

The INSIDE

LANE

A newsletter for employees of the Arizona Department of Transportation

MAY 2019

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ADOT firefighters train for aircraft fires

PAGE
3



◀ **Employee professional development program launches**
PAGE 4



◀ **Engineer-in-Training program benefits ADOT and new engineers**
PAGE 7



◀ **Meet Rusty Crerand Constituent Services Officer**
PAGE 8

ADOT

MY NAME IS Craig Talatzko and I am the Grand Canyon National Park Airport's operations administrative supervisor. I have been a firefighter for 26 years and an EMT for 24 years. I began my career at ADOT 22 years ago as a firefighter 1 and I worked my way up to a supervisor. I was acting airport manager for a brief stint. My daily duties focus on keeping the airport operating efficiently and I even remove snow as needed.

The airport, which opened in 1965, is Arizona's fourth-busiest in terms of passengers served, and is owned and operated by ADOT. Tourists from around the globe fly into the airport, which is a hub for groups wishing to experience the Grand Canyon via air tours.

Airport firefighters, who live on site, are trained to respond to medical emergencies and major incidents. They use the Arizona Management System (AMS) in their daily lives by following the new standards of work, finding new kaizens and continuing to use the freshly cleaned up areas created by the 5S projects. The airport staff has completed several 5S projects and several standards of work. The benefits of AMS at the Grand Canyon National Park Airport are that the work areas are clean and organized and parts and tools are where they are supposed to be. Time searching for tools has been reduced and we all are happier.

The characteristics of a leader that I strive to attain and maintain are:

- Self-motivation:** I desire to achieve more than is required of me.
- Standards:** I hold myself and those around me to a higher standard than most.
- Confidence:** I do the best job I can but I do not fear failure, because without failure we can't grow.
- Humor:** While I am a bit of a perfectionist, I understand that I am human and I make mistakes. I have learned not to take life too seriously and am the first to laugh at myself.
- Integrity:** I have a strong moral value and I deal with others with nothing but sincerity, honesty and respect.
- Organization:** If you are looking for something, I probably know where it is.
- Flexibility:** As a firefighter, I have to be flexible. Emergencies don't happen on a schedule. I have to be ready to drop whatever I am doing and GO.

It is an honor to be part of such a great team at the Grand Canyon National Park Airport. ■



*Craig Talatzko
Airport Operations
Administrative Supervisor*

The INSIDE LANE

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ADDRESS ALL COMMENTS AND SUGGESTIONS TO InsideLane@azdot.gov.

A WEB VERSION OF THIS NEWSLETTER CAN BE FOUND ON ADOTNET OR AT AZDOT.GOV/INSIDELANE.

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Share your best cover shot

Do you snap shots that show off the scenic side of transportation in Arizona? Share them with us and we might put your photograph on the next cover of The Inside Lane.

It can be a great picture of an MVD office, a beautiful highway shot or even an artsy photo of construction materials. Whatever the subject, the photo should highlight some aspect of the work happening here at ADOT.

Submit your original, digital photographs to InsideLane@azdot.gov in JPEG format (no larger than 10MB). Along with the photo, please provide a brief description and your name/title.



This photo, taken by Senior Communications Specialist Dani Weber, shows Grand Canyon National Park Airport firefighters participating in an aviation fire exercise in California. See Page 3 for more photos and coverage about airport firefighters.

ADOT FIREFIGHTERS TRAIN TO PUT OUT AIRCRAFT FIRES

THE GRAND CANYON NATIONAL PARK AIRPORT serves the number-one tourist site in Arizona and is the only airport ADOT runs. Airport firefighters are always on-call and available to respond to emergencies, like runway collisions and aircraft engine fires.

To prepare for emergencies, ADOT's firefighters must keep their skills sharp. In March, they joined other firefighter teams from across the Southwest to take advantage of the clement weather at San Bernardino Regional Emergency Training Center (SBRETC) to train for putting out aircraft fires.

"The firefighters at GCN only have about 60 call-outs per year. They can range anywhere from minor injuries or sickness to mass causality incidents and everything in between. The last fatal incident was in 1989 when an aircraft crashed upon landing, killing both crew members and 8 of the 19 passengers," Grand Canyon National Park Airport Manager Matt Smith said.

This isn't the first time ADOT's firefighters have trained for these kinds of emergencies, and it won't be the last. Our firefighters have trained in New Mexico, Utah and even here in Arizona. Still, every place they go has something new to offer — a new strategy, a new technique or even a new scenario.

The training started with medical monitoring. Even in training scenarios, safety takes precedence, and all trainees are required to record their vitals, including heart rate and blood pressure, at the beginning, middle and end of the day to ensure everyone is fit and healthy.

At SBRETC, all training props are built to scale — participants must be able to train in fighting fires on both the exterior and interior of a plane's fuselage. A computer controls when a fire starts on the props — a partial fuselage with the wings detached, another partial fuselage with only the left wing available, heated brakes and tires, wing engine, tail engine, cockpit, cabin and cargo areas — and signals when a burn is about to commence through a loud alarm.

While the computer controls the training burns, accidental "reflashes" — when the fire reignites on its own, rather than through the computer's direction — can and do occur. For



Photos: **Dani Weber**, ADOT Communications



safety, trainees must avoid touching hot surfaces and breathing smoke. "Fire doesn't know it's training," said SBRETC Operations Manager and Training Officer Robert Edie. "It just knows it's hot."

The firefighters take turns putting out each kind of fire, adjusting their technique for each new scenario. For a heated brake or wheel, they point their hoses directly at the source of the heat. When they move inside the prop's cabin, they must be careful to observe obstructions and potential for backdrafts. During every exercise, there's a constant beeping coming from each individual — a safety signal that acts as a kind of automatic roll call,

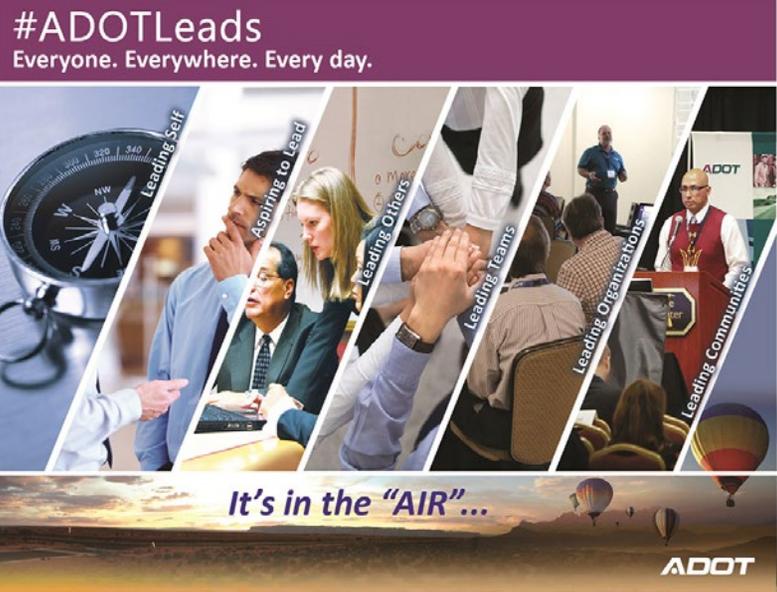
letting everyone present know if someone has stopped moving and where to find them.

"We pursue excellence in everything we do, especially critical firefighting skills. There is no substitute for the experience gained from live action training," Smith said.

At the end of the day, the Grand Canyon firefighters headed home — tired and sweaty, but better prepared to face dangerous emergencies and possibly save lives. ■

~ Dani Weber, Senior Communications Specialist





#ADOTLeads: New employee professional development program launches

ADOT'S NEW employee professional development learning program, #ADOTLeads, offers training to develop the professional and leadership skills of all employees.

#ADOTLeads was created in response to recent employee survey results, which indicated that employees statewide wanted professional and leadership development opportunities to grow in their jobs and promote within ADOT.

"We want employees to know that we heard them. We are responding by providing a structured professional development program for all employees," said Employee and Business Development Administrator Vivien Lattibeaudiere. "#ADOTLeads builds on the

foundation of ADOT's core values of accountability, integrity and respect."

Look for new and existing learning and development classes and other opportunities in the new ADOT Learning Center that will launch this summer to catapult your professional and personal development. Some classes will be online, self-paced learning, while others will meet at specific times.

"#ADOTLeads combines new learning and development opportunities with existing training classes to vastly expand learning opportunities for ADOT employees," said Learning and Development Manager Mel Brender.

#ADOTLeads Learning Series will be grouped into these categories:

- Leading Self (all employees)
- Aspiring to Lead (emerging/future supervisors)
- Leading Others (new and frontline supervisors)
- Leading Teams (managers of managers)
- Leading Organizations (executives)
- Employees Leading Communities (external customer groups)

In May, the first #ADOTLeads cohort for the "Leading Others" New/Frontline Supervisor Series will kick off with up to 24 new and current frontline supervisors participating. To promote hands-on practical application of the learning, participants will be matched with peer advocates, complete on-the-job learning tasks and engage in social-learning activities through which participants can have online conversations with classmates.

Leadership and Professional Development



Supervisors throughout the state are encouraged to participate in the program, and they will not need to travel to Phoenix. Remote learning and using various technological tools will make it possible to more efficiently develop and support supervisors no matter where they are located.

"You can participate in a training class remotely using a video camera to engage with other learners in

different parts of the state just like you would if you were all together in one room.," Leadership and Professional Development Manager Jenni Hesselbein said.

"We want employees to know that we heard them. We are responding by providing a structured professional development program for all employees."

—Vivien Lattibeaudiere
Employee and Business
Development Administrator

ADOT is also working on a partnership with GateWay Community

College to allow participants to earn college credit for their leadership training, which could also lead to an associate degree in transportation management. The college courses would be eligible for ADOT's Tuition Reimbursement Program.

Supervisors interested in participating in the upcoming #ADOTLeads cohort for new and frontline supervisors should contact Hesselbein at JHesselbein@azdot.gov

#ADOTLeads is part of the agency's overall [Employee Learning and Development Plan](#), which includes a variety of initiatives to be rolled out over the next two years. More details about #ADOTLeads, the new Learning Management System and other new initiatives outlined in the Learning and Development Plan will be announced in coming months. ■

~ Lori Baker, Senior Communications Specialist

Services	My Vehicles	My Documents	My Account
REGISTRATION Replacement Tab Emissions Registration Refund Registration Renewal Specialty & Personalized Plate	PERMITS 30-Day General Use Permit Restricted 3-Day Permit TITLE eTitle Transfer Home I'm Buying a Vehicle (Generate eTitle Buyer Code) I'm Selling my Vehicle (Electronically Transfer a Title) Submit a Sold Notice	RECORDS Motor Vehicle Record Vehicle Payment Summary OFF-HIGHWAY DECALS Purchase Off-Highway Decal Renew Off-Highway Decal OTHER SERVICES Request Disbursement Prepaid Voucher Prepaid Voucher Balance Inquiry Messages Upcoming Services	DRIVERS LICENSE Permit Test @ Home INSURANCE Manage Insurance

Service History Results

Filter...

Service Completion Date	Location	Service	Details	Customer	Amount	View Receipt
1/28/19, 11:14 AM	Holbrook Field Office	Issue Permit	2017 DODGE DURANGO	Sammy Cooper	\$15.00	
1/28/19, 11:09 AM	Holbrook Field Office	Renew Registration	2018 FORD F250	Sammy Cooper	\$1,001.46	

Service Artifacts

Service Details

2017 DODGE DURANGO

Service Artifact	Service	Customer	Download
Temp License Plate Temp Registration	Issue Permit	Sammy Cooper	
Payment Receipt	Issue Permit	Sammy Cooper	

ServiceArizona's transition to AZ MVD Now will offer new look and more services

SERVICEARIZONA users will experience a new look and feel and will offer even more services when ServiceArizona transitions to **AZ MVD Now** this fall.

AZ MVD Now can authenticate a user's identity, so we will offer more services online. There will be three levels of authentication:

No Account/Login Required: These popular services will continue being available without registering for an account or logging in. They will also be available when logged in to AZ MVD Now:

- Registration renewal
- Personalized plate inquiry
- Three-day permits
- Motor vehicle records
- Duplicate driver licenses and IDs



Two-Factor Authentication: A customer will initially set up an account, log in and use a common authentication process — customers will be sent a text message with a code they will input to verify their identity.

eID: The highest level of authentication uses facial recognition. Customers wishing to perform certain self-service options, such as

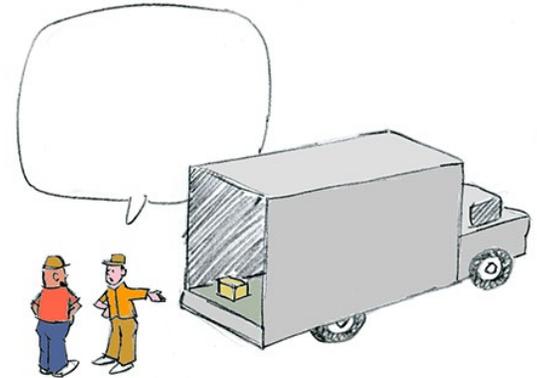
eTitle Transfer and various credentialing services, will use a third-party app called eID. The customer will take a selfie, and the app will validate the identity they already established with MVD in the past.

Since AZ MVD Now will know who customers are when they set up their account and log in, there will be many more services available and less information for a customer to input when they complete services. This personalization also will expand how much information a customer can see online, including their vehicle information, credential information, services history, documents they've provided to MVD and those that MVD has created on their behalf. Just imagine, a customer will not have to go into MVD to get a duplicate permit when theirs was destroyed — the customer will log into their account, go to Service History and simply reprint the permit.

AZ MVD Now is just one more way that MVD is working to get customers out of line and safely on the road. ■

~ Larry Clark, MVD Information Management Coordinator and Sandy Dolson, User Readiness Lead— for the MVM Project

**GO AHEAD,
GET CREATIVE!**



THIS CARTOON, drawn by ADOT Graphic Designer John Walradt, needs a caption and we want your help. But there's a catch! The cartoon depicts inefficient transportation, which is one of the eight wastes identified in Continuous Improvement. Waste in transportation includes unnecessarily moving information, files, materials and products back and forth among departments and people.

We want your captions to reflect that idea — of course, they can still be funny!

Please submit your ideas to InsideLane@azdot.gov by May 17. Yes, there will be a prize, so give us your best! The winning caption will be selected by a team of ADOT employees who will look for creative, funny captions that best fit the cartoon and the theme. We'll announce the winning caption in the next issue of The Inside Lane. Good luck! ■



RESIDENT THANKS ADOT FOR SPEEDY RESPONSE TO NEIGHBORHOOD FLOODING

The FQ Story Historic District neighborhood in Phoenix was flooded after heavy rains.

Stephen G. Dreiseszun, Viewpoint Photographers



Debris along the neighborhood's alley near the I-10 freeway clogged up the drainage area. ADOT crews cleaned the area using a Hydrovac truck.

AFTER HEAVY RAINS flooded streets and littered debris in the FQ Historic District neighborhood, Phoenix resident Steve Dreiseszun called ADOT for help.

With his neighborhood's annual Historic Home Tour approaching soon, Dreiseszun worried that the area wouldn't be cleaned up in time.

Interstate 10 runs through Dreiseszun's neighborhood. A huge drainage area north of the freeway, west of 11th Avenue, was constructed to handle rain runoff when the Inner Loop was built. Generally, water flows south via 13th Avenue directly into the drainage area, eventually reducing standing water on FQ Historic District streets north of I-10.

But after this storm, floodwater was not draining as expected because of dense weeds and overgrowth at the 13th Avenue dead end. There also was overgrowth and debris at the opening of the inlet culvert within the drainage area, which caused a pooling of water.

In response to Dreiseszun's concerns, ADOT Phoenix Maintenance Supervisor Jim Durlin and Hydrovac Lead Man Mike Culp met with Dreiseszun to scout out the area.



Michael Culp, Phoenix Maintenance

ADOT's Hydrovac truck is used throughout the Central District to clear debris to prevent future flooding.

Using a Hydrovac truck, which functions like a giant vacuum cleaner, ADOT employees cleared out overgrowth inside the drainage area and in the street storm drain inlets along Moreland Street. They inspected and cleared drainage tunnels that run underneath I-10 to ensure the system was operational.

Dreiseszun appreciated that Durlin took the time to walk him around the area and explain how the Hydrovac truck was used as the area was cleaned up.

"We took care of Steve like we do anybody else. We have the only Hydrovac in the state so we were able to clean debris out of the drain in a short amount of time," Durlin said.

The neighborhood was in good shape in time for the Historic Home Tour.

"My neighborhood greatly appreciated ADOT's response to bring the drainage system back to expected efficiency. We hosted our annual Historic Home Tour in December and we were able to host tour guests without the unsightliness of weeds and debris," Dreiseszun said.

Director John Halikowski praised Durlin and his crew for providing great customer service.

"This is a great story about ADOT customer service and ADOT values in action," Halikowski wrote.

Read Dreiseszun's thank-you note to Durlin and crew on [ADOTNet's Thank You Page](#). ■

~ Lori Baker, Senior Communications Specialist

ENGINEER-IN-TRAINING PROGRAM BENEFITS ADOT AND NEW ENGINEERS



ROBBY Richards grew up watching ADOT build the Loop 202 freeway near his home. He marveled at the idea of someday designing and constructing Arizona freeways.

Today, Richards is thankful to be participating in ADOT's Engineer-in-Training (EIT) program. He works alongside registered professional engineers on various projects around the state, ranging from demolishing and building a new bridge to a chip seal project on an 18-mile stretch of highway.

Richards, a construction engineer and Arizona State University graduate, will complete his two-year EIT program in June. He said this experience helped him prepare for his Professional Engineer exam.

"The ADOT EIT program is an amazing opportunity. I hope to see the number of EITs grow in the future as many great engineers and leaders have come from the program over the years," he added.

Candee Samora, EIT/Intern program manager, said the program is a win-win for both ADOT and the EITs.

"I'm very passionate about the EIT program. The EITs work alongside experienced engineers, and they're getting firsthand knowledge," she added. "They are doing great things for the agency."

Samora helps EITs develop their individual two-year schedules that include rotations for various disciplines, including roadway engineering, project management, construction and maintenance, bridge group, traffic engineering and multimodal planning.



ADOT Communications
Candee Samora,
*Engineer In Training/
Intern program
manager.*



Dylan Cardie,
*Central District
Assistant District
Engineer.*

Dave Locher, *Central District.*



Robby Richards,
*ADOT Environmental
Planning Group EIT.*

Jim Lemmon, *Geotechnical Services*



Joselyn Valero,
Central District EIT

Jim Lemmon, *Geotechnical Services*

The EIT program has a long history with ADOT, but it is evolving to meet current needs. Samora uses Arizona Management System tools, such as kaizens, to make continuous improvements in processes.

In the Central District, there have been several generations of EITs leading the construction program.

Central District Administrator Randy Everett views the EIT program as the window to ADOT's bright future.

"So many of these EITs have come out of school with an enormous energy and willingness to learn. Just a few years following their graduation from the EIT program, many of these individuals have successfully jumped into management and leadership positions with a continued outstanding drive, dedication and readiness to perform at an amazing level," Everett added.

Dylan Cardie, Central District assistant district engineer for construction, was in the EIT program from 2010 to 2012. He said the EIT program provides an excellent introduction into the professional world.

"The EIT program allowed me to find which department best suited my interest and skills while gaining valuable contacts along the way," he added.

Cardie, an ASU graduate, currently supports four construction field offices that administer several projects, including the Loop 101 widening from Interstate 17 to Pima Road, State Route 87 traffic interchange and I-10 Widening in Picacho, and the I-10 widening from 35th Avenue to 43rd Avenue.

Joselyn Valero, a project supervisor in the Casa Grande Construction Field Office, was in the EIT program from 2015 to 2017 and is an ASU graduate. She enjoyed doing rotations, which taught her about various aspects of ADOT. For example, in Kingman construction, she worked on a mill and fill project on US Route 93 to Las Vegas and in the Prescott materials lab, where she learned how to run tests for asphalt, soils and concrete.

"My favorite part was getting to experience what a project is like in a rural district," she added.

She now is working on the dust detection system, which will warn the traveling public about dust storms in the area, along with variable speed limit signs that can be remotely changed based on road conditions.

The EIT program is recruiting. Find more information on the [ADOT website](#).

Next month: Read about more EIT program participants. ■

~ Lori Baker, Senior Communications Specialist

WHAT DO

YOU DO?

At ADOT, it's difficult to sum up anyone's job in just a few words. That's why we're devoting some space in this newsletter to give employees across the agency the chance to share a little bit about what they do every day. If you'd like to participate for a future issue, please send an email to InsideLane@azdot.gov and we'll provide you with a questionnaire.

Meet Rusty Crerand

Constituent Services Officer

Casey Millerr, ADOT Communications

How long have you worked for ADOT?
Eight years.

How do you describe your job to people outside of ADOT?

I handle most non-Motor Vehicle Division complaints, comments and questions from the public. If I want to impress them, I say public relations.

Describe a typical work day.

I receive inquiries from the public via the contact form on azdot.gov. Some mornings, it's not unusual to have 50 to 100 new inquiries waiting in my queue. Inquiries can be anything from a traffic signal a person thinks stays red too long, to a pothole they hit or "when are you going to finish Loop 303 all the way to Scottsdale?" I certainly don't have all the answers, but over the years, I have developed a pretty comprehensive contacts list of subject matter experts. I rely on them to provide information, then I use that information to craft a response to the citizen. On top of the online inquiries, I also regularly answer about 30 phone inquiries a day.

What do you like most about your job?

I really enjoy the positive culture and relationships I've developed over the years with people in every

ADOT district. It starts with my own Communications team, both here in Phoenix and based in districts around the state. In addition, it doesn't matter if it's district engineers, Traffic Engineering, Road Maintenance, Signals and Lighting, Landscaping, Enforcement and Compliance or any other department, there's a genuine sense of teamwork to get questions answered and problems solved.

What do you want other ADOT employees to know about your job that they might not know?

It truly is a team effort, and responding to people in a timely manner is extremely important. I rely on so many people to either get me an answer or take action to get the issue resolved. I know when I'm talking to the public, I can say with confidence that we will get you an answer, or do our best to solve your problem. Some issues can't be addressed right away for various reasons. Educating people on why we haven't done something or letting them know when we expect to start a project can help ease their frustration.

What is the most challenging part of your job?

The turn-around. When a citizen writes in or calls, more times than not they are unhappy or don't understand something they experienced while

driving. They're looking for a way to vent their frustrations. There are days when I feel like they're the hammer and I'm the nail. To be honest, it can be difficult at times. But when I end a call with them thanking me or apologizing or I receive an inquiry from someone who is shocked that we addressed something so quickly, that's the payoff. That's the turn-around, changing people's perception.

What is the most interesting/exciting thing that has happened to you on the job?

Two things come to mind. This past summer, I received a call from a frantic man who lost his dog at a rest stop on Interstate 10 while driving from California to Phoenix. He didn't realize until he arrived in Phoenix that his dog had jumped out of the car at the rest area. I made some calls and one of our rest area caretakers had found the dog and took care of it until the owner returned several hours later. I wrote a [blog](#) about it, which got some media attention, and they interviewed the dog's owner. The other is being selected Arizona Management System Champion for the Policy Group this year. That was a surprise and big deal for me. 🇺🇸

~ Lori Baker, Senior Communications Specialist

Students learn about transportation precision

TOURING AN ADOT Materials Lab, Copper King Elementary School students learned how math and science skills taught in the classroom are used to build roads and other infrastructure.

More than 50 seventh and eighth graders from Copper King’s Science, Technology, Engineering, Arts and Mathematics (STEAM) Academy took turns touring different sections of the Phoenix lab and participating in hands-on activities. They viewed pavement management, mix design, binder and asphalt, structures, and the annex where testing equipment is calibrated. They touched materials and learned about engineering overall. They also got a close-up look of the equipment trucks that pavement management uses.

“This was a unique experience to show students how important the skills and knowledge they learn in school through



Allan DeOrnellas, Copper King Elementary

Copper King Elementary students experiment with asphalt with the help of ADOT binder lab employees Erik Halvorsen and Joanne Martinez.

their math, science and technology work are in many professions,” said Allan DeOrnellas, Copper King Elementary STEAM Academy teacher.

“The tour helped demonstrate the importance of being precise with their work and that improvements are being made every day in many aspects of our lives that we do not see,” he added.

Copper King Elementary eighth grader Sebastien Peterson, son of ADOT Partnering Facilitator Julia Voight, helped organize the

tour as part of his Chief Science Officer program.

One of his favorite activities was feeling the vibrations from “Thumper,” a falling weight



Bryant Chostner, Pavement Management Section

About 50 Copper King Elementary seventh and eighth graders toured ADOT’s Materials Lab in Phoenix.

deflectometer, which is used by engineers to test the strength of the soil where roads are constructed.

Also popular with the students was performing science experiments like creating goeey asphalt and breaking concrete cylinders and steel rebar.

“The kids were really engaged and inquisitive,” said ADOT Assistant State Materials Engineer Paul Burch.

The material labs tour was a follow-up activity after Deputy Director for Transportation and State Engineer Dallas Hammit met last fall with STEAM Academy students at Copper King Elementary to explain how ADOT builds and maintains Arizona’s transportation system.

ADOT Assistant State Construction Engineer Jesús A. Sandoval-Gil and Burch said the materials lab welcomes other school tours. ■

~ Lori Baker, Senior Communications Specialist

WINNER

WINNER!



We had a great response to last month’s ADOT Jumble! Many of you solved the puzzle and submitted your answers; however, there can only be one winner. Congratulations to South Mountain Freeway West Transportation Construction Tech III Karen Erwin, whose name was selected from a random draw of entries. She received a special gift bag, including a copy of an Arizona Highways magazine and Arizona Highways Scenic Roads Guide.

Answers: 1-Marching, 2-Crisis, 3-Exhausted, 4-Parachute, 5-Possible

Final answer: The boss wanted to make process improvements so employees could cut out: **Extra Steps.** ■



The INSIDE

LANE

MAY 2019

KAIZEN KORNER

Kaizen is a Japanese word that refers to any improvement responsible for eliminating waste or improving safety and quality. Changes made as the result of a kaizen, even the smallest ones, can often add up to big results. At ADOT, employees from around the state are implementing kaizens. Here's a closer look at one of them...

KAIZEN COUNT

The number of kaizens submitted by ADOT employees so far this fiscal year is

6,681

For a complete breakdown by division, visit the [Office of Continuous Improvement page on ADOTNet](#).

ADOT rest areas save costs by reducing water usage, conserving energy

THERE'S NO way around it — Arizona is a desert, and water is a precious resource. As stewards of future generations of Arizona residents, it's every person's responsibility to conserve that resource as much as possible. At ADOT's rest areas and ports of entry alone, we're now saving tens of thousands of gallons of water — every day!

Rehabilitating rest areas started back in 2011, and ADOT has worked closely within the agency to prioritize which sites are upgraded first, according to Facilities Management Senior Project Manager Giovanni Nabavi. "We want rest areas that are safe, pleasant, clean and accessible to everyone through Americans with Disabilities Act standards," he said.

Along with Nabavi, Water and Wastewater Manager Tony Luther and Rest Area Manager Bobby Wheeler worked together to install waterless urinals, more

efficient faucets, toilets and self-closing jug fillers that use less water volumes and flows, as well as variable frequency drives — electrical devices that conserve energy and equipment usage — to reduce not only water but also energy usage at ADOT's rest areas across the state.

"Our goal is to be consistent statewide," said Wheeler. "Once we have one good idea, we take that good idea and implement it elsewhere."

Altogether, these small changes total more than 40,000 gallons of water saved daily statewide. That's more than 14 million gallons saved in a single year. The Sentinel Rest Area alone now saves more than 800,000 gallons every year.

As a result of total water flow dropping by one-third, the equipment has been running less frequently, for a total of 25% less power usage. Sludge pumping at rest areas has also decreased, and with less water usage, rest area septic systems are under less pressure due to the lower frequency of having to pump. For a desert like Arizona, these water and power savings are no small feat.

"That's impressive," Deputy Director for Operations Scott Omer said as he presented the team with Director Pins for their conservation efforts in April. "And I'm not easily impressed."



CULTURE OF CONSERVATION



Kathy Boyle, ADOT Communications

From left to right: Deputy Director for Transportation and State Engineer Dallas Hammit, Rest Area Manager Bobby Wheeler, Facilities Management Senior Project Manager Giovanni Nabavi, Water and Wastewater Manager Tony Luther, ADOT Director John Halikowski, and Deputy Director for Operations Scott Omer.

At ADOT's April 10 Business Review Meeting, Wheeler, Nabavi and Luther were awarded Director Pins for their water conservation efforts.

"We're a good team," Nabavi said. "We have our challenges, but we work together. And we couldn't have done it without the support of upper management."

"We're always looking for new ways to conserve water," Wheeler said. "Our systems are evolving and we're staying open-minded when it means saving power and water."

"With the support of ADOT along with the ability and funding, we are successfully gaining ground and water," Luther said. "It's not just about the rest areas. It's about the entire state and the people in those regions who keep us informed of waste, tell us about needed repairs and even help repair the problems. Thank you, ADOT team members throughout the state!"

Nabavi, Luther and Wheeler implemented a series of water-saving measures that have improved the life of our wells, pumps and motors in addition to saving water. Because of their conscientious use of Arizona's water resource, not only were they awarded first place in ADOT's 2019 Culture of Conservation Contest, but Arizona's travelers and residents will benefit for generations to come. ■

~ Dani Weber, Senior Communications Specialist

For as long as there have been roads in Arizona, there have been people who plan, build and maintain them. It's those skilled women and men who have made this state's transportation history a remarkable one. From 1912 when the Arizona Highway Department was first established, to right now, right here at ADOT, state employees have continuously done the work necessary to keep Arizona moving. View previous Look Back stories on [ADOTNET](#).



How the Black Canyon Freeway was built

WE CAN ONLY IMAGINE what the men in these photographs must have said on Nov. 10, 1964, at the dedication ceremony for a portion of Interstate 17, also known as the Black Canyon Freeway...

They might have remarked how Arizona was in the middle of a population boom. According to [the Arizona Transportation History report](#), the state's population "grew from 750,000 in 1950 to 1.3 million in 1960 and then to 1.8 million in 1970, an increase of more than a million residents in only two decades."

They might also have spoken of their hopes for this new stretch of road and how a versatile transportation system can help transform an area's economy and quality of life for residents.

Maybe they even guessed at the future and envisioned the numerous routes Arizona motorists can drive on today.

While we don't know for sure what they said, we do have some insight into how plans for the Black Canyon Freeway developed over the years. Here's an excerpt from the Arizona Transportation History report that gives more details:

"Phoenix's freeway system began in 1950, with the Black Canyon Freeway, a joint city-state effort designed to relieve rush-hour congestion in Phoenix and also to increase the capacity of State Routes 69 and 79, which connected the Salt River Valley to the Verde Valley and Flagstaff. By modern standards, the Black Canyon Freeway was a modest undertaking: a four-lane controlled access highway (the state's first) that began west of downtown and ran north for a few miles before merging back into the city's arterial street network. Its premiere feature was the state's first freeway interchange, which was built at Grand Avenue and completed by 1957.

"By the time the Grand Avenue interchange had opened, the Interstate highway system was being planned by the federal government, offering Phoenix officials new resources that could be used to significantly expand their new freeway system. The Black Canyon was designated part of Interstate 17, which was planned to connect Phoenix with Flagstaff, and plans were announced for a second freeway, the Maricopa Freeway, which would become part of Interstate 10 between Phoenix and southern Arizona.

"Work began on the Maricopa Freeway in 1958, and soon contracts for both new freeways were being issued on a regular basis. By 1961, more than six miles of the Black Canyon were open to traffic, from McDowell Road to Northern Avenue, and work was proceeding at a rapid pace. In late 1964, the combined Black Canyon-Maricopa freeway was dedicated from 16th Street to just north of the Carefree Highway. At a cost of \$33.5 million for 30 miles of roadway—more than a \$1 million per mile—it was by far the most expensive highway built in Arizona up to that time."

So much has changed since 1964, but I-17 is still here, giving motorists a way to get around in the state. ■

~Angela De Welles, Senior Communications Specialist

45

YEARS

ADOT

SHARE YOUR ADOT MEMORIES

In honor of ADOT's 45th anniversary on July 1, 2019, we are inviting ADOT employees to share their favorite memories. ADOT Communications is showcasing insights on ADOT's history, including milestones and the employees who make ADOT a success. If you'd like to share your ADOT memories, please fill out this [form](#) on ADOTNet. Thank you for participating!

Share the Road



Dallas Hammit

DID YOU KNOW that May is Motorcycle Safety Awareness month?

While all of us should remember to share the road year-round, I hope that you'll use this month to reflect on your driving habits and resolve to be more aware of other motorists, whether they're driving a vehicle with two wheels or four.

In case you need a refresher, here are some good safety tips.

For All Road Users

- Remember: A motorcyclist has the same rights, privileges and responsibilities as any other motorist on the roadway.
- Give a motorcyclist a full lane width to maneuver safely.
- Always look for motorcycles by checking your mirrors and blind spots before changing lanes.
- Motorcycles are smaller and more difficult to see, so keep an eye out.
- Allow more distance — three or four seconds — when following a motorcycle. This gives the motorcycle rider more time to maneuver or stop in an emergency.

For Motorcyclists

- Obey all traffic laws and be properly licensed.
- Wear a helmet and use reflective tape and gear to be more visible. The National Highway Traffic Safety Administration estimates motorcycle helmets saved an estimated 1,859 lives in 2016.
- Never ride while impaired or distracted — it is not worth the risk of killing or injuring yourself or someone else.

- When it comes to riding a motorcycle, training and safety gear are critical. ADOT encourages all riders to take a state-authorized training course.



Angela DeWelles, ADOT Communications

Work zone safety awareness

Before I end this month's message, I do want to share my thanks for all the efforts related to National Work Zone Awareness Week (April 8-12). I especially want to bring attention to a powerful temporary memorial that was installed at ADOT's Human Resources Development Center in Phoenix.

In case you didn't have a chance to see it in-person, the memorial included more than 50 hard hats and safety vests along with the names of all the highway workers who have died on the job since the 1940s.

It was a touching display that really reminds us of how important it is that we all pay attention to safety in work zones, whether we're working in one or driving through one. ■

~ Dallas Hammit, Deputy Director for Transportation

