WELCOME!

I-80, Sarpy County Interchange

Public Open House

PLEASE SIGN IN

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

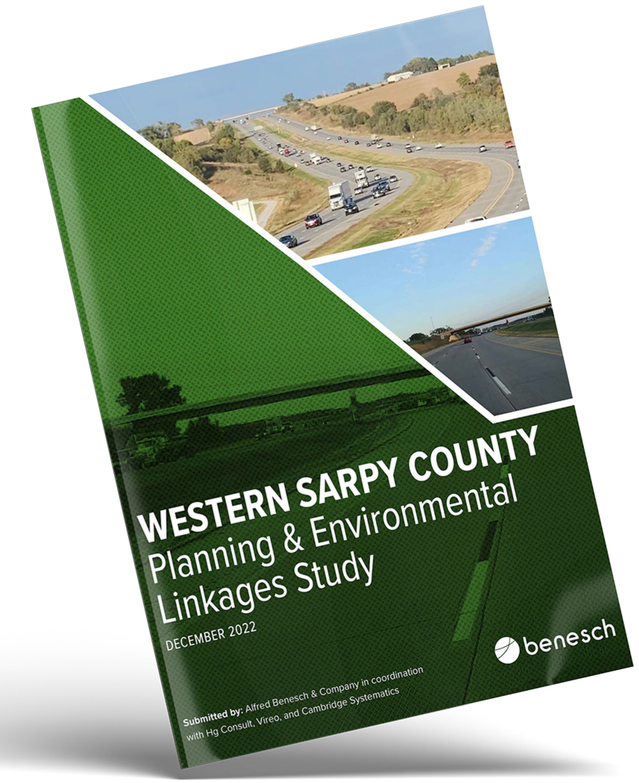
NH-MTIS-80-9(131); C.N. 22917

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

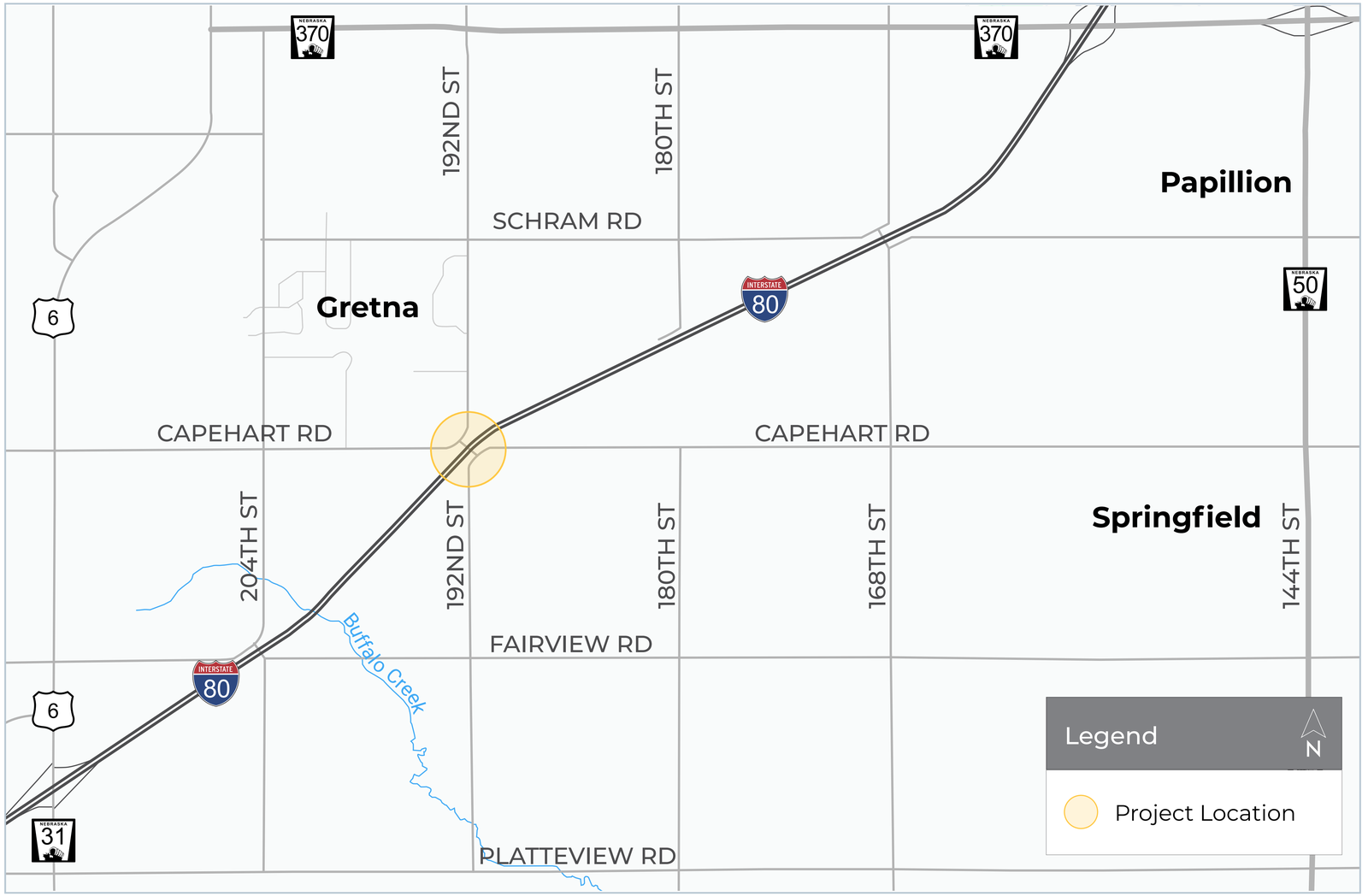
Virtual public meetings were held from July 8 to August 20, 2020 and July 10 to August 10, 2022, along with several additional outreach activities. Insights from this study helped determine the proposed project's location.



Learn more: **mapacog.org/sarpypel**.

PROJECT DESCRIPTION

NDOT is proposing a new interchange on Interstate 80 (I-80) at 192nd Street in Sarpy County, southeast of Gretna.



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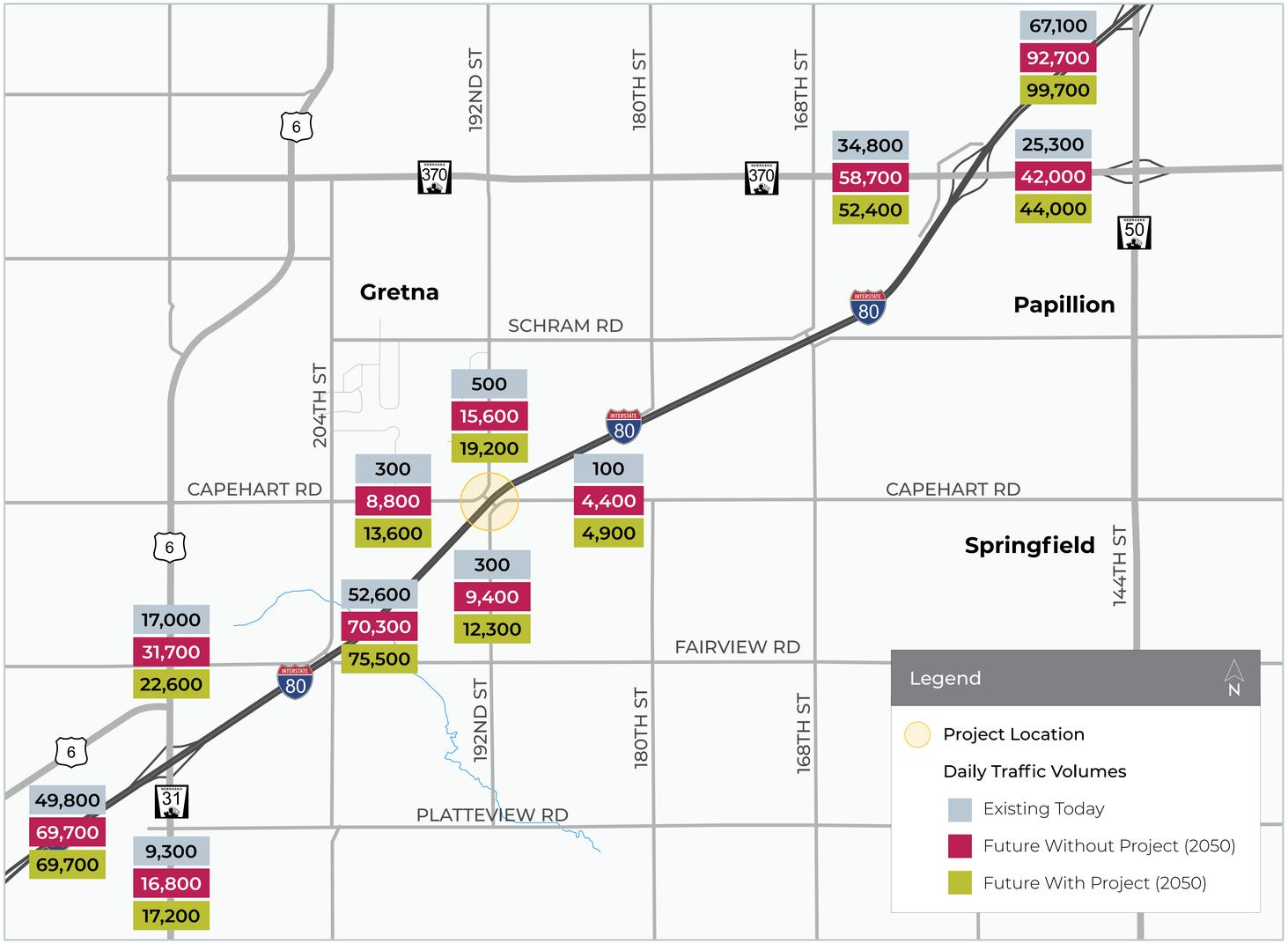
PURPOSE & NEED

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 25 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.

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.

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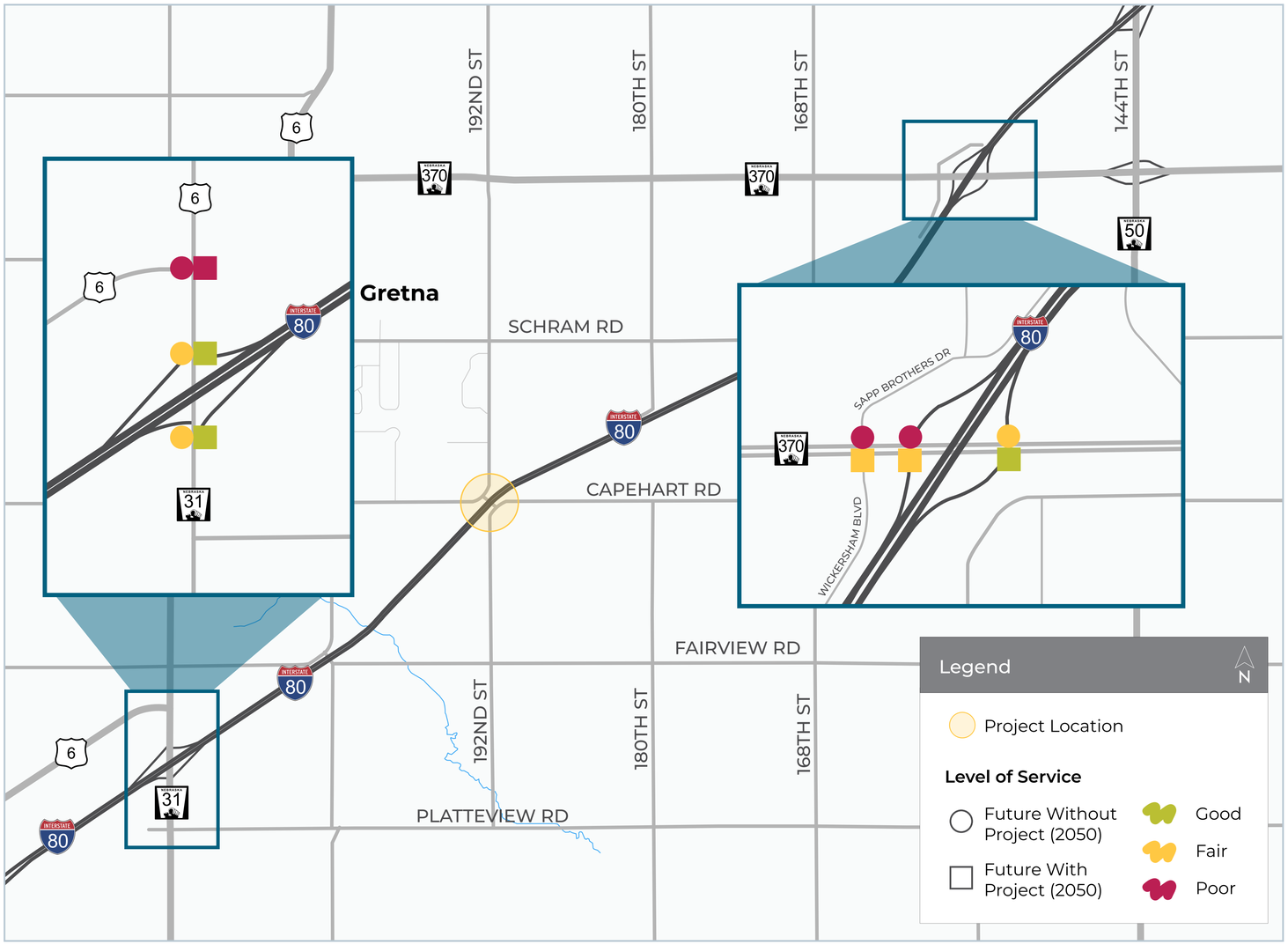
YEAR 2050 TRAFFIC OPERATIONS



Building a new interchange on I-80 at 192nd Street is expected to reduce vehicle delays at the I-80 interchanges with N-370 and N-31, resulting in “Good” or “Fair” operations during year 2050 peak hours.

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INTERCHANGE OPTIONS CONSIDERED

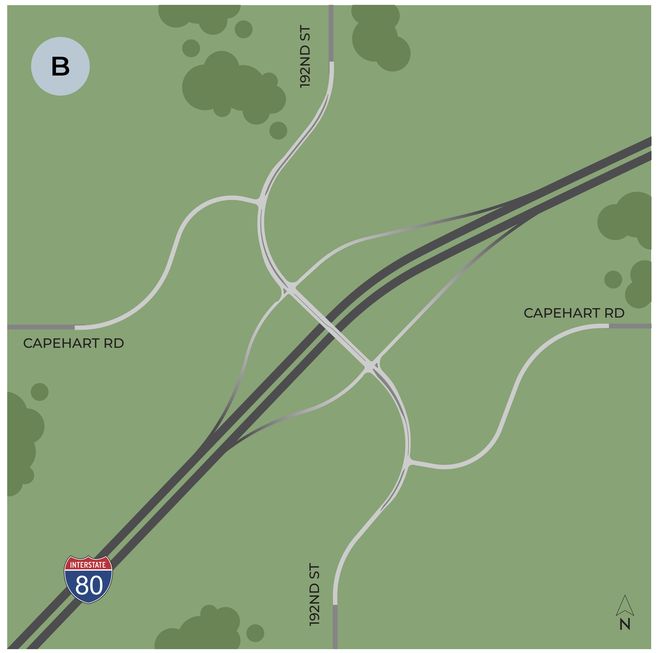
PRELIMINARY PLAN
NOT FINAL – SUBJECT TO CHANGE

These models are for viewing purposes only.

Diamond with Connected Roundabouts

Preferred Option

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.



Diamond with Signals

A traditional diamond interchange with Capehart Road slightly shifted and a wider bridge built in place of the current one.

Diamond with Roundabouts

A diamond interchange like option B, but with multi-lane roundabouts at the ends of the ramps and roundabouts at the Capehart Road intersections. This keeps the current bridge and adds a new bridge next to it.

Diverging Diamond Interchange (DDI)

A DDI design with Capehart Road slightly shifted. This keeps the current bridge and adds a new bridge next to it.

192nd Street Alignment Diamond

A standard diamond interchange with Capehart Road slightly shifted and a new bridge built along the 192nd Street alignment.

INTERCHANGE OPTION COMPARISON MATRIX

Interchange Option	A Diamond with Connected Roundabouts **Preferred Option*	B Diamond with Signals	C Diamond with Roundabouts	D Diverging Diamond Interchange (DDI)	E 192nd Street Alignment Diamond
Traffic Operations	−	✓	✓	✓	✓
Traffic Safety	✓	✗	−	−	✗
Walking & Biking Support	✓	−	✓	✗	−
Project Costs	✓	✗	−	−	✗
Land Impacts & Relocations	✓	−	✗	−	✗
Expandability Cost	✗	✓	✗	✓	−
Driver Expectancy/ Familiarity	✗	✓	−	−	✓

KEY

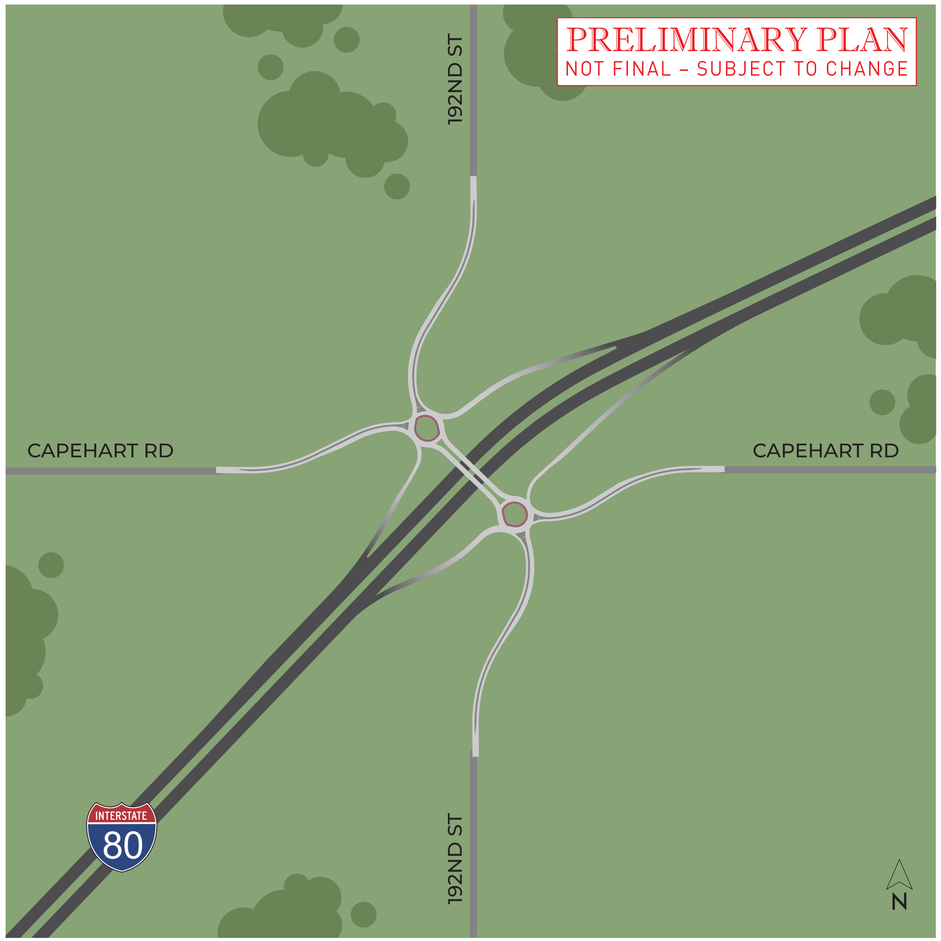
Category	Meaning	✗ Poor	− Fair	✓ Good
Traffic Operations	Predicted measure of traffic delay in future year 2050	Long delay	Some delay	Little delay
Traffic Safety	Number of predicted fatal or serious injury crashes at the interchange in future year 2050	More than 19	17–19	Fewer than 17
Walking & Biking Support	Number of pedestrian and/or bicycle crossings with potential vehicle conflict or uncommon movement	More than 19	18–19	Fewer than 18
Project Costs	Cost to complete engineering and utility work, buy land and construct the project	More than $50 million	$40 –$50 million	Less than $40 million
Land Impacts & Relocations	Amount of land needed and number of properties that may need to be relocated	More than 50 acres and more than 1 relocation	More than 50 acres and 1 relocation	Less than 50 acres and 1 relocation
Expandability Cost	Cost to widen or expand the interchange in the future	Not practical to expand	More than $4.5 million to expand	Less than $4.5 million to expand
Driver Expectancy/ Familiarity	How easy the interchange is for drivers to understand and navigate	Difficult to understand and navigate	Somewhat unfamiliar but manageable	Easy to understand and navigate

PREFERRED – 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



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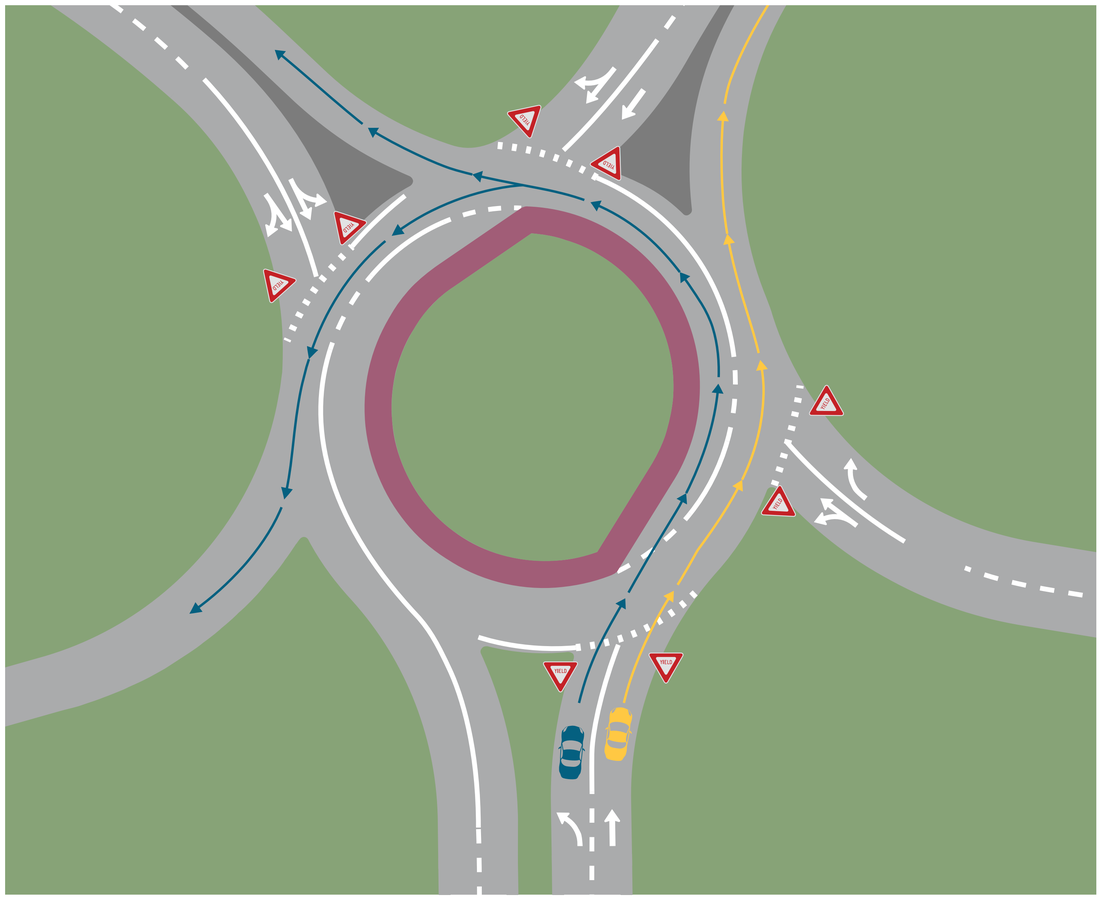
MULTI-LANE ROUNDABOUTS



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.

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.

More information?
Visit ndot.info/RAB

Sample signage

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POTENTIAL IMPACTS

The proposed project requires the acquisition of additional property rights, which could include new:

- Right-of-way (ROW)
- Control of access (CA)
- Permanent easements (PE)
- 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.

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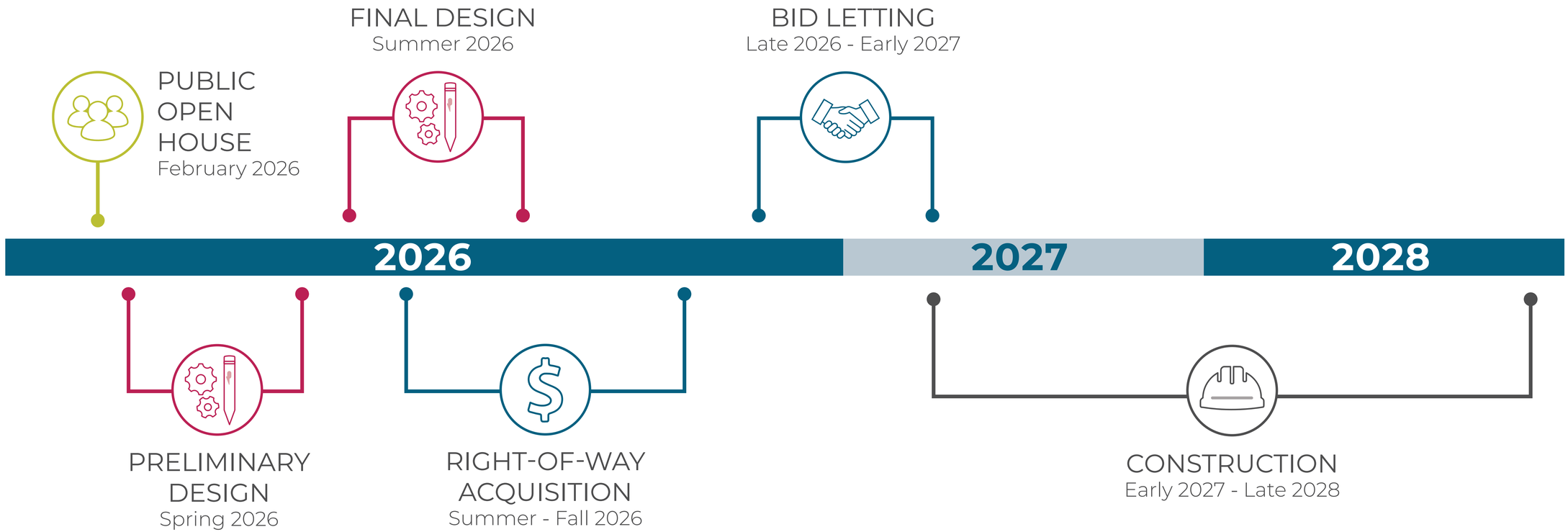
ANTICIPATED SCHEDULE & COST

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.



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FEEDBACK

Learn more about the proposed project at **ndot.info/22917**.

SCAN ME!

No internet access?
Contact Tom or visit NDOT:
4425 S 108th St
Omaha, NE 68145

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

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