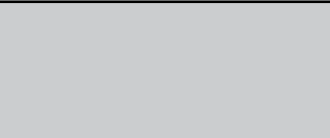




I-35/I-80/I-235 Northeast Mixmaster
System Interchange Transformation
2026 Update

   August 26, 2026



01 Project History
02 Build Alternative
03 Stage 3&5 Construction
04 Beyond the Program

01 Project History

PROJECT PURPOSE & NEED



IOWA DOT

HR

PROJECT APPROACH

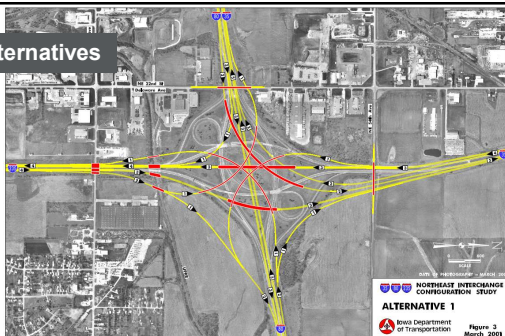
Guiding Principles

- NB-235 to WB-80 loop remain in place
- Prioritize Movements on I-80, I-35 & I-235
- Mainline movements 70mph - directional ramp
60mph design speed
- Maintain 6 basic lanes in core of the interchange
- Lane balance provided for all mainline movements

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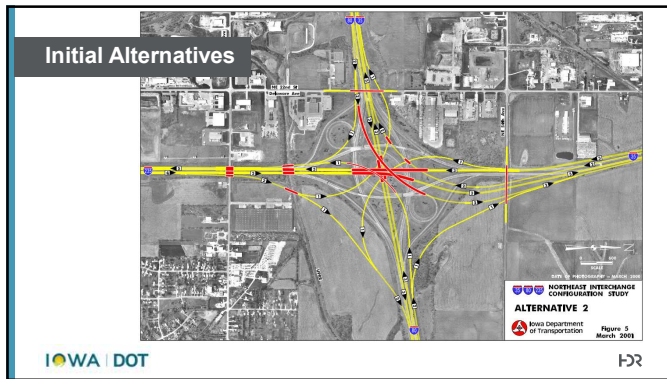
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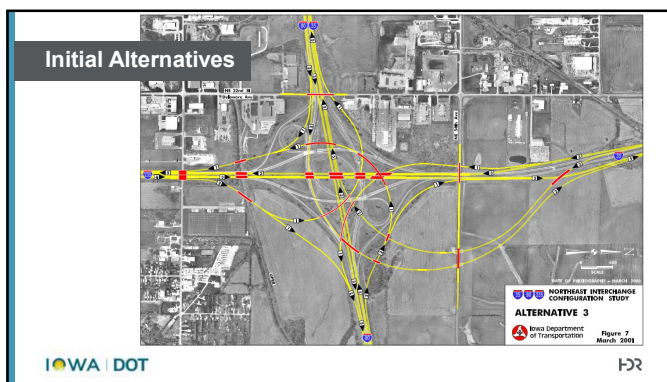
Initial Alternatives

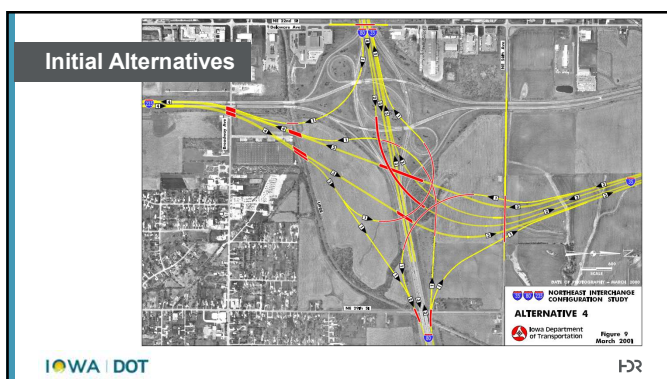


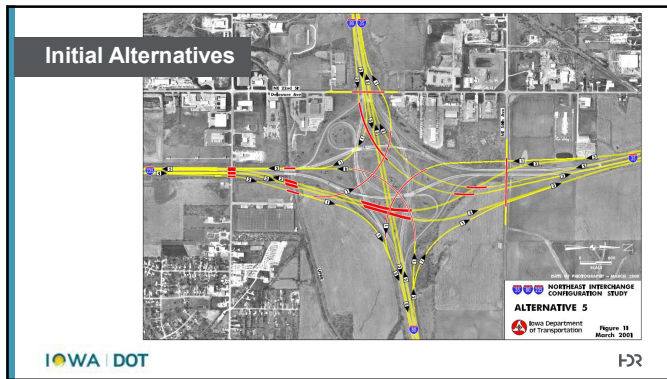
IOWA DOT

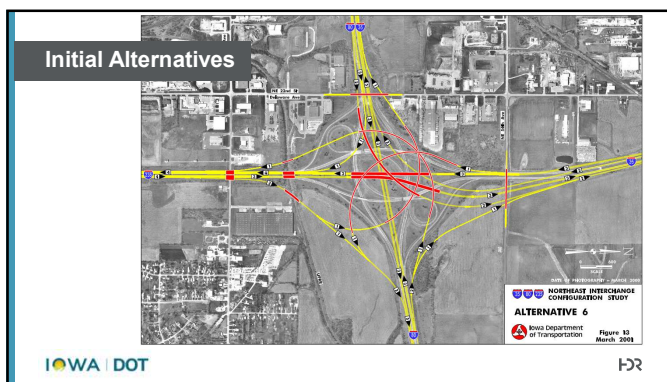
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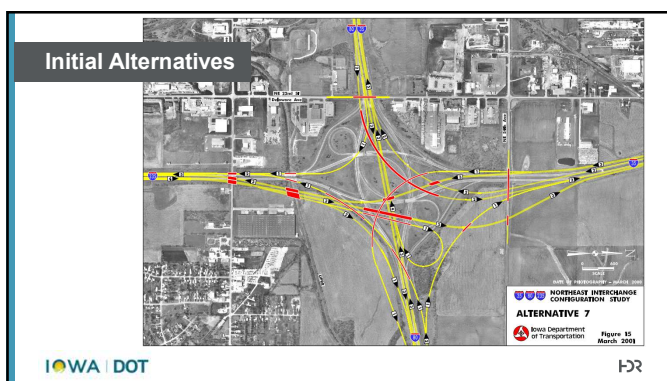


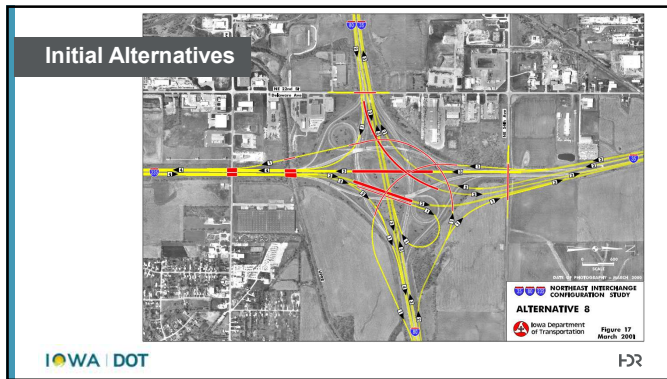


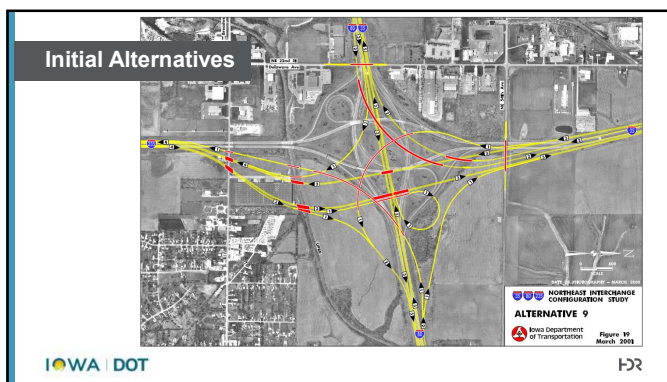


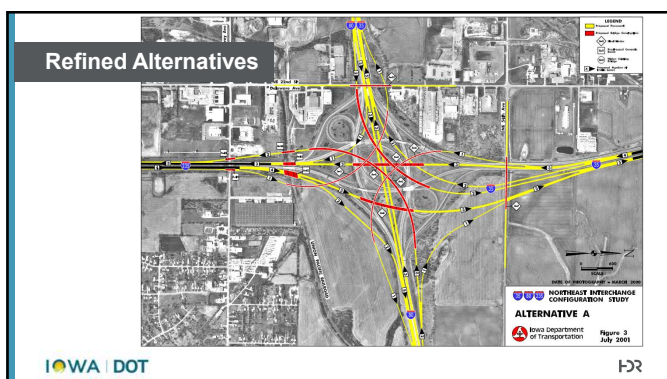


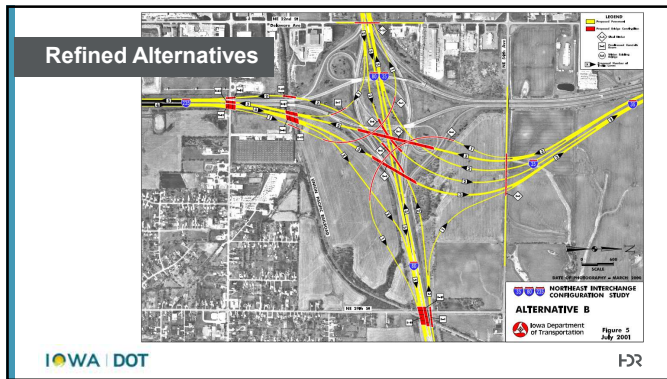


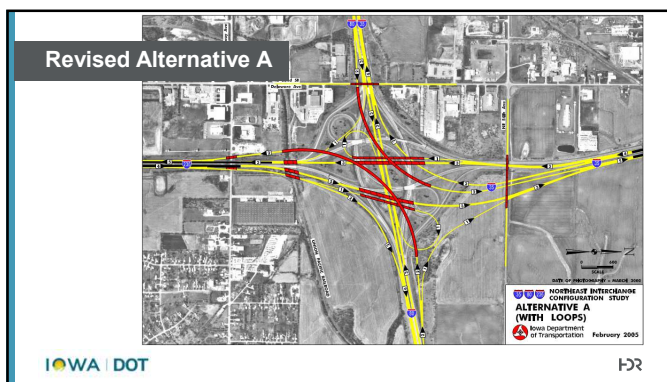


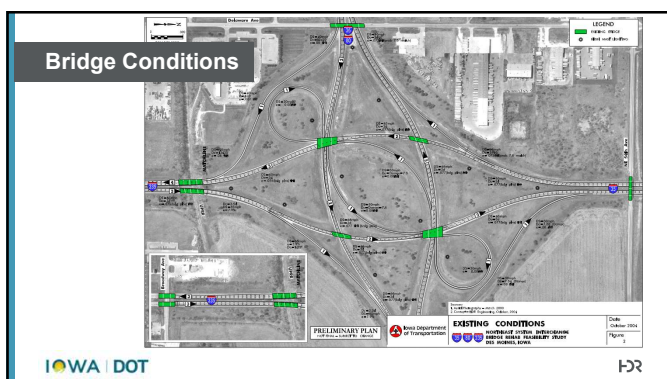


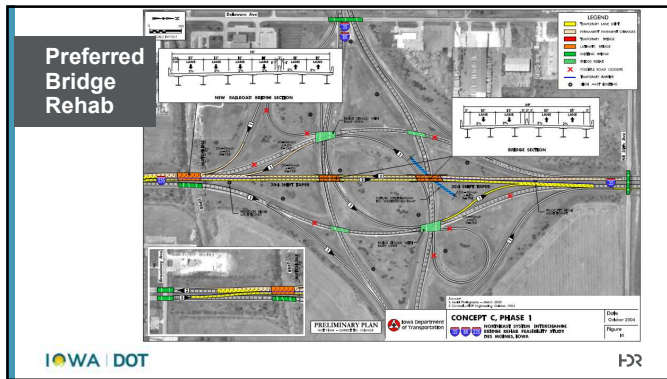




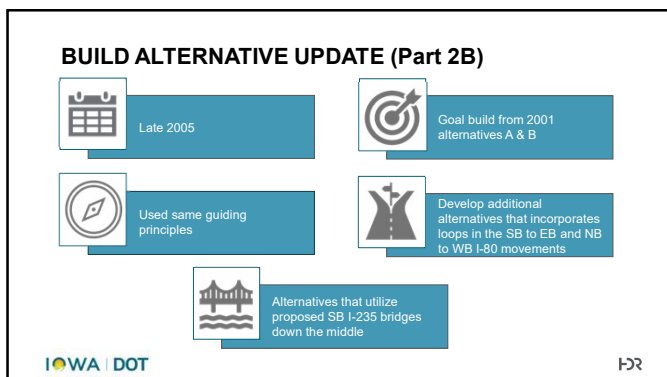


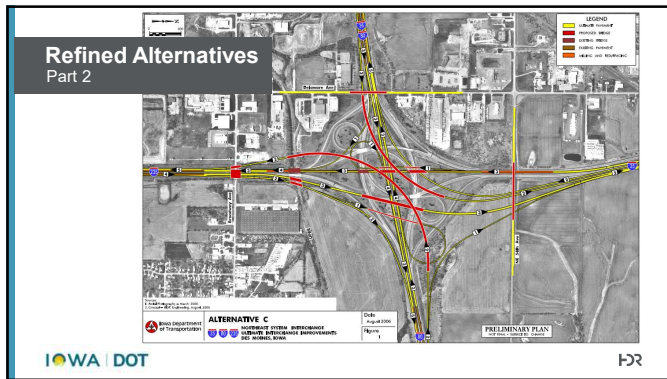


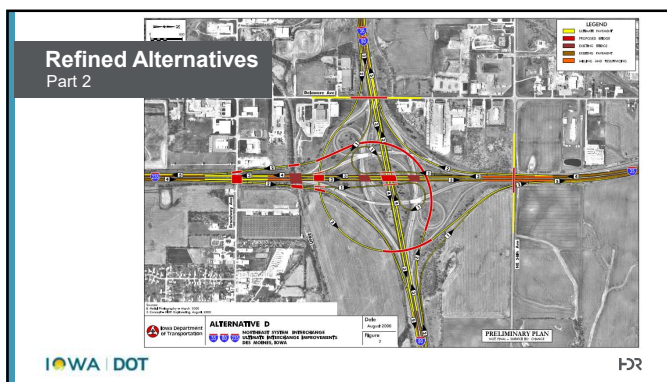


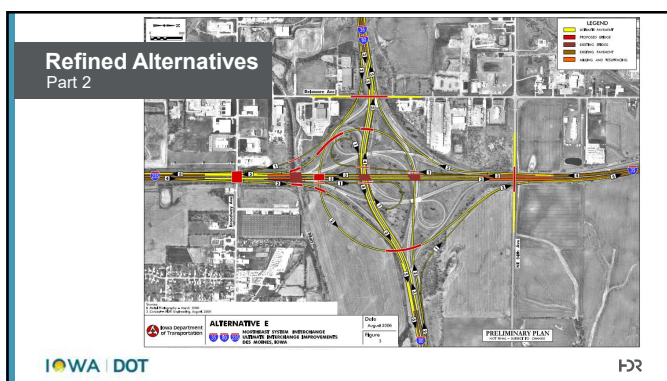


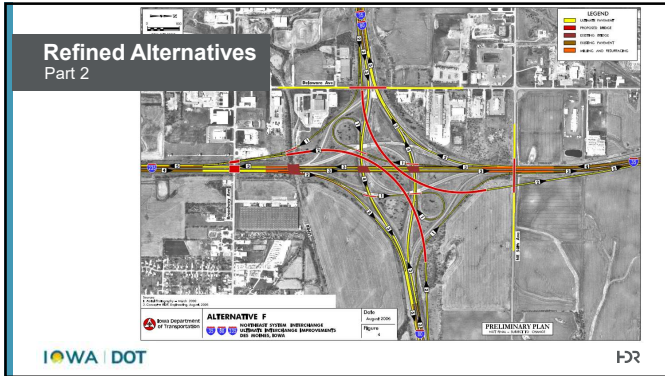








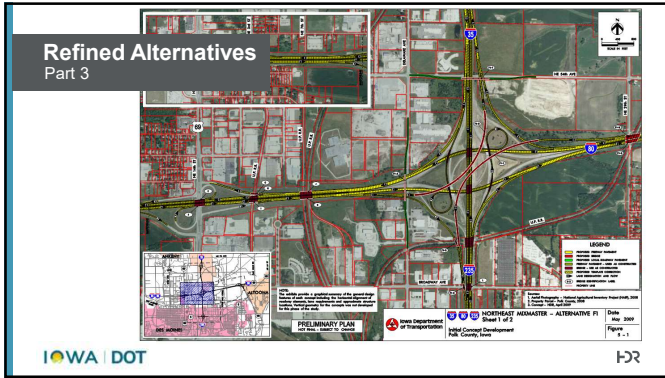


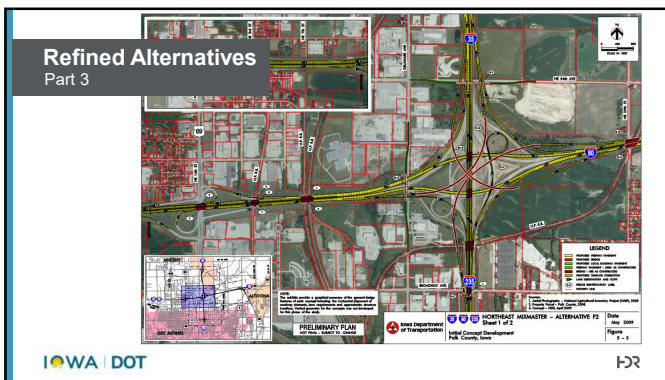


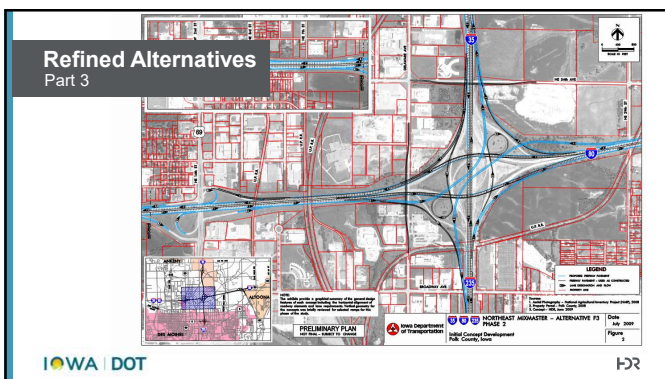


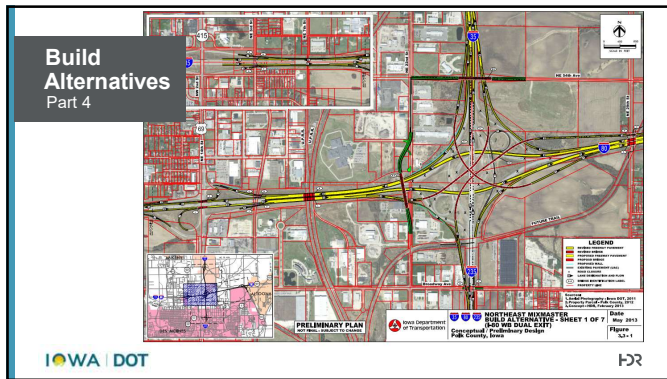
BUILD ALTERNATIVE UPDATE (Part 3)

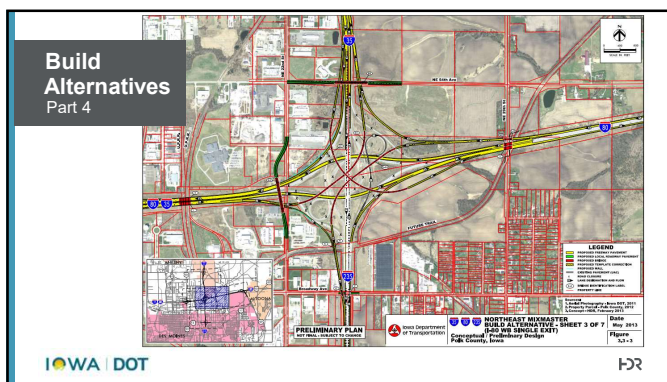
- 2008
- Development pressure in the SE quadrant
- Alternatives developed in 2005 were 2D only – additional detail
- Build off previous Alternative F
- Utilize the 6 new ramp bridges and I-235 bridges over 80 into future build as much as possible
- Consider staging in the geometrics to be phased over time due to funding
- Goal to have Corridor Preservation Zone established
- Due to increase in traffic Build Alternative to accommodate future expandability
- 5 basic-lanes in each direction on all four legs (does not include auxiliary lanes)
- 4-lanes in each direction on I-80 in core of the interchange
- 3-lanes in each direction on I-235 in core of the interchange
- 2-lanes on all flyover ramps
- Flipped shoulder width for inside shoulder to be wider and maintain sight distance in the curve on the bridge

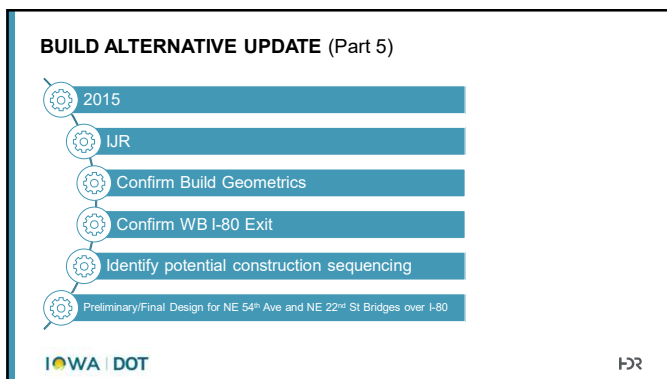


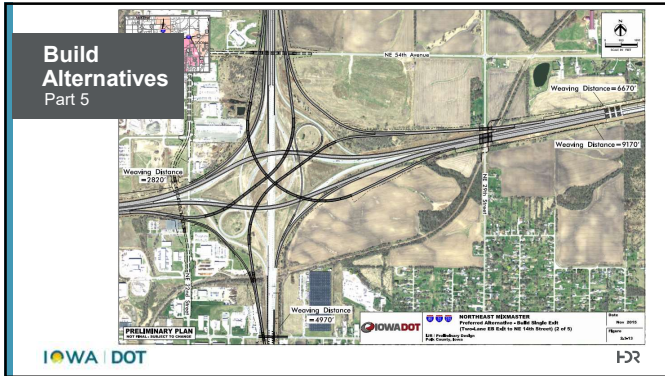












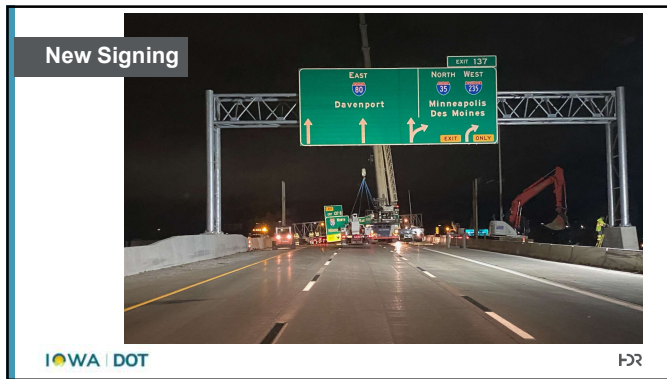


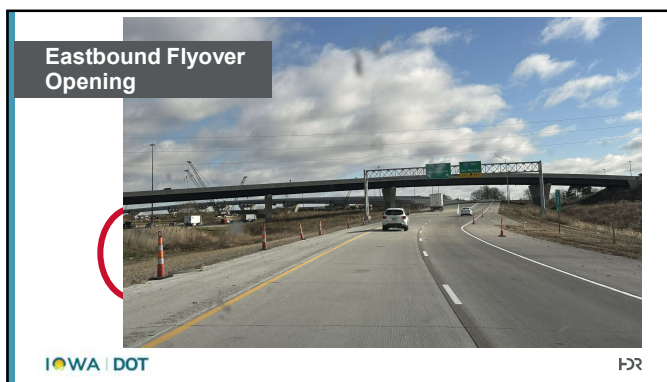




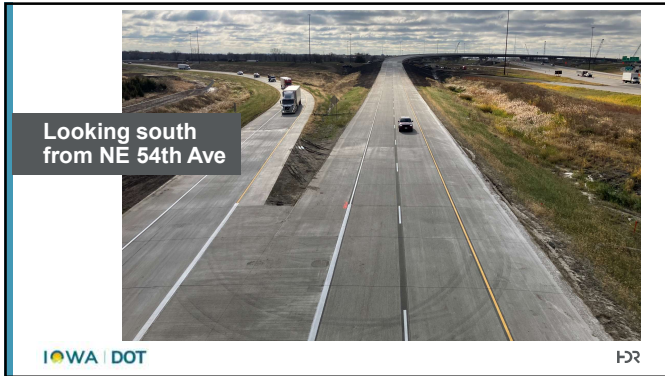


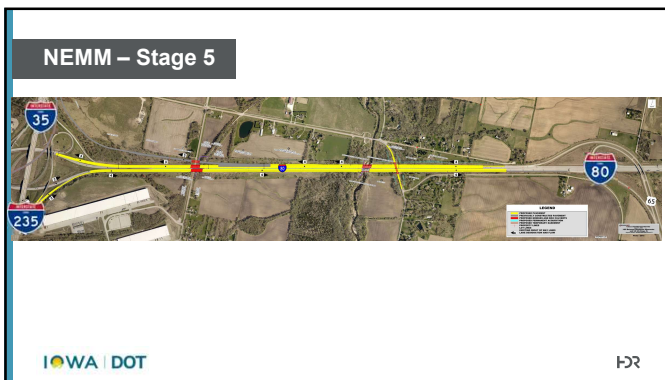










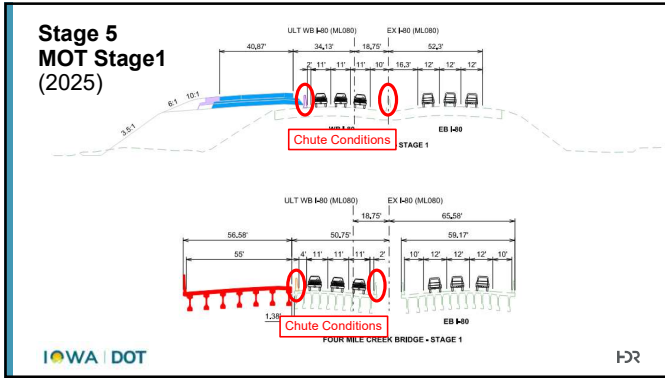


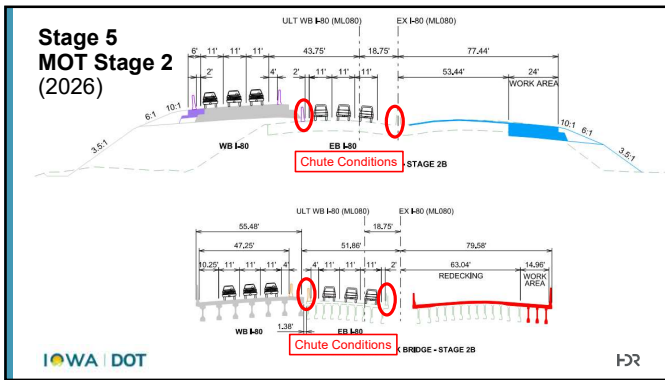
STAGE 5

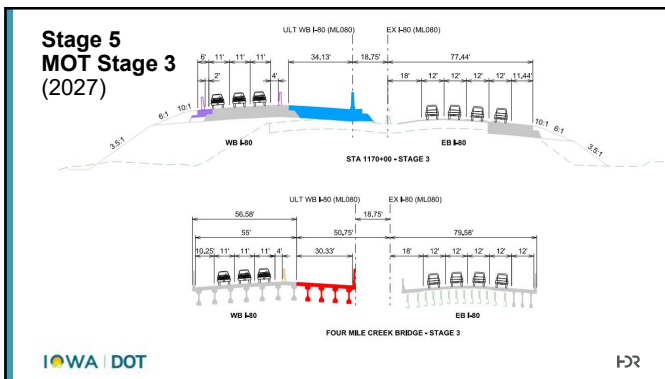
- Goal to maintain existing lanes during construction (3-lanes in each direction)
- 29th St and Fourmile Creek existing bridges does not allow to maintain 3-lanes and widen the bridges
- Centerline shift of about 19' north to maintain 3-lanes of traffic during construction
- Add capacity on I-80 by widening 1 lane in both EB and WB direction to 4-basic lanes

- US 65 WB merge adds fourth lane in the WB Direction
- NB 235 to EB I-80 Ramp converted to 2-lane ramp and merge with EB I-80
- Due to bridge conditions over 29th St and 4-mile Creek both will be widened and redecked
- EB I-80 will be overlayed at the same time.

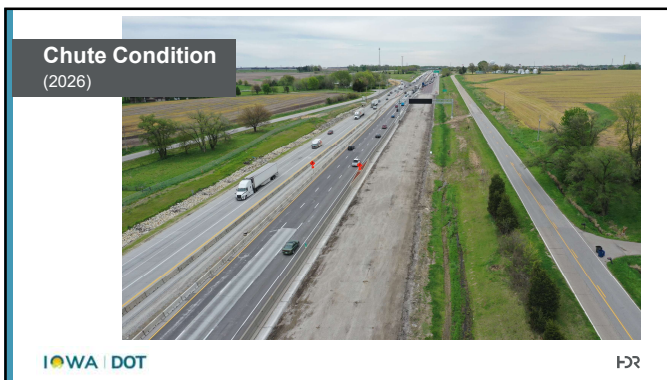
IOWA DOT HDR

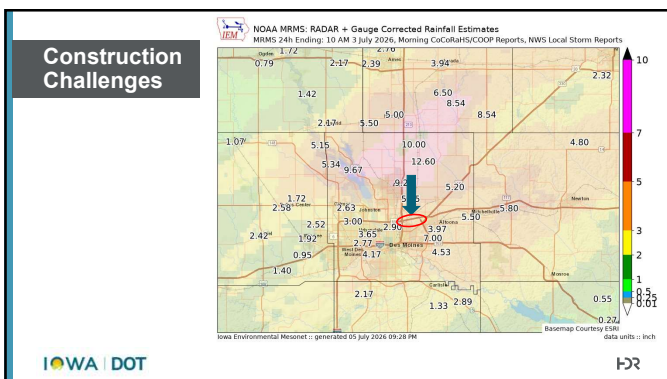












Construction Challenges



IOWA DOT

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Construction Challenges



IOWA DOT

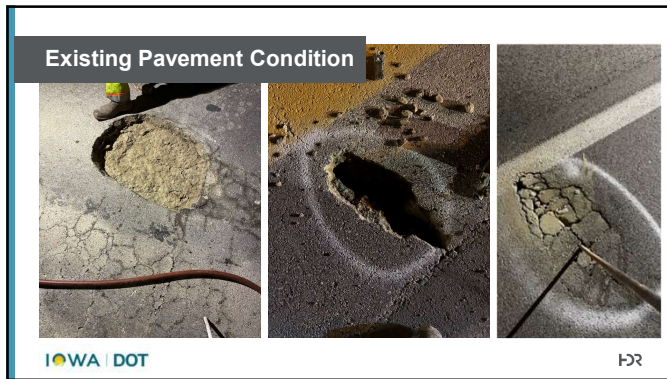
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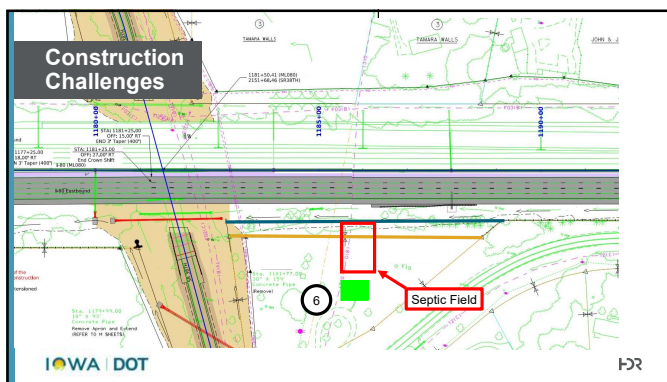
Construction Challenges

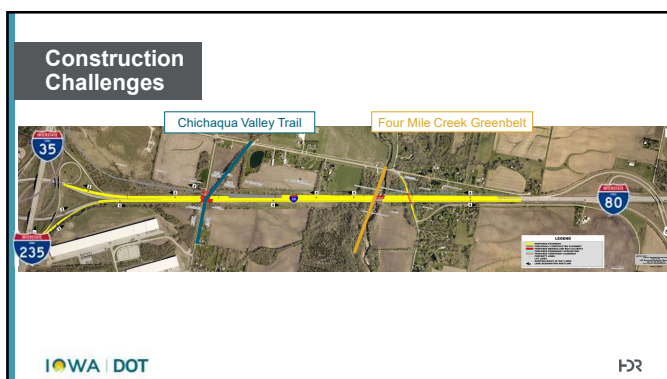


IOWA DOT

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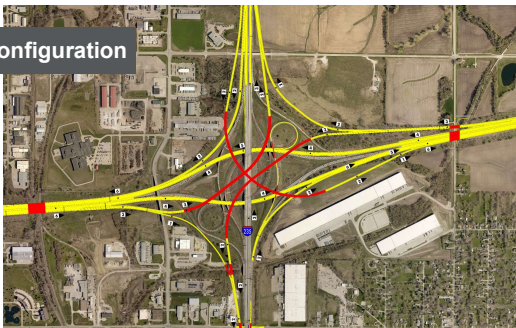






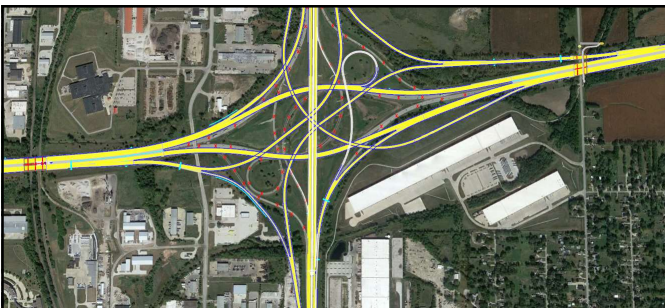
05 Beyond the Program

Final Configuration



IOWA DOT

HDR



Questions?
