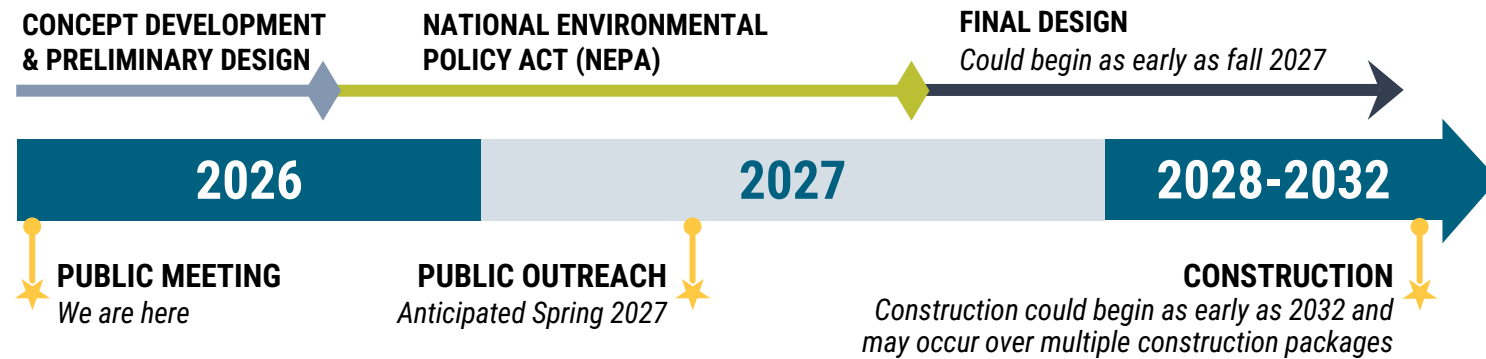


SCHEDULE & COST

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

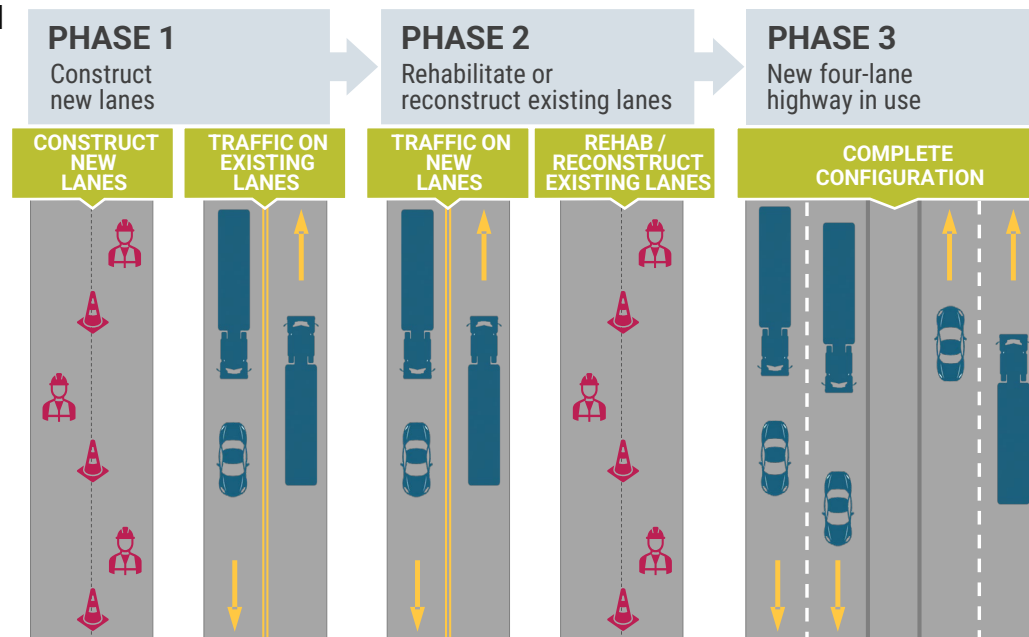
ESTIMATED COST: \$250-300 Million*
 *Funding comes from federal and state sources.



TRAFFIC ACCOMODATIONS

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 highway detour would not be required.

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, and rehabilitate existing lanes where possible.



Comments will be collected through May 20, 2026.

Written comments or requests should be submitted to:

Sarah Fisher
 NDOT Public Involvement
 P.O. Box 94759
 Lincoln, NE 68509-4759
 Sarah.Fisher@nebraska.gov
 Phone (402) 479-3832

For more information on the project, contact:

Brandon Varilek
 NDOT District 1 Engineer
 Brandon.Varilek@nebraska.gov
 Phone (402) 471-0850

Information regarding the proposed project is available on the NDOT website at: ndot.info/13552

SCAN ME!



Mead – US-6/N-31

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

MAY 2026

PUBLIC INFORMATION OPEN HOUSE MEETING

The Nebraska Department of Transportation (NDOT) is seeking input on the proposed **Mead – US-6/N-31** project, which 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.

LOCATION

The project would expand the highway along three segments.

- 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.

PURPOSE AND NEED

The purpose of the proposed project is to preserve the transportation asset, improve the reliability of the transportation system, and perpetuate the mobility of the traveling public. The project is needed due to insufficient roadway capacity, deteriorating pavement conditions, and inadequate bridge conditions.

SCOPE OF WORK

The proposed improvements would widen US-275 and N-92 from an existing two-lane highway to a four-lane highway. The improvements would consider existing bridge structures to determine the need for replacement, rehabilitation, or repair. A second set of structures would be built adjacent to existing structures to accommodate the new lanes. Improvements include:

- Two new lanes
- Milling and resurfacing the existing roadway where possible or reconstructing where needed
- New bridges
- Bridge repairs
- Intersection improvements
- New guardrail
- Culvert work
- Lighting upgrades

RIGHT-OF-WAY

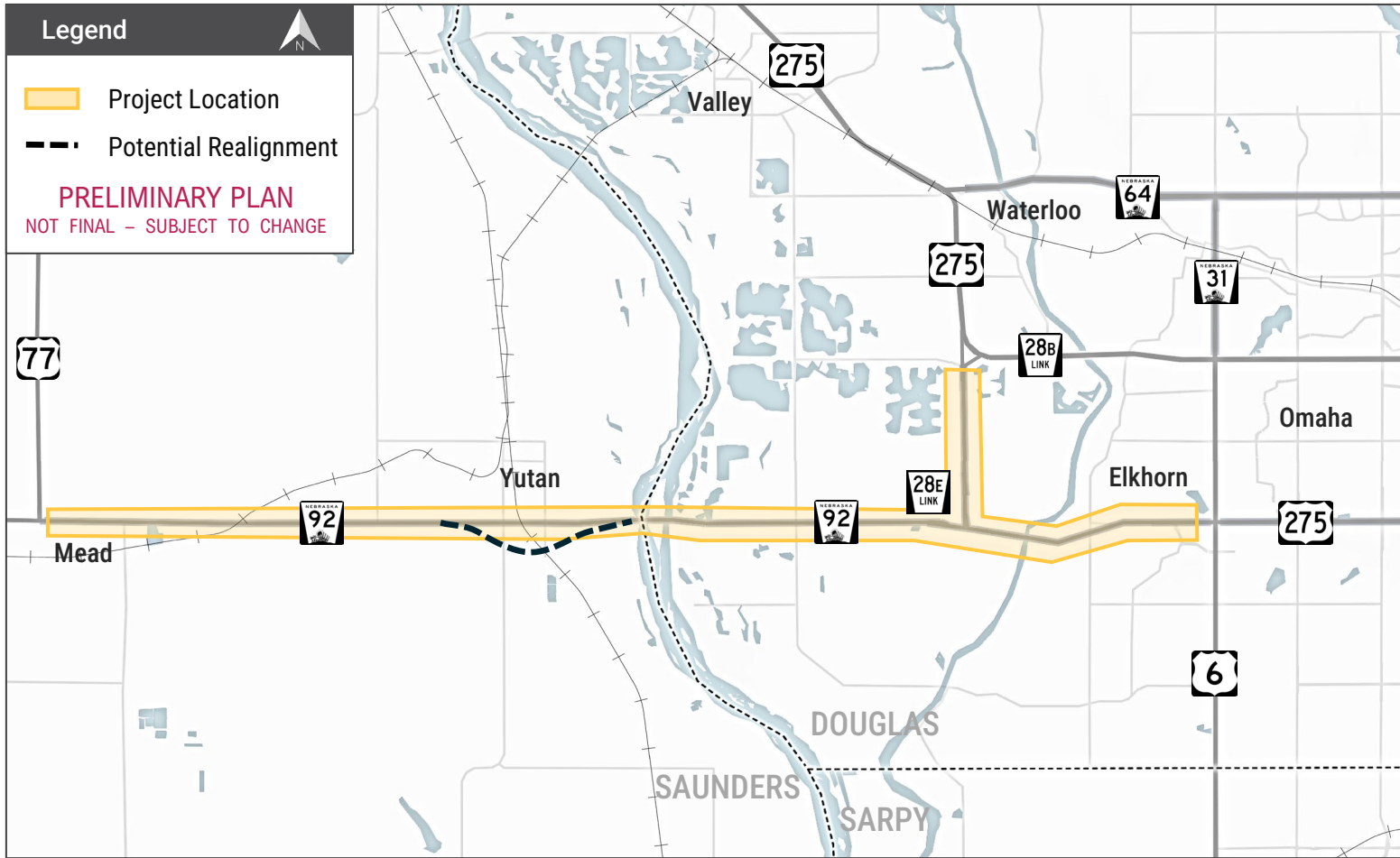
The proposed project would require the acquisition of additional property rights which could include new right-of-way (ROW), control of access (CA), permanent easements (PE), temporary easements (TE), residential and commercial relocations, and/or impacts to existing center pivot irrigation systems. If your property is impacted by this project, you will 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.

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.

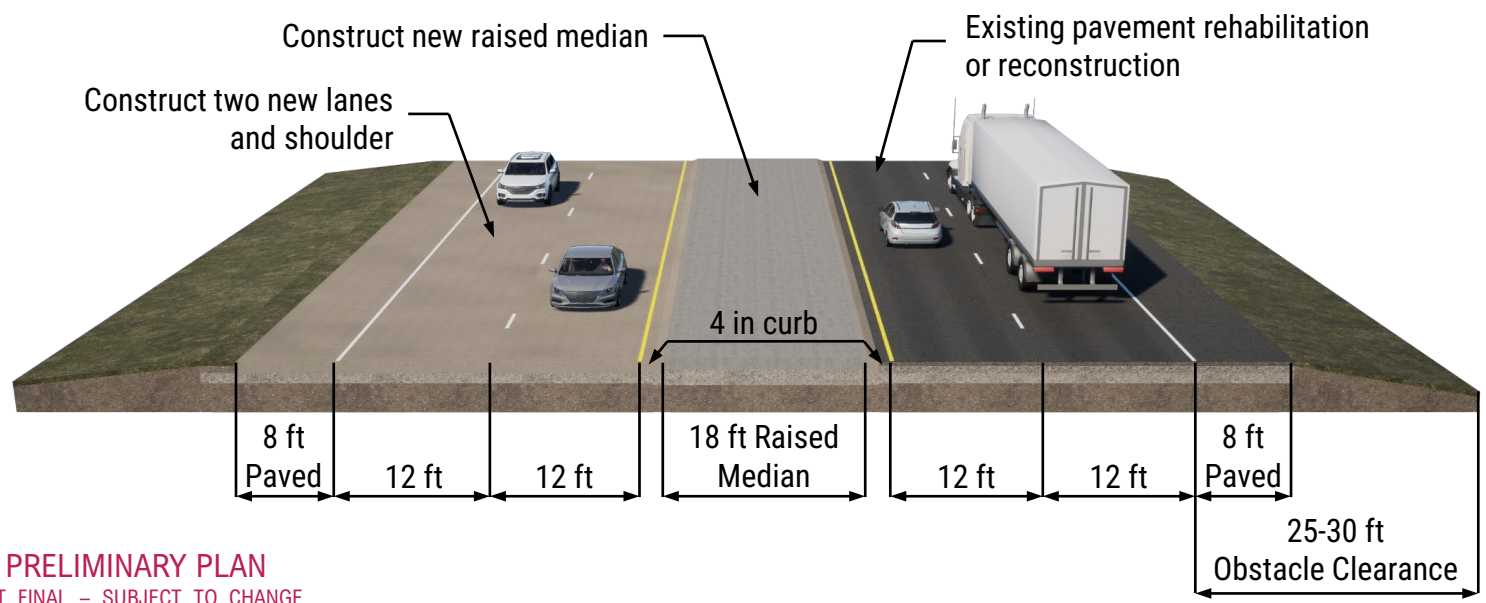


Mead – US-6/N-31

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



TYPICAL CROSS SECTION



PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE

POTENTIAL IMPACTS

Potential impacts to environmental resources are being evaluated for this project. Resources being reviewed include, but are not limited to cultural resources, wetlands and water resources, hazardous materials, farmland, threatened and endangered species, parks, and more. Impacts to these resources are to be determined.

To see preliminary impact summaries, including traffic, environmental, right-of-way, and utilities, please visit: ndot.info/13552

RESTRICTED CROSSING U-TURN (RCUT)

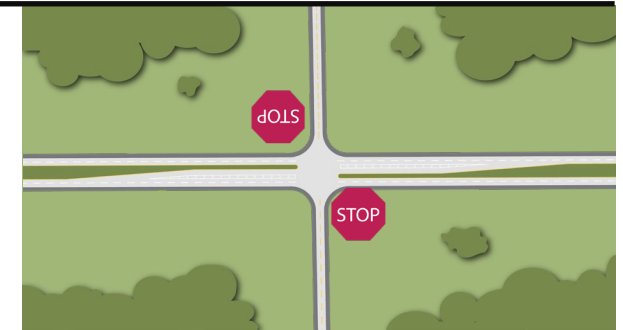
RCUT intersections significantly reduce the potential for crashes by allowing drivers to navigate through one lane of traffic at a time. They reduce vehicle conflict points by over 40% and have 43% fewer injury crashes than signalized intersections.

ROUNDABOUT

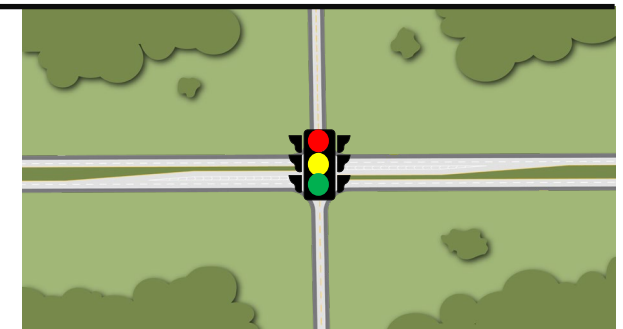
Roundabouts significantly reduce the potential for severe crashes because vehicles do not need to make left turns across opposing traffic. If vehicles are involved in a crash at a roundabout, it is generally less severe than those at a conventional intersection.

POTENTIAL INTERSECTION ALTERNATIVES

Two-Way Stop Controlled



Signalized



Restricted Crossing U-Turn (RCUT)



Roundabout

