

# WELCOME!

We're glad you're here to learn more and provide feedback on the proposed project.

NH-136-6(131); CN 13476

## In Fairbury

### OPEN HOUSE MEETING FORMAT:



Watch the project video, review each display, and then talk with the project team to learn more and share your ideas.



Spend as much or as little time with us as you like.



Complete a comment form and drop it in the box.



# VIDEO PRESENTATION

NH-136-6(131); CN 13476

**In Fairbury**

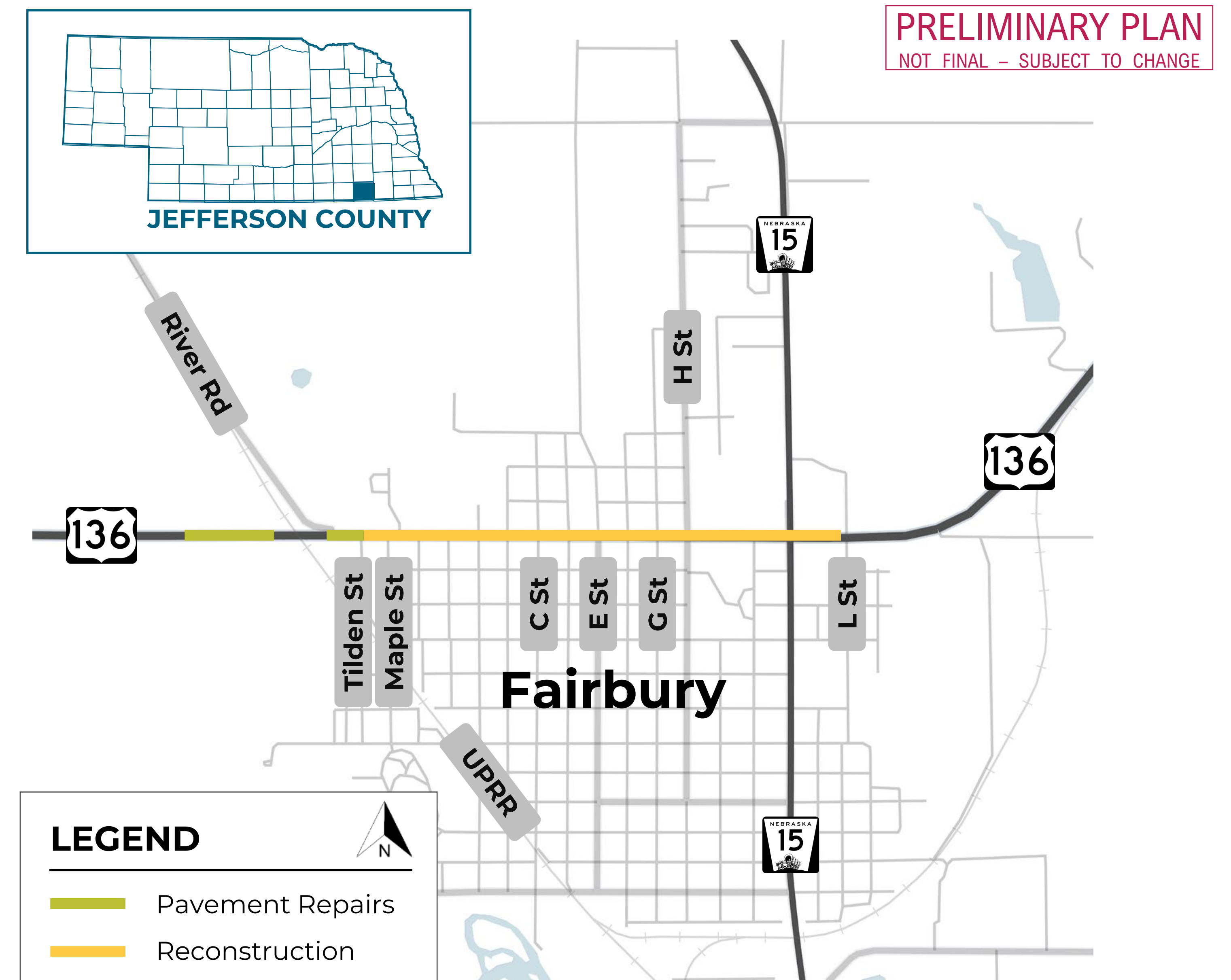
A VIDEO PRESENTATION ON A LOOP  
WILL BEGIN AT 5:05 PM AND  
REPEAT EVERY **15 MINUTES**

# PROJECT DESCRIPTION & LOCATION

Identified as *In Fairbury*, the proposed project would repair approximately 0.4 miles of concrete pavement along United States Highway 136 (US-136) starting just west of the viaduct over the Union Pacific Railroad and extending east to just beyond the intersection of US-136 and Tilden Street.

It would also reconstruct approximately 1.2 miles of US-136 as a three-lane roadway starting just east of Tilden Street, to just west of L Street. The three-lane section would consist of a center two-way left-turn lane and an eastbound and westbound through lane. No work would be done on the railroad viaduct.

Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.



## PURPOSE

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

## NEED

- The need for this project is based on the current condition of the roadway

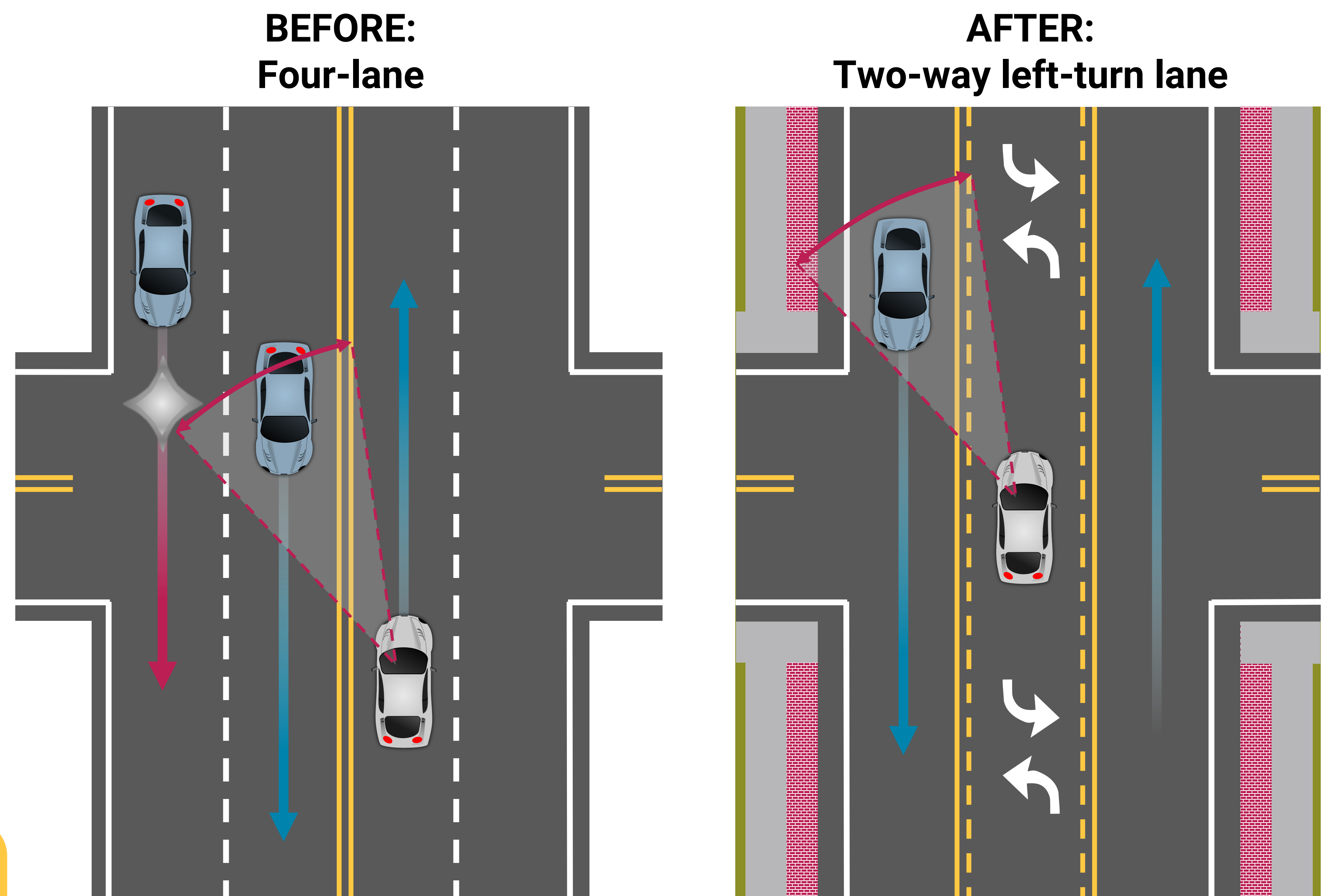


# RECONFIGURATION SAFETY BENEFITS

Also known as “right sizing,” roadway reconfigurations reduce travel lanes to provide space for other needs.

- The new center two-way left-turn lane reduces the risk of rear-end collisions
- Provides better visibility for those turning left
- Less crossing distance for pedestrians crossing the highway
- The reconfiguration creates space for new sidewalks on both sides of US-136

**National studies have found  
crash reductions of up to 47%**  
- The Federal Highway Administration





# PEDESTRIAN CROSSING

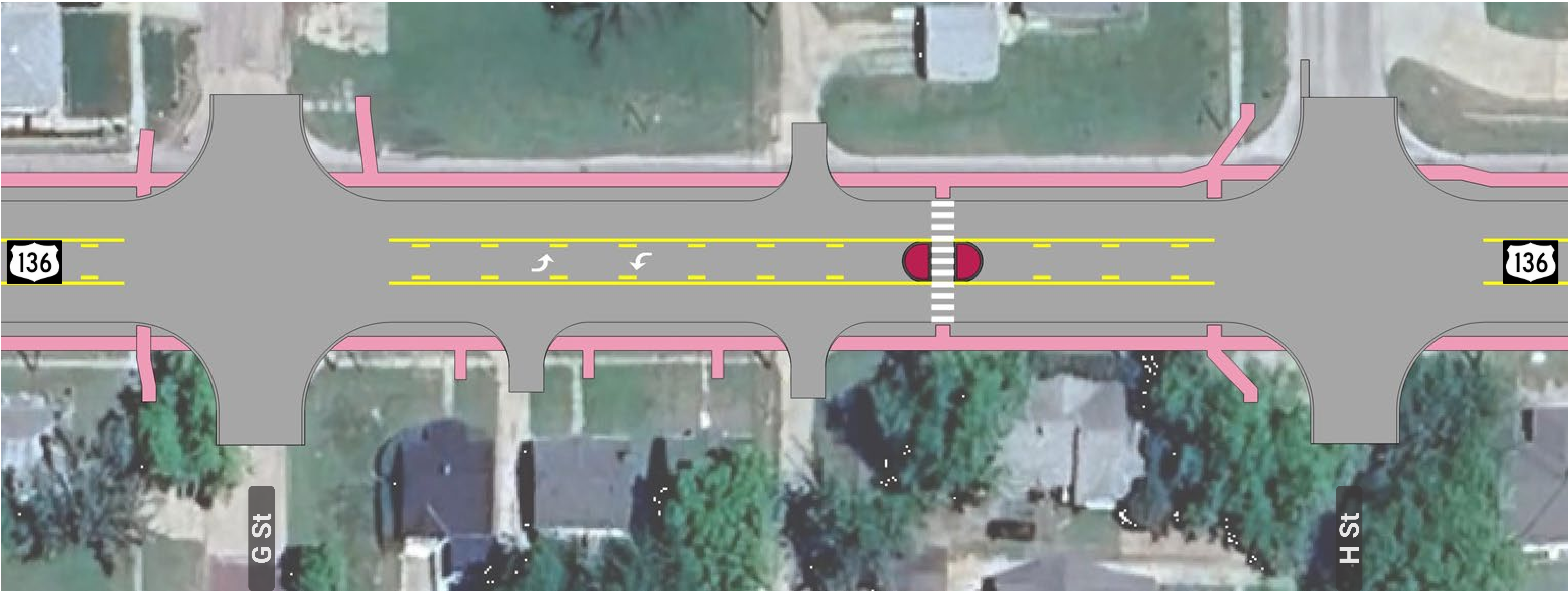
## LEGEND

-  New Pavement
-  New Sidewalk
-  New Raised Median



PRELIMINARY PLAN  
NOT FINAL – SUBJECT TO CHANGE

*Example of a  
similar style  
of crosswalk.*





# PROPOSED IMPACTS TO MCNISH PARK

## LEGEND

-  New Pavement
-  New Sidewalk
-  New Raised Median
-  Right-of-way Impacts



PRELIMINARY PLAN  
NOT FINAL – SUBJECT TO CHANGE

Minor right-of-way impacts are anticipated for culvert work.  
The park would remain open throughout construction.

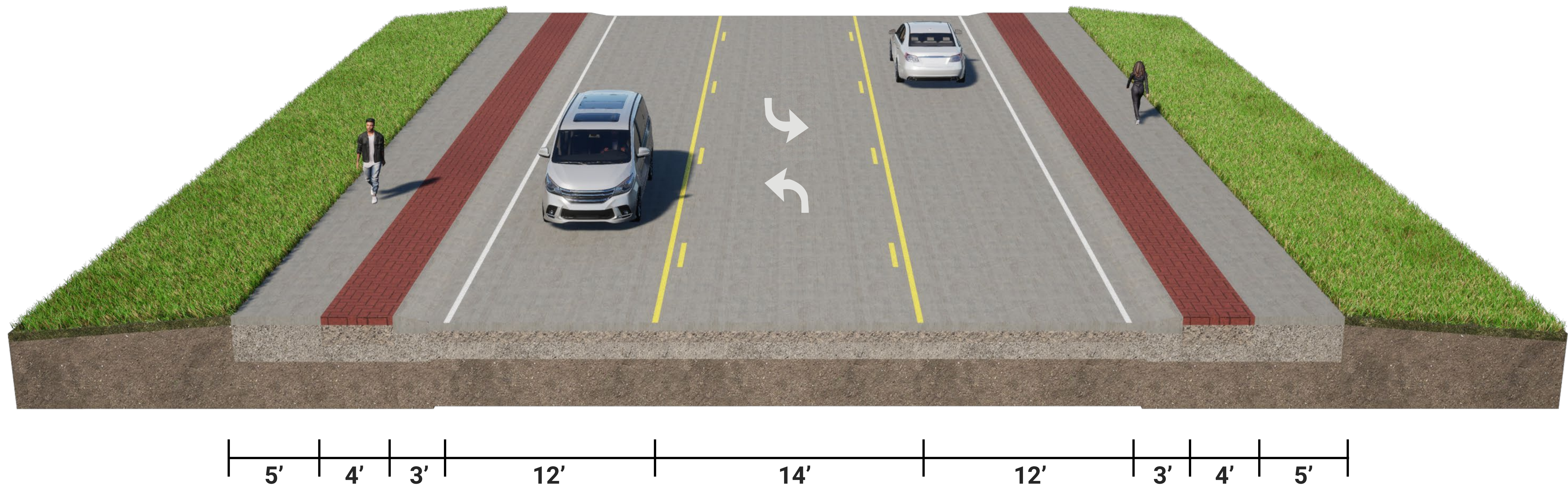




# PROPOSED TYPICAL SECTION

PRELIMINARY PLAN  
NOT FINAL – SUBJECT TO CHANGE

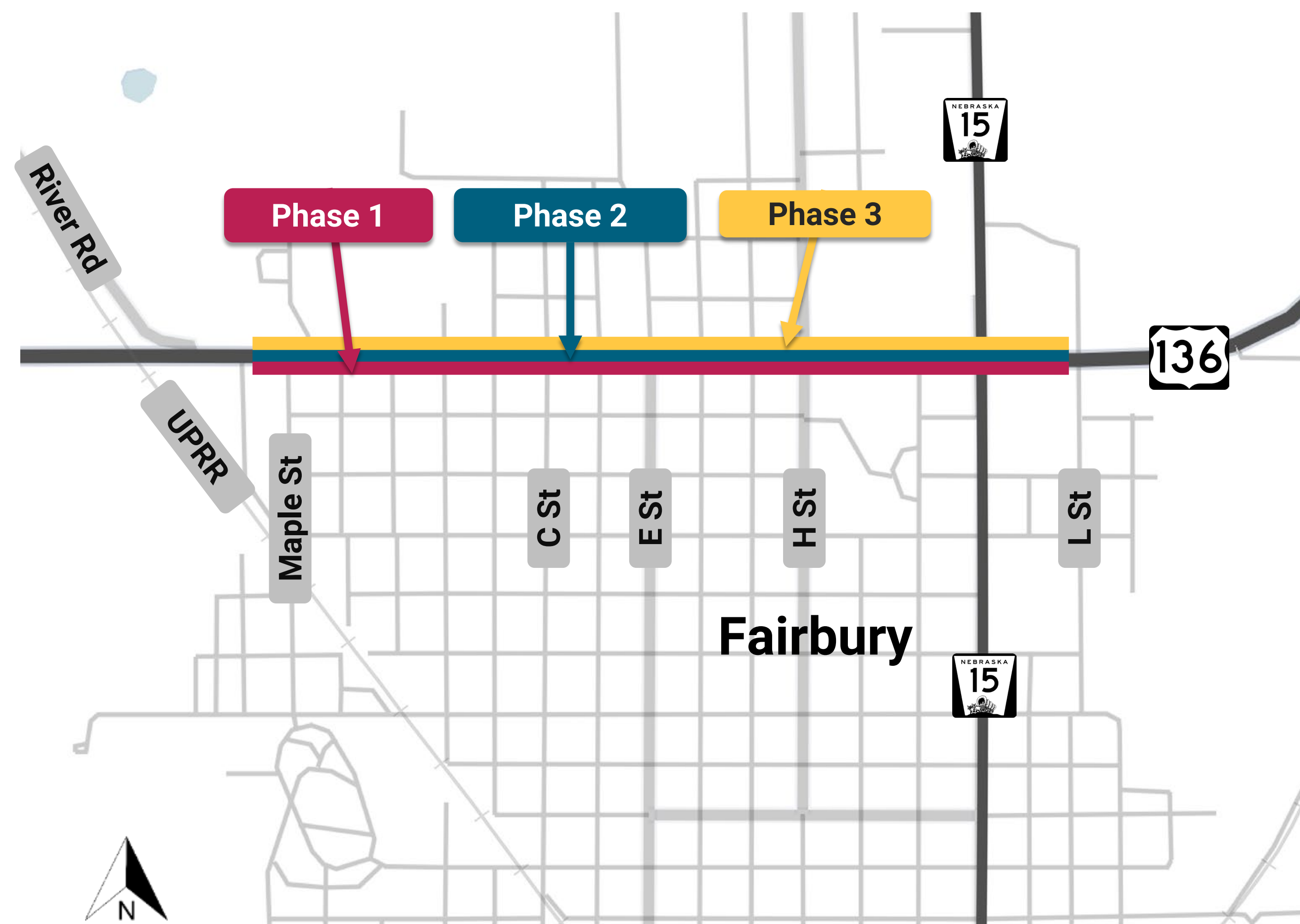
The proposed project would reconstruct US-136 as a three-lane roadway with sidewalks on both sides of the highway.





# CONSTRUCTION PHASING

PRELIMINARY PLAN  
NOT FINAL – SUBJECT TO CHANGE



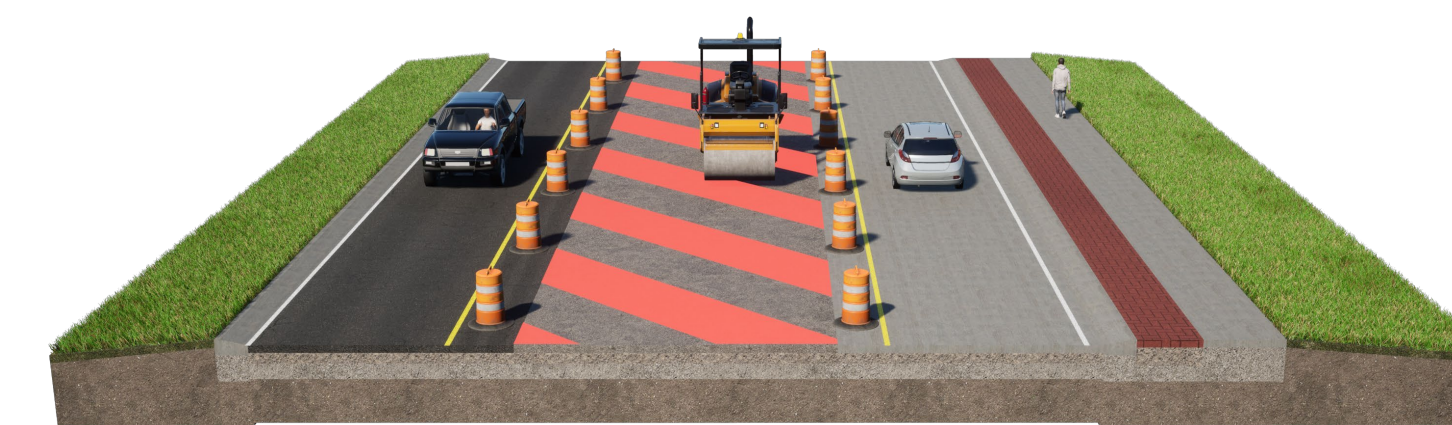
- **Traffic on US-136 and Nebraska Highway 15 (N-15) would not be detoured.** One lane of traffic would be maintained in each direction.
- Construction would be completed in three phases, one lane at a time.
- **Not more than one of the following intersections would be closed at the same time: Maple Street, C Street, E Street and H Street.**
- Local vehicular and pedestrian traffic would be able to cross the highway at intersections not under construction.
- Access to businesses and residences would be maintained but may be limited at times.



## PHASE 1 RECONSTRUCTION

*Construct eastbound lane and adjacent sidewalk*

- One lane of traffic in each direction would utilize the existing westbound lanes (temporary widening would occur where needed).



## PHASE 2 RECONSTRUCTION

*Construct center lane*

- Eastbound traffic would utilize the newly constructed eastbound lane.
- Westbound traffic would utilize the existing westbound lane (temporary widening would occur where needed).



## PHASE 3 RECONSTRUCTION

*Construct westbound lane and adjacent sidewalk*

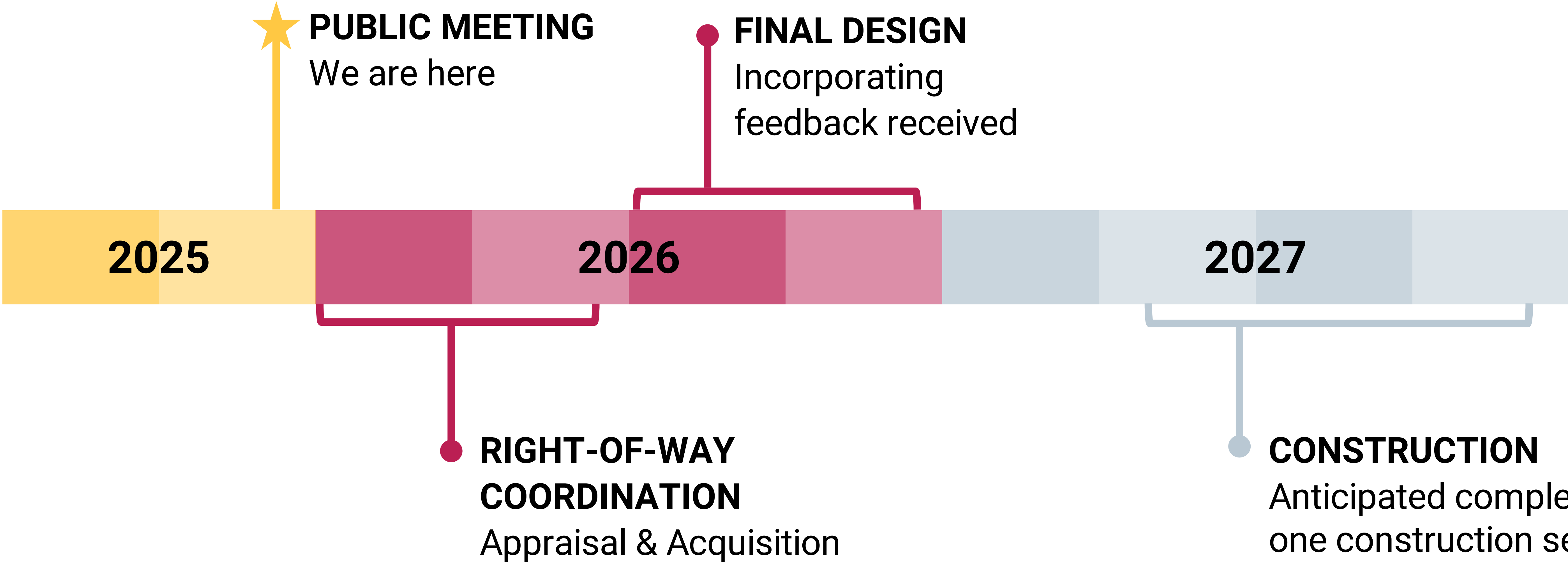
- One lane of traffic in each direction would utilize the newly constructed eastbound and center lanes.



# PROJECT SCHEDULE\*

PRELIMINARY PLAN  
NOT FINAL – SUBJECT TO CHANGE

*\*Construction is dependent on receiving Congressionally Directed Spending (CDS).*





# WE WANT TO HEAR FROM YOU!

**Submit comments by December 19, 2025**



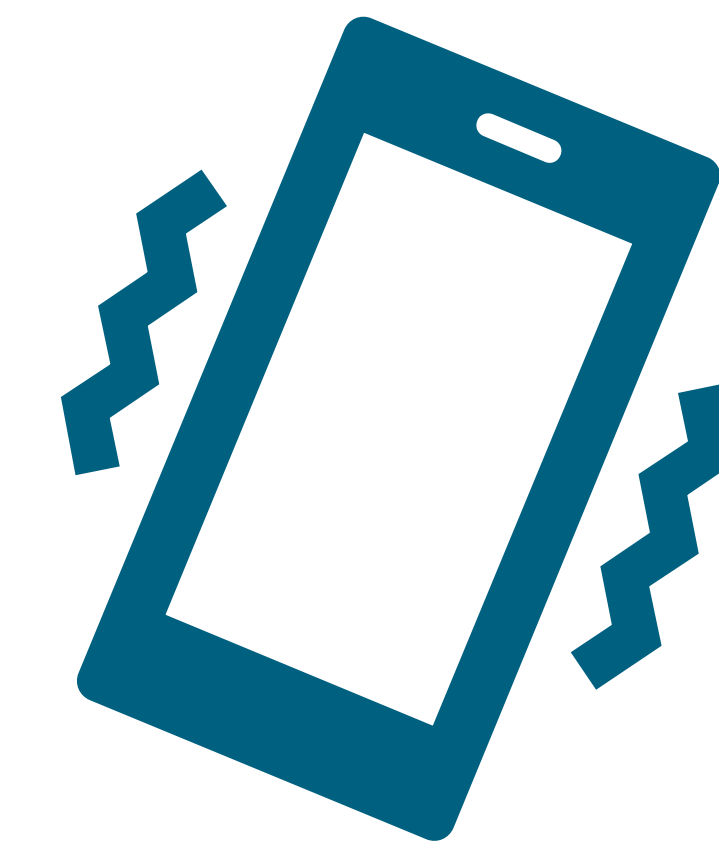
## ONLINE

**Submit a Comment Form on  
the NDOT Project Website:  
[ndot.info/13476](https://ndot.info/13476)**



## MAIL

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