No Boundaries Peer Exchange

October 26–29, 2026 – San Antonio, Texas







Overview

20

State DOTs in attendance



DATES

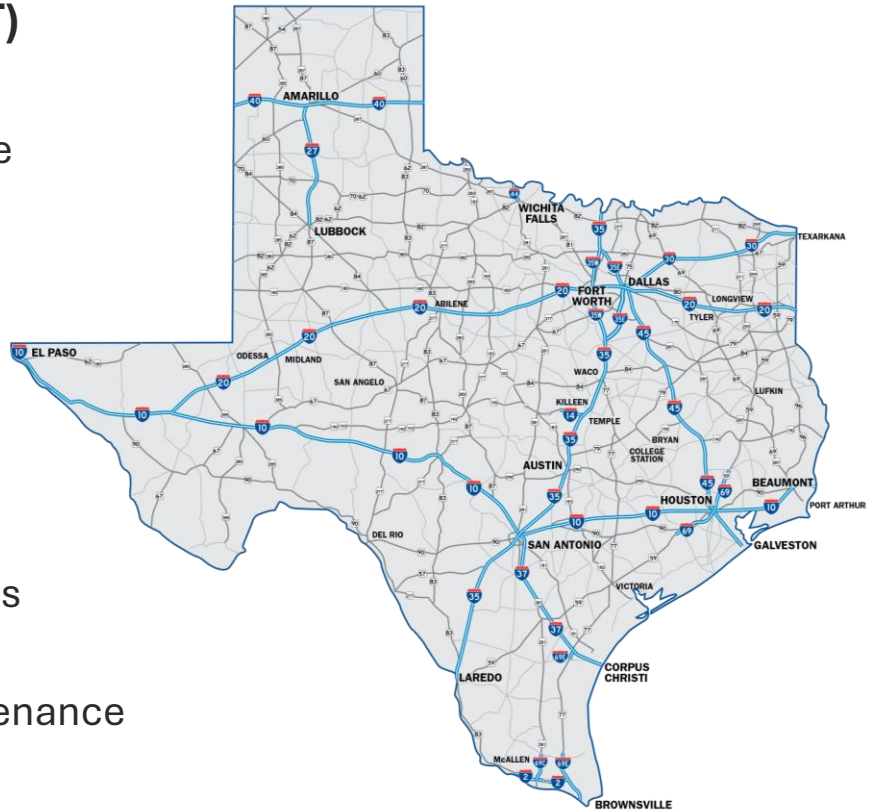
October 26–29, 2026

The exchange brought together 22 attendees from 20 state DOTs:

- California
- Colorado
- Connecticut
- Illinois
- Indiana
- Iowa
- Maine
- Maryland
- Michigan
- Minnesota
- Missouri
- New York
- North Dakota
- Ohio
- Pennsylvania
- South Carolina
- Texas
- Utah
- Virginia
- Wisconsin

TxDOT Welcome

- **Host Representative: Eric Lykins, P.E. (TxDOT)**
  - Senior Director of District Operations for TxDOT
  - Welcomed attendees and kicked off Peer Exchange
- **TxDOT Priorities:**
  - Safety
  - Project Delivery
  - Innovation
  - Stewardship of Resources
- **Scale and Funding**
  - TXDOT oversees 202,000 lane miles, 56,000 bridges
  - Serves 1,000 new Texans every day
  - $43 billion out of a $138 billion budget is for maintenance
- **Key Takeaways:**
  - TxDOT has hired their own meteorologist to better predict emergency response
  - Emergency Response – Increasing Number and Cost of Events (ex. Hurricane Harvey)
  - Fatalities on Texas roadways are declining





01

Sharing of Innovations

October 26–29, 2026 – San Antonio

Sharing of New Innovations

#1 – CDOT Recent Innovations

- Presented by Brad Bauer, Colorado

#2 – 3D Printers to Organize Maintenance Station Workspaces

- Presented by Ryan Ferrin, Utah

#3 – IDOT's New TIM Training Track

- Presented by Steve Kunkler, Illinois

#4 – IDOT's Sinusoidal Rumble Strip Policy

- Presented by Steve Kunkler, Illinois

#5 – Using Maintenance Staff to Build Box Culverts

- Presented by Darian Grant, Ohio



Example of a sinusoidal rumble strip, presented by Steve Kunkler, Illinois

CDOT Recent Innovations

Presented by Brad Bauer, Colorado



Sander V-Box Chute Attachment

Challenge Crews needed a safer, more flexible alternative to winter-only V-boxes and spinner chutes.

Fix A removable steel chute bolted onto the V-box, with no permanent modification.

Wins Made the work safer and faster, with less time exposed to traffic.



Prairie Dog One-Way Doors

Challenge Relocating prairie dogs outside construction zones took weeks.

Fix Plastic-sheeting one-way doors let them exit burrows but not re-enter.

Wins Saved time and money and protected the environment.



Lane Closure Variance Process

Challenge There was no clear process to request variances.

Fix Used Google Forms for requests and Google Sheets for tracking.

Wins Saved time and improved long-term data retention.

3D Printers to Organize Maintenance Station Workspaces

INNOVATION #2

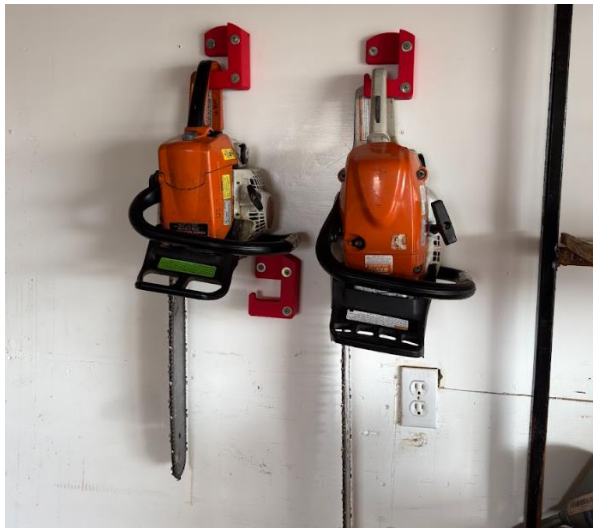
Ryan Ferrin

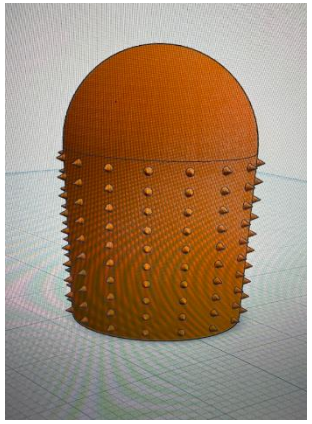
Utah DOT

A UDOT maintenance station Transportation Technician used 3D printer technology to improve the organization and safety of the shared workspace.

Problem: Tools and workspace were not organized = hazardous workspace.

Solution: Tool hangers, toolbox organizer inserts, hat clip for pens, shovel end-caps, spill kit hooks, 10-wheeler end gate end-caps.







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Transportation Maintenance Innovations

IDOT's New Traffic Incident Management (TIM) Track

INNOVATION #3

Steve Kunkler

Illinois DOT

TIM training is a standardized interdisciplinary program designed to help roadway responders coordinate effective, clear highway incidents quickly, and prevent roadside injuries or secondary crashes.

Why a TIM track: Classroom training can be effective, but nothing compares to real-world, hands-on training.

Track Features: Mock exit ramp, mock bridge, mock railway intersection, and more.



IDOT's Sinusoidal Rumble Strip Policy

INNOVATION #4

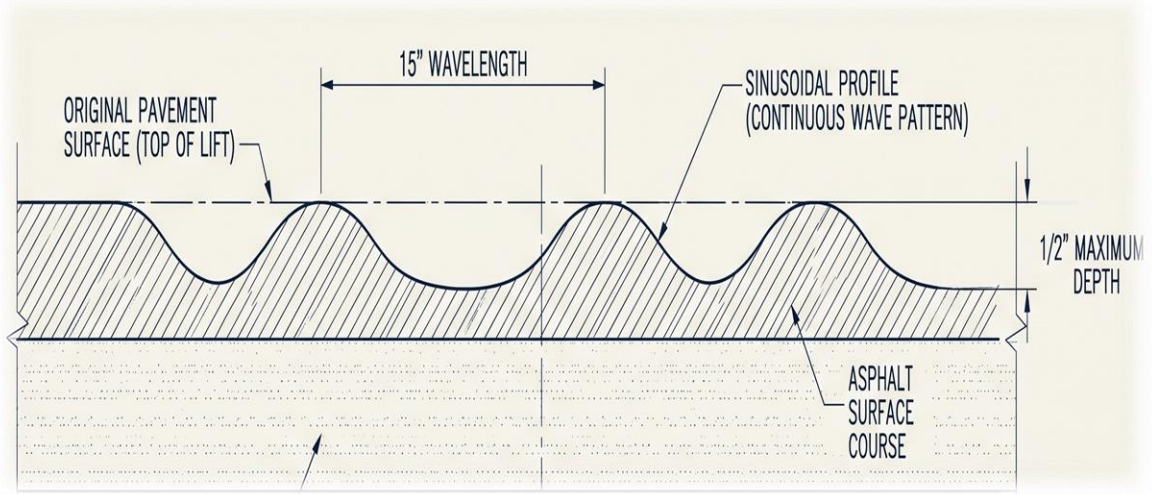
Steve Kunkler

Illinois DOT

Core Problem: Cross-centerline crashes drive severe rural roadway fatalities, but conventional rectangular cuts generate intense wayside noise complaints and citizen pushback.

The Innovation: Sinusoidal ("mumble") strips replace sharp vertical drops with a continuous rolling wave profile.

Key Takeaway: Retains full crash reduction benefits (40%–45% CRF) while cutting wayside decibel spikes down to 0.5–3 dBA at direct cost parity.





SHARING OF INNOVATIONS

Ohio Box Culvert Replacement

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Presented by Darian Grant, Ohio DOT

$323,872
total cost: materials/crane, equipment and labor

$194,354
saved vs. $518,266 contract estimate

89 ft
long box culvert

Aug 10–Sep 30
start to completion

Process

1 Coffered and pumped the waterway
2 Removed the existing structure
3 Built footer and stone base
4 Placed the new box culvert
5 Waterproofed the box culvert
6 Poured wing walls and fore slopes
7 Backfilled, compacted and added drainage
8 Paved the roadway

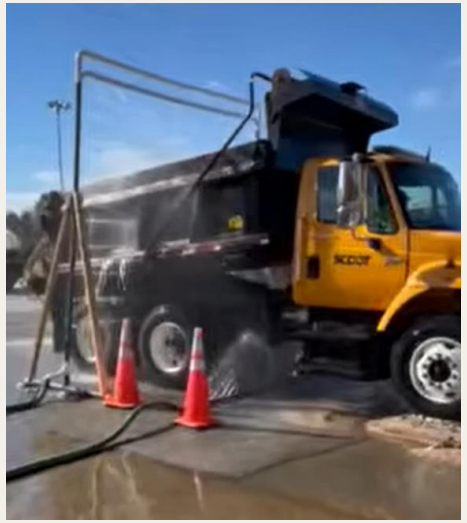


Challenges

Weather Record rain: 14 in. in Aug.–Sept.
Schedule Material lead times; time lost on other maintenance
Planning Plans, surveying and personnel
Site Traffic issues and utility relocation

Rapid Fire Sessions and Innovations Show and Tell

Featured Presenters



Jodi Groller, South Carolina

Cook's Car Wash - a lightweight truck wash that only takes two people to assemble with parts that can be purchased at your local hardware store.



Jeff Mitchell, Pennsylvania – Dry ice cleaning of equipment

Feed dry ice pellets into the after cooler, which then forces them at high pressure out the nozzle. Initially freezes debris on equipment before blasting them off.



Kent Clements, Texas – Under Bridge Inspection Trailer

A trailer-mounted unit that lets inspectors see the underside of a bridge from the roadway.

02

Featured Round Tables

October 26–29, 2026 – San Antonio

ROUND TABLE #1

Dealing with Rising Costs

Led by Jason Peterson, North Dakota

KEY QUESTION

How are states keeping up with the rising cost of maintenance? Equipment, materials and buildings – against a budget set years ahead.

- **Topics discussed:**
  - How legislatures view maintenance funding
  - Which costs are non-negotiable and how flexible budgets are
  - Which costs rose fastest, and from what baseline year
  - What states deferred or reduced to stay within budget
  - Relief options – escalation clauses, supplemental funding, reserves



Round Table #1 – Selected Highlights

+352%

10’ Sabre wing blade cost: $1,100 (2021) → $4,973 (2026)

ROUND TABLE #2

Sourcing Maintenance Parts

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Transportation Maintenance Innovations

Led by Darian Grant, Ohio

OHIO DEPARTMENT OF TRANSPORTATION

KEY QUESTION

How are states buying parts for their trucks and equipment?

- **ODOT bought parts through storekeepers and credit cards; vendor moved from Mancon to NAPA**
- **Topics discussed:**
  - How states buy parts – dealer, term or cooperative contracts, open market
  - Where states get stuck – lead times, discontinued parts, allocation, price
  - Stocking parts centrally, by district, or not at all
  - Exhaust/DEF issues and how much of the fleet was down
  - Use of aftermarket or remanufactured parts
  - Practices that improved parts availability or reduced downtime

+34%

ODOT parts spending in 5 years: $24M (2021) → $36M (2025)

Vendor: Mancon (previous) → NAPA (current)



ROUND TABLE #3

Preventing Dump Bed Strikes

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Led by Steve Kunkler, Operations Equipment Manager, Illinois

KEY QUESTION

How do states keep raised truck beds from damaging structures, and what happens after a strike?

1 THE PROBLEM

How often strikes are happening

- California has had very few since switching to all sander bodies.
- Pennsylvania strikes are rising, mostly in wash bays and salt buildings.
- Connecticut sees 6–12 a year, while Utah averages one strike every 5 years.

2 THE SAFEGUARDS

Prevention methods

- Interlocks give dash alerts and lock the shifter when the body is raised.
- Photo eyes or trip wires set off alarms inside buildings.
- Utah is trialing side-view cameras from three companies.

3 THE RESPONSE

After a strike

- Facilities close until a structural assessment, and the incident is reviewed.
- Operator behavior usually changes after a strike.
- Utah holds an accident review board and shares lessons learned at station toolbox meetings.



ROUND TABLE #4

Brine Cost Thresholds

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Led by Jason Peterson, North Dakota and Brad Bauer, Colorado

KEY QUESTION

How are states dealing with the rising cost of brine – and when does making brine on site beat hauling it in?

$344,000
to start brine production at one NDDOT district

$9,820
to make one 16,000-gallon tank

$2,512
to haul brine 90 miles to one section

State	Approach	Key number
California	Makes all brine in house	≈ $0.19 per gallon
Connecticut	Makes its own	Limited use, weather-dependent
Indiana	Makes at some units, hauls to others	5.85M gallons at $0.20 in FY26
Iowa	Makes at all 99 garages	23.1M gallons last winter
Maryland	Makes on site, hauls to satellites	2–3M gallons per season
New York	Makes and hauls as needed	5.45M gallon in 2025–26
Pennsylvania	Makes at 73 locations	≤ $0.20 per gallon

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Transportation Maintenance Innovations

04

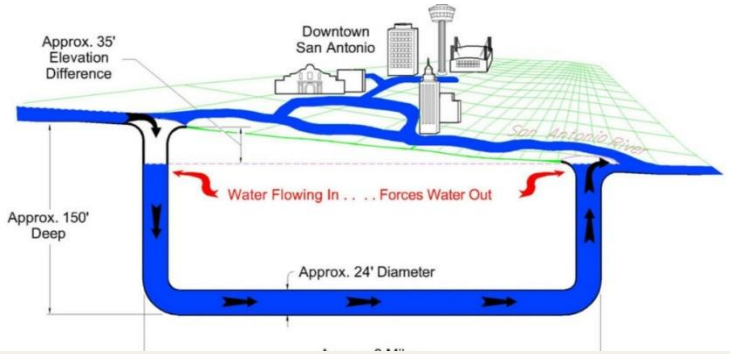
Technical Tours

October 26–29, 2026 – San Antonio

TECHNICAL TOUR #1

San Antonio Flood Tour

San Antonio sits in “Flash Flood Alley,” one of the most flood-prone regions in North America



WHAT IS THE FLOOD SYSTEM?

Dams, gates, tunnels, channels and monitoring technology that hold back, divert and release stormwater to keep the River Walk safe. It was built in stages, from Olmos Dam in 1927 to the river tunnel in 1997.



THE TUNNELS

A 3-mile, 24-foot-diameter bypass that routes floodwater beneath downtown. Built from 1993 to 1997 for about $110 million, it carries water from the Brackenridge Park inlet to the Lone Star Boulevard outlet.



ON SITE

The group visited the Olmos Dam and the tunnel inlet and outlet to see how San Antonio’s flood system works to protect downtown.

MORE INFORMATION

San Antonio River Authority Flood Risk Program: sariverauthority.org/services/flood-risk/

TransGuide TMC Tour

- **Group visited the TransGuide Traffic Management Center**
  - Opened in July 1995 with 26 miles of freeway and now covers approximately 200 miles in Bexar County.
  - San Antonio's regional traffic management center and one of the nation's longest-running ITS programs.
  - The center relies on cameras, sensors, dynamic message signs and incident management.
  - TxDOT, the City of San Antonio (police, fire, EMS and traffic) and VIA Metropolitan Transit coordinate from the center.
- **Areas of interest**
  - Real-time traffic operations.
  - Incident management and emergency response.
  - ITS and connected infrastructure applications.



BUSINESS MEETING

Business & Planning Meeting

- Reviewed deliverables: administration, communications, research synthesis and marketing
- Shared 2026 synthesis results (4 reports, 42 survey responses) and asked for feedback on format and process
- Discussed 2027 conference opportunities:
  - AASHTO
  - TRB
  - APWA
- Website Subcommittee presented recommendations. All were approved by the TAC.

NEXT PEER EXCHANGES

April 2027
Colorado Springs, Colorado

Fall 2027
Salt Lake City

Takeaways

“I LOVED the tour of the flood management. SO cool to learn about the tunnels under the city.”

“TIM test track was pretty awesome.”

“We are all struggling with similar problems and looking for solutions.”

“Other states ideas and practices from the group. The city tour was fantastic.”

