

The INSIDE

LANE

A newsletter for employees of the Arizona Department of Transportation

APRIL 2017

VOLUME 1, ISSUE 10



◀ Deep-dive effort helps reduce wait time at the border
PAGE 3



◀ Equipment Services takes part in statewide deep-dive
PAGE 5



◀ Making safety a priority
PAGE 7

ADOT

HI, MY NAME IS **TIM LANE** and I'm the Division Director for the Enforcement and Compliance Division (ECD) here at the Arizona Department of Transportation.

I've been an employee with ADOT for four years. I retired as a commander from the Arizona Department of Public Safety in 2007 after serving 27 years and served as chief of police with the Arizona State Capitol Police Department until December 2009, when I joined the Federal Highway Administration in Washington, D.C. My primary responsibility was to reduce congestion in the top metropolitan areas in the United States through improved traffic incident management. I left FHWA in April 2013 to join ADOT as the chief of enforcement within ECD. In my spare time, I enjoy coaching baseball and playing the guitar.

ECD plays a critical role in commercial vehicle enforcement and conducting complex criminal investigations related to crimes associated with a variety of fraud. The division is split into two bureaus, the Enforcement Services Bureau (ESB) and the Office of Inspector General (OIG). Sworn and civilian personnel on the uniform side of the division are committed to size and weight enforcement and conduct commercial vehicle safety inspections at our state and international ports of entry. Enforcement personnel are also committed to mobile enforcement efforts statewide and VIN inspections at selected MVD facilities. Detectives in OIG focus on crimes specific to VIN, registration and title fraud. Detectives use state-of-the-art investigative tools, such as facial recognition, to investigate, arrest and convict suspects committing these harmful crimes.

The division is committed to continuous improvement and the Arizona Management System. ECD employees provide the necessary leadership in support of CI and strive to reach the goal of everybody, every day, everywhere. AMS gives us the tools necessary to meet the increasing demands of protecting Arizona's infrastructure and its people. Visual Management is a tool ECD employees use to visually monitor mission priorities/targets. While there are many tools within the AMS, Visual Management allows employees to track progress and implement countermeasures when efforts fall short of intended targets.

It is both an honor and privilege to be part of the ECD team, and I'm proud to be a member of the ADOT family.

Please be safe! 🚧



Tim Lane
Director of the Enforcement
and Compliance Division

The INSIDE LANE

ADOT DIRECTOR

John S. Halikowski

DEPUTY DIRECTOR FOR POLICY

Kevin Biesty

COMMUNICATIONS DIRECTOR

Timothy Tait

NEWSLETTER STAFF

Kathy Boyle, Assistant

Communications Director

Angela De Welles, Senior

Communications Specialist

Michelle Fink, Administrative Support

Danelle Weber, Senior

Communications Specialist

Randy Sasaki, Graphics Project Manager

John Walradt, Graphic Designer

Elena Diaz, Graphic Designer

EDITORIAL BOARD

Eddie Edison, HR

Lt. Gary McCarthy, ECD

Lt. James Warriner, ECD

James Windsor, TSMO

Jennifer Bower Richards, MVD

Larry Clark, MVD

Lisa Danka, FMS

Michael Kies, MPD

Mj Vincent, OCI

Steve Boschen, IDO

Ted Howard, ASD

The Inside Lane is published monthly for the employees of the Arizona Department of Transportation by ADOT Communications.

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.

© 2017 Arizona Department of Transportation

17-114

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 ADOT Video Production Project Manager Kim Katchur, shows off the installation of Arizona's first prefabricated bridge. Find details about the innovative project at azdot.gov/SacramentoWashBridge.

DEEP-DIVE EFFORT HELPS REDUCE WAIT TIME AT THE BORDER

Level 1 inspection process overhauled



John Dougherty, ADOT Communications
A commercial vehicle approaches the San Luis Port of Entry in southern Arizona.

COMPLAINTS from the commercial trucking industry of unnecessary delays at the Arizona-Mexico border drove ADOT to make multiple recent improvements that Enforcement and Compliance officers say have already dramatically improved wait times.

ADOT operates commercial ports of entry near the Mexico border in San Luis, Nogales and Douglas. The agency's Enforcement and Compliance Division is responsible for conducting safety inspections at each location to ensure commercial vehicles are following all federal and state regulations.

The job is an important one for Arizona. In 2015, \$30 billion in both imports and exports moved through the state's border ports — delays at the ports of entry can cost not only time, but money.

"What put this project on the map was the concern from commercial trucking companies. They were saying it took too long at San Luis," said ECD Lt. Andrew Orozco, adding that some truckers opted to enter the U.S. through California instead of

dealing with delays in San Luis. "They were bypassing us and we were losing out on a lot of revenue."

That's when ADOT initiated a deep-dive look at the problem.

Personnel from Honsha, ADOT's Continuous Improvement consultant, started to study the issue — they conducted interviews and visited several ports of entry, including one in Calexico, California.

From there, ECD officers in San Luis worked with Honsha and developed some solutions, including a change related to how vehicles are chosen for inspections.

Previously, the selection process was mostly driven by whether or not safety decals from the Commercial Vehicle Safety Alliance (CVSA) were affixed to both the truck and its trailer. If both decals weren't visible, the vehicle would automatically be selected for a Level 1 inspection, which includes the highest amount of scrutiny.

Now a risk-based selection process is being employed. That means if a truck has a decal, but the trailer doesn't, officers will do a quicker visual inspection to seek out any

critical safety violations. If none are found, the vehicle is allowed to continue its trip.

Lt. Orozco explained that the team was also able to combine some steps in the Level 1 inspections to help speed things up.

"By no means did any of this take away from the safety aspect. Safety is huge and we've got to make sure we're doing things right," he said, adding that improved technology was an additional solution that was implemented.

Now, officers are equipped with laptops that they are able to use in the inspection bays. Before, they would have to go back and forth between the vehicle and an office to input information onto a desktop computer, Lt. Orozco said.

Another simple change has made a big difference, according to ECD Sgt. Robert Guzman.

"Before, during a pre-inspection, we would have to check the vehicle's lights and we would wait for them to come to the scale before asking them to turn on their lights," he said. "Now, we have a message board that asks them to have their lights on when they approach the scale. It saves time."

BORDER LIAISON UNIT MAKING INTERNATIONAL COMMERCIAL TRAFFIC MORE EFFICIENT

The deep-dive effort to reduce wait times at the Arizona-Mexico border is expansive and has spurred many changes and new ideas already. One of the newest is the formation of ADOT's Border Liaison Unit.

In partnership with the Arizona Department of Public Safety and the Federal Motor Carrier Safety Administration, the BLU holds commercial vehicle industry events to provide information about safety regulations, permitting and the inspection process. ADOT has future plans to conduct training in Mexico to improve the cross-border experience for Mexican companies and stakeholders.

Check out a [new video on ADOTNet](#) to learn more about the Border Liaison Unit.

So far, all of the changes have helped to reduce the amount of time for a Level 1 inspection from about one hour down to roughly 35 minutes. The selection process shift has also shown results.

"It was a very successful effort down in San Luis," said ADOT's Enforcement Services Bureau Chief Jeff Stanhope. "The work has really helped reduce the time it takes for commercial vehicle operators to get through at that port of entry. We now are going to be rolling out the same strategies to other ports of entry." ■

~ Angela De Welles, Senior Communications Specialist



ADOT's Traffic Signals and Lighting team has taken on an endeavor that makes Dynamic Message Signs more efficient and saves money at the same time.

As explained in a new video, viewable on [ADOTNet](#), the effort to upgrade the overhead message boards is already making a positive difference.

In the video, Traffic Signals and Lighting Supervisor Chuck Hill explains that since the 1990s, the signs have utilized halogen light bulbs, along with outdated technology that has required quite a bit of maintenance.

"We were up on those signs about once a month. That meant we had to put out traffic control and stop traffic," Hill says in the video. "We'd spend anywhere from a couple of hours to a whole day replacing parts or repairing parts. Consequently, the company that supplied the signs, and the parts and pieces went out of business, so we were unable to get

the parts and pieces to repair the signs or to maintain them."

Development of a retrofit package to replace the "guts" of the sign and controller has helped the team modernize the signs using state-of-the-art LED technology.

Not only do the new LED bulbs give off a brighter, clearer light, they also help save energy. The retrofitted signs show about a 60-percent reduction in energy use, which translates to cost savings.

Retrofitting a sign costs the agency about \$42,000, which is another big savings compared to the \$300,000 it would cost to purchase a brand new sign.

Check out the video to learn more about the effort and see the crews in action. You can find it on the ADOTNet homepage by clicking on the [Continuous Improvement album](#). 📺

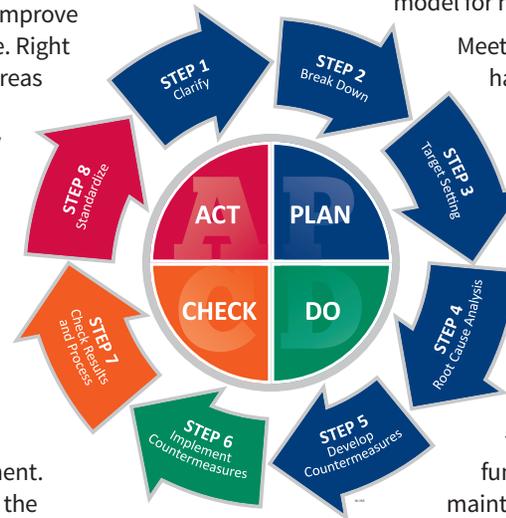
~Angela De Welles, Senior Communications Specialist

PDCA teams are tackling problems around the agency

Plan. Do. Check. Act.

Those four verbs represent the basic steps of an eight-step problem-solving method valuable to any Continuous Improvement effort. The Plan-Do-Check-Act (PDCA) method is used to improve processes and eliminate waste. Right now, it is being applied to 12 areas throughout the agency and is part of ADOT's overall Strategy Deployment, which is the Continuous Improvement method for setting strategies and making a focused effort to implement them.

The 12 PDCA's kicked off in February with the aim of improving customer service, maximizing resources and improving employee engagement. Here's a closer look at three of the projects...



Reducing Congestion: Traffic Incident Management

This PDCA team is looking at how to improve the clearance time of a traffic incident, once the first official (either ADOT field crews or DPS) has arrived on scene. Meeting weekly, the group has spent the past few months collecting and reviewing available data.

The engineers involved with this PDCA have used sophisticated programs to look at the data in a variety of different ways. Most recently, the team has started mapping out its processes and identifying needs

and roles. As far as what's next, the team hopes that by bringing the data and the mapping processes together, they'll be able identify specific deficiencies. Those might include travel times to an incident site, tow-company contracts, interdepartmental communications and resources logistics.

Improve Maintenance Level of Service

This PDCA team is working to identify the steps required to fully implement a needs-based budget model for maintenance and operations.

Meeting weekly, this team so far has started planning and drafting a problem statement. The group has also started collecting data and mapping the process flow.

Next, the team plans to send a questionnaire to subject-matter experts that support statewide maintenance and operations. Overall, the team hopes to establish a benchmark for needs-based maintenance funding to ensure statewide maintenance and operations priorities are addressed.

Reduce Freeway Congestion: ALERT teams and units

The purpose of this PDCA effort is to improve response times to emergencies on the state's transportation system.

Currently, the team is meeting weekly and already has defined a problem statement. They're value stream mapping the process and will continue to identify the root causes responsible for any delays. In the end, the goal is to make work safer for ADOT crews and provide the public with a safer, more efficient travel system. 📺



ADOT's Equipment Services shop in Phoenix. *Angela De Welles, ADOT Communications*

WHEN it comes to fleet management, accurate odometer readings are the foundation of any good approach.

Makes sense, but most don't realize just how valuable the data really is. Devin Darlek does — he is ADOT's equipment services administrator, a job that oversees the agency's fleet of 4,300 vehicles.

Darlek says odometer readings are considered in just about every decision related to a fleet, from maintenance and repair schedules to assessing whether it's time to replace a particular vehicle. Collecting that data is often tricky and the accuracy all depends on the person who is reporting the mileage.

Odometer readings for vehicles in ADOT's fleet get recorded when the vehicle is taken in for service and every time it is refueled at one of ADOT's statewide fueling sites (the odometer reading must be entered before gas will dispense).

However, not all state agencies have the ability to track the numbers so diligently.

That's why an effort, aimed at helping agencies to better understand how the state's vehicles are being used, was launched late last year.

Led by ADOT Equipment Services, five state agencies took part in the pilot program that outfitted 80 state vehicles with Global Positioning System (GPS) fleet tracking devices. Not only do the devices have the ability to pinpoint a vehicle's location, but they also report mileage, speed, idle time and even whether a driver is slamming on the brakes too often.

"This 90-day GPS test helped us understand the use of the state's fleet," Darlek said. "Now, we can take real-time information to make good, solid decisions."

One of the decisions agencies are being asked to make has to do with a statewide Continuous Improvement effort designed to save money by selling off any underutilized light-fleet vehicles (sedans, minivans, half-ton pickups and SUVs). ADOT has about 700 light-fleet vehicles and is in the process of identifying vehicles that travel less than 8,000 miles annually.

Darlek explained that he and his team have been meeting with different ADOT divisions to explain more about this statewide "right-sizing" project. He noted that in certain cases, there is a justification process to keep underutilized vehicles.

The statewide deep-dive project includes the participation of nine different state agencies, including ADOT. Known as the Governor's Fleet Council, the group participating in the deep-dive has also been developing a toolbox to standardize fleet systems within all state agencies.

The GPS pilot project is just one component of the toolbox, Darlek said. However, the technology, known in the fleet-management community as telematics, is becoming more and more essential. Darlek says the goal is to eventually put a device on about 75 percent of the state's fleet, including heavy equipment, to give real-time data that'll help fleet managers make better, more informed decisions. ■

~ Angela De Welles, Senior Communications Specialist

THE GPS devices were plugged into 25 ADOT vehicles during the pilot-program. Darlek said the test gave him and his team a better look at how vehicles are being used. The devices were used on Equipment Service trucks, vehicles belonging to the ADOT Local Emergency Response Team and on a select automated motor pool vehicle.

Some of the findings, according to Darlek, show that speeding and extensive idling is a big issue. The data was also used to find potential waste — instances where several service vehicles were traveling to the same area in a day. Darlek says the technology can be used to better allocate time and resources by minimizing trips and making travel more efficient. Equipment Services is also working with Risk Management to use these systems as a risk reduction tool, ultimately protecting the agency's employees.



SPOTLIGHT: ADOT

CIVIL★RIGHTS OFFICE

ADOT HAS a lot of moving parts, from engineers to construction workers to sign makers to customer service representatives in MVD offices throughout the state. One of the many important components of ADOT is the Civil Rights Office, which ensures everyone – both customers and employees alike – do not experience any form of discrimination and are treated equally and fairly.

What are civil rights?

Civil rights are the rights of ADOT's customers, both internal and external to receive equal treatment and to be free from unfair treatment, or discrimination. ADOT's Civil Rights Office is a federally mandated unit with the responsibility of ensuring that activities, programs and services provided by ADOT are protected under the requirements of Title VI, Title VII and the Americans with Disabilities Act.

What is the difference between Title VI, Title VII and the Americans with Disabilities Act?

Title VI prohibits discrimination on the basis of race, color or national origin under any program or activity receiving federal financial assistance. Title VII prohibits discrimination in employment on the basis of race, color, religion, sex or national origin and also ensures protection from discrimination due to pregnancy, pay inequality and sexual harassment. In addition, Title VI and Title VII protect customers and employees from retaliation for speaking out against

discrimination resulting from any of the above biases. Because of these laws, both customers and employees have a place they can go to if they believe they've been discriminated against or treated unfairly.

The Americans with Disabilities Act (ADA) is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, transportation and all public places that are open to the general public. ADOT has ADA responsibility under Title I and II of the ADA. Title I prohibits "employment" discrimination against qualified individuals with disabilities. Title II prohibits discrimination on the basis of "disability" in all services, programs and activities provided to the public by ADOT.

The ADA ensures that ADOT makes "reasonable accommodation" (employment) and "reasonable modification" (public) in our usual ways of doing things when necessary to accommodate

people who have disabilities. For example: with sufficient notice, ADOT can make sure an interpreter is present at all public meetings for anyone who doesn't speak English fluently or who has a hearing impairment. Customers and employees with disabilities can bring their concerns of accessibility with any of ADOT facilities to the Civil Rights Office.

What does a typical day in the Civil Rights Office look like?

A typical day at ADOT's Civil Rights Office includes interviewing employees who have brought up discrimination concerns about their work environments; addressing the public, customers' and stakeholders' discrimination concerns; conducting ADA



Angela De Welles, ADOT Communications

Civil Rights Administrator Eddie Edison in his Phoenix office.

and Title VI compliance reviews; assisting local government with their civil rights responsibilities; conducting nondiscrimination training with managers and supervisors; and responding to ADA accommodations requests from employees and the public.

What is the most fulfilling part of working in the Civil Rights Office?

According to Civil Rights Administrator Eddie Edison, "The most fulfilling part of working for ADOT's Civil Rights Office is that, even when our investigation finds no concerns of discrimination, we still have the opportunity to educate our employees and management on ADOT's civil rights responsibilities."

What should people know coming to ADOT's Civil Rights Office?

Coming to the ADOT Civil Rights Office is an opportunity to allay any workplace or public concerns you might have. The Civil Rights Office is open to everyone: managers, employees and customers.

"We're problem solvers," Edison said. "We're not a policing or enforcement office. We're more people-oriented than that. Our primary focus is to prevent discrimination from happening and to eliminate it when it does."

ADOT's Civil Rights Office has an important mission: address customer and employee discrimination concerns fairly, quickly and openly. "Their concerns are no less of a priority than the building of our roads," Edison said.

Making sure ADOT meets federal civil rights regulations transparently is a high priority for the agency, and the Civil Rights Office is dedicated to ensuring anyone who comes to them with a concern receives the care and attention they require. ■

~Danelle Weber, Senior Communications Specialist



Dallas Hammit

I want to also point out the safety aspect related to our Continuous Improvement efforts.

MAKING SAFETY A PRIORITY

AS ADOT MOVES AHEAD on its Continuous Improvement journey, the agency is using the Plan-Do-Check-Act (PDCA) problem-solving method to improve some processes and eliminate waste. As you'll read in this issue of The Inside Lane, PDCA currently is being applied to 12 areas throughout ADOT as part of the agency's overall Strategy Deployment.

While the PDCA projects are going to help improve customer service, maximize resources and increase employee engagement, I want to also point out the safety aspect related to our Continuous Improvement efforts.

Specifically, two of the PDCA efforts underway are focusing on how ADOT can reduce traffic congestion. One team is looking at ways the agency can improve response times to an incident on our state highways. A separate team is examining how ADOT can improve the clearance time of an incident once authorities (DPS or ADOT) arrive on the scene.

The issues these teams are working on are vital to the safety of our employees and motorists. Traffic incident management, when done right, can help crews to clear incidents safely and

efficiently. Just as important, a good, coordinated effort can also prevent secondary collisions, which often are more severe than the initial incident.

I look forward to learning about the solutions that all of our PDCA teams identify.

As you know, Continuous Improvement empowers all employees to take an active role when it comes to solving problems. The vision is everyone, everywhere, solving problems, every day — I encourage all of you to identify areas for improvement.

I can't end this message without noting that May is **Motorcycle Safety Awareness Month**.

The occasion is always a reminder for all of us — whether our vehicle has two wheels or four — to review and correct any unsafe driving habits.

While motorcycle riders have the same rights, privileges and responsibilities as any other motorist, all drivers need to remember that motorcyclists are more vulnerable to injury than a car driver if involved in a crash. Everyone on the road needs to obey all traffic laws, watch for the unexpected, never drive or ride while impaired and avoid all distractions.

Rider training is also essential. You can find information about motorcycle training providers on [ADOT's website](#), along with the [Motorcycle Operator Manual](#).

Be safe! 🇺🇸

~ Dallas Hammit, Deputy Director for Transportation

AN MSF MANUAL

MOTORCYCLE OPERATOR MANUAL

Governor's Office of Highway Safety
ARIZONA

With Supplementary Information for Three-Wheel Motorcycles

MSF LICENSING

LOOK

BACK

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.

IN THE late 1950s, a hamburger from McDonald's cost 15 cents, a room at the Holiday Inn was \$8 a night and you could drive home a brand new car for just a couple thousand dollars.

Unsurprisingly, roads cost a lot less to build back then too. This photo was taken in 1958 and tells us that at the time, the largest highway construction contract ever awarded in Arizona was for \$2.4 million. The funds paid to build a 9.4-mile stretch of Interstate 40 in the Holbrook area.

What a bargain!

Fast-forward 30 years to when the photo was published in the May 1988 issue of Newsbeat, ADOT's employee newsletter back in the day. In an article that starts off, "How times have changed," it is reported that the new \$62.9 million contract for construction of the I-17 "Stack" interchange in Phoenix had taken the title and stood — in 1988 — as ADOT's latest, largest contract ever.

How times have changed, indeed...

Today, nearly six decades after the photo was snapped and 29 years since it was printed in Newsbeat, we know that the recent \$916 million contract for design and construction makes the Loop 202 South Mountain Freeway the largest highway project in state history ... at least for now.



According to Newsbeat, Gerry Ohnesorgen is pictured second from right. He retired from ADOT in the 1980s as deputy District 2 engineer and helped oversee the I-40 project. Lacey Greer stands on the far left. He was an assistant district engineer in Holbrook. The other two men in the photo were officials of Fisher Contracting Co.

As the past informs us, there likely will be larger, more expensive road projects in the decades ahead. Maybe some future ADOT-er will find this photo and circulate it once more years

from now to signal just how far the times have changed all over again. ■

~Angela De Welles, Senior Communications Specialist

REACH: REwarding ACHievement

A new recognition program has launched for Motor Vehicle Division employees!

Eligible employees can earn recognition in the form of meritorious leave and certificates of recognition.

Nominations are open, so if you know an MVD employee who has contributed an outstanding Kaizen, or someone whose work ethic and efforts in customer service have resulted in consistently positive results, please use the online nomination form on ADOTNet to give them some recognition.

Find more details on [ADOTNet's Awards and Recognition page](#).



**GO AHEAD,
GET CREATIVE!**

This cartoon, drawn by ADOT Graphic Designer John Walradt, needs a caption and we want your help. Please submit your ideas to InsideLane@azdot.gov by May 10. 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!



KAIZEN COUNT

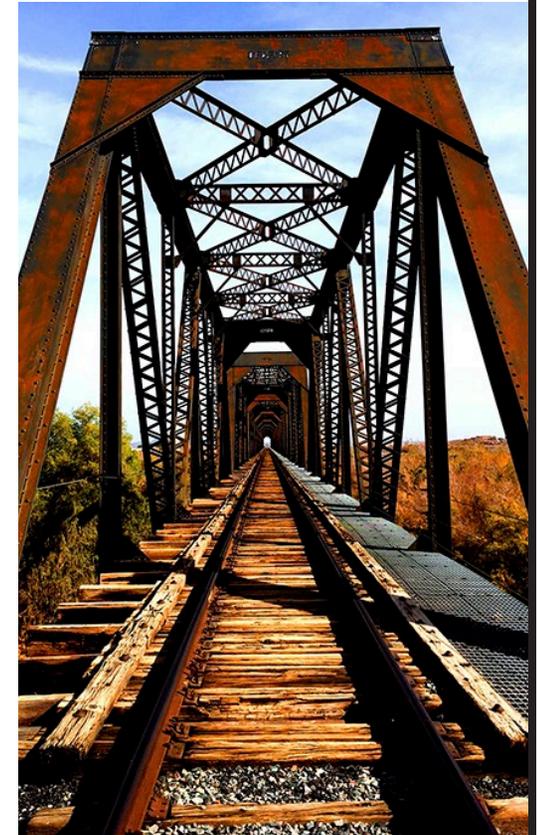
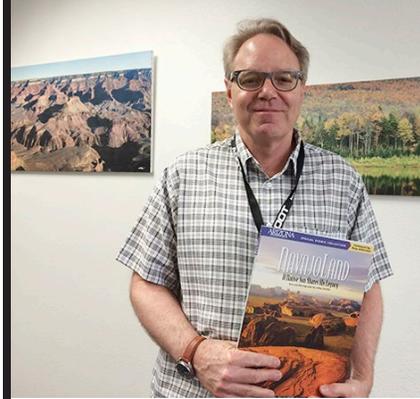
The number of Kaizens submitted by ADOT employees so far this year is

2,303

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

WINNER

WINNER!



Douglas Nick, ADOT Communications

We'll have to make the next Where in AZ?? a little more challenging. Two people correctly guessed that last month's photo was taken near Yuma in the Gila River corridor. More specifically, the photo shows the Antelope Hill railroad bridge, located just west of Wellton.

Central Region Safety Consultant John McGregor, pictured above, and Transportation Systems Analysis Photolog Specialist Kiristi Sebenik, pictured at left with Internal Communications manager Kathy Boyle, both submitted the correct answer. They were awarded earlier this month with Arizona Highways publications. Congratulations, John and Kiristi!



John Dougherty, ADOT Communications

Safety message contest winners Ashley Servatius and Jim Atkinson, pictured with Communications Project Manager Doug Pacey, center, visited the Traffic Operations Center on April 21.

ADOT reveals safety message contest winners

Thousands entered, thousands voted and thousands of motorists on Arizona's highways have now seen the results of ADOT's Safety Message Contest.

After tallying 8,000 votes for the 20 safety message finalists, the winning messages are:

THAT'S THE
TEMPERATURE - NOT
THE SPEED LIMIT

SINGLE IN HOW?
GET A REAL DATE
NOT A COURT DATE

Both winning messages appeared on overhead signs over several days this month.

ADOT received more than 6,700 message submissions, including about 3,500 in the first 24 hours of the contest.

"We want to thank everyone who participated in the contest, sending in entries and voting," said Kevin Biesty, ADOT deputy director for policy. "Our hope in putting unconventional safety messages on the overhead signs is that drivers will engage with the message and driver behavior will begin to change, making roads safer for everyone."

Phoenix residents Ashley Servatius and Jim Atkinson submitted the winning entries. For their efforts, they received the opportunity on April 21 to type their messages into computers at the ADOT Traffic Operations Center in Phoenix, beaming their words onto signs across the state. ■

IN CASE YOU MISSED IT

EVERY day, ADOT is making news around the state for its projects, policies and people. If you haven't had time to read all the headlines don't worry, The Inside Lane has you covered. In Case You Missed It, here's a look at some of the news stories written about ADOT this past month...

New littering hotline allows drivers to report people

KVOA-TV Tucson, April 20, 2017

Do you get angry when you see someone tossing trash out of their car? Now you can report litterbugs to the Arizona Litter Hotline. The idea is to spread awareness about roadside littering.

Link: <http://bit.ly/2pwKYHa>

How ADOT is using digital facial-recognition system to catch crooks

Phoenix New Times, April 11, 2017

When one Casa Grande woman posed for photo at the MVD in February, she must have thought the free cash would start rolling in from fraudulent benefits and settlement payments, according to a court case being built by state investigators.

Link: <http://bit.ly/2py3Oue>

Avoid the line! Yet another service offered at MVD kiosks

KTVK-TV, April 12, 2017

For the first time, customers can use a ServiceArizona kiosk to print the annual off-highway vehicle (OHV) decal, eliminating the need to wait in line.

Link: <http://bit.ly/2oS0Ov5>

ADOT asks motorists to be alert in work zones

Kingman Daily Miner, April 16, 2017

Hey, Arizona drivers, give those road crews a brake. Arizona Department of Transportation is sending that message to motorists to slow down and stay alert when driving through construction work zones.

Link: <http://bit.ly/2pwnhhZ>

Arizona officials: Sensors to abate wrong-way drivers could be in place this year

The Arizona Republic, April 14, 2017

The Arizona Department of Transportation told The Arizona Republic that they are "designing a wrong-way detection and warning prototype system" that is expected to be implemented along Interstate 17 between Interstate 10 and Loop 101 in Phoenix.

Link: <http://bit.ly/2pP1cl3>

For even more, check out the ADOT in the News section on ADOTNet, <https://adotnet.az.gov/adot-in-the-news>.