

50th St – I-480, Omaha

NH-MTIS-80-9(203); C.N. 22855

March 2026

LOCATION

Identified as **50th St – I-480, Omaha**, the proposed project would repair and expand approximately 2.1 miles of Interstate 80 (I-80) in Douglas County and would start near the grade separation over 50th Street and extend east to approximately the grade separation of northbound (NB) U.S. Highway 75 (US-75) from Interstate 480 (I-480) to westbound (WB) I-80 ramp. Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement.

PURPOSE AND NEED

The purpose of this project is to preserve the transportation asset, improve the reliability of the transportation system and perpetuate the mobility of the traveling public. The need for the work on this project is based on the condition of the roadway pavement and bridges and to help achieve the state and national performance targets as outlined in NDOT's Transportation Asset Management Plan.

SCOPE OF WORK

The proposed improvements on this project would consist of lighting upgrades, curb & flume, culvert work, removing and replacing pavement including interchange ramps, bridge repairs, bridge deck replacement, bridge approach replacement, bridge widening and guardrail replacement. WB I-80 direction would be widened from west of the existing retaining wall at 36th Street to the east side of the 50th Street bridge. Night work will be required. Bridge work would occur as outlined below:

- The bridges over 50th Street (Structure Numbers S080 45103L and S080 45103R) would be rehabilitated and the guardrail would be replaced.

- The bridges over 42nd Street (Structure Numbers S080 45180L and S080 45180R) would be rehabilitated and widened for only the westbound direction and the guardrail would be replaced.
- The bridge carrying 36th Street (Structure Number S080 45231) would be repaired and the guardrail would be replaced.
- The bridge over Union Pacific Railroad (Structure Number S080 45252) would be repaired and the guardrail would be replaced.
- The bridge carrying 32nd Avenue (Structure Number S080 45266) would be repaired and the guardrail would be used in place.
- The bridges over Interstate 480 (I-480) (Structure Numbers S080 45283L and S080 45283R) would be used in place and the guardrail would be used in place.

TRAFFIC VOLUMES

Year	2026	2046
Vehicles Per Day	182,600	196,750
% Heavy Trucks	7%	7%

CONSTRUCTION SCHEDULE

Construction could begin as early as spring of 2027 with completion as early as fall of 2028.

ACCOMMODATION OF TRAFFIC

This project would be constructed primarily under traffic with lane closures controlled by appropriate traffic control devices and practices; however, ramp closures may be required to complete some of the work. Designated detours for ramp closures would be provided during construction.

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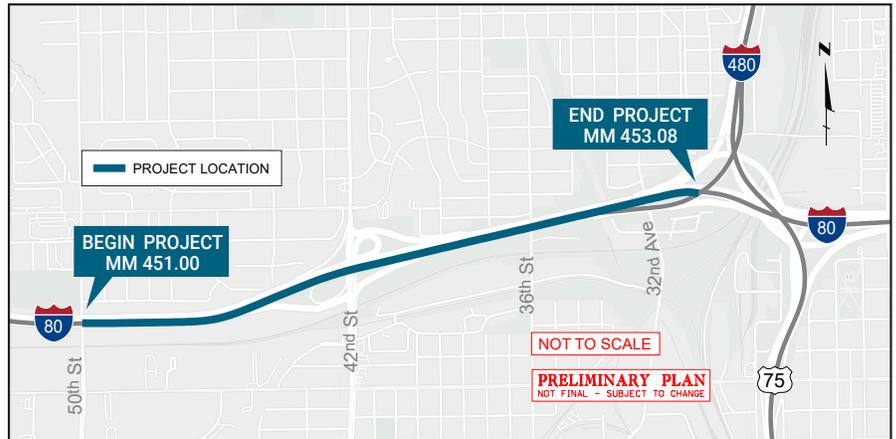
RIGHT-OF-WAY

The proposed project is not anticipated to require the acquisition of additional property rights.

POTENTIAL IMPACTS

Pedestrian access may be disrupted at 42nd Street, 36th Street, and 32nd Street due to phasing of construction activities. Pedestrian protection and accommodations would be provided when applicable.

There is a good opportunity for local traffic noise increases that may or may not reach impact levels for adjacent residents. It is difficult to determine likelihood in certain locations at this time due to significant variations in topography along the project limits.



ESTIMATED COST

The cost of the proposed project is approximately \$11 million and would derive from state and federal funds.

Design-Build Approach

For this project, the Department of Transportation is using a design-build approach to help control costs, finish construction faster, and reduce impacts to the traveling public.

What Design-Build Means

This tool is not suitable for all projects, but NDOT has the authority to solicit a contractor earlier in the design process to optimize design decisions and construction. This helps the project move forward more efficiently.

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 either 23 USC 326 and a Second Renewed Memorandum of Understanding dated September 12, 2024 executed by FHWA and NDOT or pursuant to 23 USC 327 and a Memorandum of Understanding dated February 23, 2026 and executed by FHWA and NDOT, as applicable.



Comments will be collected through April 3, 2026.

Comments/questions:

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Additional information about the project can be found at ndot.info/22855



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