

# I-80, Sarpy County Interchange



## PUBLIC OPEN HOUSE

February 12, 2026

The Nebraska Department of Transportation (NDOT) is seeking input regarding the preliminary design for a new interchange on Interstate 80 (I-80) at 192nd Street in Sarpy County, southeast of Gretna. The proposed project is identified as **I-80, Sarpy County Interchange**.

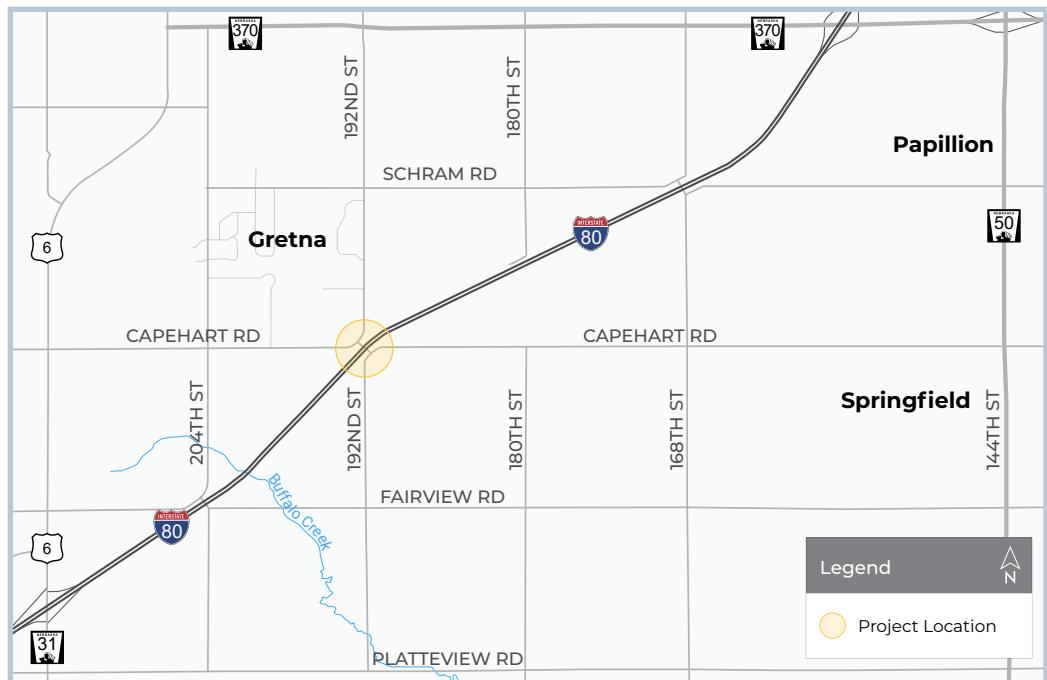
## BACKGROUND

A Planning and Environment Linkages (PEL) study was completed in 2022 to evaluate the area's:

- Existing infrastructure
- Traffic patterns
- Projected growth
- Potential environmental and community impacts

Virtual public meetings were held from July 8 to August 20, 2020 and July 10 to August 10, 2022, along with several additional outreach activities. Insights from this study helped determine the proposed project's location. Learn more: [mapacog.org/sarpyel](http://mapacog.org/sarpyel).

## PROJECT AREA



## PURPOSE & NEED

The purpose of the proposed project is to:



Mitigate existing and future operational deficiencies for traffic at the I-80 interchanges with Nebraska Highway 31 (N-31) and N-370



Provide regional connectivity by ensuring there are appropriate linkages to I-80 within the study area

The need for the proposed project is based on anticipated traffic growth, which is expected to strain operations over the next 30 years. Additionally, limited access to I-80, where existing interchanges are spaced six miles apart, would result in longer travel distances as the area continues to grow.

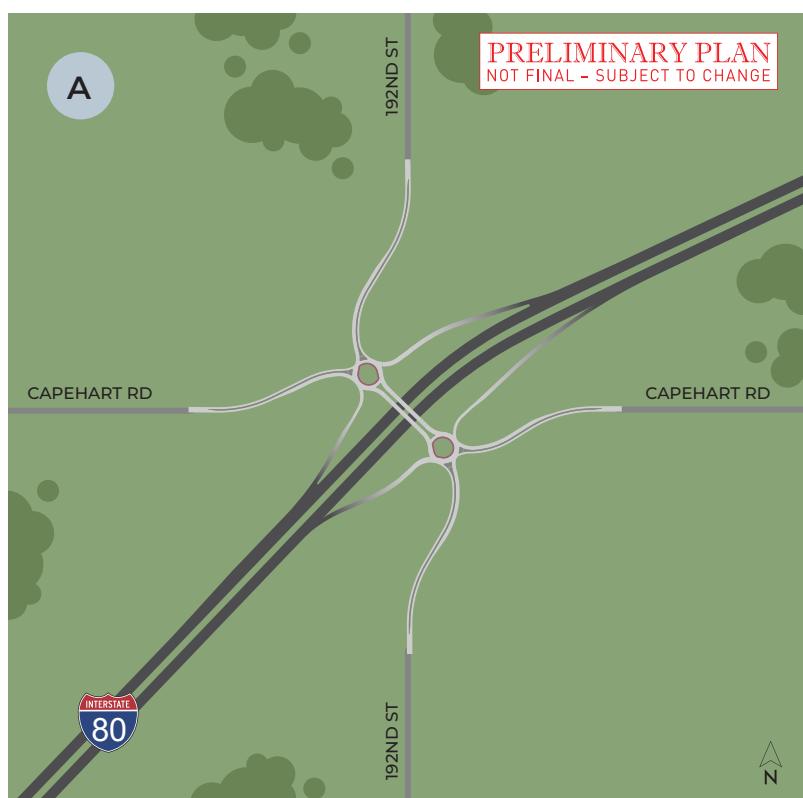
## PREFERRED OPTION

### Option A: Diamond with Connected Roundabouts

This option keeps the current bridge, adds a new bridge next to it and uses two multi-lane roundabouts at the end of the ramps. This design would work well with the planned improvements to 192nd Street and Capehart Road near the interchange.

#### Why is this NDOT's preferred option?

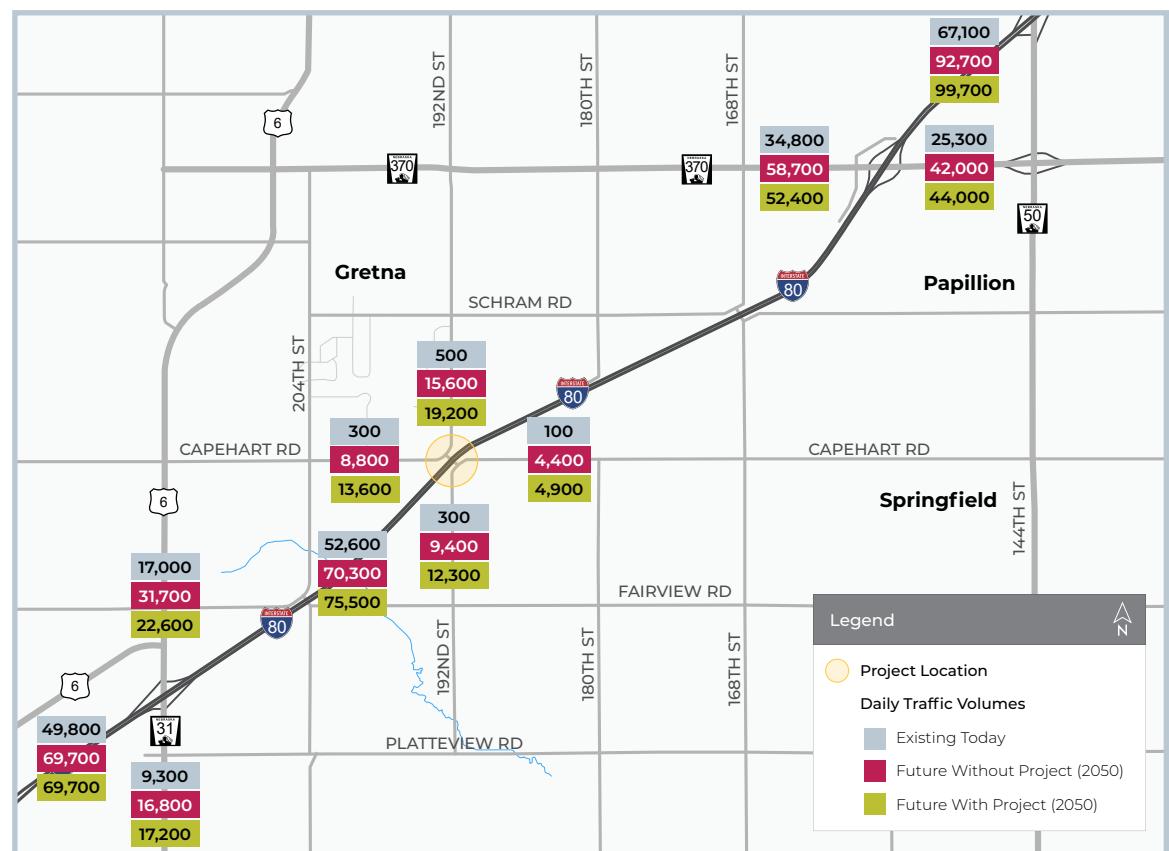
- Best predicted safety performance
- Good support for people walking and biking
- Least property and environmental impacts
- Reuses existing bridge
- Least expensive



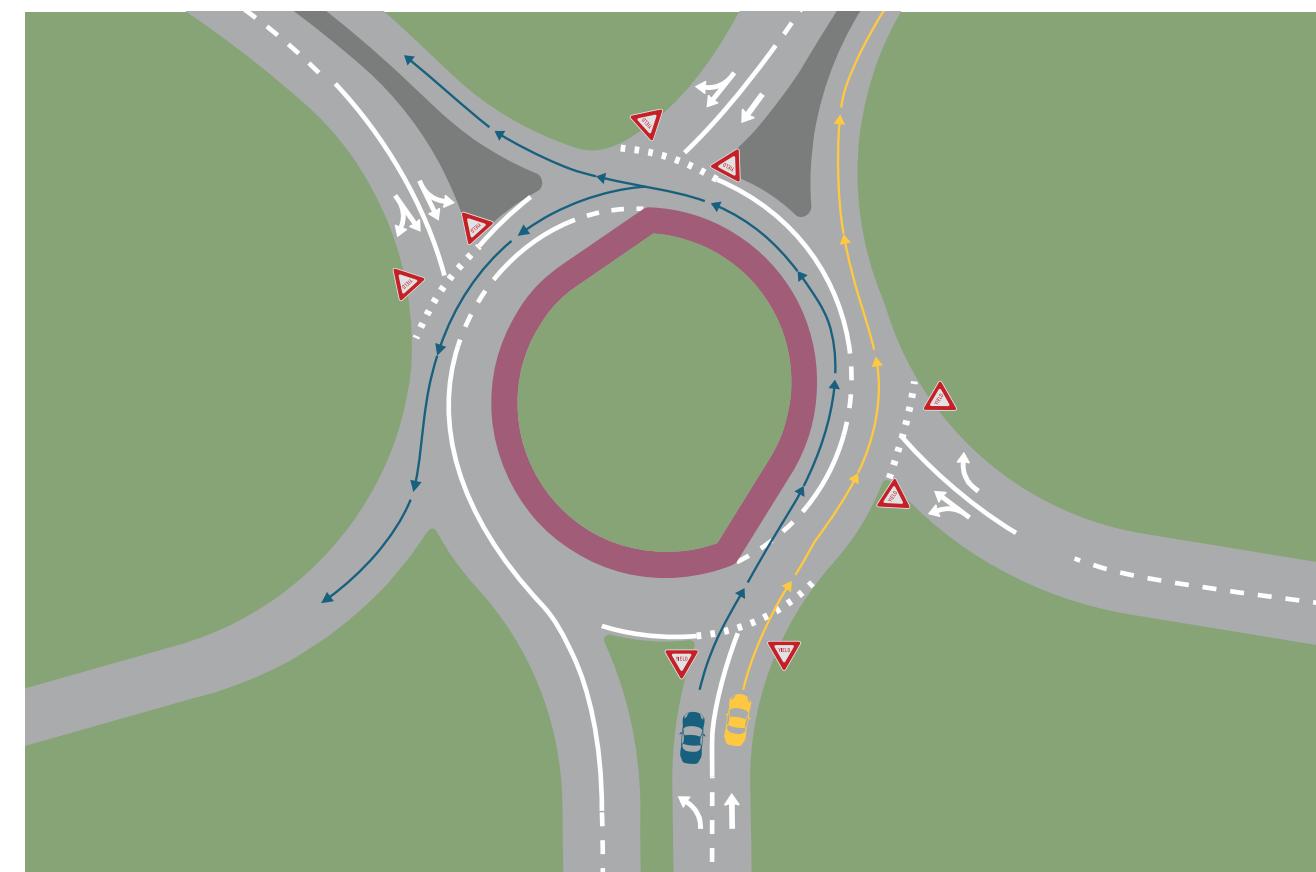
## YEAR 2050 DAILY TRAFFIC VOLUMES

Traffic studies show that a new interchange at 192nd Street would reduce congestion on nearby highways, with about **11%** fewer vehicles on N-370 and nearly **30%** fewer on N-31 near I-80.

With the interchange in place, more future traffic is expected to stay on I-80. Without it, more traffic would likely shift onto local roads instead.



## MULTI-LANE ROUNDABOUTS



Designed to maximize safety and minimize traffic delay, a multi-lane roundabout is an unsignalized, circular intersection with two or more lanes where traffic flows at a low speed counterclockwise around a center island.



Sample signage



More information? Visit [ndot.info/RAB](http://ndot.info/RAB)

#### How does it work?

- Before entering, follow signage to choose the correct lane based on your intended exit.
- As you approach, slow down, and yield to traffic already circulating from the left. Enter only when there's a safe gap.
- Once inside, stay in your lane and follow arrows around the center island.
- To exit, signal right before your exit and check for pedestrians/bicyclists.
- Left turns and U-turns are made by circulating around the center island.

## POTENTIAL IMPACTS

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). Commercial and/or residential relocations are anticipated. If your property is impacted by this project, you will be contacted by a representative once the design footprint has been established. A few impacts to wetlands and cropland are also anticipated and would be addressed as required.

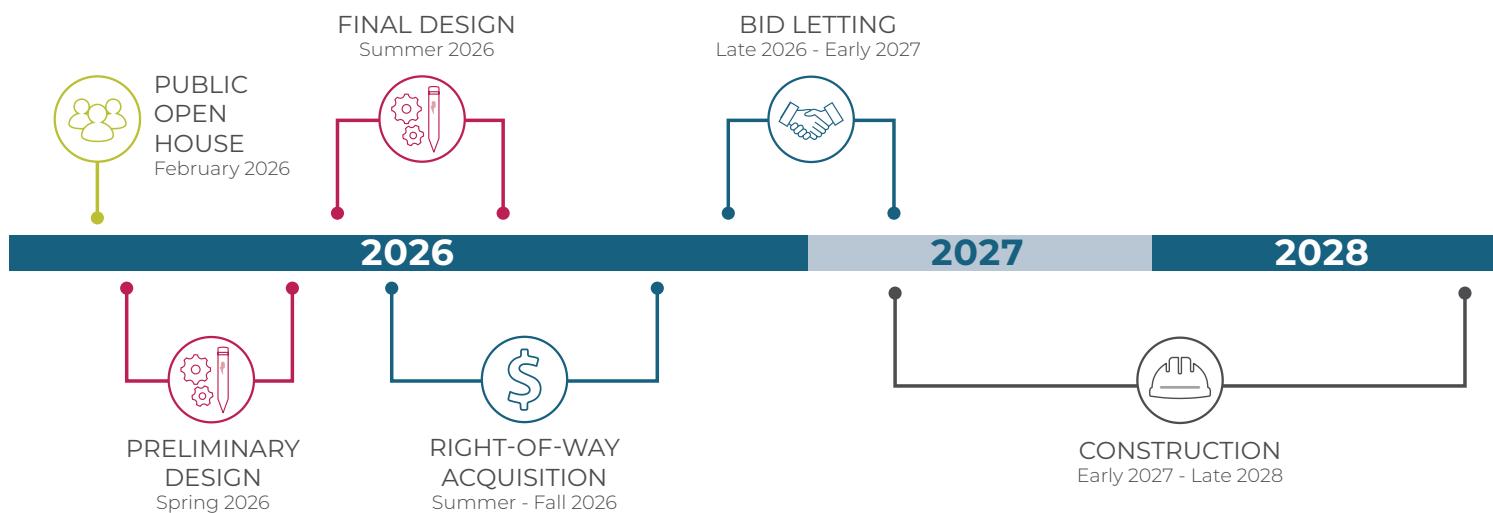
## TRAFFIC ACCOMMODATIONS

Traffic on I-80 would be maintained with a lane shifts and/or lane closures for ramp construction and an occasional night closure of I-80 for overhead work. Traffic on 192nd Street and Capehart Road would experience temporary closures during construction.

Access to adjacent properties would be maintained during construction but may be limited at times due to phasing requirements.

## ANTICIPATED SCHEDULE & COST

The proposed project's construction cost is estimated to be \$35 million. Funding is anticipated to come from Federal, state and local sources. All dates are subject to change.



## FEEDBACK

Learn more about the proposed project at [ndot.info/22917](http://ndot.info/22917) or scan the QR code.

Submit comments by **Feb. 27, 2026** to:

### Emily Schweitzer

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### Tom Goodbarn

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SCAN ME!



No internet access? Contact Tom or visit:

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