

I-80 SARPY COUNTY INTERCHANGE

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Roadway Design
March 27, 2026

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION

Agenda

- Project Purpose & Need
- Project Overview and Scope of Work
- Design Features
- Public Involvement
- Cost and Schedule
- Commission Recommendation of the following:
 - Approval of **Project Location** and **Design**
 - Approval of **Access Control** on the project

Project Purpose

The purpose of this 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

Project Need

The Nebraska Department of Transportation (NDOT) identifies the need for the project based on the following:

- Anticipated traffic growth is expected to strain operations over the next 25 years
- 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

Project Background

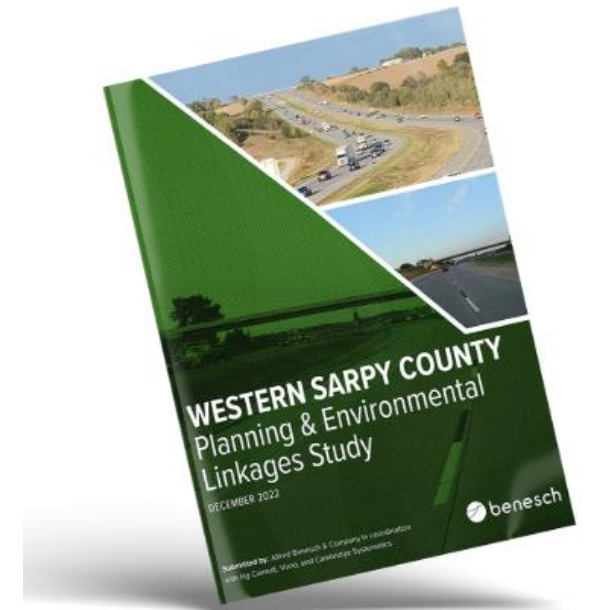
I-80 SARPY COUNTY INTERCHANGE

NH-MTIS-80-9(131); C.N. 22917

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

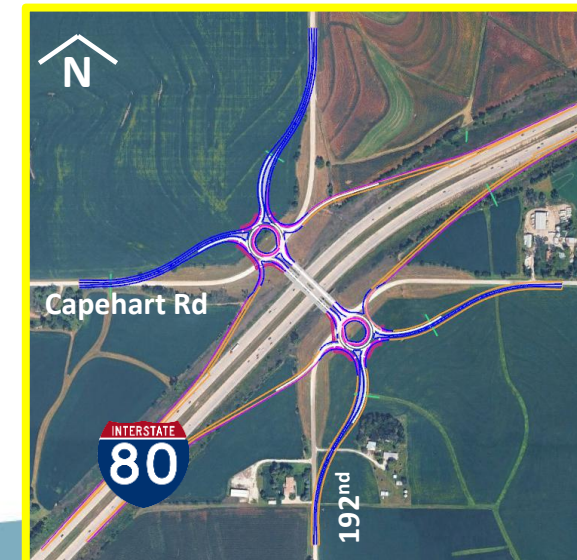
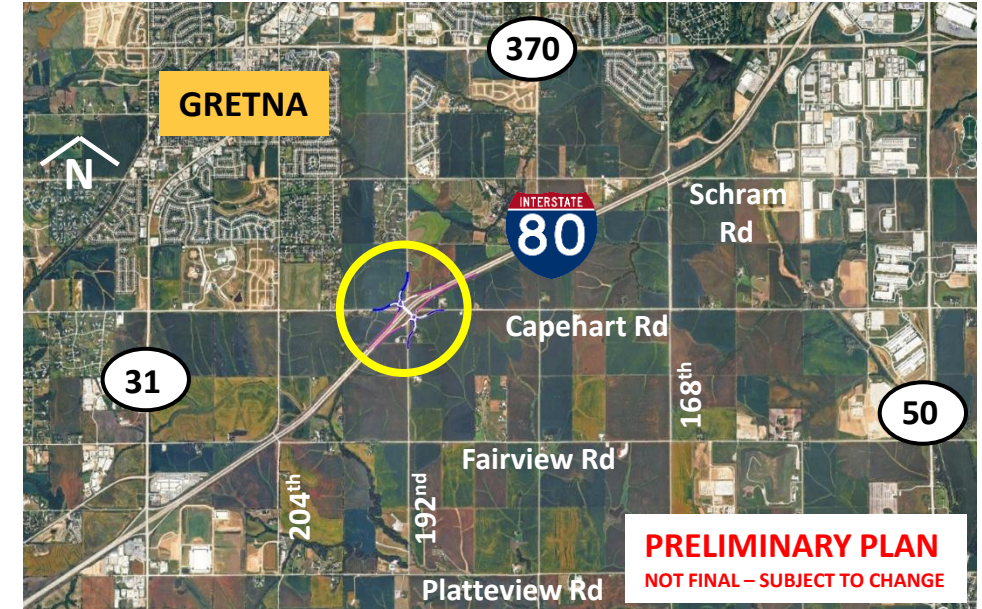
- Existing infrastructure
- Traffic patterns
- Projected growth
- Potential environmental and community impacts

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.



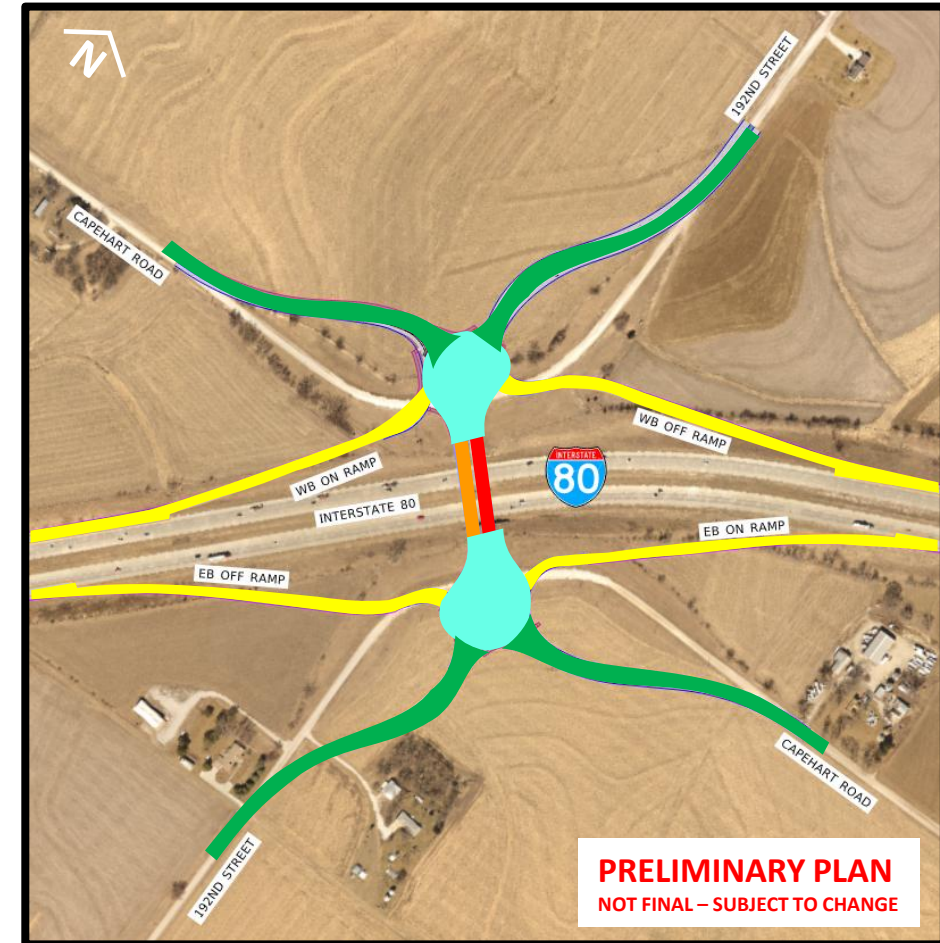
Project Overview

- A new interchange will be constructed on I-80 at 192nd Street in Sarpy County, southeast of Gretna.
- Selected alternative interchange is a Diamond with connected roundabouts
- Preliminary Design is complete, including ties to local road system
- Public Meeting held February 12, 2026
- Final Environmental Categorical Exclusion (CE) document will be submitted to FHWA later this year



Scope of Work

- Construct diamond interchange with new ramps tied to I-80
- Connect the diamond with roundabouts
- Utilize existing structure over I-80 for the northbound lanes
- Construct new structure for the southbound lanes and add a pedestrian lane.
- Construct roadway to connect with 192nd Street
- Construct roadway to connect with Capehart Road



Design Features

Typical Cross Sections - Segment **A**

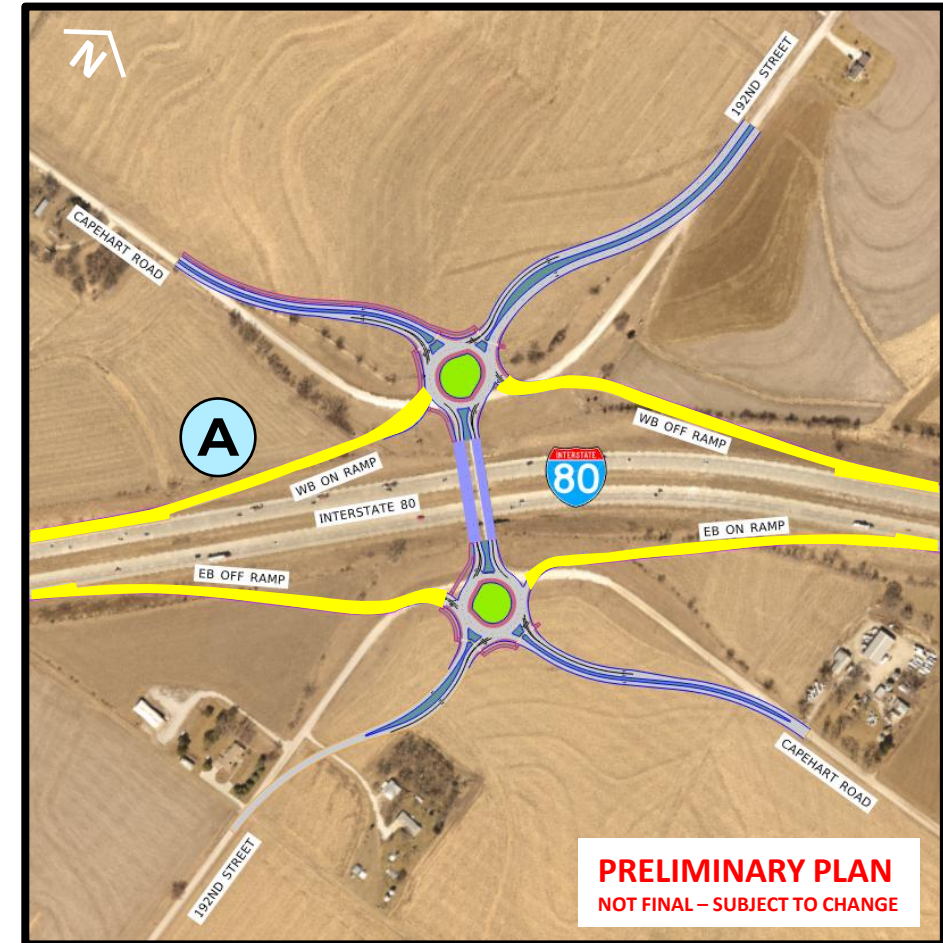
On/off Ramps with I-80



On and Off Ramps

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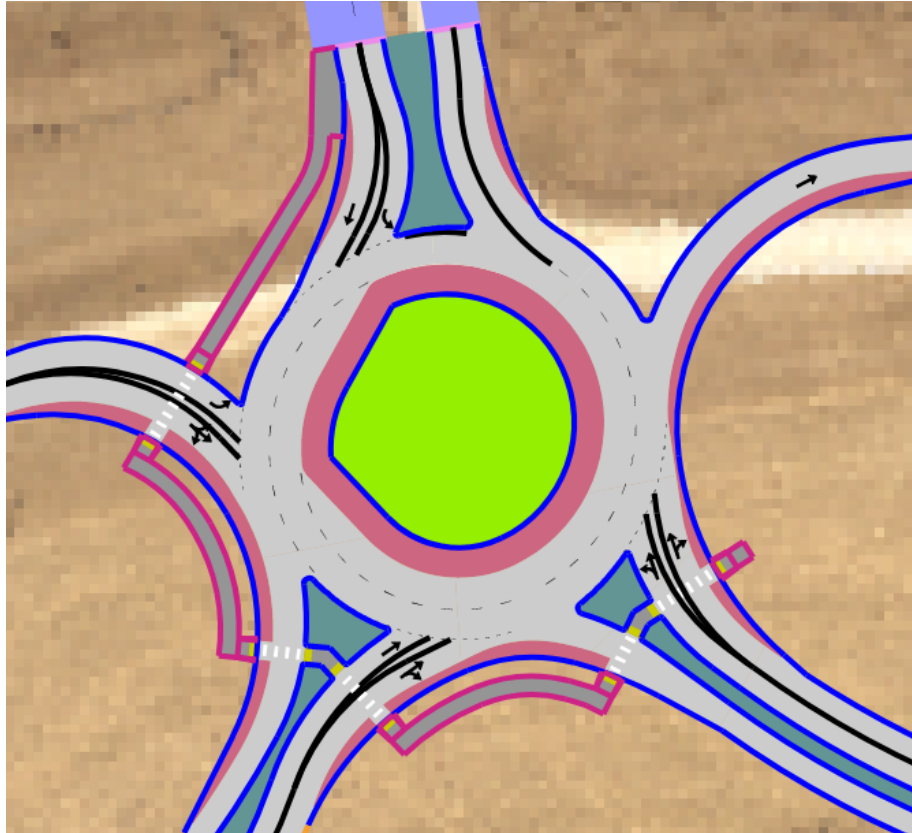
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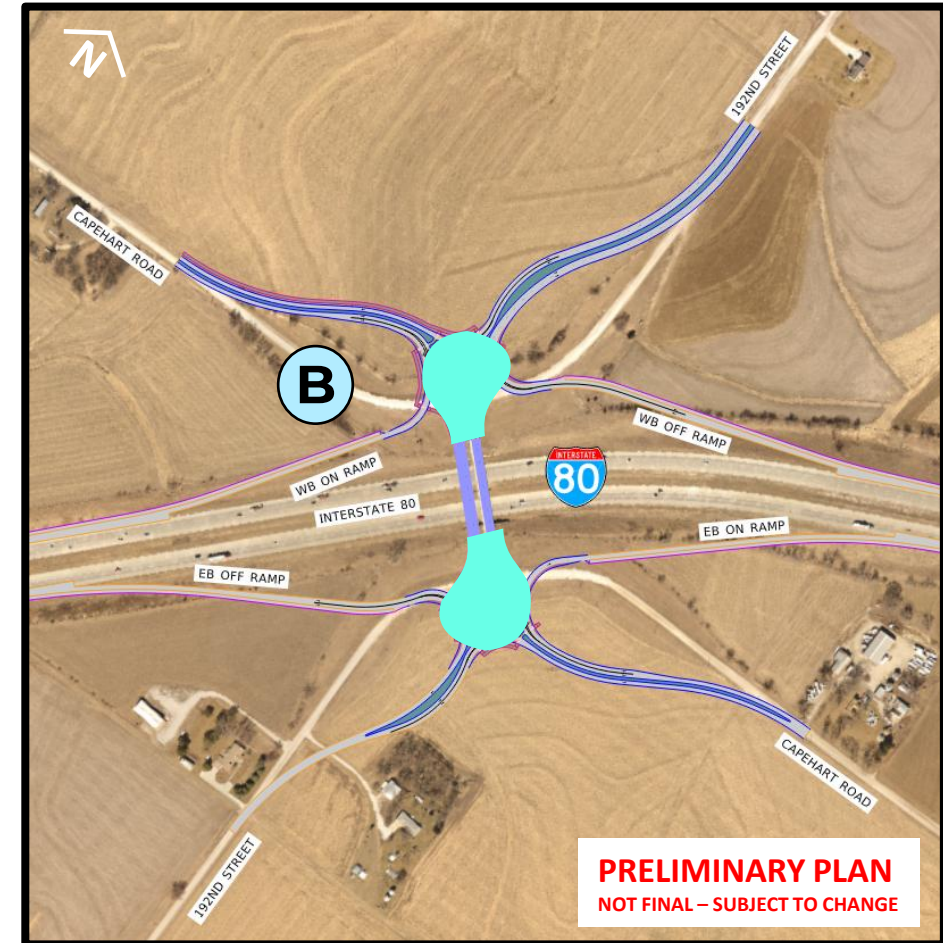
Design Features

Typical Cross Sections - Segment **B**

Roundabouts



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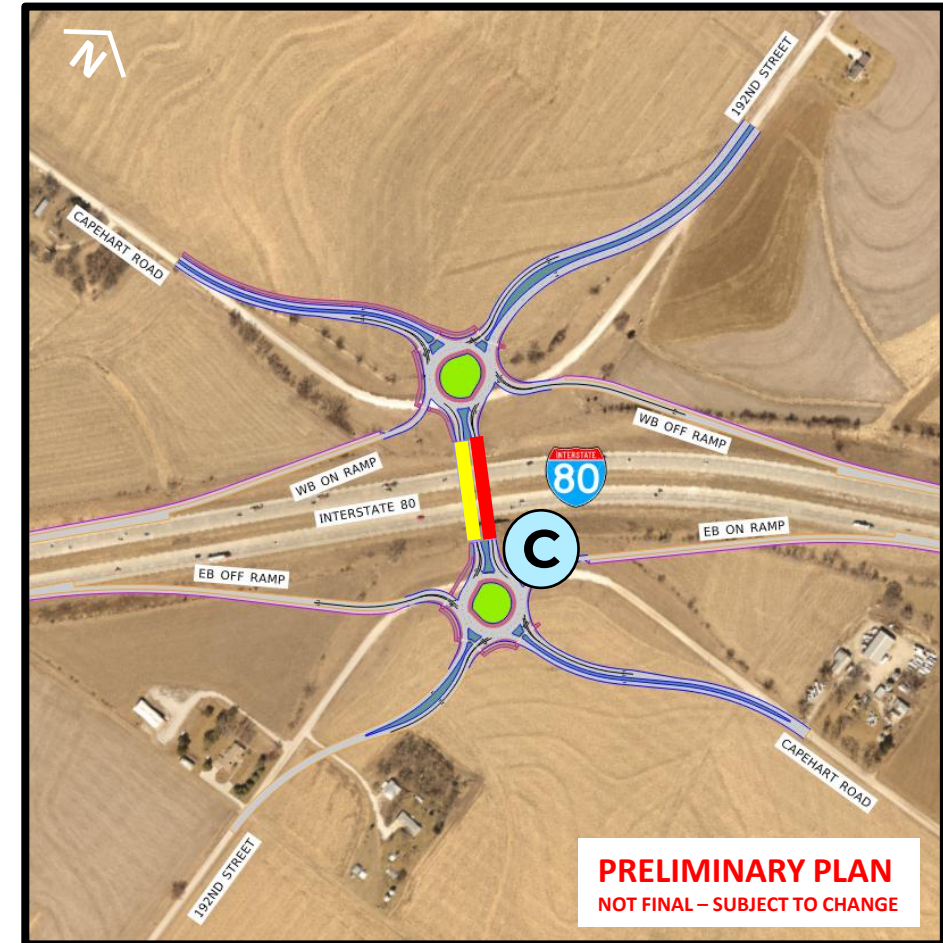
Design Features

Typical Cross Sections - Segment C

Structures over I-80

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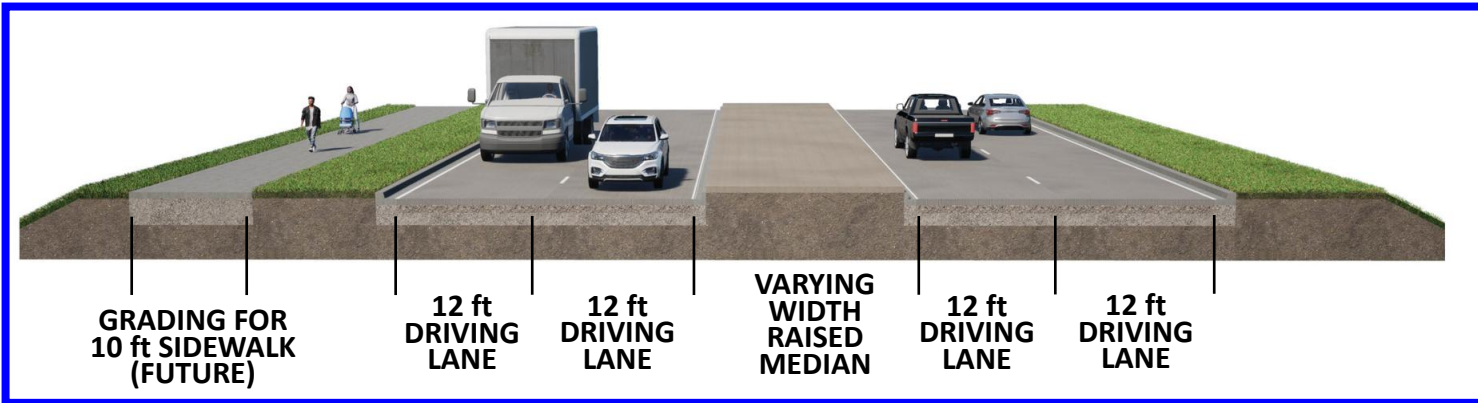
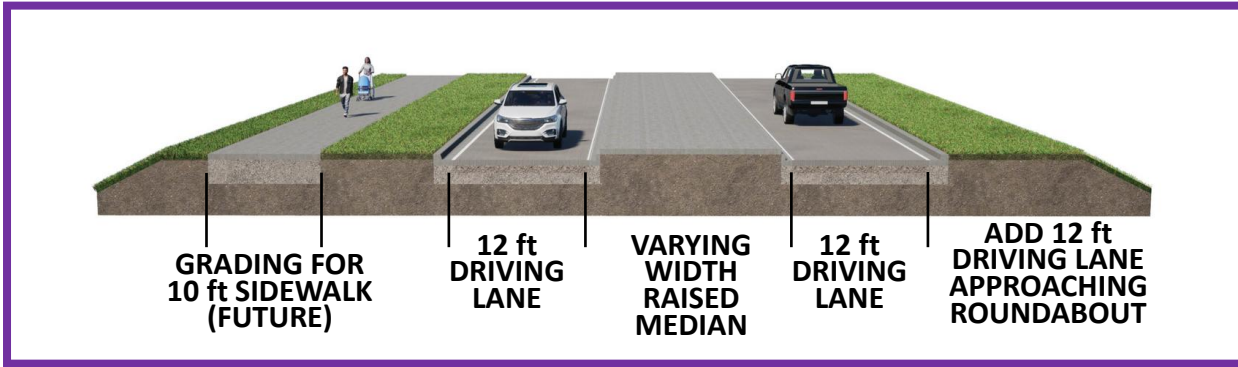
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Design Features

Typical Cross Sections - Segment D

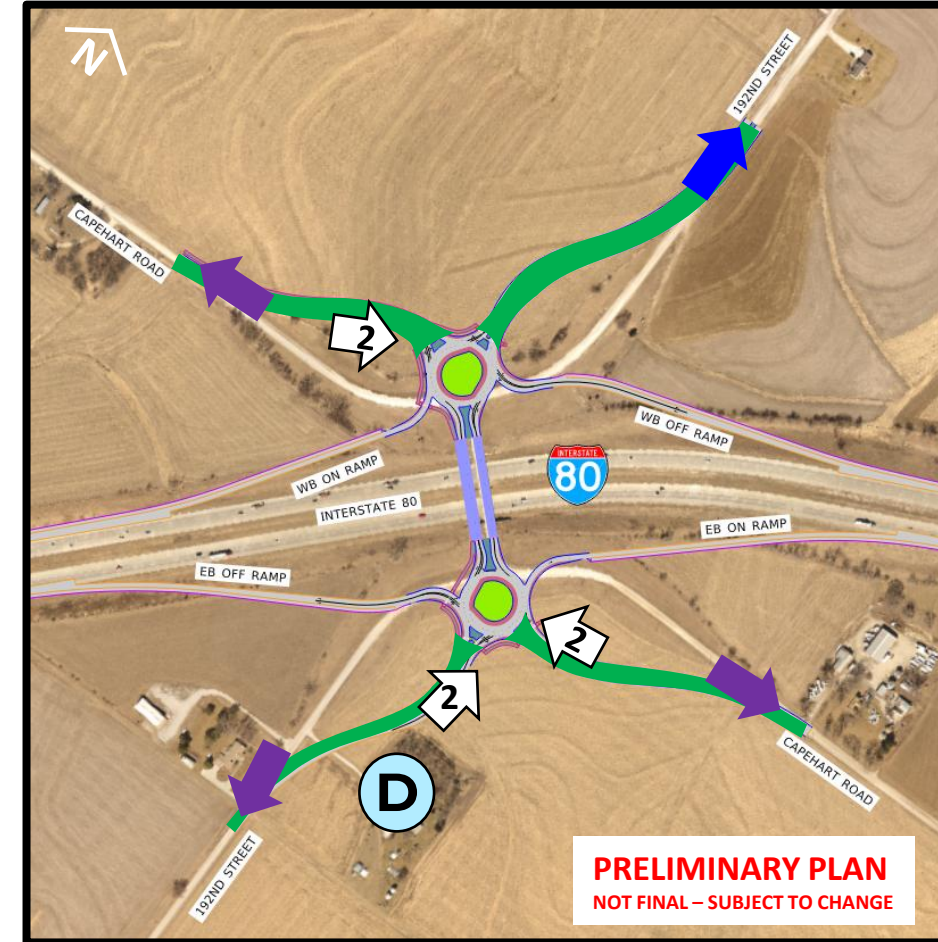
192nd Street & Capehart Rd



City of Gretna & Sarpy County have active projects tying into the interchange legs

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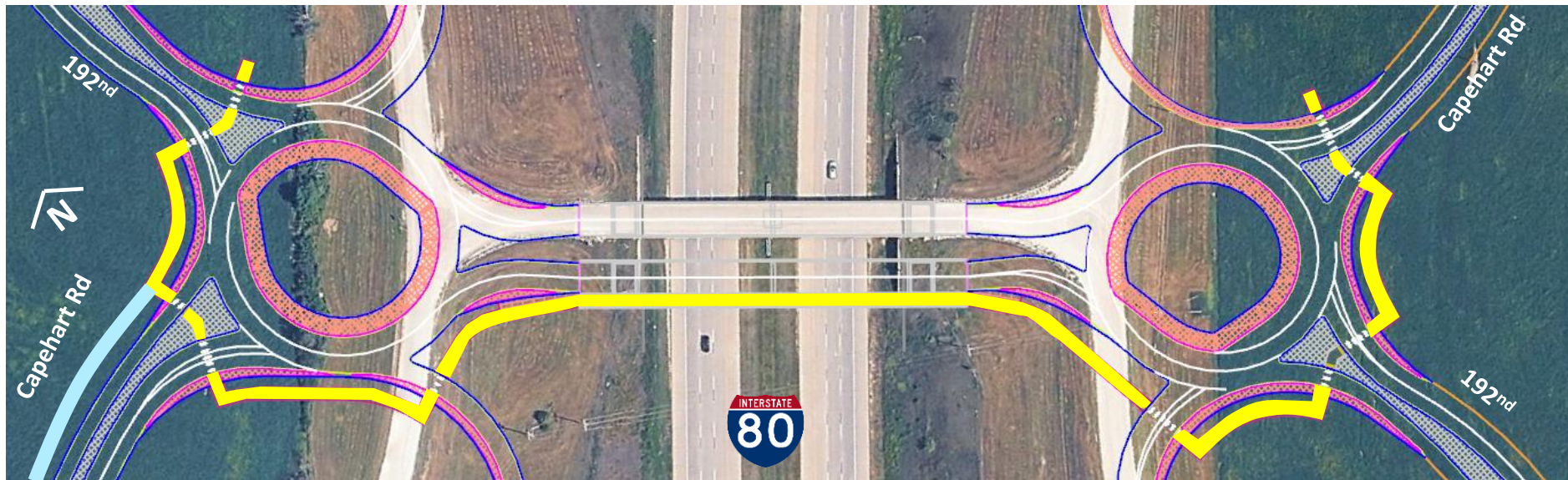


Pedestrian Accommodations

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- No existing sidewalks available in the area
- The new structure and Capehart in the northwest will have a pedestrian walkway
- 10' Sidewalks and crosswalks will be constructed to the extent of the roundabouts
- Grading for sidewalks will extend to project limits to accommodate future projects



Environmental Assessment & Preliminary Design

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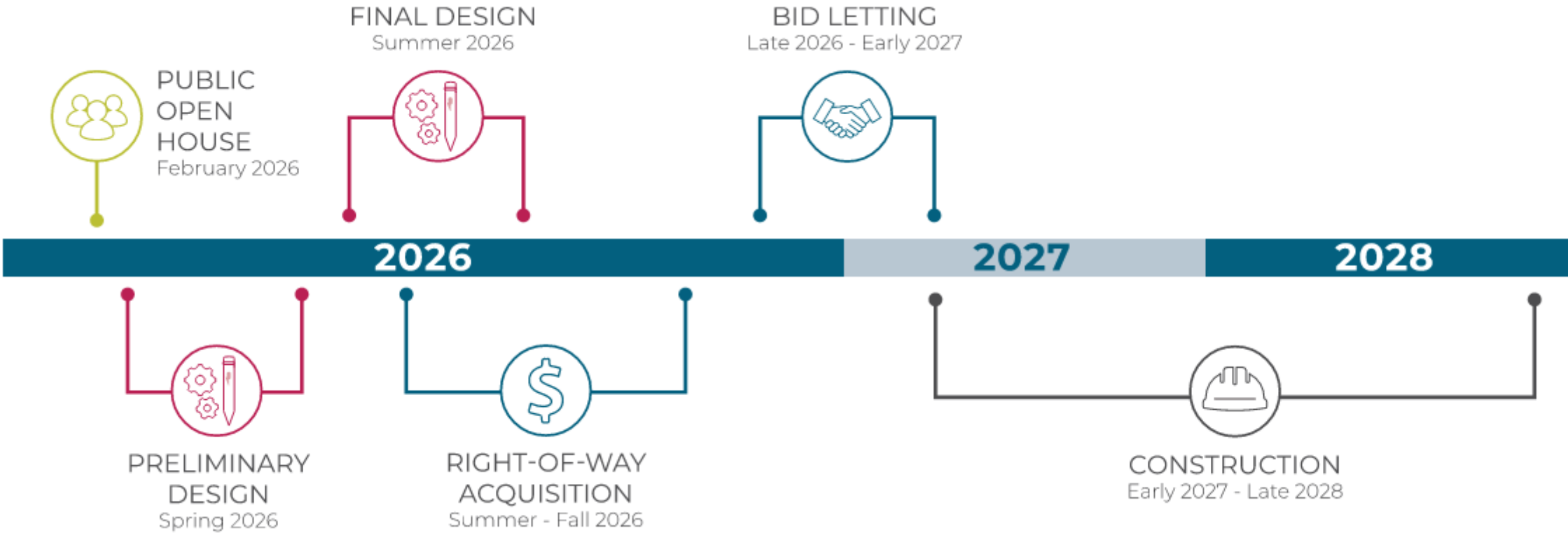
- Environmental resource reviews
 - Wetlands
 - Hazardous Materials
 - Threatened and Endangered Species
 - Noise & Air
 - Historic Properties and Archeology
 - Parks and recreational facilities (*4(f) and 6(f) resources*)
 - Utilities
- Alternatives Analysis
- Public Involvement
- Selection of Preferred Alternative
- Final CE document will be submitted to FHWA later this year.

Public Involvement

- **February 12, 2026:** Public Meeting
 - Approximately **234** people in attendance
 - Received 40 comments
(comment period ended February 27, 2026)
- **Public Comments**
 - Overall project support
 - Request the NDOT, Gretna and Sarpy County are coordinating for future growth
 - Comment responses has been completed and are being sent out by end of March



Schedule & Cost



ESTIMATED COST: \$35 MILLION *

**Funding comes from Federal, State, and Local sources*

Access Control

- Access control is the regulation of public access locations abutting the highway facility
- This concept provides:
 - Enhanced safety
 - Improved efficiency of traffic movements
 - Crash reduction by minimizing conflict points
- NDOT intends to purchase new access control at specific locations
 - 1320' along streets from the ramp terminals

Requested Actions

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NDOT requests Highway Commission Recommendation of the following:

- Approval of the **Project Location** and **Design**
- Approval of the use of **Access Control**

Questions?



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Roadway Design

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