|-----------|
| CONCEPTS        | UTILITIES |
| On-Alignment    | High      |
| Realignment (A) | Low       |
| Realignment (B) | Low       |

Potential flooding impacts were identified as low, medium or high based on perceived impacts to property and buildings. Low: Minor potential flooding impacts to property only, no impacts to buildings. No revision to flood map is anticipated. Medium: Moderate flooding impacts to property, no impacts to buildings. Revision to flood map is anticipated. High: Potential flooding impacts to buildings. Revision to flood map is anticipated.

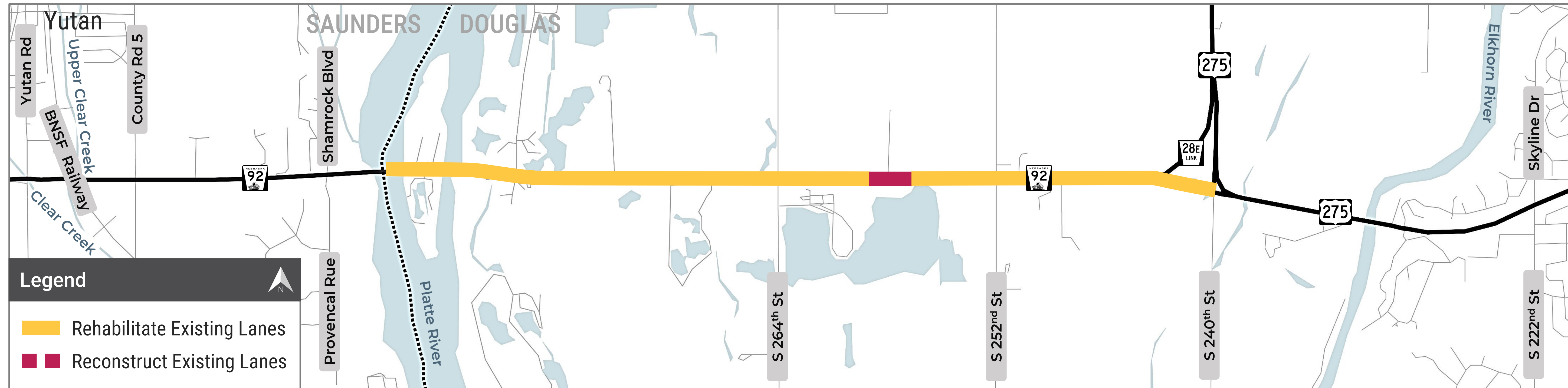
Major building relocations include structures perceived to be critical to the functional utility of the property. Minor building relocations include other structures not perceived to be major. Potential building relocations due to flood map revisions were not quantified in the Right-of-Way impact table, these properties would be identified as the design progresses.

# ROADWAY SEGMENTS

PRELIMINARY PLAN  
NOT FINAL - SUBJECT TO CHANGE

## Platte River to US-275/N-92/L28-E Junction

NOT TO SCALE



### PRELIMINARY IMPACT SUMMARY

| Environmental |                  |                    |                 |                      |                     |                               |                          |
|---------------|------------------|--------------------|-----------------|----------------------|---------------------|-------------------------------|--------------------------|
| CONCEPTS      | FARMLAND (ACRES) | FLOODING POTENTIAL | WETLAND (ACRES) | STREAM (LINEAR FEET) | ARCHEOLOGICAL SITES | RECREATIONAL PROPERTY (ACRES) | HAZARDOUS MATERIAL SITES |
| North         | 27               | High               | 4               | 800                  | 0                   | 0                             | 8                        |
| South         | 31               | High               | 2               | 600                  | 0                   | 0.1                           | 9                        |

Potential flooding impacts were identified as low, medium or high based on perceived impacts to property and buildings. Low: Minor potential flooding impacts to property only, no impacts to buildings. No revision to flood map is anticipated. Medium: Moderate flooding impacts to property, no impacts to buildings. Revision to flood map is anticipated. High: Potential flooding impacts to buildings. Revision to flood map is anticipated.

| Right-of-Way |                   |                      |                            |                            |                           |                           |
|--------------|-------------------|----------------------|----------------------------|----------------------------|---------------------------|---------------------------|
| CONCEPTS     | HOUSE RELOCATIONS | BUSINESS RELOCATIONS | MAJOR BUILDING RELOCATIONS | MINOR BUILDING RELOCATIONS | TOTAL ACQUISITION (ACRES) | CENTER PIVOT IMPACT SITES |
| North        | 0                 | 3                    | 0                          | 1                          | 20                        | 1                         |
| South        | 2                 | 1                    | 1                          | 2                          | 28                        | 1                         |

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. Potential building relocations due to flood map revisions were not quantified in the Right-of-Way impact table, these properties would be identified as the design progresses.

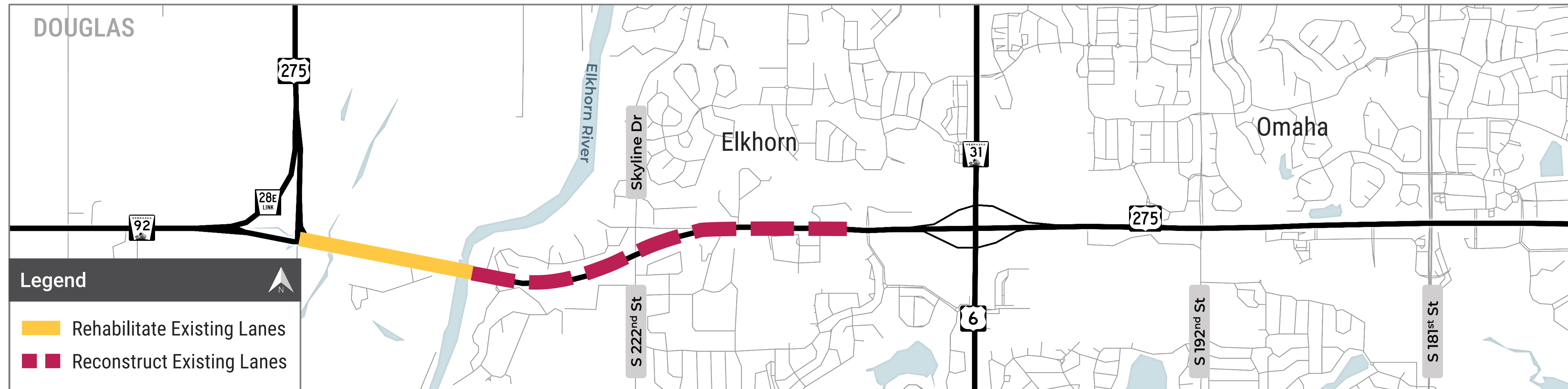
| Utilities |           |
|-----------|-----------|
| CONCEPTS  | UTILITIES |
| North     | Med       |
| South     | Low       |

# ROADWAY SEGMENTS

PRELIMINARY PLAN  
NOT FINAL - SUBJECT TO CHANGE

## US-275/N-92/L28-E Junction to West Omaha

NOT TO SCALE



### PRELIMINARY IMPACT SUMMARY

| Environmental |                  |                    |                 |                      |                     |                               |                          |
|---------------|------------------|--------------------|-----------------|----------------------|---------------------|-------------------------------|--------------------------|
| CONCEPTS      | FARMLAND (ACRES) | FLOODING POTENTIAL | WETLAND (ACRES) | STREAM (LINEAR FEET) | ARCHEOLOGICAL SITES | RECREATIONAL PROPERTY (ACRES) | HAZARDOUS MATERIAL SITES |
| North         | 28               | Med                | 4               | 400                  | 0                   | 0.03                          | 1                        |
| South         | 28               | Med                | 6               | 300                  | 0                   | 0.11                          | 1                        |

Potential flooding impacts were identified as low, medium or high based on perceived impacts to property and buildings. Low: Minor potential flooding impacts to property only, no impacts to buildings. No revision to flood map is anticipated. Medium: Moderate flooding impacts to property, no impacts to buildings. Revision to flood map is anticipated. High: Potential flooding impacts to buildings. Revision to flood map is anticipated.

| Right-of-Way |                   |                      |                            |                            |                           |                           |
|--------------|-------------------|----------------------|----------------------------|----------------------------|---------------------------|---------------------------|
| CONCEPTS     | HOUSE RELOCATIONS | BUSINESS RELOCATIONS | MAJOR BUILDING RELOCATIONS | MINOR BUILDING RELOCATIONS | TOTAL ACQUISITION (ACRES) | CENTER PIVOT IMPACT SITES |
| North        | 2                 | 0                    | 1                          | 4                          | 22                        | 0                         |
| South        | 3                 | 1                    | 3                          | 3                          | 28                        | 0                         |

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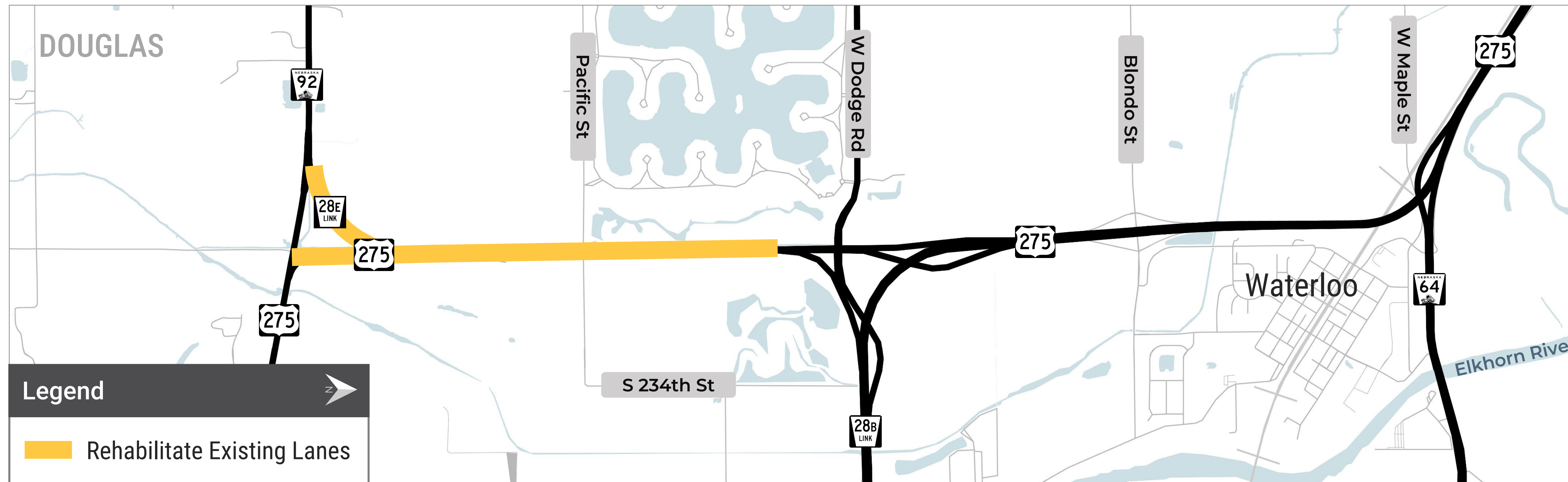
| Utilities |           |
|-----------|-----------|
| CONCEPTS  | UTILITIES |
| North     | Med       |
| South     | Low       |

# ROADWAY SEGMENTS

PRELIMINARY PLAN  
NOT FINAL - SUBJECT TO CHANGE

## US-275/N-92/L28-E Junction to W Dodge Road

NOT TO SCALE



### PRELIMINARY IMPACT SUMMARY

| Environmental |                  |                    |                 |                      |                     |                               |                          |
|---------------|------------------|--------------------|-----------------|----------------------|---------------------|-------------------------------|--------------------------|
| CONCEPTS      | FARMLAND (ACRES) | FLOODING POTENTIAL | WETLAND (ACRES) | STREAM (LINEAR FEET) | ARCHEOLOGICAL SITES | RECREATIONAL PROPERTY (ACRES) | HAZARDOUS MATERIAL SITES |
| West          | 24               | High               | 4               | 5700                 | 0                   | 0                             | 2                        |
| East          | 24               | High               | 4               | 800                  | 0                   | 0                             | 4                        |

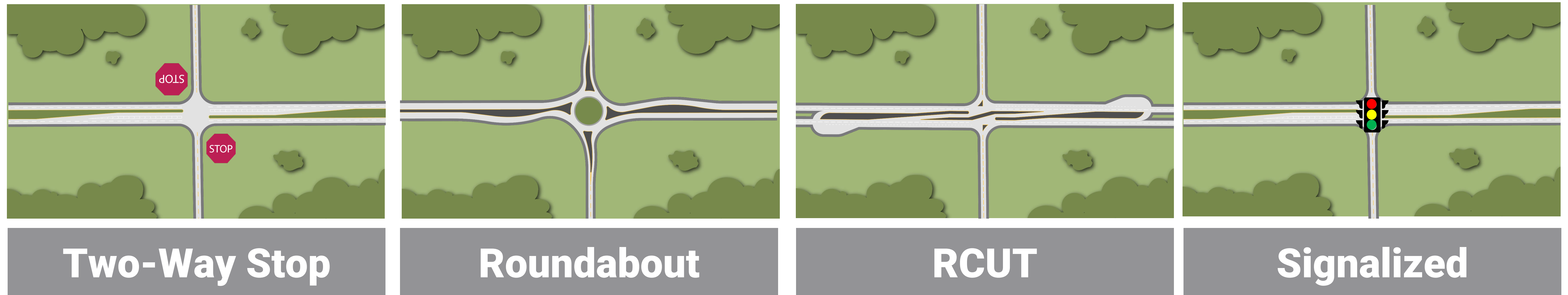
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| Right-of-Way |                   |                      |                            |                            |                           |                           |
|--------------|-------------------|----------------------|----------------------------|----------------------------|---------------------------|---------------------------|
| CONCEPTS     | HOUSE RELOCATIONS | BUSINESS RELOCATIONS | MAJOR BUILDING RELOCATIONS | MINOR BUILDING RELOCATIONS | TOTAL ACQUISITION (ACRES) | CENTER PIVOT IMPACT SITES |
| West         | 2                 | 0                    | 0                          | 0                          | 7                         | 1                         |
| East         | 3                 | 0                    | 0                          | 0                          | 10                        | 2                         |

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. Potential building relocations due to flood map revisions were not quantified in the Right-of-Way impact table, these properties would be identified as the design progresses.

| Utilities |           |
|-----------|-----------|
| CONCEPTS  | UTILITIES |
| West      | Low       |
| East      | Med       |

# POTENTIAL INTERSECTION ALTERNATIVES



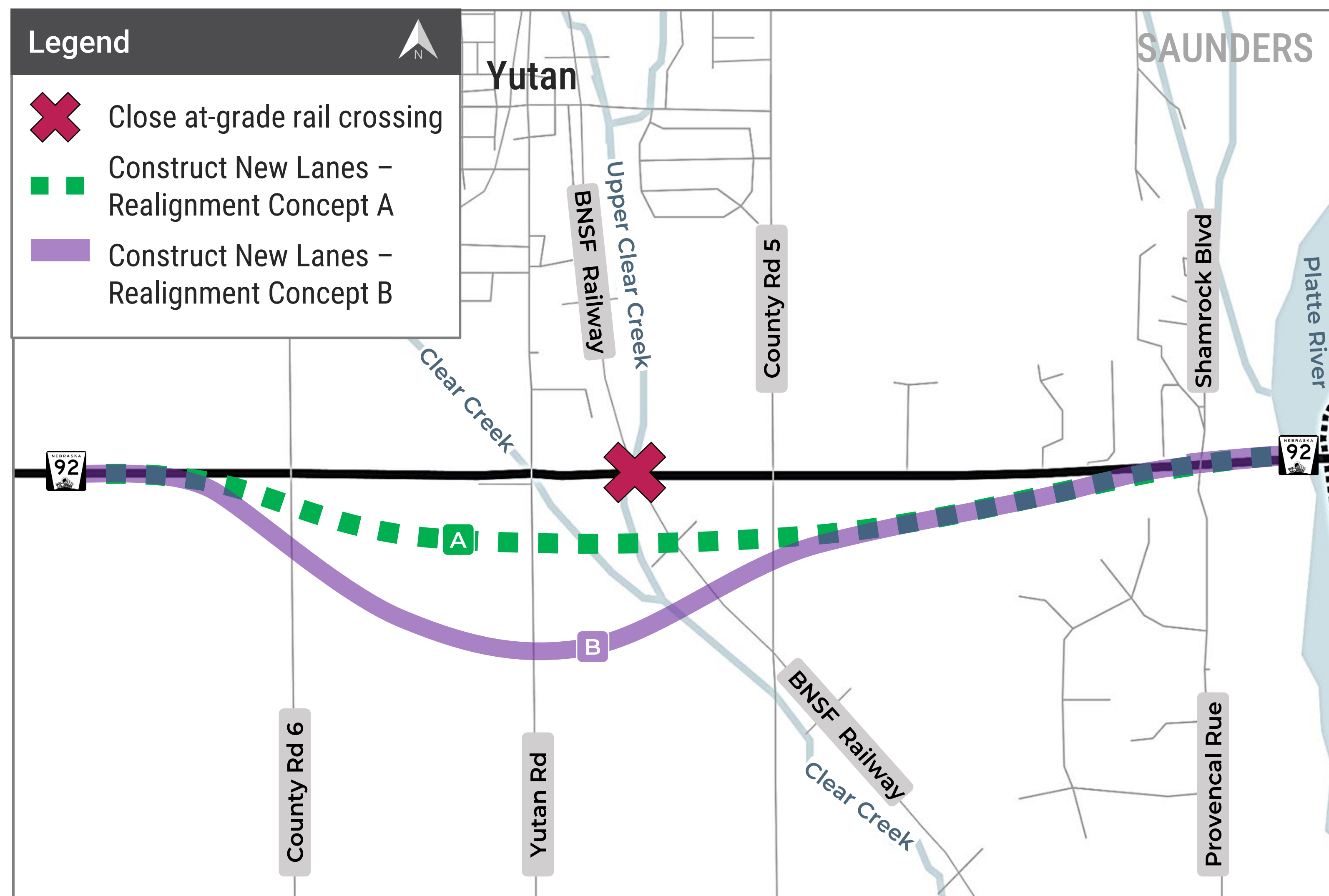
| POTENTIAL INTERSECTION ALTERNATIVE | Elm St. (Mead) with N-92 | Rd 10 (Mead) with N-92 | Yutan Rd with N-92 | Provencal Rue / Shamrock Blvd with N-92 | 264 <sup>th</sup> St / Two Rivers State Rec Rd with N-92 | US-275 / N-92 / L28E Junction | 229 <sup>th</sup> / Sanctuary Ridge Dr with US-275 | Skyline Dr with US-275 |
|------------------------------------|--------------------------|------------------------|--------------------|---|--|-------------------------------|--|------------------------|
| Two-Way Stop                       | ●                        | ●                      | ●                  | ●                                       | ●  | ●                             | ●  | ●                      |
| Roundabout                         | ●                        | ●                      | ●                  | ●                                       | ●  | ●                             | ●  | ●                      |
| Restricted Crossing U-Turn (RCUT)  | ●                        | ●                      | ●                  | ●                                       | ●  | ●                             | —  | —                      |
| Signalized                         | —                        | —                      | —                  | —                                       | —  | —                             | —  | ●                      |

**Legend**  
 ● Alternative was evaluated at this location  
 — Alternative was not evaluated at this location

\*Other intersections not specified above are anticipated to be Two-Way Stop controlled.

**PRELIMINARY PLAN**  
 NOT FINL – SUBJECT TO CHANGE

# YUTAN REALIGNMENT CONSIDERATIONS

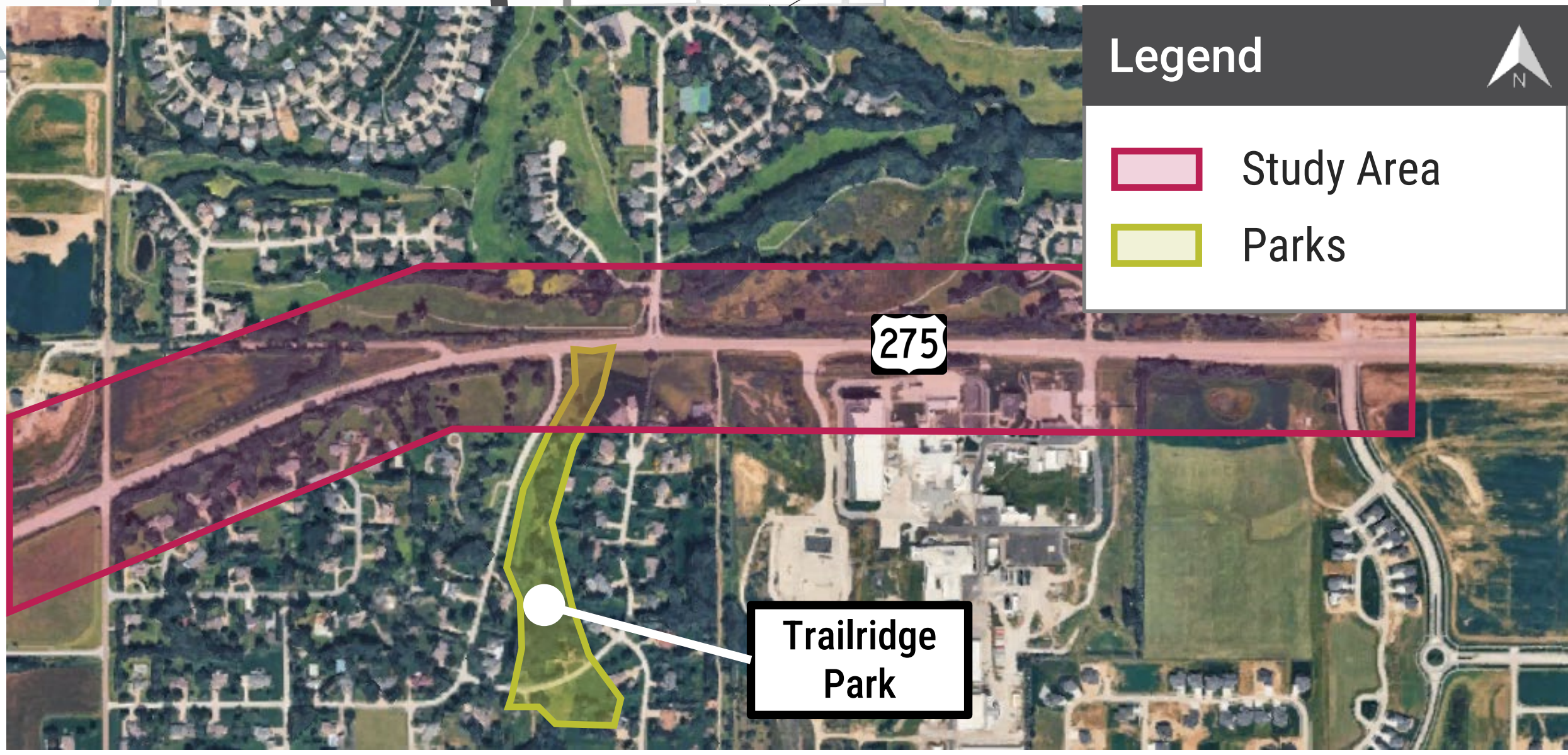
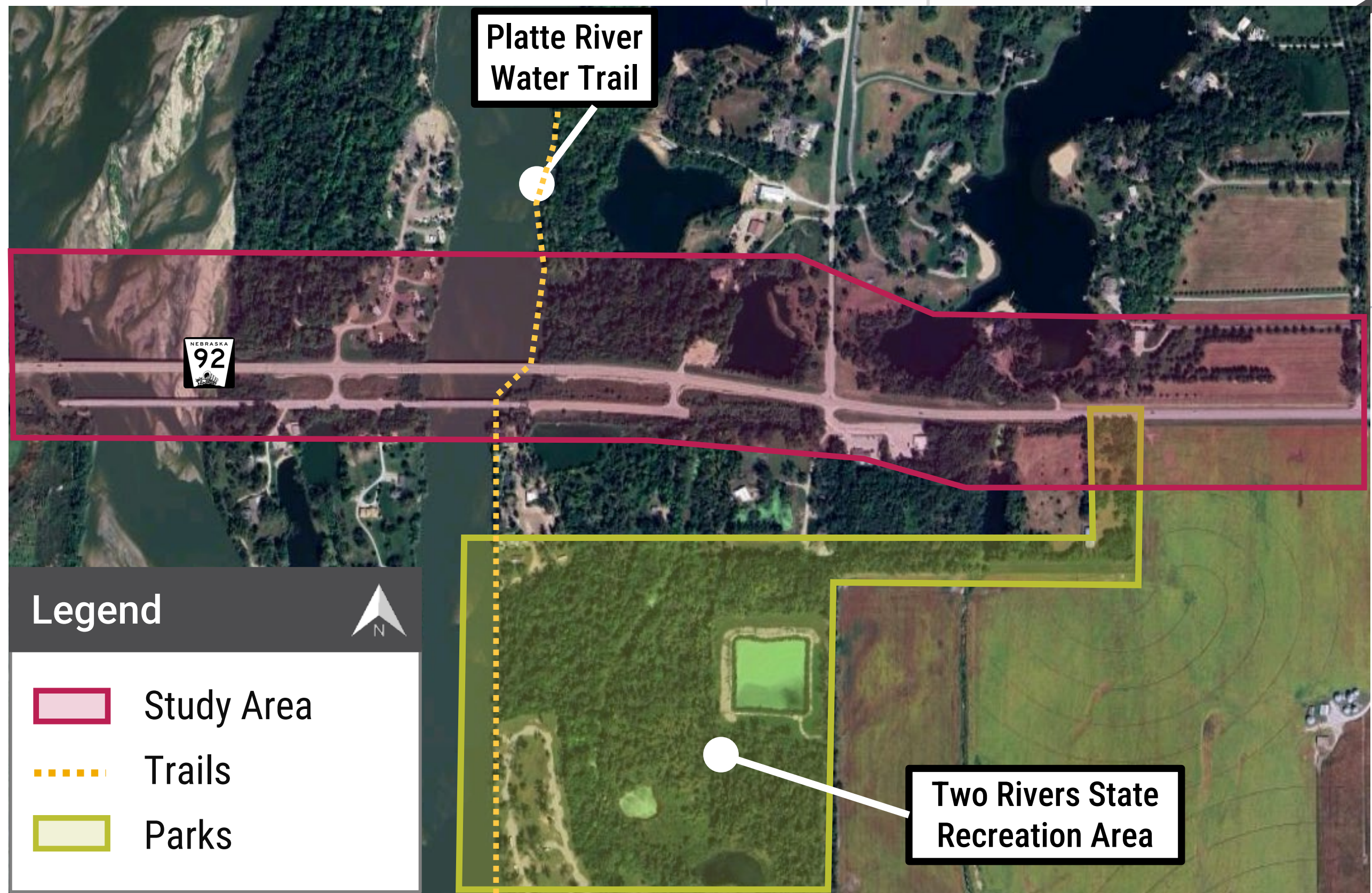
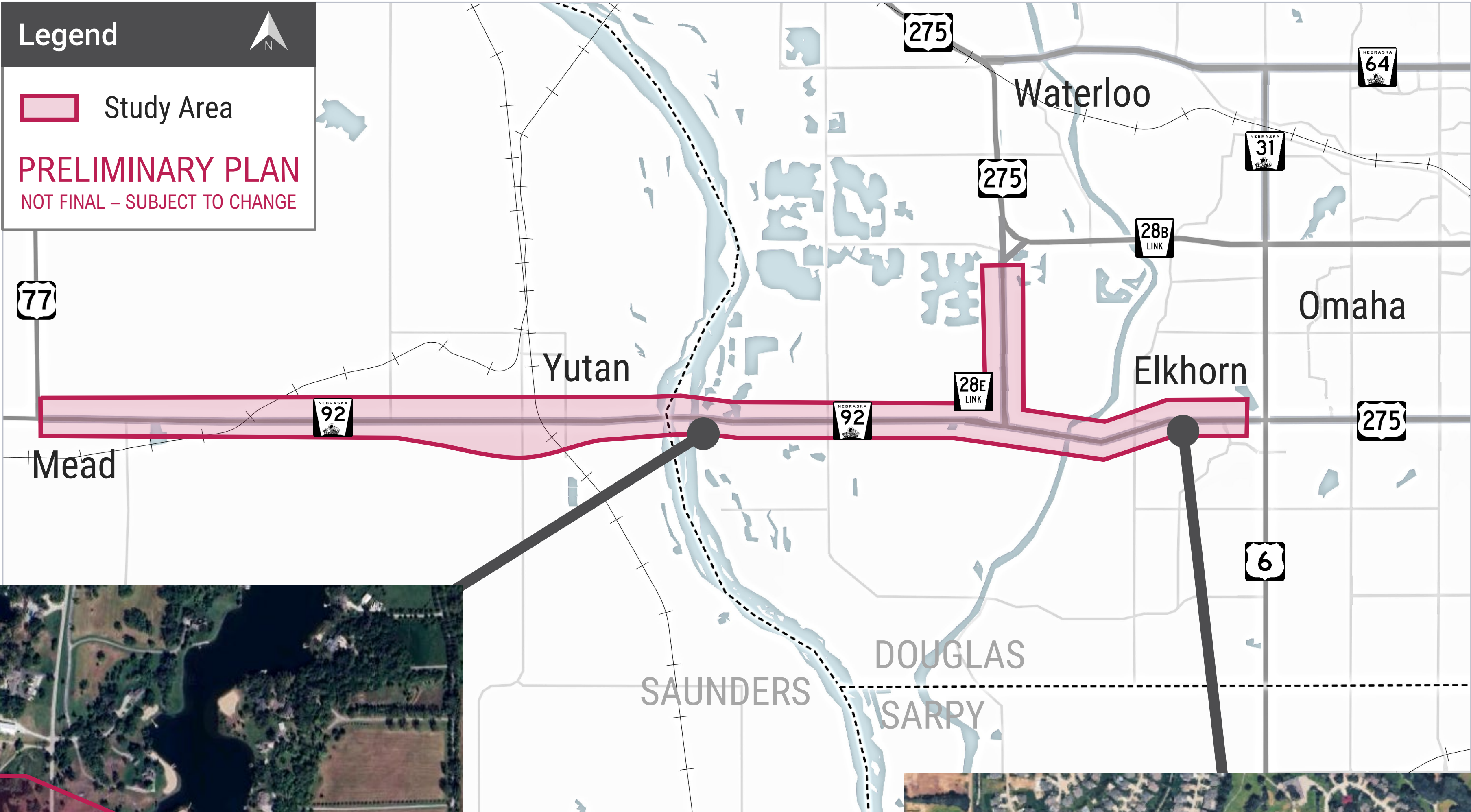


PRELIMINARY PLAN  
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NOT TO SCALE

- Realignment options would include a new grade-separated crossing of the BNSF Railway.
- If N-92 is realigned to the south:
  - Existing at-grade crossing of BNSF Railway on N-92 may be permanently closed to traffic.
  - Local traffic would need to use alternate locations to cross the BNSF Railway and Upper Clear Creek.

# RECREATIONAL PROPERTIES



# RIGHT-OF-WAY

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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)
- Residential and commercial relocations
- And/or impacts to existing center pivot irrigation systems



**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.

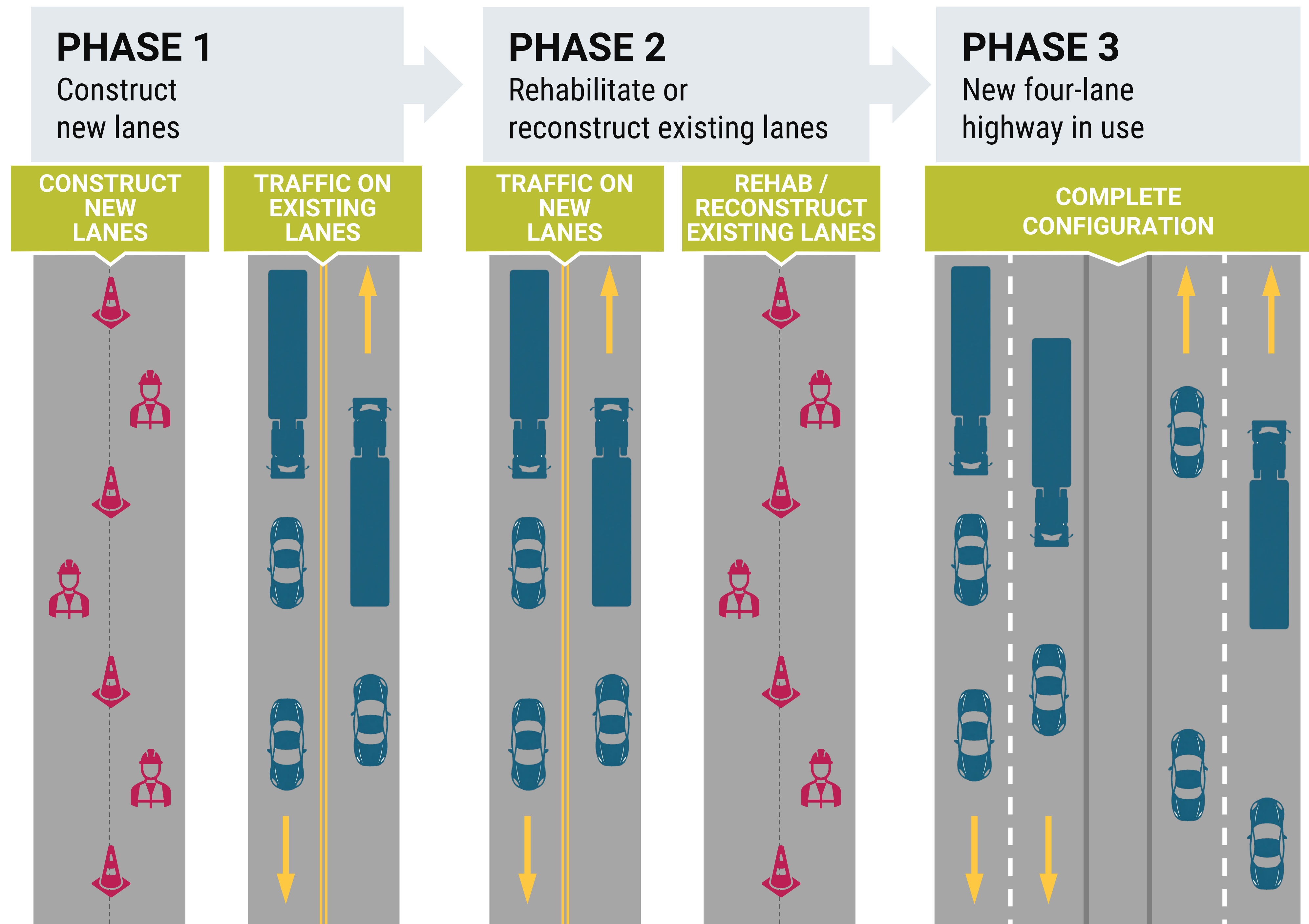
# TRAFFIC ACCOMMODATIONS

## Phased Construction = No Highway Detour

Phased construction would build two new lanes within the project corridor to create a four-lane highway.

This approach would:

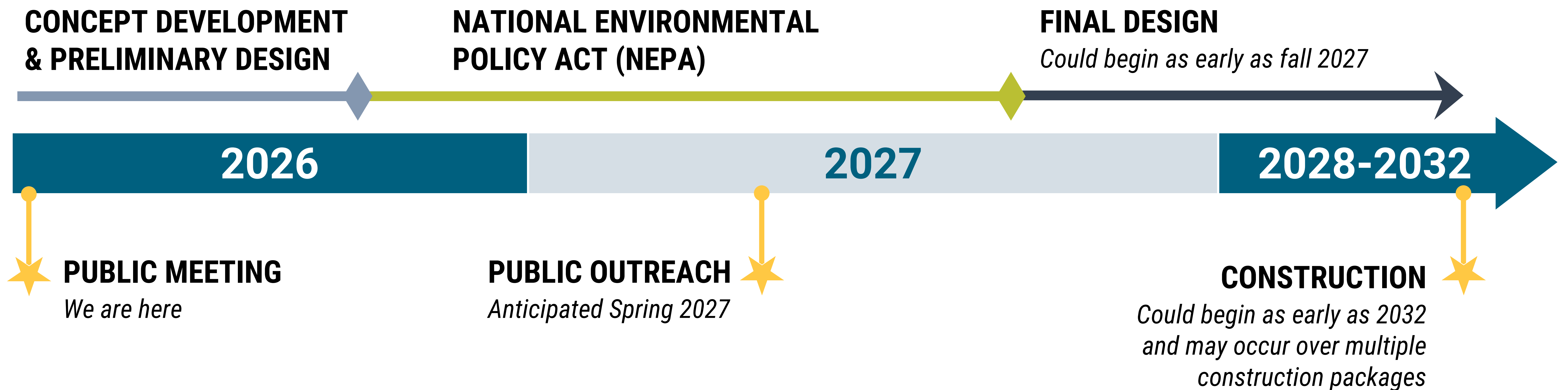
- Construct new lanes
- Reconstruct existing lanes to fix vertical curves
- Rehabilitate existing lanes where possible



# ANTICIPATED SCHEDULE & COST

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

PRELIMINARY PLAN  
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**ESTIMATED COST: \$250-300 MILLION\***

*\*Funding comes from federal and state sources.*

# We Want To Hear From You!

Comments will be collected through May 20, 2026

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## Submit Comments To:

**Sarah Fisher**

**NDOT Public Involvement**

P.O. Box 94759

Lincoln, NE 68509-4759

Sarah.Fisher@nebraska.gov

(402) 479-3832

NDOT Website:  
[ndot.info/13552](https://ndot.info/13552)

SCAN ME!



## For More Information, Contact:

**Brandon Varilek**

**NDOT District 1 Engineer**

Brandon.Varilek@nebraska.gov

(402) 471-0850

# NARRATED VIDEO PRESENTATION

The presentation is also available on the project website:  
[ndot.info/13552](https://ndot.info/13552)

