

# NEBRASKA

## INTERSTATE HIGHWAY 80 OMAHA-LINCOLN



**NEBRASKA DEPARTMENT OF ROADS**  
**AUGUST 11, 1961**

# THE INTERSTATE HIGHWAY . . .

## . . . A Joint Venture

The opening of the Omaha-Lincoln segment of the Interstate Highway marks a great day in the history of Nebraska.

The two cities were linked first by Indian trails and wagon ruts, then by the railroad, and later by primitive gravel roads. Each new means of travel and each new route that was developed, brought these cities closer together, so that a trip that once took the better part of a day, is now timed in minutes.

Nebraska's two largest cities are now joined by 50 miles of broad highway designed to the most modern standards for safe and fast travel. Because it is built for future traffic volumes the highway will be modern for many, many years, thus protecting the investment we are making in our new highways.

Dozens of dedicated highway engineers and other hard working Nebraska citizens have spent countless hours in planning the highway. Others have been very busy in building the bridges and roadbed, laying concrete and constructing shoulders, erecting signs and planting shrubbery. We have thousands of people to thank for our beautiful new highway—and not the least of these is Mr. Average Motorist who has contributed his dollars through highway-user taxes. It is a joint venture, and we all stand to gain a great deal in dollars saved, lives saved, and time saved.



GOVERNOR FRANK MORRISON



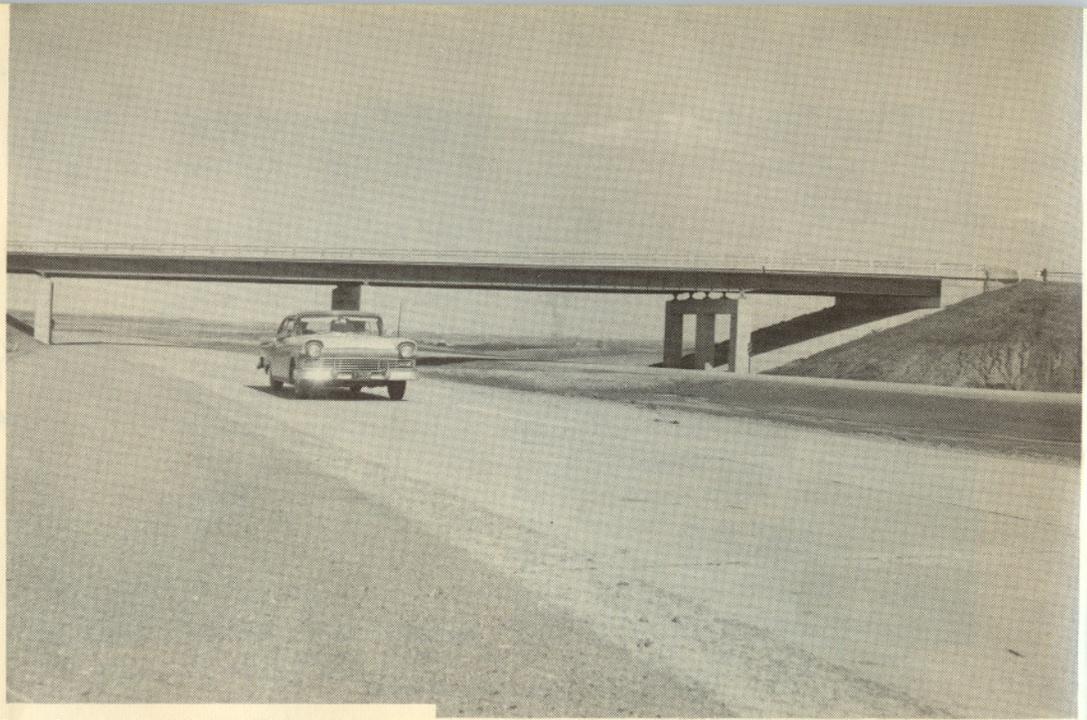
STATE ENGINEER JOHN HOSSACK

Governors, State Engineers, and a multitude of other highway engineers; Advisory Highway Commissioners, contractors, materials suppliers, labor, highway users, and the weather—all cooperated to bring about the successful completion of this new road.



NEBRASKA HIGHWAY ADVISORY COMMISSION





The new THEN is replaced by the new NOW. Through the years equipment, motor vehicles and roads evolve into things of beauty, safety, and efficiency.



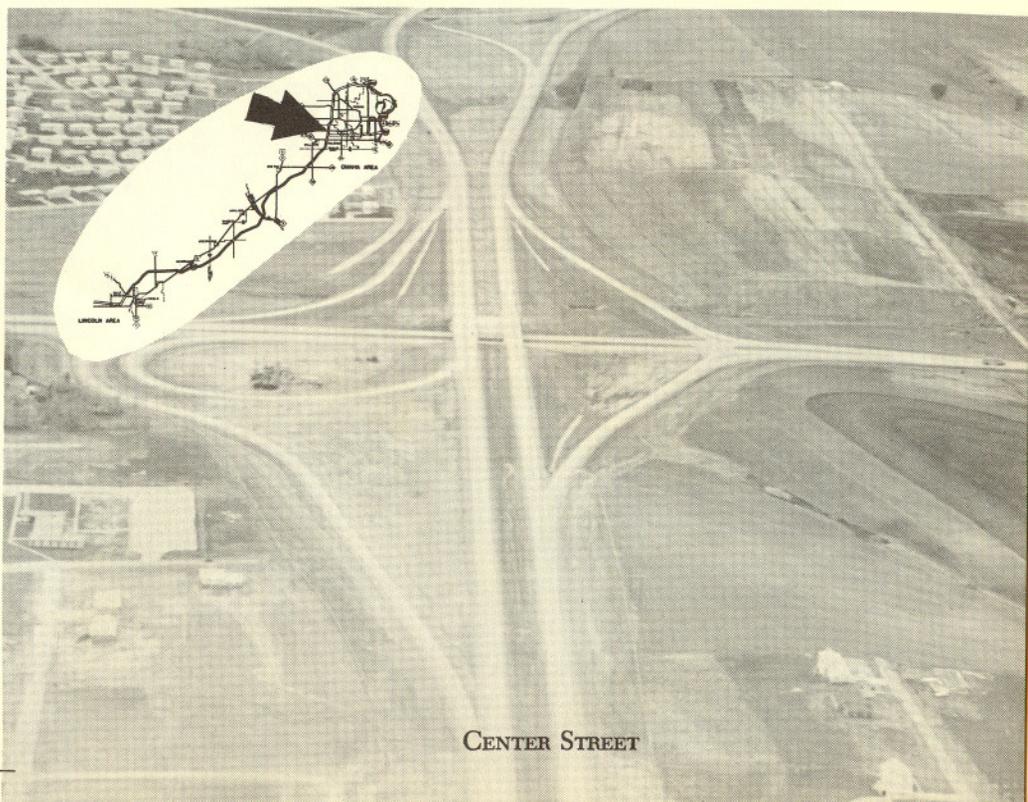
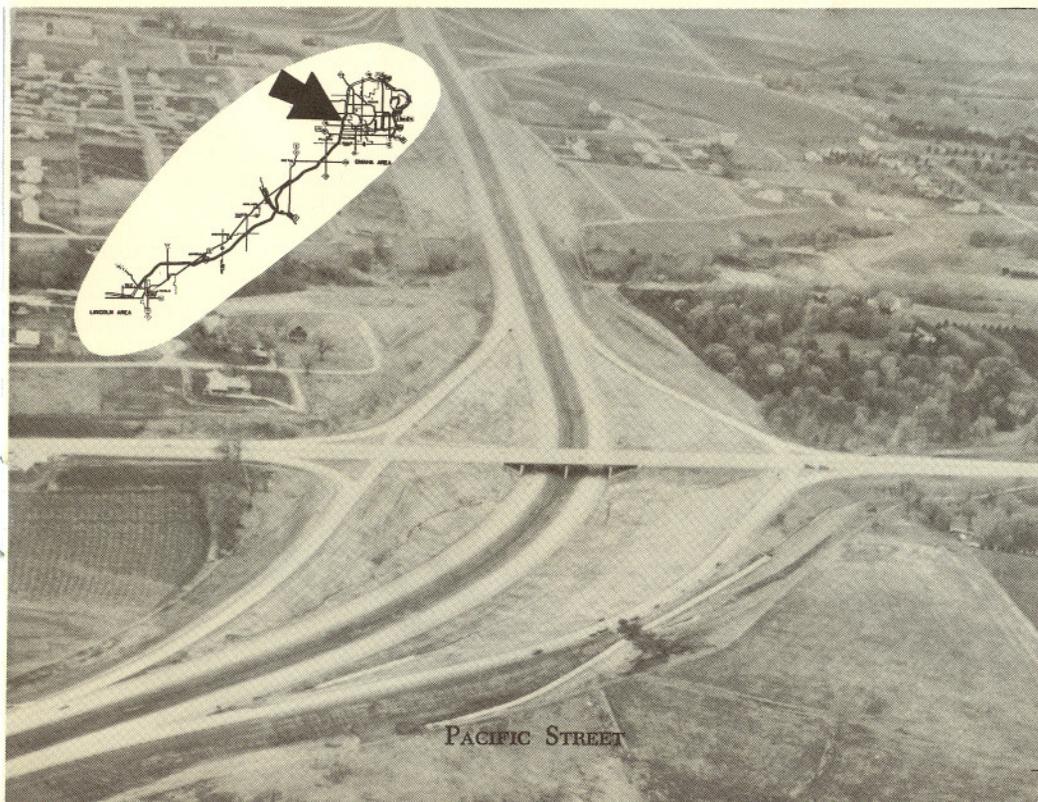
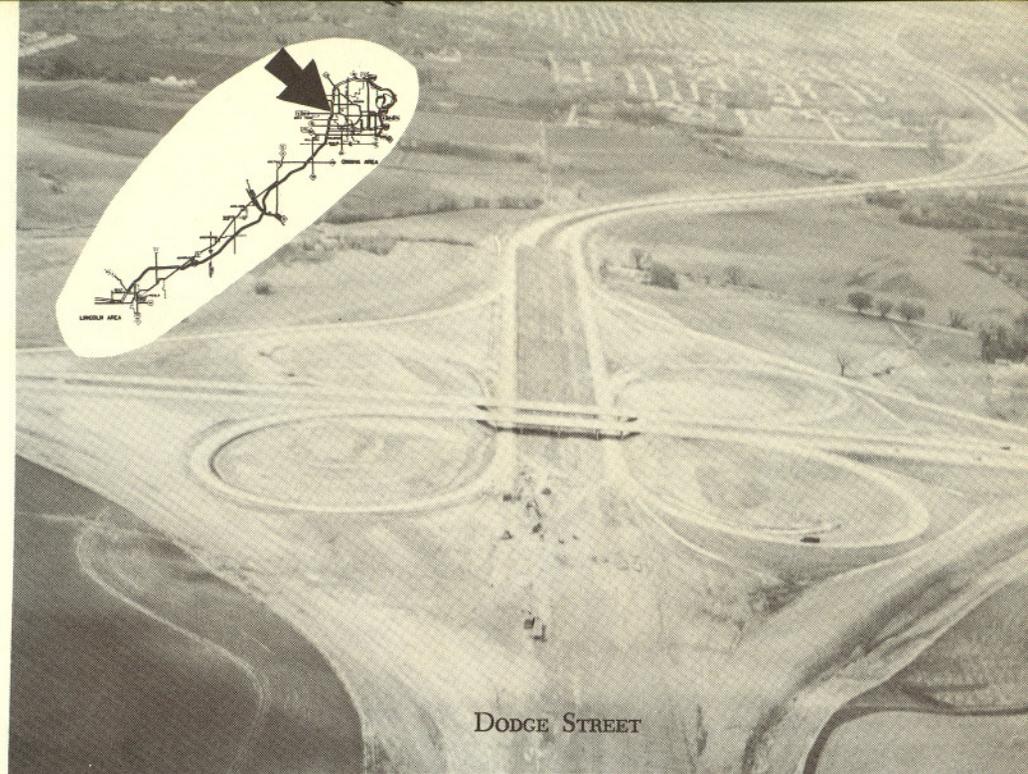
*Cutting Back Slopes,  
Hall County Federal Aid Project #7*

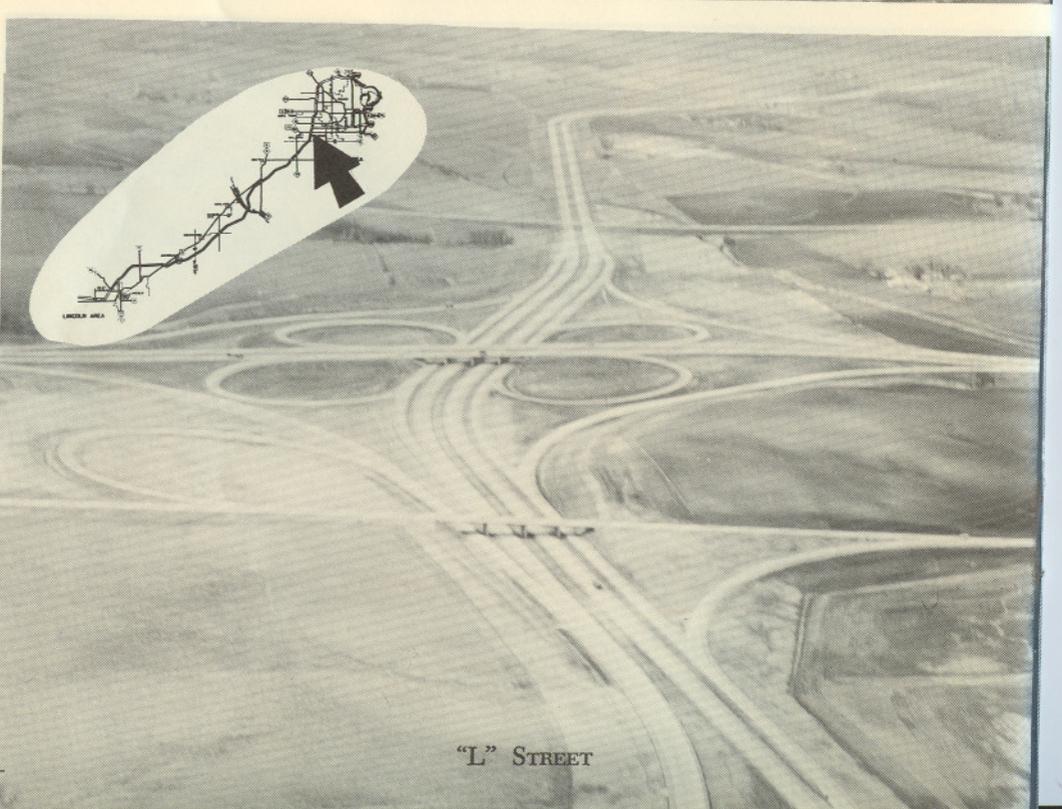
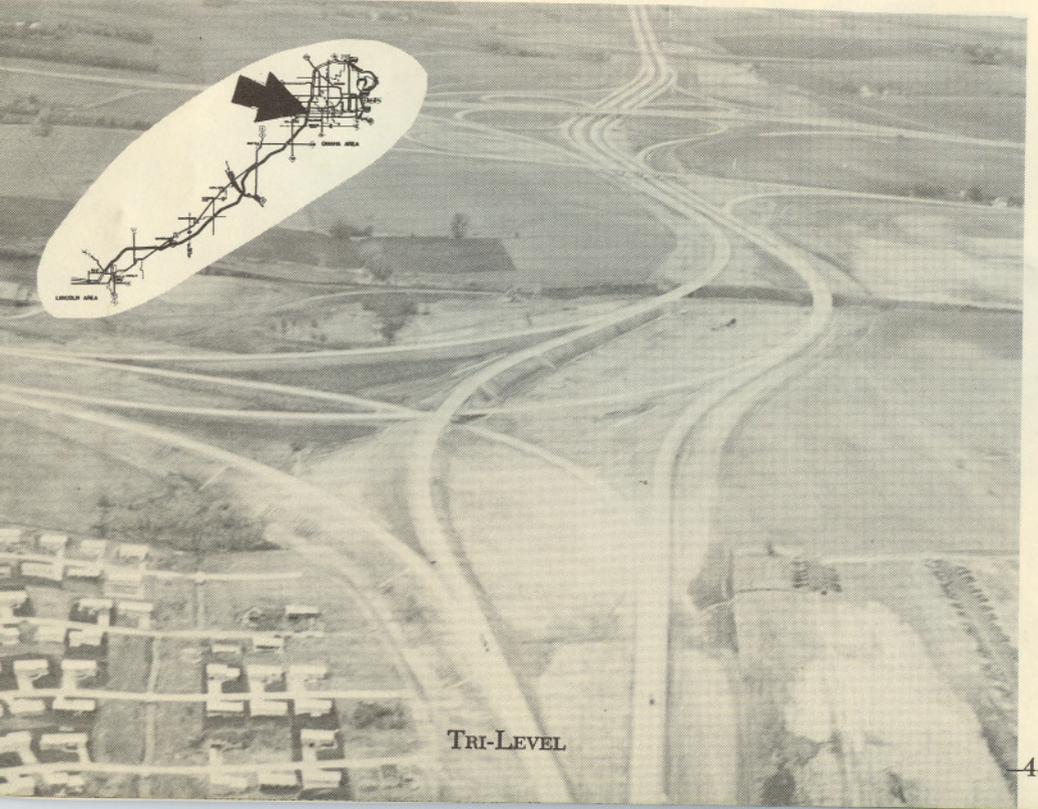
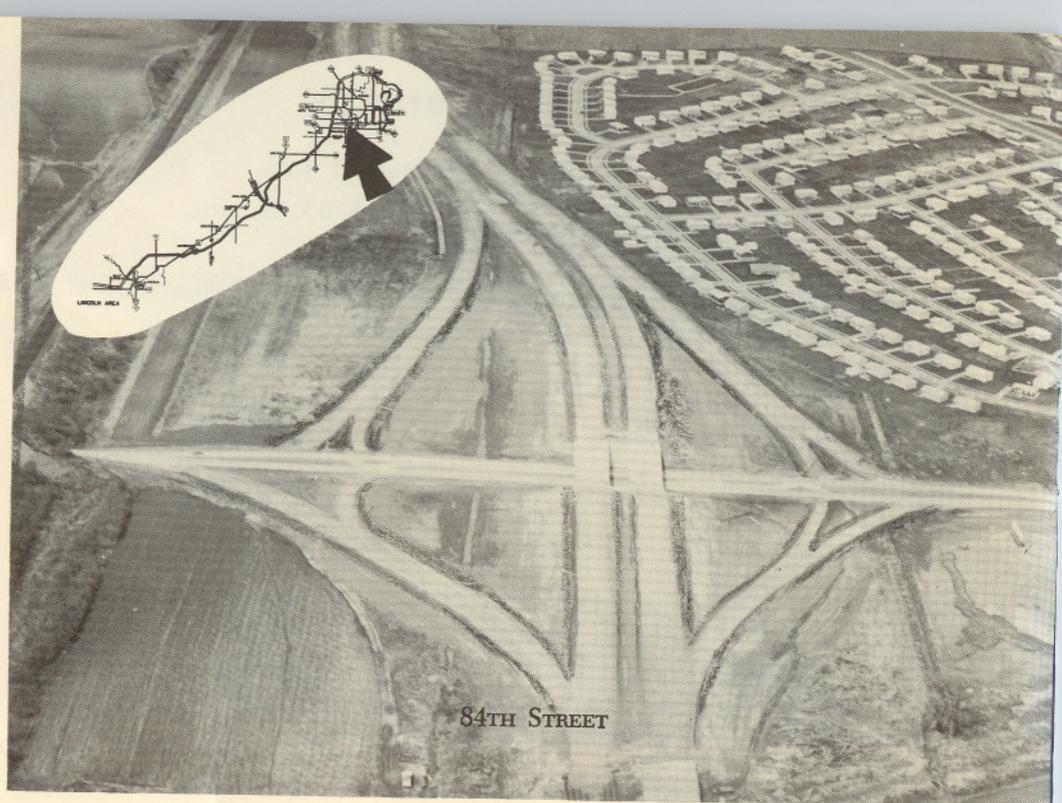
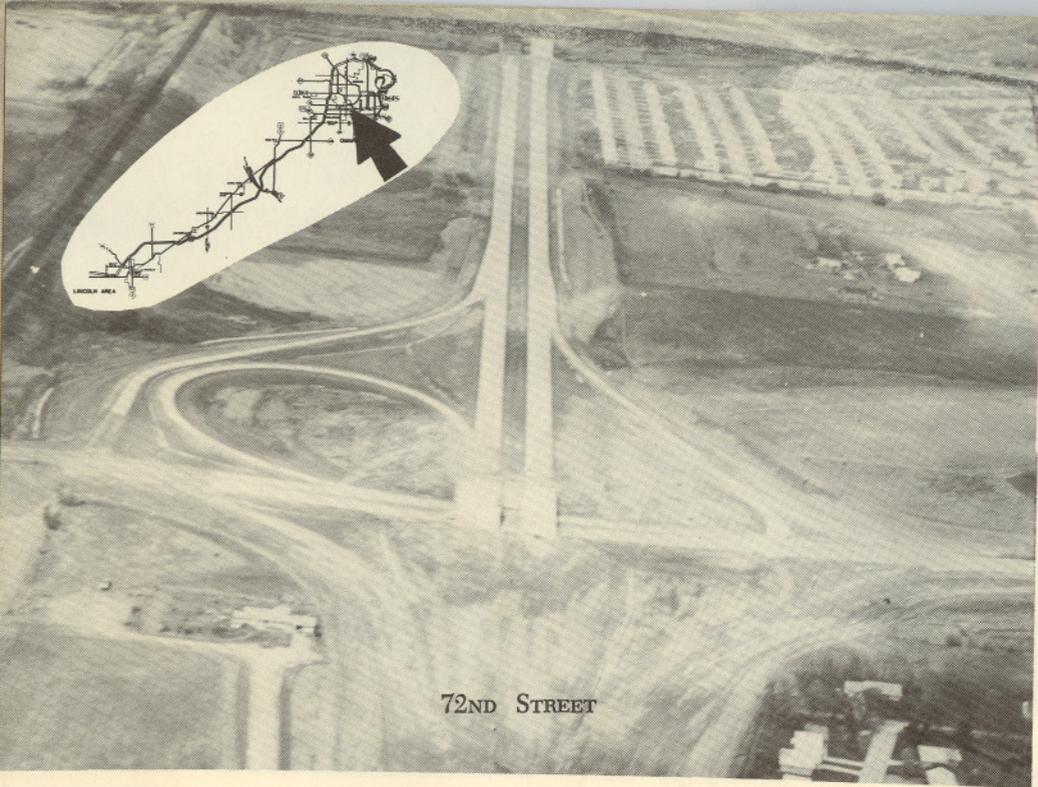


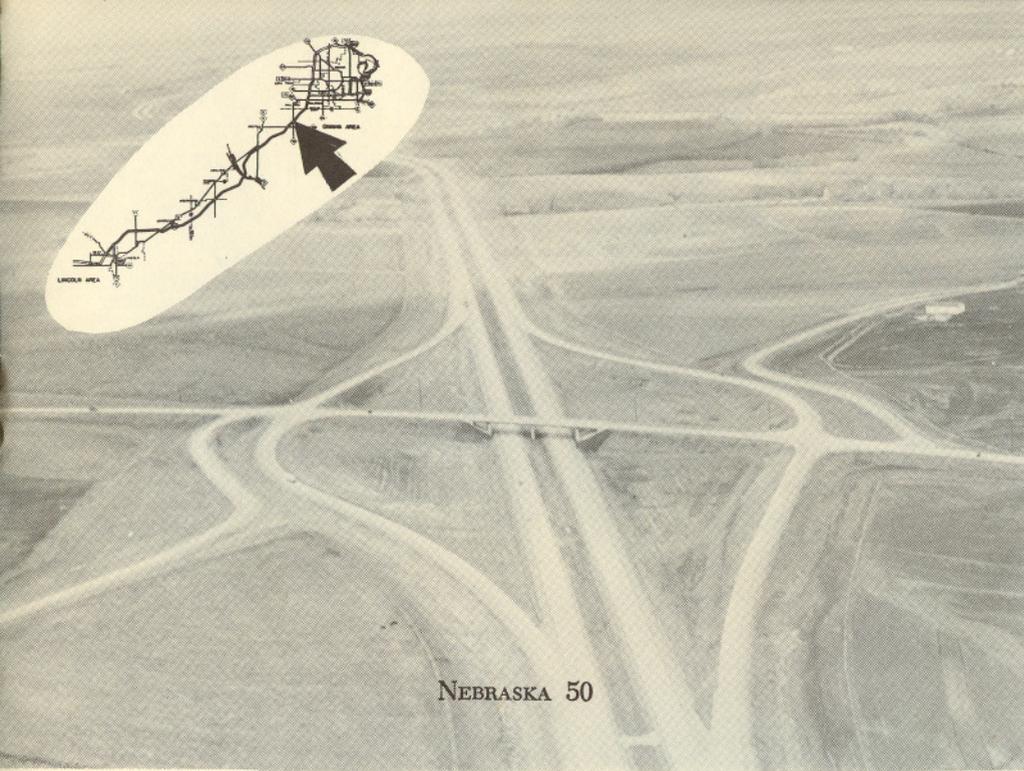
# Interstate Statistics

Date First Contract Let	June 6, 1957
Excavation	21,353,000 cu. yds.
Number of Contracts	110
Number of Contractors	30
Length of Bridges	22,795 feet
Number of Bridges	96 (23 twin and 50 single)
Concrete Paving	501,116 cu. yds.
Grand Total Cost	\$ 42½ million
Cost R. O. W.	\$ 5,723,000
Cost Grading	\$ 5,389,000
Cost Pavement	\$12,108,000
Cost Bridges	\$13,028,000
Cost Culverts	\$ 1,945,000

Remaining cost in paving shoulders, fence, signs, seeding, preliminary and construction engineering, design, detours, guard rail, lighting, soil conservation, and similar items.



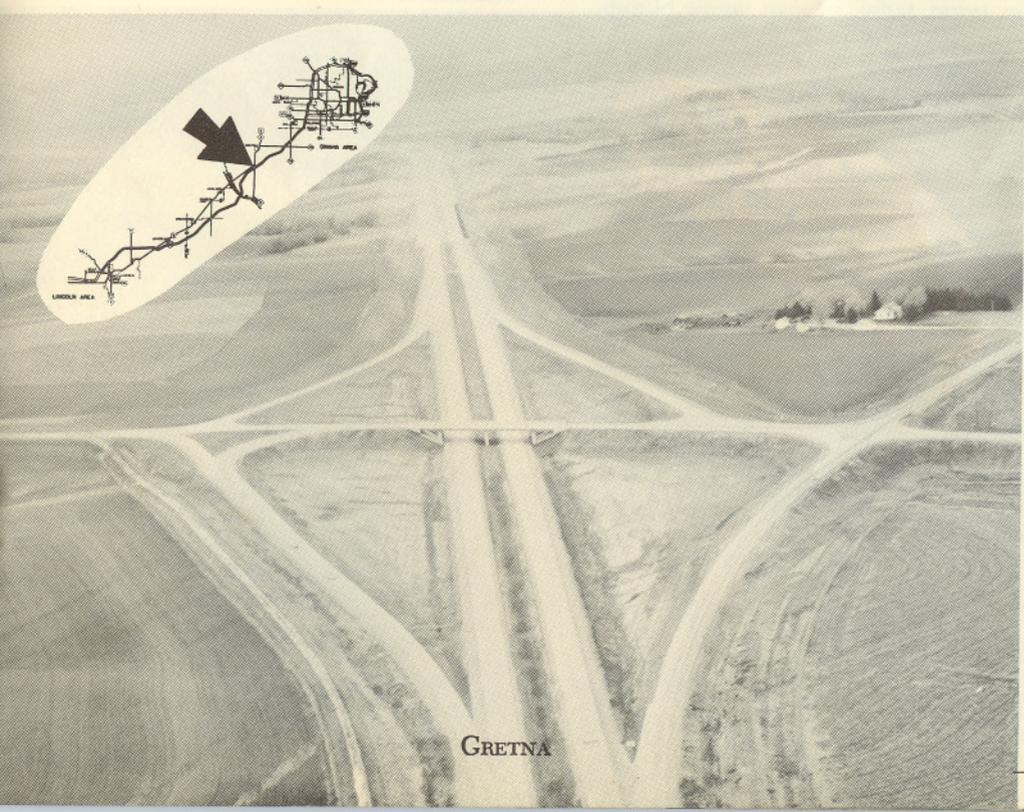




NEBRASKA 50



NEBRASKA 370



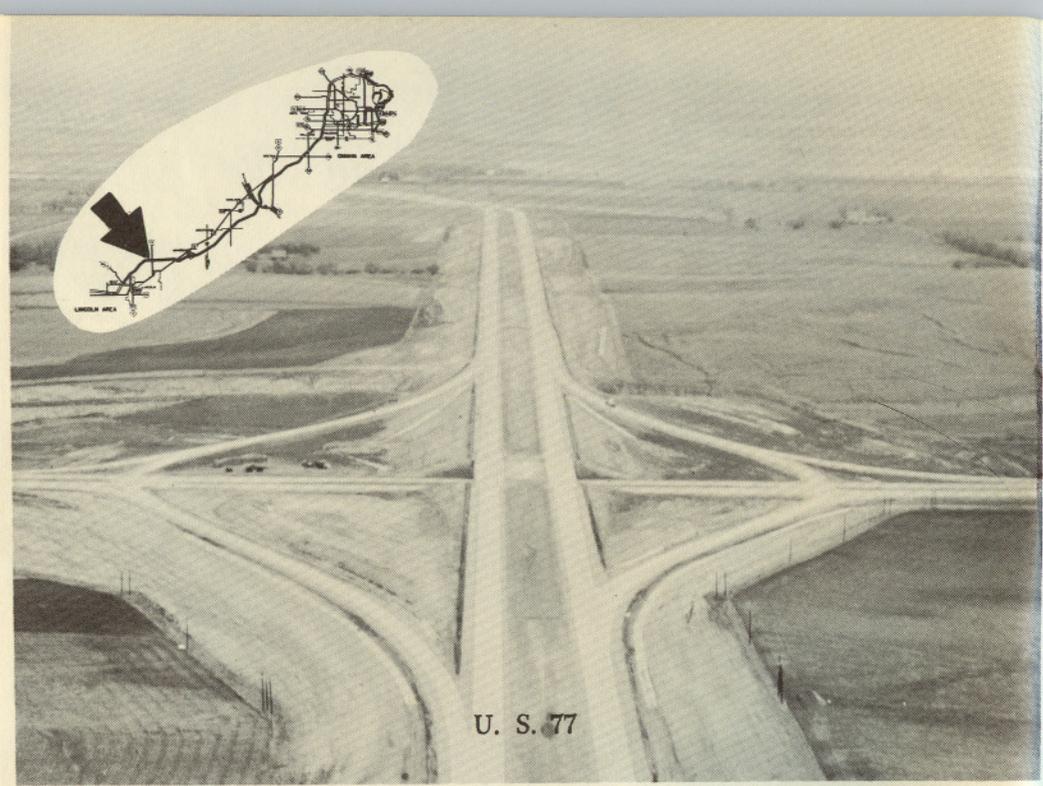
GRETNA



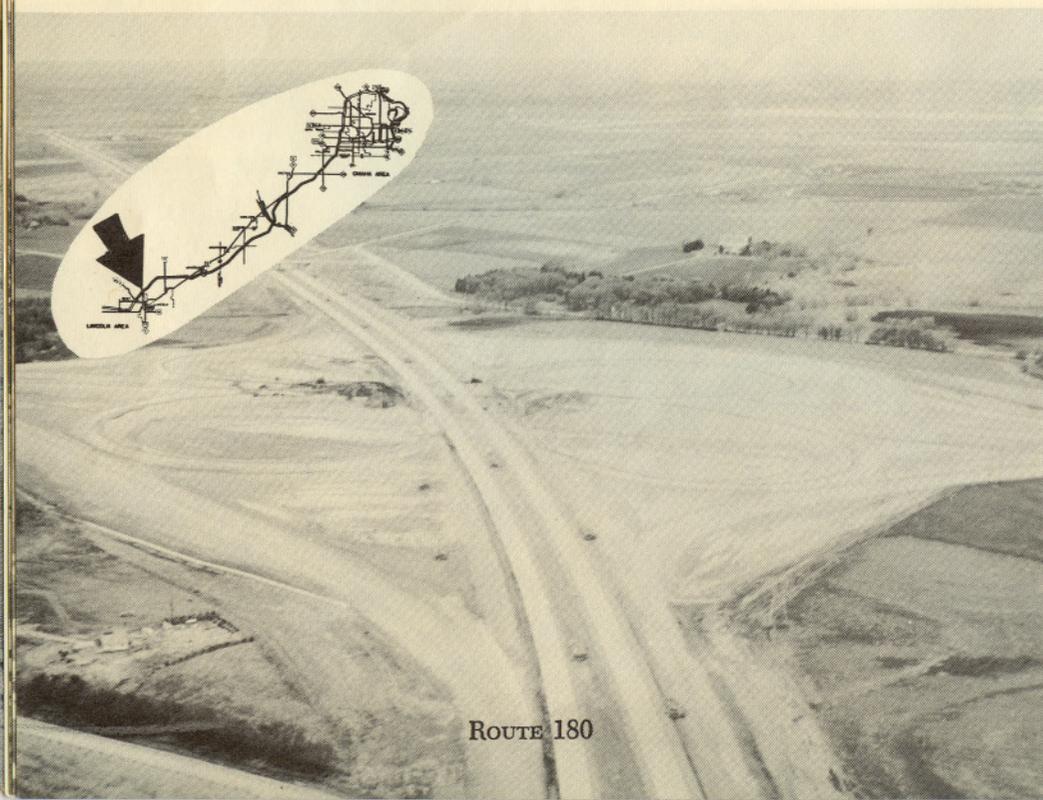
GREENWOOD



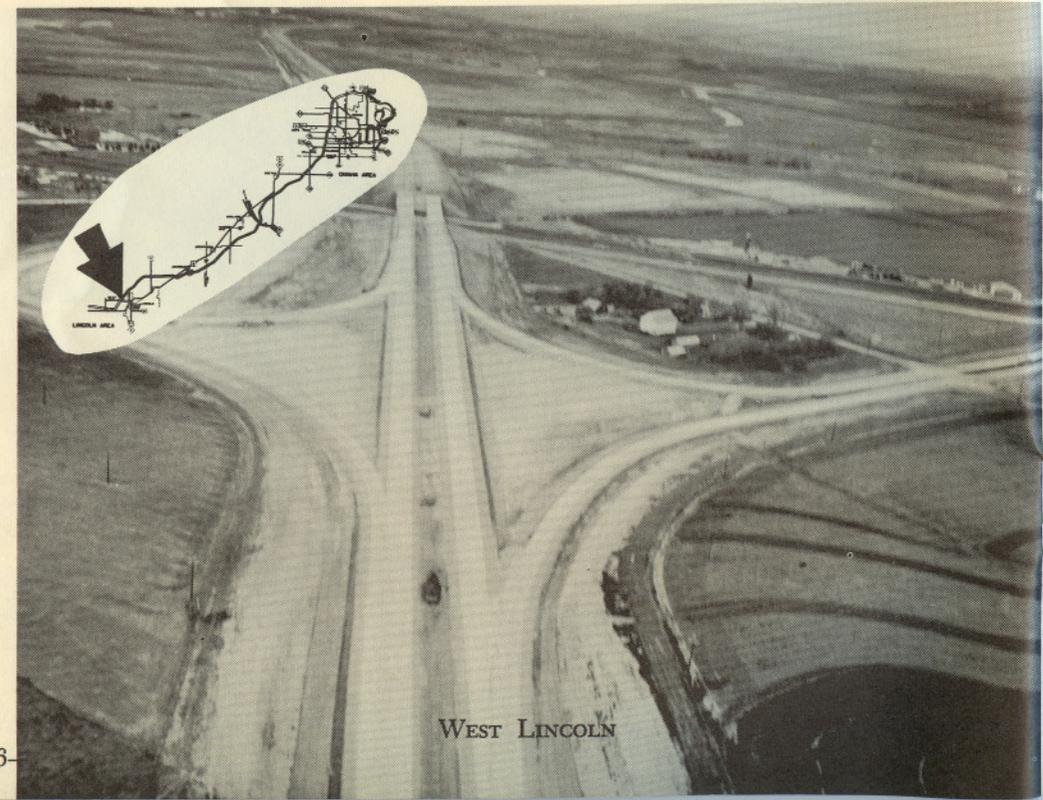
WAVERLY



U. S. 77



ROUTE 180



WEST LINCOLN

KEEP  
OFF  
BLACK  
SURFACE

NO  
RIGHT  
TURN

NO  
LEFT  
TURN

JCT  
INTERSTATE  
NEBRASKA  
80

SPEED  
LIMIT  
75  
MAX

## Driving On The Interstate Highway

SPEED  
LIMIT  
40  
MIN

will be a new experience for many motorists. One of the first things you will notice is the absence of stop signs, traffic signals, narrow bridges, steep hills, and sharp curves. You will notice especially that there is no traffic crossing the highway at your level. Bridges take cross-traffic over or under the Interstate. Carefully designed interchanges allow traffic to move onto and off the Interstate roadway safely on ramps and loops. Vehicles join and leave the main stream of traffic gradually, easing in and out of traffic lanes smoothly.

There are several DO'S and DON'T'S that motorists will want to remember:

DO—keep your speed up to at least 40 mph. Not only is it now the law, but also slower speeds increase rear-end collisions. Do keep speed below 75 mph.

DON'T—stop in traffic lanes. It has been done, but not successfully. DO stop on paved shoulders in an emergency.

DO—plan exits ahead of time. As you approach the interchange you should know exactly what ramp or loop you will use that will take you where you want to go.

DON'T—weave in and out of traffic lanes. Ordinarily, the slower traffic will use the right-hand lane; if you must change lanes to pass or to move to the correct lane for exit, DO signal and DO make lane changes with caution.

DO—read and heed the signs. To ignore the rules of the road is toying with the law. And a life. Maybe yours.

DO—check your rear view mirror before you change lanes, and glance over your left shoulder. Another vehicle may be hidden in a blind spot.

DO—have your vehicle in good mechanical condition and yourself in good mental and physical condition.

KEEP  
OFF  
MEDIAN

RAMP  
SPEED  
30

NO  
U  
TURN  
ANYWHERE

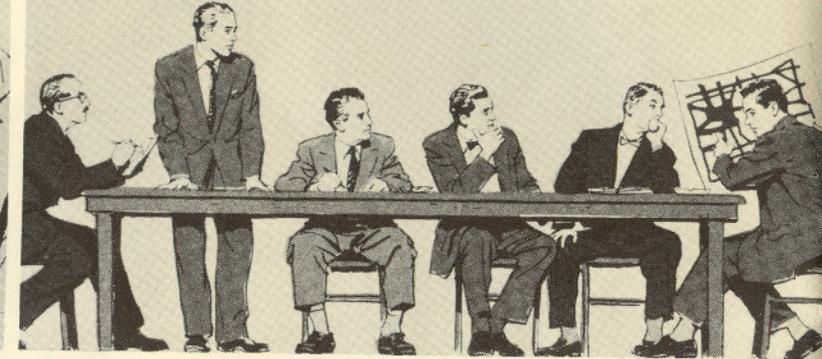
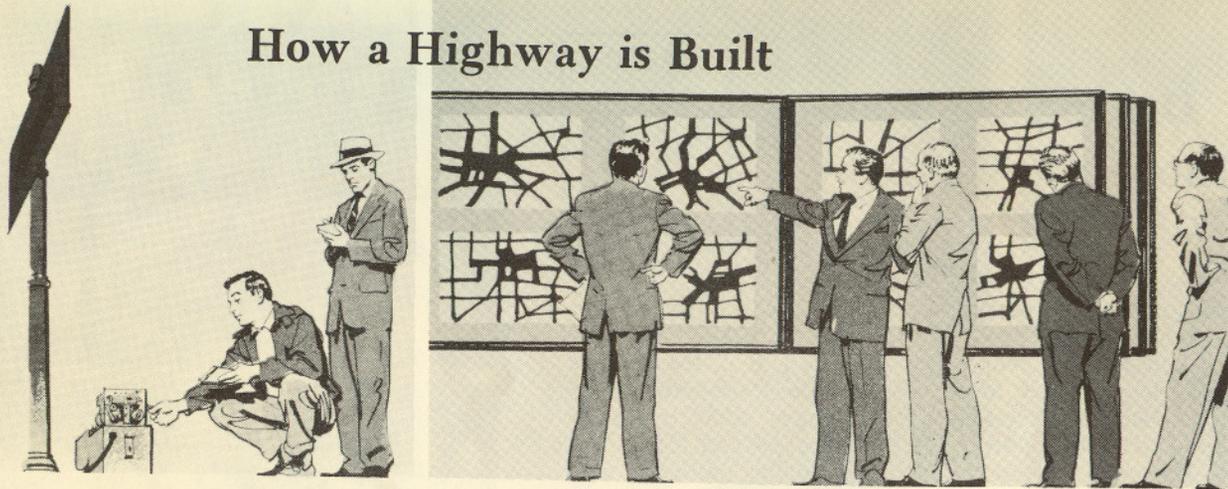
Center St.  
EXIT 1/2 MILE

EXIT  
→

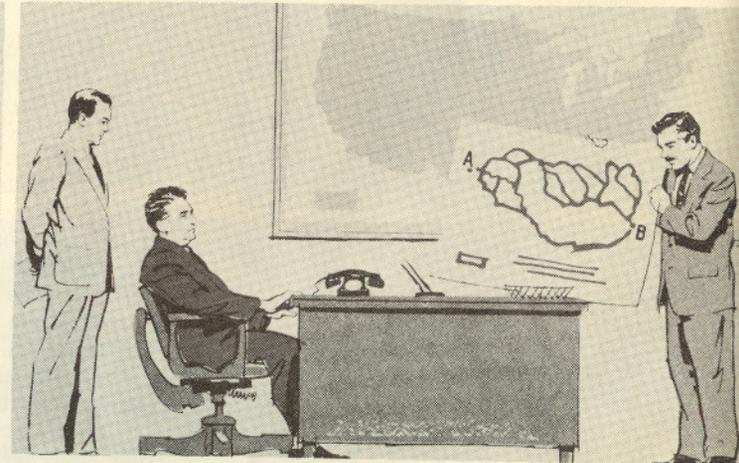
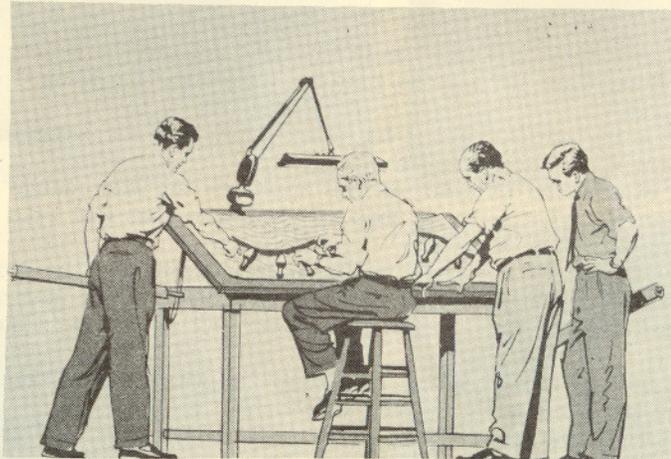
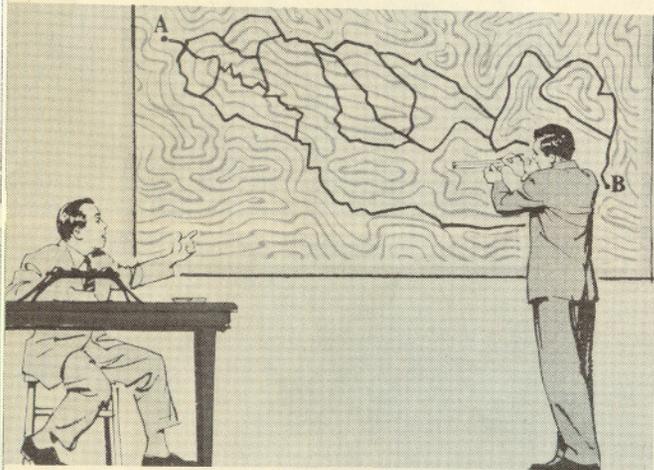
MERGING  
TRAFFIC  
YIELD  
RIGHT  
OF  
WAY

MERGING  
TRAFFIC

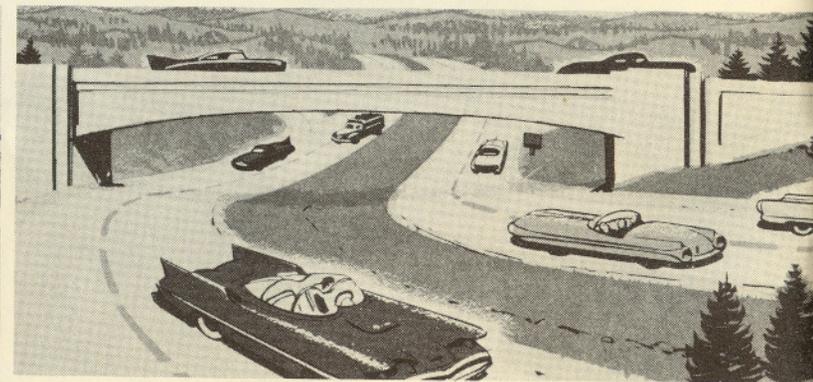
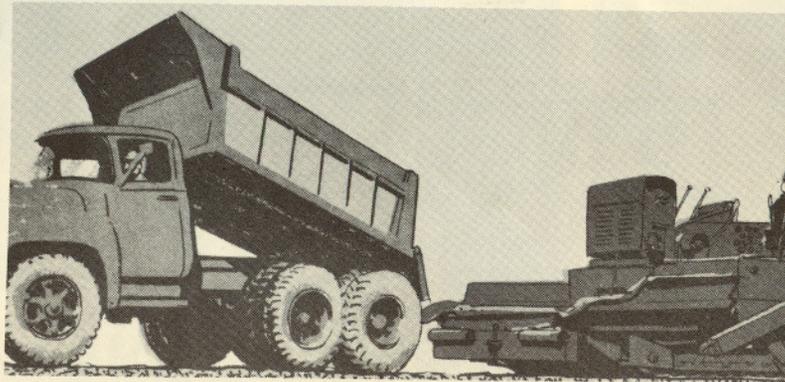
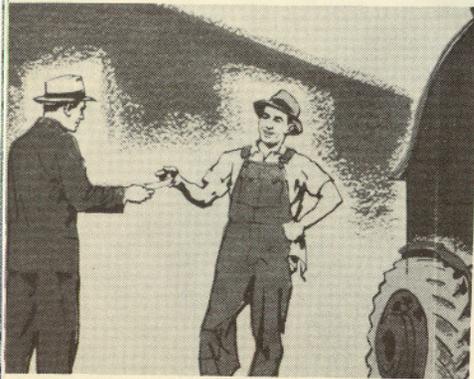
# How a Highway is Built



Traffic counts give information . . . for traffic flow maps . . . and highway engineers pick possible routes.



Alternate routes are studied . . . designers draw profile and construction features . . . Department engineers submit plan to U. S. Bureau of Public Roads.



After hearing and final approval, agents of the Highway Department buy land for right of way . . . construction work follows . . . and finally, a beautiful new highway is ready for use.

# STATUS OF NEBRASKA'S INTERSTATE HIGHWAY

