

The INSIDE LANE

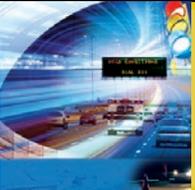
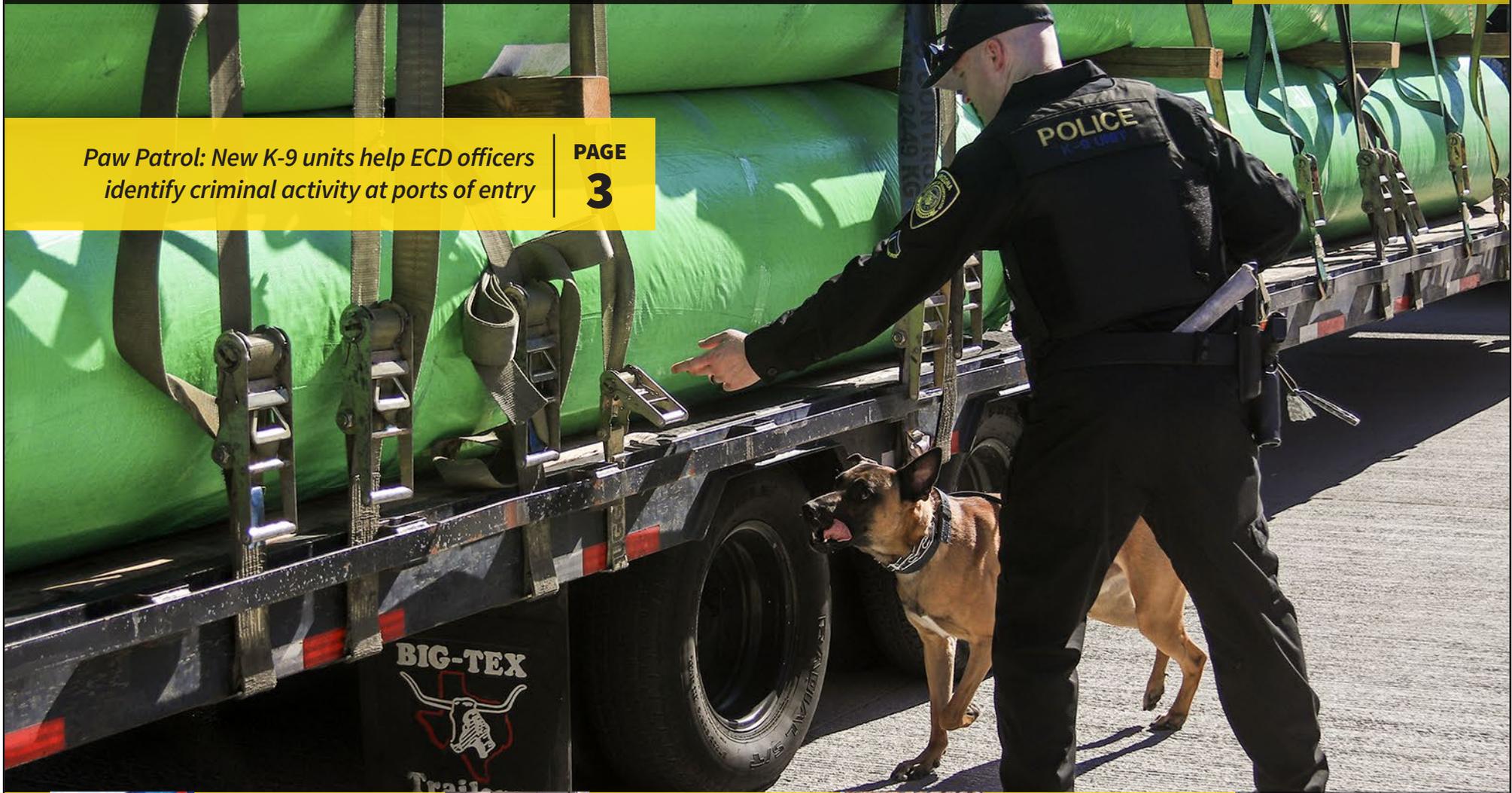
A newsletter for employees of the Arizona Department of Transportation

AUGUST 2018

VOLUME 3, ISSUE 1

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ADOT

As an organization, ADOT's goals are to "Create a high-performing organization. Build a nimble organization by evaluating, adapting, supporting and allocating funding and resources. Every group, team and individual is dedicated to providing quality services to stakeholders and each other." Not to mention, ADOT serves one of the fastest growing areas in the country and is in a state of transition to keep pace with it all.

As a result, the Information Technology Group is tasked with finding ways to be innovative and efficient to pursue this goal to support the agency and its divisions — TSMO, IDO, MPD, ASD, FMS, ECD and MVD (and all the business lines that support them). That includes the main campus, statewide MVD offices and maintenance yards, equipment services and ports of entry, just for starters.

At one point during a typical work day, ITG touches you in one way or another. We support over 10,000 end points in the form of PCs, laptops, printers, scanners, routers and switches. Additionally, there are approximately 6,000 users (FTEs, contractor, and Authorized Third Parties) using our systems that range from scanning documents, drivers and title/registration systems, GIS, permit issuance, SharePoint sites and the office productivity suite, to name a few. Did I mention security? In all that we do, we have to pass regulatory security audits for Financial, Payment Card (PCI), IRS, and the Social Security Administration, all while keeping ADOT safe from both internal and external threats.

To keep it all going, ITG is made up of approximately 130 staff dedicated to support ADOT and the public it serves.

It's been a little over a year since I took the CIO position, and within that time, my senior staff, leads and managers have taken the AMS training. Participating in ITG-focused PDCAs and implementing tiered huddles have proven

effective. In particular, there is one one kaizen that is really cool on a number of levels. Before implementation, all ADOT surplus IT equipment (state-wide) was shipped to the ITG Configuration and Deployment team in Phoenix for processing and then transported to ADOA Surplus Property for disposal. There is a new process in place that allows for these items to be sold directly from where the equipment is physically located through the public surplus website and ADOA. The result is a reduction in waste in the time it takes to ship to ITG, process inventory, and transport to Surplus Property by allowing the buyer to pick up the equipment at the current location. All sales above \$50 are transferred back to the ADOT Highway Fund. Since February we've completed six auctions, totaling \$14,971.

With regards to me, I have more than 30 years of experience in state government, both as a full-time employee and consultant, all in IT. This is my second go-round at ADOT, having previously worked for ITG for about three years. At this stage of life and career, I enjoy spending quality time with my wife, my two sons and our labrador retriever.

I'm proud to be part of the ADOT team and our mission of Connecting AZ. Everyone. Every day. Everywhere. ■



Steve West
ADOT Chief Information Officer

The INSIDE LANE

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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.

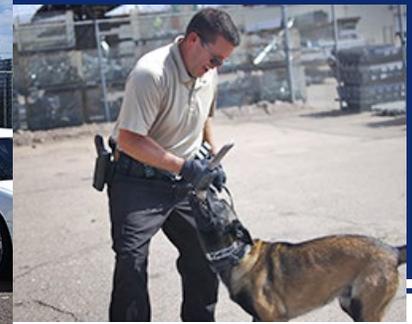
Submit your original, digital photographs to InsideLane@azdot.gov in JPEG format (no larger than 10MB). Along with the photo, please provide a brief description and your name/title.



This photo by John Dougherty of ADOT Communications shows ECD K-9 Officer Tanner Martin training with Hugo. Learn more on page 3.



The training never stops. Curry said the K-9 units get together weekly to continue training efforts.



Photos: Angela De Welles, ADOT Communications

PAW PATROL: NEW K-9 UNITS HELP ECD OFFICERS IDENTIFY CRIMINAL ACTIVITY AT PORTS OF ENTRY

MEEET Hugo and Santos, ADOT’s newest employees. They joined the agency’s Enforcement and Compliance Division a few months ago and have already proven themselves to be very good boys!

But the dogs aren’t here to play — they were brought on to serve in a critical role assisting officers within the division.

While ECD regularly handles permitting, inspections and commercial vehicle enforcement, officers occasionally discover criminal activity that can include smuggling of drugs, cash, weapons and people. The dogs, both of the Belgian Malinois breed, are trained to detect illegal drugs and human cargo. They work from their bases in Ehrenberg and Sanders, but travel to other interstate ports of entry when needed.

ECD Captain David Curry said that since the two K-9s started in December, they have helped officers seize more than 350 pounds of marijuana, 600 vials of hash oil and \$90,000 in illicit bulk currency. In addition, they have

inspected hundreds of vehicles and aided other law enforcement agencies.

Curry, who previously worked as a K-9 officer in Michigan, now oversees ECD’s K-9 program and explained that a lot of thought went into creating the program and choosing the two dogs.

“We wanted to select dogs who are very social and who have a good temperament,” said Curry, adding that Hugo and Santos are able to do their job and protect their officers, but they can still be friendly dogs when they’re not working.

Training together

Each dog is assigned to a human ECD officer. They’re together at work and at home. The partnership between officer and K-9 is crucial, but it doesn’t necessarily happen automatically. Building that trust takes time and plenty of training, according to K-9 Officer Tanner Martin.

Martin works with Hugo and said the K-9 training — four weeks of intense 10-hour

days — was some of the toughest he’s been through.

“When you go through the police academy, your performance is determined solely by your behavior,” Martin said. “But with the K-9 training, you’re learning a whole new role. You have to read the dog and rely on the dog.”

The link Hugo and Santos share with their officers has grown strong since December, Curry said.

“There’s a lot of awkwardness at first (between K-9 and officer), but once the process continues, they really start to bond and once that starts to occur, it’s pretty cool to watch,” he said.

Working together

K-9 Officer Daniel Brooks, who works with Santos, said that before ADOT implemented its own K-9 program, ECD officers would have



ECD Officers Tanner Martin, top left, and Daniel Brooks each drive vehicles that have been outfitted with features designed to keep the K-9s comfortable. Officer Brooks explained that the vehicles, which are always kept running when a K-9 is inside, contain a heat alert system that sends a temperature warnings to the pagers worn by each officer.

Photos: John Dougherty, ADOT Communications

to call other agencies if a K-9 unit was needed during a vehicle inspection.

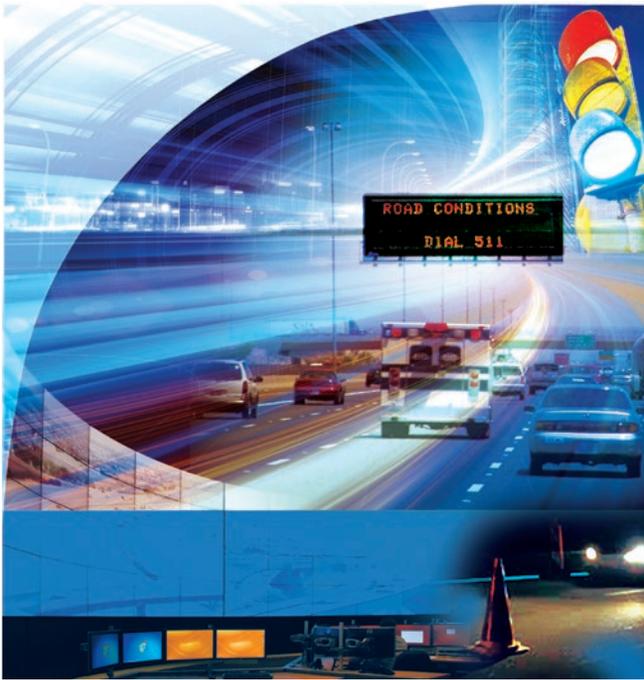
“That could take a lot of time, or there often just wasn’t a dog available,” Brooks said.

At a recent event introducing the dogs to the media and attended by Governor Doug Ducey, ADOT Director John Halikowski spoke about the value brought to the agency through the new K-9 units.

“This is a matter of highway safety,” Halikowski said. “Our officers, along with the Arizona Department of Public Safety and local law enforcement agencies, find illegal drugs and cases of human smuggling on our highways. Adding K-9s where we are already screening commercial vehicles makes us a more capable and effective team.”

Keep an eye out for a new video about the K-9s coming soon to the [“What You Need to Know” album](#) on ADOTNet. ■

~ Angela De Welles, Senior Communications Specialist



Crash Facts:

EVERY YEAR, ADOT releases its much-cited report, Arizona Crash Facts. This report summarizes all available information surrounding crashes that take place on Arizona’s roadways, whether on or off the State Highway System, and helps ADOT and our safety partners around the state answer the who, what, where, when and why behind the crashes, including crash locations, dates and times, crash severity, injuries, fatalities and damages. It also tracks road user behavior, like distraction, speeding and impairment.

ADOT produces this report in hopes of learning from each crash to ultimately make the roads, bikeways and sidewalks in Arizona safer for all users. But how does all that information come together in a single, useful report?

Where does the data come from?

Throughout the year, ADOT’s Traffic Safety Section collects crash reports from all law enforcement agencies across the

state — including the Department of Public Safety, county sheriff offices, and local, tribal and other police agencies.

About 70 to 75 percent of that information is collected electronically, either through the Traffic and Criminal Software (TraCS) or other electronic record-management system. At the site of a crash, the officer on the scene scans the driver licenses and vehicle registration information of the involved drivers by using a handheld device. The information is automatically loaded into an electronic crash form, which eventually is sent to ADOT, where the information on the crash is automatically uploaded to the Accident Location Information Surveillance System (ALISS).

The remaining 25 to 30 percent of crash forms collect the same information, but they're handwritten and sent in to ADOT from the various law enforcement agencies. Once received, ADOT Crash Records staff manually enter the information into ALISS.

How does ADOT use that data?

“The primary use of this report,” said State Traffic Safety Engineer Kerry Wilcoxon, “is to prevent future crashes by telling us where past or existing traffic crash problems may exist and the nature of these possible problems. It can then point us in the direction of how to fix the problems to make the roads safer.”

How the data comes together

Take for example the recent weekend closure of a stretch of westbound U.S. 60 in Tempe. Between 2012 and 2016, that stretch of highway had seen

the highest number of fatal and serious injury crashes of any segment on the state highway system, with a total of 1,585 crashes. Using this information, ADOT traffic safety engineers determined that restriping the pavement to add more lanes leading to eastbound Interstate 10 and upgrading the direction and curve warning signs would reduce the potential for crashes. With these engineering countermeasures, we hope to see a decline in both overall and fatal and serious injury crashes along that stretch of highway.

Furthermore, detailed information about how highway users interact with the traffic system, whether safely or unsafely, is essential for securing federal monies to fund much-needed engineering improvement projects. Every year, about \$40

million in federal funds are provided to ADOT to design and build roadway improvement projects throughout the state. Using ADOT-supplied crash data, safety projects are assigned priority based on which engineering countermeasures would provide the public with the most benefit. Competition for these funds is steep, and the more evidence there is to support the need for a project, the more likely that project is to secure those funds.

The crash data that feeds into ALISS is accessible through the Arizona Crash Information System (ACIS), which state and local safety partners — including ADOT, DPS, regional, local and tribal agencies — use to identify traffic safety issues and potential safety projects on both state and local roads.

“Did you know?”

The term *crash* is used over *accident* because it removes the assumption of responsibility or lack thereof.

While ACIS is only available to government agencies, crash data is available to the general public through a formal Public Records request.

“The Crash Facts report benefits society most,” said Wilcoxon. “We have all this information, but the primary reason for the report is to give people a broad understanding of how they and other drivers use the transportation system.”

Somewhere between 90 and 95 percent of crashes are caused by driver behavior. It’s important for the public to be aware of their role in keeping our roads, bikeways and sidewalks safe, according to Wilcoxon.

“We want people asking how they can change these safety trends,” he said. “How can they change their own behavior? How can they prevent more crashes and protect their own families from them? The Crash Facts report tells us how we can do that.”

The 2017 [Crash Facts report](#) is expected to be released in August. ■

~Dani Weber, Senior Communications Specialist

TAKING ACTION ON OPIOID-RELATED OVERDOSES

ECD officers get training, tools to respond

ACCORDING TO Sgt. Sean Dalley, one of the worst feelings as a law enforcement officer is being unable to help someone in an emergency situation.

Having the right tools and knowing how to use them, he said, is a way to ensure ADOT's Enforcement and Compliance Division officers are always in a position to act fast when they're called upon.

"Naloxone is now just one of those tools," Dalley said.

Used to treat someone experiencing an opioid overdose, naloxone is something that ADOT's ECD officers will start to carry with them on the job. Right now, they're learning how to recognize opioid-related overdoses and how to administer naloxone.

"So far, we've sent about 95 officers through this training," said ECD Training Officer Jacob Schwartz. "It's a class that teaches our officers about CPR, trauma response and administering Naloxone ... It's interesting how the product works and how subjects respond to it. It's immediate, but not a permanent fix. It can give someone life-saving time."



About 100 additional officers will receive the training later this year. The class is conducted through a partnership between ADOT, the Arizona Department of Health Services, and Central Arizona Fire and Medical Authority, according to Schwartz. He said ADOT ECD is also applying to the [Public Health Excellence in Law Enforcement program](#) through AZDHS. The program recognizes the efforts of law enforcement agencies as they train to recognize opioid overdoses and administer naloxone when necessary.

Sgt. Dalley said the training is aligned with a statewide effort to reduce opioid deaths in Arizona.

"One of the big reasons for this is not only the national push, but Governor Ducey's push," he said. "The training gives our officers the tools they need."

More about naloxone and the actions being taken in Arizona to address an increasing number of opioid overdoses can be found on the [Arizona Department of Health Services website](#). ■

~ Angela De Welles, Senior Communications Specialist



Take me out to the

hearing!

A group of ADOT employees hit a homerun recently for planning and hosting an interactive public hearing at the Goodyear Ballpark. A first of its kind for the agency, the June 27 event provided attendees with details about the draft environmental assessment and the initial design concept report for the Loop 303 south of Van Buren Street to the proposed State Route 30. An estimated 300 people attended the hearing, which included an informational video, interactive exhibits and the opportunity to offer remarks in front of a formal study panel.

Community Relations Project Manager Gabriella Kemp said the hearing was successful because so many people helped.

"Without the contributions from each discipline, this hearing would not have been so successful. This was



Photos: John Dougherty, ADOT Communications

A number of ADOT representatives were on hand to answer questions.

a team effort that included ADOT Project Management, Environmental Planning Group, the Federal Highways Administration, Maricopa Association of Governments, the city of Goodyear and ADOT Community Relations, we just all worked together to do our part to make the hearing a success," Kemp said. "From a public involvement perspective, the hearing proved that sometimes thinking outside the box can really pay off. The deconstructed open house format of the hearing really allowed us to connect with the public and I think it made all the difference. Our staff provided excellent customer service." ■

A peek at the process

Roadside Development provides design direction

Inspiration can strike anywhere, but for ADOT's Roadside Development section, the best ideas often come from studying a region's history and culture.

That's certainly been true as the team, in collaboration with Wheat Design Group, develops landscape architectural aesthetic designs for the Interstate 10 and Ruthrauff Road traffic interchange project, tentatively scheduled for construction in 2019. Their concept will honor Ruthrauff — not the road, but the man.

"Earlier designs for the project were just kind of the typical," said ADOT's Project Landscape Architectural Designer Joseph Salazar, explaining that after some research, ADOT Landscape Architecture Designer Yuri Lechuga-Robles came up with the idea of featuring John "Mos" Ruthrauff, Tucson's chief engineer from 1912 to 1917. "That's what really made it unique and distinctive. We like to tap into the history of the area or something unique when we can." ■

~ Angela De Welles, Senior Communications Specialist



◀ Salazar, left, and Lechuga-Robles go over recent designs at their Phoenix office. John "Mos" Ruthrauff was a civil engineer, who designed Tucson's first Fourth Avenue bridge, the former city hall and the original Congress Street Bridge. "Once we read about Ruthrauff, it was almost a no-brainer to include him in the design," Lechuga-Robles said. "In a way, we are carrying on his legacy because we're improving the transportation system, and that's what he did during his life."



◀ After completing research on Ruthrauff, Lechuga-Robles sketched some concepts in charcoal.



▲ The drawings were then translated into more technical renderings, which were used in early July when the team visited All Dimensions Foam, a Mesa company that specializes in foam prototyping. The preliminary architectural treatment is projected onto a wall to help the team finalize details.



Above photos: Angela De Welles, ADOT Communications

◀ Lechuga-Robles, center, discusses the design at All Dimensions Foam. The team was there to refine the plans so that large foam mockups can be fabricated. The scale mockups will eventually be used as a way to test out the designs on-site before any architectural treatments are constructed. "It's easier to make changes in foam," Salazar said. "Creating the mockups helps us to clarify any constructability or maintainability questions. It simplifies construction and saves time and money in the long run."



Photos submitted by ADOT Roadside Development

▲ Foam mockups were also used when Roadside Development recently worked on the I-10 widening project near Casa Grande. Salazar said inspiration for that project came from the area's history. Themes related to the area's ancient Hohokam archaeological finds, including pottery and ancient agricultural canals, were all incorporated into the design.

New feature helping MVD to assist customers

eSignature makes transactions more convenient

THE IDEA behind eSignature came from perhaps the most remote of locations: a secluded village in Africa that lacks running water and has limited electricity.

A customer in this village, Becca, had left her vehicle in Arizona for her sister to use while she was overseas. Unfortunately, Becca's sister was in a crash involving that vehicle and the vehicle was declared a total loss (thankfully, Becca's sister was OK).

The immediate challenge became getting a signed and verified Power of Attorney from Becca so the title could be transferred to the insurance company and Becca could be paid for the vehicle. This process is common in Arizona, but most customers are available locally so MVD can verify the authenticity of their signature.

MVD decided it needed a process for such cases so customers could sign important documents and MVD could verify the authenticity of their signature, without the customer needing to come to an office. In fewer than 30 days, and because of the flexible technology being developed by the MvM Project, eSignature quickly became a reality.

Initially, eSignature was piloted in the MVD director's office for special cases like Becca's. The pilot was then expanded to the Abandoned Vehicle Unit and is now available throughout MVD.

eSignature allows MVD employees to upload documents to a customer's AZ MVD Now account for signature. For example, if a customer is in

an office and needs a title transfer completed, they may need an additional signature from their spouse. Rather than sending the customer away or requiring the spouse to also come to the office, the Customer Service Representative can upload the title to the spouse's AZ MVD Now account, and the remote customer can then sign it electronically. AZ MVD Now accounts require multifactor authentication so MVD may be confident that the person signing the document is who they say they are.

This same process could be used for other transactions, such as a teen's instructional permit application, an abandoned vehicle title or disability placard applications.

eSignature has continued to evolve since it was initially created to assist Becca. It is now being piloted by organizational customers such as insurance companies in need of Power of Attorney documents. For example, if GEICO insurance needs a Power of Attorney for a salvage vehicle, they previously used their own technology to

obtain customer signatures. Unfortunately, MVD had no way to verify the signature for these documents. Now, GEICO can upload the document to AZ MVD Now, and the customer will receive a notification to log into their AZ MVD Now account to electronically sign the document. Because AZ MVD Now facilitates the transaction, MVD is confident that the customer signing the document has been properly identified and all of the interaction between GEICO and the MVD customer is documented and available to all three parties (MVD, GEICO and the customer).

While the idea for eSignature started with a unique customer inquiry, it is now available to assist thousands of Arizonans stay out of the line and safely on the road. ■

~ Jennifer Bowser Richards, MVD Stakeholder Relations Manager



**GO AHEAD,
GET CREATIVE!**



This cartoon, drawn by ADOT Graphic Designer John Walratt, needs a caption and we want your help. Please submit your ideas to InsideLane@azdot.gov by Aug. 17. Yes, there will be a (small) 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. We'll announce the winning caption in the next issue of The Inside Lane. Good luck!

**WINNER
WINNER!**

So ... did you find all six differences? We had a record-breaking response to last month's EyeThink puzzle. More than 100 of you submitted your answers, but there can only be one winner. Congratulations to Mandatory Insurance Unit Customer Service Representative Elba Zuber, whose name was selected from a random draw of entries! On July 17, Assistant Communications Director for Internal Communications Kathy Boyle awarded Elba with an ADOT prize package.



Here are the answers:

1. The caution tape has exclamation points.
2. The woman and man have reversed colors for their clothes.
3. One cone is upside down.
4. The shelves on the top left are empty.
5. The refrigerator door handles are on the left side instead of the right side.
6. There are two chairs instead of three.

**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 during the last fiscal year is

5,791

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

Fixture tweaks shed new light on cost savings

MOST OF US can remember a parent telling us to turn off the lights when we leave the room. It turns out that's advice Facilities Management took to heart, resulting in thousands of dollars in energy savings from just one building in Phoenix.

The Facilities Management team in Phoenix has been making good use of opportunities with an APS rebate program that offered cash back for reduction in the use of wattage, especially for wattage used by auto-occupancy sensors — that is, the lights that turn on as soon as someone walks into the room. Because of that rebate, they decided to tackle another project to make lighting in the 1655 building in Phoenix more efficient.

Over weekends and after normal business hours, the team would turn off the power to the lighting circuits and safely lock-out-tag-out the lighting fixtures. Some ceiling lighting could be rebalasted, cleaned to reclaim their reflectivity and returned to their new ports. Other lighting just needed relamping, or replacement of fluorescent bulbs.

Reballasting alone — that is, changing from three ports to two ports — will provide significant savings, even without the APS rebate. By taking just one lamp out, ADOT saves \$20 per year. Because most fluorescent lighting fixtures were reduced from three lamps to two, the 1655 building in Phoenix will see a decrease in their use of electricity, saving approximately \$1,200 per year in electricity costs.

Employees who work in the building have welcomed the new lighting conditions. The new lamps are “cooler,” providing light that's both less harsh and less hot. Because the new lighting is creating less heat, cooling the inside of the building during the summer months is also more efficient.

After the Facilities Management team changed the lighting in the 1655 building, ADOT received an energy efficiency rebate of \$4,204.

Physical Plant Supervisor James Kelso is proud of the work the Facilities Management team has done. “The waste of resources is an additional waste for the eight wastes, or muda, of Lean,” he said. “More efficient lighting saves electricity. The savings are perpetual.” ■

~ Dani Weber, Senior Communications Specialist

Because LED lamps are becoming more affordable, they will start to replace fluorescent lamps in ADOT buildings in need of lighting maintenance in the future.



Dani Weber, ADOT Communications

Building Maintenance Specialist Stuart Westerfield replaces and rebalasts the ceiling lamps in the 1655 building in Phoenix. Recent efforts have saved ADOT thousands of dollars in energy costs.

**WAY TO
GO!**



CONGRATULATIONS to all of the ADOT employees who have recently earned spot incentives and meritorious leave! For a complete list of the employees who were awarded, check out the [ADOTNet home page](#). The criteria for [spot incentives](#) and [meritorious leave](#) can be found under ADOT Policy and Procedures on ADOTNet. ■

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. Take a look back at some of their stories.

The Highway Hawk was one busy bird...

FROM parades and county fairs to school assemblies and community events, ADOT's official mascot made it a mission to educate children and adults about highway safety.

Naturally, we want to know how this human-sized bird so obsessed with safety got its start with ADOT. Unfortunately, the Highway Hawk, who has made fewer appearances in recent years, didn't respond to requests for an interview. But reader, we have the next best thing — an article from the April 1996 issue of Newsbeat that spells out the Highway Hawk's origin story:

The idea of creating an ADOT mascot was hatched by the Community Relations Office to respond to a need identified by those attending a recent Statewide District Maintenance Engineers Meeting.

"We think it's important for people to have a positive image of ADOT," said Tom Foster, the District Maintenance Engineer for Prescott, "and the best way to do that is to educate people about what we do and how to be safe on the highways."

The hawk was chosen as the mascot after careful evaluation of all the suggestions submitted by employees. Other factors



taken into consideration included the type of character that would convey a friendly but strong image, the functionality of creating a costume for each idea, and the desire not to duplicate other high-profile mascots.

According to the Newsbeat, a committee made up of members representing education, ADOT, the Department of Public Safety, the Governor's Office of Community and Highway Safety, and the construction industry was formed to develop a school program for the Highway Hawk.

While the hawk doesn't get out much anymore, ADOT's mascot lives on through memories. Here's how ADOT Spokesman Doug Nintzel recalls the Highway Hawk's heyday:

"He was a safety ambassador for many programs, including school visits and community events. Those included our 'walk, bike or skate' parties on the pavement where we celebrated upcoming freeway openings," Nintzel said. "The Hawk was always there to remind folks to keep an eye out for safety. Like many mascots, he was a big hit with the kids. I remember we also got him into local parades, including the Fountain Hills Thanksgiving Parade and the Electric Light Parade in Phoenix."

Traffic Control Operator Raymond Shaban started with ADOT in 2005 and wore the Highway Hawk costume many times

throughout the years. He also has some memories from those early days.

"It was pretty hot inside the costume," said Shaban, adding that there was a small fan inside the outfit to make the temperature a bit more comfortable.

Shaban actually had some experience portraying other mascots before coming to ADOT, making him a natural to don the costume. He particularly remembers playing the Hawk during ADOT's freeway openings and even got to meet Governor Janet Napolitano as the Hawk during one event.

Do you remember the Highway Hawk? Email your memories to InsideLane@azdot.gov. ■

~ Angela De Welles, Senior Communications Specialist

Properly maintained tires keep you, your passengers and other drivers safe



Dallas Hammit

LAST MONTH, I talked about how being prepared for summer weather can make all the difference. But besides high temperatures, monsoons and dust storms, there's another summertime safety issue I want more drivers to be aware of...

When the temperatures heat up, motorists need to stay alert and be on the lookout for tire treads and other debris that can end up on the highways. Known sometimes as "gators," the tire treads that wind up on the road after someone has a blowout can create a hazard for other drivers. The number of gators we all see on the road seems to increase in the hotter months.

You as a driver can actually help limit the chances of creating highway gators by properly maintaining your tires — that includes regularly checking your vehicle's tire pressure to reduce the risk of blowouts.

According to the National Highway Traffic Safety Administration, about 700 people die every year in tire-related crashes. There's a lot we all can do to help drive that number down.

Published on the [ADOT Blog](#) last year, here are some tips from [SaferCar.gov](#) that will help keep your vehicle's tires in shape:

- Inflate your tires according to the pressure specified in your vehicle's manual or tire information label on the driver's side door edge.

- Properly inflating tires improves fuel efficiency, providing as much as 11 cents more value per gallon.
- Follow your car's maintenance guidelines and rotate tires as specified. Also, be sure they are balanced and aligned correctly for optimal performance.
- Check the tread on your tires. Tires should be replaced when tread is worn down to 2/32 of an inch. Running out the clock on your tires can result in a blowout.
- Many newer vehicles have automated tire pressure monitoring systems. Typically, these alerts are sent when a tire is significantly deflated, making regular checks is a good idea. Keep a tire pressure gauge in your glove box.

Just remember that properly maintaining your tires can actually help to make them last longer — it'll also save you money in the long run. Most importantly though, the steps you take to maintain your tires will help protect you and other drivers on the road. For even more information about tire safety, visit [NHTSA.gov/tires](#). ■

~ Dallas Hammit, Deputy Director for Transportation

Fredonia Equipment Services shop wins **Green Shop** award

TO EARN an Environmental Green Shop award, ADOT equipment service shops must implement and comply with several best management practices all aimed at promoting environmentally friendly operational practices that reduce waste and improve sustainability. The winning shops routinely go above and beyond to exceed national environmental compliance standards.

To recognize that commitment, Equipment Services implemented the Environmental Green Shop Award Program in 2008. Green Shop Award winners are announced every other year and the selection is based on several inspections that evaluate best management practices along with the impact of a shop's operations on the environment. One award is always presented to a full-service shop, and one is presented to a smaller satellite location.

This year, Equipment Service shops in Yuma and Fredonia have earned the honor.

The Yuma shop was awarded in June (see photos from the event in [the July issue of The Inside Lane](#)) and the Fredonia shop was awarded on July 12.

According to Fuels and Environmental Manager Scott Chandler, employees from the Fredonia shop implemented more than 20 new best practices in their day-to-day operations. They also perform regular self-audits to ensure compliance. Recently, the team worked to develop a recycling program that reduces the volume of waste materials. By consolidating waste materials with the Littlefield and Page equipment shops, they were able to consolidate their waste materials — a move that reduces the number of waste collections and saves money each month in collection fees. In addition, employees have worked hard to clean up their shop. The team coordinated with ADOT Facilities to have a worn out concrete floor replaced and the office walls painted.

Find more about the Green Shop Awards program [on ADOTNet](#). ■

~ Angela De Welles, Senior Communications Specialist



From left, Tina Risteska, Wesley McAllister, Scott Kennedy, Lionel MacFarland and Joseph LaCorti.



Employees have worked to clean up their shop to earn the Green Shop Award.



The team was presented with the Green Shop award on July 12.

Photos submitted by Tina Risteska

New kaizen goal established for the agency

We're aiming higher this year

BEFORE I share the new agency kaizen goal for FY19, I want to extend my thanks and congratulations to everyone. We far exceeded our kaizen goal for this past year. If you recall, we had an agency goal of 5,000 kaizens for fiscal year 2018.



Scott Omer,
Deputy Director/Chief
Operating Officer

When I announced that goal, it seemed like a huge stretch, but the ADOT team came through. According to our Kaizen Tracker, we implemented 5,791 kaizens from across the agency. I just want to say thank you so much for your efforts and improvements.

Based on our success last year, we are aiming higher this year. **Our agency goal is 7,200 by June 30, 2019** — with 100 percent of employees participating.

I know we can attain our agency goal and continue to find ways to improve efficiencies and eliminate waste. Remember, kaizens can be large or small and should focus on quality or safety. To be counted, kaizens must be implemented, documented and uploaded to the Kaizen Tracker.

Once again, congratulations for a job well done! Now, let's get to work to identify ways to improve our performance and eliminate waste. Kaizen! ■

~ Scott Omer, Deputy Director/Chief Operating Officer

