

**IOWA NORTHLAND REGIONAL TRANSPORTATION AUTHORITY
MEETING NOTICE**

**INRCOG BOARD ROOM
229 EAST PARK AVENUE
WATERLOO, IA**

THURSDAY, June 18, 2026, 1:00 PM

AGENDA

Actionable Items

1. Approval of the agenda.
2. Review and consider approval of the minutes for the May 21, 2026 meeting.
3. Consider Letter of Support for Black Hawk County - State Recreational Trails Application

Discussion Items

1. Project updates (TA-SA/TAP and STBG)
2. Review the draft RTA FY 2027-2030 Transportation Improvement Program (TIP) and discuss the upcoming public input meetings.
3. Iowa DOT's Planning Study on Hwy 63 and C 57 Cedar Wapsi intersection
4. General discussion
 - Iowa DOT's - [Research Solutions: New approaches to quantify impacts of superloads on Iowa's roads](#)
5. Adjournment

www.bhcmpo.org/rta

Everyone can come to this meeting. If you need special help to join, call INRCOG at (319) 235-0311 at least two days before the meeting.

Policy Board Members (Term Ending 12/31/2026)

Representing	Name	Title
Black Hawk County	Ritch Kurtenbach	Supervisor
Bremer County	Duane Hildebrandt	Supervisor (Vice Chair)
Buchanan County	Keith Wieland	Supervisor
Butler County	Greg Barnett	Supervisor (Chair)
Chickasaw County	Scott Cerwinske	Supervisor
Grundy County	Mark Schildroth	Supervisor
City of Waverly	James Bronner	City Administrator
City of Independence	Brad Bleichner	Mayor
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Dunkerton (Small City At Large)	Michael Schares	Mayor
City of La Porte City (Small City At Large)	Jane Whittlesey	City Clerk
City of New Hampton (Small City At Large)	Steve Geerts	Mayor

Transportation Technical Committee Members (Term Ending 12/31/2026)

Representing	Name	Title
Black Hawk County	Cathy Nicholas	County Engineer
Bremer County	Landon Moore	County Engineer
Buchanan County	Alex Davis	County Engineer
Butler County	John Riherd	County Engineer
Chickasaw County	Roman Lensing	County Engineer
Grundy County	Jeff Skalberg	County Engineer
City of Waverly	James Bronner	City Administrator
City of Independence	Matthew Schmitz	City Manager
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Dunkerton (Small City At Large)	Michael Schares	Mayor
City of La Porte City (Small City At Large)	Jane Whittlesey	City Clerk
City of Clarksville (Small City At Large)	Jerald Heuer	Mayor

Bicycle and Pedestrian Advisory Committee Members (Term Ending 12/31/2026)

Representing	Name	Title
Black Hawk County Conservation	Mike Hendrickson	Executive Director
Bremer County Conservation	Andrew Hockenson	Director
Buchanan County Conservation	Ben Bonner	Executive Director
Butler County Conservation	Matt Wilken	Executive Director
Chickasaw County Conservation	Chad Humpal	Director
Grundy County Conservation	Nick Buseman	Executive Director
City of Waverly	James Bronner	City Administrator
City of Independence	Matthew Schmitz	City Manager
City of Denver (Small City At Large)	Joel Wikner	Councilmember
City of Dunkerton (Small City At Large)	Michael Schares	Mayor
City of La Porte City (Small City At Large)	Jane Whittlesey	City Clerk
City of Clarksville (Small City At Large)	Jerald Heuer	Mayor

**IOWA NORTHLAND REGIONAL TRANSPORTATION AUTHORITY
POLICY BOARD**

THURSDAY, May 21, 2026

MINUTES

Hildebrandt (Vice Chair) called the meeting of the Iowa Northland Regional Transportation Authority (RTA) to order at 1:00 p.m.

Meeting Attendees:

Name	Title	Representing	Role
Ritch Kurtenbach	Supervisor	Black Hawk County	Policy Board Member
Duane Hildebrandt	Supervisor	Bremer County	Policy Board Member (Vice Chair)
Joel Wikner	Councilmember	City of Denver	Policy Board Member
Keith Wieland	Supervisor	Buchanan County	Policy Board Member
Mark A. Schildroth	Supervisor	Grundy County	Policy Board Member
Scott Cerwinske*	Supervisor	Chickasaw County	Policy Board Member (Online)
Alex Davis	County Engineer	Buchanan County	TTC Member
John Riherd	County Engineer	Butler County	TTC Member
Cathy Nicholas	County Engineer	Black Hawk County	TTC Member
Michael Schares	Mayor	City of Dunkerton	TTC Member
Roman Lensing*	County Engineer	Chickasaw County	TTC Member
Matthew Schmitz *	City Manager	City of Independence	TTC Member (Online)
Krista Billhorn*	District Planner Supervisor	IADOT	Attendee (Online)
Oghogho Oriakhi	Transportation Planner I	INRCOG	RTA Staff
Sanzida Rahman Setu	Transportation Planner II	INRCOG	RTA Staff

*Online Attendees **

The meeting started with the approval of the agenda. Motion was made by Wikner, seconded by Schildroth to approve the agenda. Motion carries unanimously.

Next was to review and consider approval of the minutes for the April 16, 2026, meeting. Motion was moved by Kurtenbach, seconded by Wieland to approve. Motion carried unanimously.

Up next, Hildebrandt called for a motion to open the public hearing for the FY 2026 RTA Transportation Planning Work Program (TPWP). Motion was moved by Kurtenbach, seconded by Wikner and the motion carried unanimously. Setu noted that FY 2026 TPWP is the work plan for the state fiscal year running from July 1, 2026, through June 30, 2027. It outlines the transportation projects and planning activities planned in the financial year within the region. The draft FY 2026 TPWP was open for public input and received no feedback from the public. Hearing no comments or concerns, Hildebrandt called for a motion to close the public hearing. The motion was made by Schildroth, seconded by Wieland. The motion carried unanimously.

Next Hildebrandt, called for a motion to approve the FY 2026 RTA Transportation Planning Work Program (TPWP). A motion was made by Kurtenbach, seconded by Wikner. Motion carried unanimously.

Discussion Items

1. Project updates (TASA/TAP and STBG).

- Black Hawk County in partnership with the City of Waterloo is paving Donald St between Sage Rd and Raymond Rd. The roadwork is expected to be completed in May 2026.
- Buchanan County is expecting to wrap up the W-45 project in a couple of months. Additionally, the foot bridge project with six other counties was let.
- Chickasaw County is developing the concept for the STBG funded V56 project in FY27. They are also preparing two bridge projects letting in June and July 2026.
- Iowa DOT's five-year draft program is expected to be adopted in June 2026.

2. General Discussion

Setu shared update on the City of New Hampton 2026 Revitalize Iowa's Sound Economy (RISE) award in the Local Development Projects category. In February 2026, INRCOG submitted a RISE application to the Iowa DOT on behalf of New Hampton. The City received \$860,542 as grant money for extending a driveway in their South Industrial Park to provide access to vacant industrial lots and to make the sites shovel-ready for new industries. Oriakhi also mentioned about the list of available grants at <https://bhcmpo.org/funding-opportunities/>. The regional partners were encouraged to reach out to INRCOG early in their planning process to discuss the appropriate grant.

There being no further discussion, the meeting was adjourned at 1:12 p.m.

Sincerely,
Sanzida Rahman Setu
RTA Staff



INRCOG

Iowa Northland Regional
Council of Governments

June 11, 2026

State Recreational Trails Program
Iowa Department of Transportation
Systems Planning Bureau
800 Lincoln Way
Ames, IA 50010

Dear State Recreational Trails Selection Committee:

The Iowa Northland Regional Transportation Authority (RTA) would like to offer its full support for the State Recreational Trails application for the Blue Branch Creek (L1) Bridge Replacement and Paving project in Black Hawk County. The RTA believes the project will help maintain a critical link in the expanding statewide trail network as well as improve the quality of life for local citizens and visitors to the area. As you know, the Blue Branch Creek (L1) Bridge Replacement and Paving project will serve to replace the deteriorating, 100+ year old 112', 8-span, 8'6" wide, timber beam railroad bridge with a 100' long, 12' wide, 3-span concrete slab bridge and asphalt overly of approximately 1.5 miles of trail. This project serves to not only replace a failing bridge but will significantly reduce the number of piers, which will allow for better flow of Blue Branch Creek during high water events reducing debris hangups and water backups. In addition, the wider bridge deck will allow easier access for emergency and maintenance vehicles.

The proposed project will help ensure the Cedar Valley Nature Trail remains a destination for recreational use for decades to come. Therefore, we ask that you give this application strong consideration for funding.

Sincerely,

Greg Barnett, Chair
Iowa Northland Regional Transportation Authority

INRCOG | PARTNERS FOR PROGRESS

Developing Strong Local Government through Regional Cooperation

Public Input Opportunities for the Fiscal Year 2027-2030
Transportation Improvement Programs (TIP)

View the drafts at www.bhcmpo.org

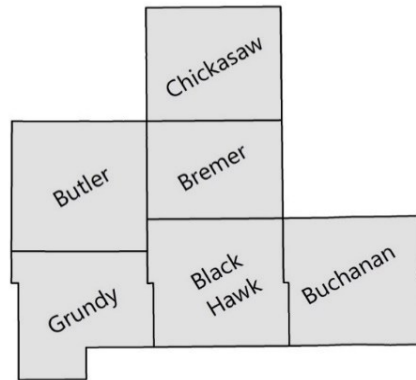
Participate in Public Input Meetings to review and comment on projects scheduled to receive federal transportation funding in the six-county region.

Wednesday, June 24

12:00 – 1:00 p.m.

INRCOG Center

229 E Park Ave, Waterloo



Thursday, June 25

4:00 – 5:00 p.m.

Virtual Meeting

<https://teams.microsoft.com/meet/229739747947523?p=FTR1TMnmDD5jrKffN>

Meeting ID: 229 739 747 947 523

Passcode: 7GU77FC7



Comments can be submitted in person, online by accessing the QR, or directly to Nick Fratzke, Director of Transportation at nfratzke@inrcog.org or (319) 235-0311 ext. 144.

Las reuniones públicas discutidas en este folleto son sobre los próximos proyectos de transporte que se están recomendando para recibir fondos federales. Si tiene preguntas acerca de estas reuniones favor de Llamar al (319) 235-0311.

Javni sastanci o kojima se govori u ovoj brošuri odnose se na predstojeće transportne projekte koji se preporučuju za federalno finansiranje. Ako imate pitanja o ovim sastancima, pozovite (319) 235-0311.



INRCOG
Iowa Northland Regional
Council of Governments



INTERIM AD DRAFT

This is the proof of your ad scheduled to run in **Waterloo-Cedar Falls Courier** on the dates indicated below. If changes are needed, please contact us prior to deadline at help@column.us

Notice ID: ikN5He4PKZTWVOf7ITZd | **Proof Updated: Jun. 02, 2026 at 05:22pm CDT**
Notice Name: MPO and RTA Public Input Sessions | Publisher ID: COL-IA-604012

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Sanzida Rahman Sanzida
Rahman
srsetu@incog.org
(319) 235-0311

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Columns Wide: 2

Ad Class: Legals

06/11/2026: Meeting Notices

62.79

Total

\$62.79

See Proof on Next Page

**BHC MPO and INRTA Draft FY 2027-2030 Transportation Improvement
Program (TIP)**
NOTICE OF PUBLIC INPUT SESSIONS

Notice is hereby given that the Iowa Northland Regional Council of Governments (INRCOG) will hold an in-person and a virtual public input session on the following days:

In-Person Public Input Session
Wednesday, June 24

12:00 – 1:00 p.m.
INRCOG Center
229 E Park Ave, Waterloo

Virtual Public Input Session
Thursday, June 25

4:00 – 5:00 p.m.
Virtual Meeting Link:
<https://teams.microsoft.com/join/229739747947523?p=FTR1TMnmDD5jrKffn>
Meeting ID: 229 739 747 947 523
Passcode: 7GU77FC7

The virtual meeting link and QR Code can be found on Black Hawk County MPO website at www.bhcmpo.org.

The purpose of these open houses is to solicit comments on the draft FY 2027-2030 Transportation Improvement Programs for the Black Hawk County Metropolitan Planning Organization (MPO) and Iowa Northland Regional Transportation Authority (RTA). The documents identify transportation projects – highway and street improvements, trails, safe routes to school, transit – scheduled to receive federal funding in the next four federal fiscal years in Black Hawk, Bremer, Buchanan, Butler, Chickasaw, and Grundy Counties. The documents can be viewed at www.bhcmpo.org.

INRCOG staff will be available to discuss the documents and projects identified. No formal presentations will be made.

For additional information, you may contact Nick Fratzke at (319) 235-0311 between 8:00 a.m. and 3:30 p.m. weekdays or at nfratzke@inrcog.org.
COL-IA-604012



Knowing how oversized superloads impact pavements will help road engineers quantify damage and associated repair and rehabilitation costs.

RESEARCH SOLUTIONS

New approaches to quantify impacts of superloads on Iowa's roads

The varied configurations and heavy weights of modern agricultural vehicles and industrial equipment create a significant risk to the sustainability of roadway surfaces. A new tool will help transportation agencies quantify the damage that results from these oversized vehicles and allocate resources toward sustainable maintenance strategies for the state's road network.

THE NEED

Vehicles that exceed standard weight and dimensions — or superloads — can significantly impact road surfaces. Modern farm implements transported on tractors or tractor-trailer combinations and industrial loads such as wind turbines can equal the weight of 10,000 passenger vehicles and create substantial damage to Iowa's roadways. Fees collected through overweight vehicle permitting cover only a small fraction of road repair costs. Enforcing weight and size limits is challenging, particularly for county agencies with limited resources.

The diversity of superload characteristics prevents accurate estimations or quantification of impacts to understand the road damage and rehabilitation costs. Axle configurations and load distributions, tire types and pressures, and even vehicle travel speeds determine whether both paved and granular road surfaces can withstand the pressures of superloads. Iowa county engineers wanted a systematic approach to quantifying structural damage from superloads and associated road repair and rehabilitation costs.

RESEARCH APPROACH

To understand the impacts of superloads on the structural conditions and service lives of concrete, asphalt, and granular roads, researchers used the findings of numerical analyses to predict road surface performance when subjected to a variety of loading scenarios. A range of superload types and configurations commonly seen on Iowa county roads, including 18 agricultural and 16 industrial loads, were used to analyze approximately 33,000 concrete, 25,000 asphalt, and 3,300 unpaved road segments.



“This project has provided a true understanding of the impacts and resulting costs of superloads on our roads.”

— LEE BJERKE,
Secondary Roads Research Engineer

A life cycle analysis determined road damage costs and reductions in service lives on the three road surface types. Researchers analyzed superload-induced damage, including bottom-up and top-down fatigue cracking on concrete pavements, bottom-up fatigue cracking on asphalt pavements, and rutting on unpaved road surfaces.

Next, artificial neural network (ANN)-based models for each superload and road-type combination allowed researchers to predict road damage responses. Field data from three types of Iowa road systems, including jointed plain concrete pavement, full-depth flexible pavement, and granular road sites, validated the models by indicating the extent of structural responses such as stresses, strains, and deflections before and after a superload passed. Additionally, long-term performance monitoring data collected through remote-sensing systems, including environmental conditions and traffic loadings, supported evaluation of the data acquisition system reliability and further verified the model results.

WHAT IOWA LEARNED

Using the ANN-based models and supporting analyses, researchers created the Road Infrastructure Superload Analysis Tool (RISAT), a user-friendly spreadsheet tool, to quantify potential pavement damages, treatment costs, and reductions in road service lives due to superload stresses. With the RISAT, users can choose pavement type and properties,

including layer thickness; concrete temperature gradient of layers, shoulder type, and transverse joint information; and asphalt air voids, binder, and water contents of base layers. While rutting damage supported the assessment of service life reductions of granular roads, researchers decided other distresses such as loose aggregate or washboarding would enhance predictions and did not include unpaved roads in the RISAT.

Users can identify one of seven superload types and its properties such as number, weight, and spacing of axles and number, width, and pressure of tires. Adding road and traffic information allows users to predict damage, reductions in road service life, and road damage costs associated with superloads. Validated by the field data, prediction models proved highly accurate for pavement responses.

PUTTING IT TO WORK

While some refinements to the RISAT would support ongoing work to improve pavement preservation programs, some Iowa counties are already using the tool to understand the impacts of superloads. As agricultural and industrial equipment transportation needs evolve, county engineers and Iowa DOT will be supported in determining appropriate weight limits or permit fees for superloads, making informed decisions regarding road repair and developing sustainable strategies for the state's road network.

ABOUT THIS PROJECT

PROJECT NAME: [Development of Approaches to Quantify Superloads and Their Impacts on the Iowa Road Infrastructure System](#)

[Final Report](#) | [Technical Brief](#)

PROJECT NUMBER: TR-781

REPORT DATE: September 2024

PROJECT CHAMPION:

Lee Bjerke, P.E.
Secondary Roads Research Engineer
Iowa County Engineers Association Service Bureau
lee.bjerke@iceasb.org
515-239-1419

TECHNICAL ADVISORY COMMITTEE:

Karen Albert, Lee Bjerke, Zach Gunsolley, Todd Kinney, Brian Moore, Mark Nahra, John Riherd, Brad Skinner, Jacob Thorius, and Danny Waid.

PROJECT MANAGER:

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IOWA DOT RESEARCH:

iowadot.gov/research
ideas.iowadot.gov

