

The INSIDE

LANE

A newsletter for employees of the Arizona Department of Transportation

MARCH 2018

VOLUME 2, ISSUE 8

*Safety improvement work
underway on SR 88*

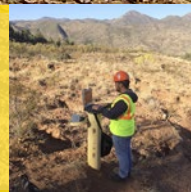
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ADOT

I AM PLEASED to have an opportunity to talk about P3s at ADOT.

In 2009, as the result of a trade mission to the United Kingdom where public-private partnerships have been used for decades, Arizona passed P3 legislation. With ADOT's former CFO, the late John McGee, we drafted an approach and began to move forward with a few projects. Today Floyd Roehrich and I work with three talented professionals — Annette Riley, Stephanie Brown and Emily Christ — and countless others in the agency to continue the work.

Generally, the term "P3" refers to how a project is developed, procured and managed. One defining characteristic of P3s is an emphasis on outcomes. A winning P3 proposal is not about price but best value, design, approach, price, safety and life cycle.

P3 projects can be an enhanced Design-Build; a Design-Build-Operate-Maintain, where a developer maintains a project that they build; or a Design-Build-Finance-Operate-Maintain, where the developer also provides finance.

The finance option is sometimes misunderstood. P3s can provide financing, but not funding. Private finance can sometimes provide value because when a developer has their funds at risk, it promotes projects to be done quickly, cost effectively and with an emphasis on life cycle. As a result, even if private capital is more expensive than ADOT funding, the overall cost might be lower. Making this determination requires an intensive analysis.

The South Mountain Freeway currently underway was procured as a Design-Build-Operate-Maintain project. So far, the approach is yielding savings in both cost and time. The facility will be maintained for 30 years, relieving ADOT of the maintenance burden and providing cost predictability.

In addition, we have a good pipeline of future projects. The next two are as follows:

- Highway lighting: We are seeking a developer to design, construct, finance and maintain new LED lights in metro Phoenix.
- Flagstaff Facilities/Milton Road: This project will move ADOT operations in Flagstaff to a completely remodeled facility nearby; our private partner will then redevelop ADOT's current Milton Road property.

P3s are a more flexible and holistic approach to complex or unique projects. However, not all projects lend themselves to a P3. Our office is always interested in hearing ideas. Please contact us! ■



Gail Lewis
Director, Office of P3 Initiatives
and International Affairs

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.



ADOT Transportation Engineering Specialist Roger Vial snapped this shot back in October.

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.

Safety improvement work underway on

Historically significant road requires ADOT employees to take extra steps

SR 88

THE APACHE TRAIL, also known as State Route 88, was built in 1903 to serve as an access road for construction of Theodore Roosevelt Dam.

In other words, it's old...

But of course, it's so much more than that. SR 88 is a part of Arizona's history and today still offers motorists a scenic way to get to Canyon, Apache and Roosevelt lakes.

Right now, work is underway on a project that will rehabilitate pavement and make other safety improvements to a 17-mile stretch of the road from near Apache Junction to an area east of Tortilla Flat within the Tonto National Forest (mileposts 203 to 220).

Here are a few fast facts about the project, including details on what steps ADOT employees must take when working on such a historically significant road.

1) Before work on the pavement-

preservation/safety-improvement project could begin, crews completed an emergency repair project on a stretch of SR 88 between mileposts 201 and 214. "We did emergency work on the flood-damaged road from August to November 2017," said ADOT Transportation Engineering Specialist Roger Vial. "That was due to a storm we had in July. The governor issued a declaration of emergency, and we repaired 24 areas before we could even start on the main project."

2) The improvement project includes work to adjust roadway curves at six locations. "A lot of the curves are sharp, and when longer vehicles come through, it can be difficult for them to turn," Vial said. "The work we're doing will flatten out the curves, which will give drivers a better line of sight." Other safety improvements include paving selected pullouts, updating signage and pavement markings, removing rocks to limit rock fall onto the roadway, and removing and replacing guardrail.

3) The project will also repair the concrete ford across Tortilla Creek near Tortilla Flat. "The ford is a one-lane bridge — water runs beneath it," said Vial, explaining that the work requires a temporary water management plan to protect the Gila topminnow fish and lowland leopard frogs that call the creek home.

4) Because SR 88 is a historic road, ADOT had to negotiate and implement an agreement that "spells out how we're going to mitigate any adverse effects. We consulted with

the Tonto National Forest, tribes and the State Historic Preservation Office," explained ADOT Cultural Resource Program Manager Ruth Greenspan. When working on any historic road, ADOT has a process in place that allows most projects to continue without any issue, Greenspan said. "For the projects where there's going to be some changes made that may affect the historic integrity of the road, we'll outline a treatment plan that typically includes documentation and historic research."

5) The Apache Trail is such a historically significant



road that Greenspan's team has been working on additional documents that include a corridor-wide Programmatic Agreement, a Maintenance and Operations Plan, and an inventory of the historic features of the road (such as culverts

and retaining walls). Greenspan explained that the road, which originally was designed in the early 1900s as a wagon road to aid in the construction of the Theodore Roosevelt Dam, played an important role in the state's early auto tourism industry. "It really has a wonderful history," she said.

For more on the improvement work, check out the [project page](#). Details on the highway's history can also be found on the [ADOT website](#). ■

~ Angela De Welles, Senior Communications Specialist



Crews place geotextile fabric during the emergency repair project last October.



Photos: Roger Vial, IDO

Equipment Services partnership brings efficiency, cost savings

New agreement with ADOA simplifies fleet management

MANAGING ADOT'S FLEET of more than 6,000 vehicles and heavy equipment would be much tougher without a tool called FleetFocus.

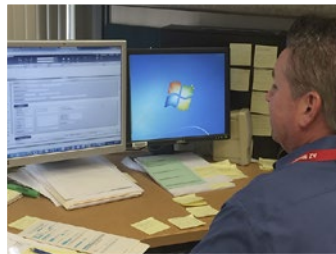
ADOT Equipment Services uses the fleet management software system to handle everything from procurement and service work orders to parts inventory and even the agency's automated motor pool.

It's also used by several other state agencies to better maintain and operate their fleets, which led ADOT Equipment Services Administrator Devin Darlek to suggest, "let's license and operate one fleet management system and standardize our processes together."

Working through the Governor's Fleet Council, a team that includes nine state agencies that work together on strategies related to fleet operations, Darlek was able to illustrate what his team could provide and how a partnership would strengthen any fleet management operation.

Because ADOT has the state's largest fleet, the department is well-equipped to host the system and provide technical support for agencies with smaller fleets, Darlek said. Over the years, ADOT Equipment Services has done just that for the Arizona Game and Fish Department, the Department of Emergency Management and the Arizona Department of Child Safety through intergovernmental service agreements.

Now, after being in the works for years, another agreement has been developed. This one is with the Arizona Department of Administration and brings ADOA under ADOT's FleetFocus



Angela De Welles, ADOT Communications

A team of employees from both ADOT and ADOA worked to make the partnership possible. From left, ADOA Fleet Operations Manager Rob Smook, ADOA Special Services Administrator Kerry Suson, ADOA Supply Chain Analyst Ortenzio Sticca, ADOA Customer Service Representative Denise McMillan and ADOT Fleet Management Information Systems Manager Ian Kaufman (not pictured ADOA General Services Director Nola Barnes and ADOA Accountant Marilyn Reese).

system, a move that means huge efficiency and cost savings for the public, Darlek said.

"This agreement shows state agencies are strengthening their operations by working together," Darlek said. "It's a true partnership."

ADOA will continue to use FleetFocus as it has for years, only now employees will access it through a web portal and ADOT will host the software on its servers and provide technical support, explained ADOT's Fleet Management Information Systems Manager Ian Kaufman.

Kaufman and his team worked for months to bring ADOA's fleet data into ADOT's system. In doing so, the team also worked on another issue involving the billing system used by ADOA to charge for vehicle use.

"We basically wrote them a new billing system and programmed it to where the new billing system takes about four seconds to run versus the manual, time-intensive process that was in place before," Kaufman said.

ADOA Fleet Operations Manager Rob Smook said the new billing system will save hours of staff time each month, while the switch to an ADOT-hosted FleetFocus means greater technical support and much greater reporting capabilities.

"The process has been extremely smooth and from an efficiency standpoint, this is tremendous," said Smook, adding that the partnership helps open the door to other projects down the road. "The Arizona Management System environment has fostered this type of cooperation and partnership." ■

~ Angela De Welles, Senior Communications Specialist

ADOT employees introduce diverging diamond interchanges to the public

DIVERGING DIAMOND interchanges aren't confusing or complex, but to an unfamiliar motorist, they might seem that way at first glance.

While the DDI design actually simplifies traffic flow and can improve safety by shifting traffic to the opposite side of the road at signalized intersections, the whole notion can seem somewhat complicated on paper, says Public Information Officer Tom Herrmann, one of the many ADOT employees tasked with presenting the concept to the public.

"But in reality, they're pretty simple to drive. There's nothing to it," he said.

The state's very first DDIs are planned for construction, which is why ADOT is working to inform motorists and show drivers how to navigate the interchanges.

The agency has announced plans for diverging diamonds at Interstate 17 and Happy Valley Road in Phoenix and Interstate 10 and Houghton Road in Tucson. There are also plans to include two DDIs at South Mountain Freeway interchanges.

While DDIs are new to Arizona, more than 80 diverging diamond interchanges have been built within the last nine years in 29 states, including Minnesota, which is where ADOT Community Relations Project Manager Jeremiah Moerke hails from.

Moerke worked for the Minnesota Department of Transportation before coming to ADOT earlier this year, and he's putting his past experience to use as he works on public outreach for the I-10/Houghton Road interchange project in Tucson.

"In our situation in Minnesota, we had an interchange that was not functioning well. It was very congested and traffic was backing onto the interstate," said Moerke, adding that the public was supportive of a DDI because they wanted the traffic problem fixed. "We didn't get much pushback. They were willing to give anything a try as long as it was a solution."



Tom Herrmann, ADOT Communications

A public open house on Feb. 8 in Tucson gave drivers a look at the planned DDI. Environmental Planner Michelle Ogburn, in photo at right, explains the plans to a young attendee.

ADOT recently hosted a public open house event in Tucson to give residents a closer look at the planned DDI. Moerke said the response was generally pretty positive.

"There were a lot of questions, but in general people were very receptive," he said.

The use of renderings, maps and a video simulation at the meeting were all especially helpful to explain what a DDI is and why it makes sense, Herrmann said.

"To me, the biggest part of this is education," said Herrmann, adding it's important to explain the safety aspects to the public while also showing how DDIs are going to help traffic move better.

"It is a difficult concept for people who have always driven on the right, but it's a perfect fit for the area," Herrmann said. "Once people drive it, they consider it safer, faster and easier."

Find more information about the [Tucson](#) and [Phoenix](#) projects on the ADOT website. 🇺🇸

~ Angela De Welles, Senior Communications Specialist





Grand Canyon State Logo Signs auction space to raise revenue, boost economy, aid motorists

YOU'VE NO DOUBT seen them. Big blue signs near some of the exits along Arizona state highways, each one telling you where you can grab a bite to eat, fill up your car's fuel tank or find a place to rest for the night. ADOT's Grand Canyon State Logo Signs works closely with over 1,800 businesses to keep those blue signs up to date and generating revenue.

"They're a win-win-win," said Chief Financial Officer Bab Allen about the logo signs. "They add to Arizona's economy by directing traffic to local businesses. They help motorists find services they need. And they generate a reasonable profit for ADOT that can then go into more agency-wide projects."

But not all businesses can get a spot on one of ADOT's signs, and not all highway exits have the same signage needs. Only businesses that fall into one of six categories (food, gas, lodging, camping, attractions and 24-hour pharmacy) can get their logo on a blue sign. If there's more space on a sign than there are businesses wanting to advertise, ADOT leases that space on at a standard rate where all customers



pay the same amount at the same location, often based on ADOT traffic counts for urban exits in Phoenix, Tucson and other locations.

However, where there are more businesses than available space at an exit, it gets a little more interesting. ADOT lets those businesses compete for space at auction.

It's not the kind of auction you see in movies — where a fast-talking auctioneer stands in front of a crowd and yells "SOLD!" This kind of auction is called a "sealed second bid," or a "Vickrey bid," and is much closer to the kind of bidding you might see on eBay. Bidders all submit sealed bids simultaneously and do not know what their competition submits until after the bid closes. The highest bidders get locations on the sign until the sign is full. However, each bidder actually pays the value of the next-lowest bidder.

"Coordinating an auction takes a lot of follow up on our part to make sure businesses have the opportunity to bid," Sales Support Specialist Mary Kampmeyer said of the bid process. "For customers who are used to paying a standard lease rate, especially, it can be challenging to explain that the signs are changing to a bid process."

The effort seems to be paying off, though. In a recent auction for a single exit, Kampmeyer was able to increase the number of leasing customers from nine to 13, with overall sales proceeds up more than 50 percent, to \$75,000.

Between leasing and auctioning sign space, Grand Canyon State Logo Signs generates \$5.2 million in revenue and about \$2.5 million in profit, which goes directly into funding other state highway projects.

"This puts ADOT at about the fourth best financially performing program among all 50 states," Allen said. "While we use auctions to equitably solve competitive conflict when we cannot serve all of our customers, the result is that businesses willingly pay more than the standard leasing rate, making the program more profitable without ADOT increasing standard pricing rates."

The future of the program continues to look bright, as it transitions from about 35 to 75 bid locations. Following the transition, the program is expecting to earn more than \$2 million in logo annual revenue from bidding, with the remaining \$3 million of annual revenue from standard rate pricing. ■

~ Dani Weber, Senior Communications Specialist

Grand Canyon State Logo Signs generates \$5.2 million in revenue and about \$2.5 million in profit



James Lemmon, Geotechnical Design

Ivan Tullao downloads data from vibrating wire piezometers near State Route 87.

ADOT puts EITs to work

ADOT EMPLOYEES don't just work out on roads or behind desks — many are in the field doing important technical work as this photo shows.

ADOT Geologist James Lemmon snapped the shot of Ivan Tullao on Jan. 26. Tullao, an Engineer-in-Training who is currently rotating through the agency's Bridge Group, is seen downloading data from vibrating wire piezometers buried deep beneath the soil near State Route 87 at milepost 224. Lemmon said the instruments are used to measure soil moisture, which is of interest to ADOT's geotechnical section.

The EIT program has a long history at ADOT and is structured to give engineers who have graduated with a bachelor's degree in civil engineering technology or construction management the chance to gain practical, hands-on experience that will help them to meet educational goals and prep them for their professional careers.

Candee Samora, manager for ADOT's EIT and intern programs, says the program is beneficial to ADOT and the EITs.

"The program is wonderful," Samora said. "The EITs work side by side with experienced engineers, and they're getting all this firsthand knowledge."

Tullao, a recent graduate of California State University Sacramento, says his experience at ADOT has been useful. Already, he's worked on project management, roadway design and now he's stationed with the Bridge Group.

"They train us with a lot of people in the industry and we are learning a lot of things that we didn't learn in school," Tullao said.

According to Lemmon, it's not just the EITs who gain something from the program — ADOT benefits, too.

"I have been fortunate over the last several years that a number of ADOT's EITs, including Joselyn Valero, Vance Hooley, PJ McKelvey, Amy Lin, Lance Briley and student intern Patrick Sieg, have helped me collect raw data from our instruments and monitoring wells not only from the SR 87 Sunflower landslide, but the SR 89A Jerome landslide and the US 89 Bitter Springs landslide at Echo Cliffs in northern Arizona," Lemmon said. "These young engineers' hard work helping to collect geotechnical measurements has added to our body of knowledge about what are the geologic and hydrologic conditions contributing to ongoing movements at these active landslides."

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

~ Angela De Welles, Senior Communications Specialist

Organizational changes mean a leaner, more efficient team

IN ANY KAIZEN organization, it's important to look not just at day-by-day improvements, but at the bigger improvements — like how the leadership team is structured. ADOT has done just that and made some important changes that will help the

leadership team operate more efficiently and effectively.



Scott Omer

Scott Omer, the deputy director for operations, will now hold the title of ADOT deputy director/ chief operating officer. This is a common position within private- and public-sector organizations and facilitates the consolidation of various functions under a single leader.

Aside from the transportation-related divisions (IDO, TSMO, MPD and Executive Officer Floyd Roehrich, all of which will report to Deputy Director for Transportation/State Engineer Dallas Hammit), most other divisions will report directly to Omer, including Financial Management Services, MVD, ECD, ASD and ITG. In other words, all daily operations will fall under the chief operating officer, who will be responsible for day-to-day delivery of results and performance at ADOT.

A structure with a chief operating officer allows the director to focus on more strategic, long-range issues to support the agency and its mission. As the agency's top leader, Director John Halikowski will continue to set strategic direction and policy to align with the governor's short- and long-range objectives.

For more information on this structural change, be sure to view the up-to-date organizational chart, available on [ADOTNet](#). ■

~ Timothy Tait, ADOT Communications

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 1956, ENGINEERS from the Arizona Highway Department were using big calculators to make huge progress on the state's transportation system.

When this photograph was taken, President Dwight D. Eisenhower had only just recently signed the Federal-Aid Highway Act of 1956 into law and road construction projects were about to kick off at a record pace across the country.

But the era it's from isn't the only thing that makes this picture notable...

The woman and men shown were early participants in the department's Engineer-in-Training program. The illustrious class included Walter Owen Ford, who ended up serving as ADOT's state engineer from 1985 to 1988, and Frances Walker, the first woman engineer ever employed by the Arizona Highway Department.

Here's what was written about Walker on June 19, 1956, in the Highway Spotlight, a publication billed as the "official news bulletin of the Arizona Highway Department."

"On June 25th, a young Arizona girl who received her Bachelor of Science and Civil Engineering degrees from the University of Arizona at Tucson on May 29th will have the distinction of becoming the first woman ever employed by the Arizona State Highway Department as an Engineer.

"Mrs. Frances Sprawls Walker, 25, will enter on duty next Monday under the Engineer-in-Training program. Wm. N Price, Traffic Civil Engineer, who is supervisor of the program, said that Mrs. Walker's first training assignment with the State Highway Department will be in the Construction Field Office at Phoenix.

"The Engineer-in-Training Program recently organized at the Highway Department for development of young graduate engineers, extends over a two year period. During this time, the trainees serve various periods of time in the nine divisions of the Engineering Department to receive diversified experience in all phases of highway construction."

Today, the Engineer-in-Training program is still going strong. The two-year program offers new engineers the opportunity to gain practical training and hands-on experience. Many



According to a November 1986 issue of Newsbeat, seated at the table are, left to right, Owen Ford, Dick Murphy, Harvey Anderson, Floyd Grant, Frances Walker and Robert Schneider. In the background, Newsbeat was able to identify only Keith Shreeve, second from left, and Jay Melford, second from right.

men and women got their start in the field through the EIT program, including ADOT's first female state engineer, Jennifer Toth.

Find program details on the [ADOT's website](#) and check out page 7 for a look at what one modern-day EIT is learning. ■

~ Angela De Welles, Senior Communications Specialist

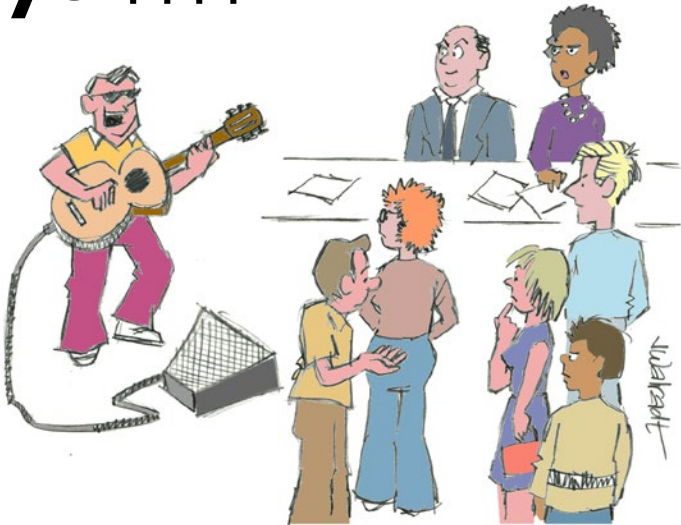
Can you spot the differences?

No, you're not seeing double! Both of these panels look the same, but there actually are 12 differences between the two cartoons. Can you spot them all?

Send an email with at least six of the differences to InsideLane@azdot.gov by March 15 to be entered into a drawing for a (small) prize! We'll reveal the answers and the winner in next month's newsletter. Good luck!!



eyethink



JOB WELL

DONE!

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.

WINNER

WINNER!



We received many creative entries in response to last month's caption contest, but there could only be one winner. Congratulations to ADOT Right of Way Project Coordinator Mike Wilson who submitted the winning caption! Internal Communications Manager Kathy Boyle awarded Mike in February with an ADOT cup filled with cool stuff.



Use of Personal Electronic Devices

A recent court ruling addressing the use of personal cell phones for state business has provided Arizona agencies with additional guidance related to the management of public records.

Please be aware that if employees use their personal electronic device (home computer, personal cell phone, tablet, etc.) to conduct state business, the records contained on their device could be subject to a public records request.

ADOT employees have a responsibility to manage the records or documents created in furtherance of state business. Those records can include text messages, photos, emails and documents. Please refer to [ADOT Policy MGT-9.02](#) for guidance on public records maintenance, retention and destruction.

If you have questions related to this subject, please call ADOT Safety and Risk Management at 602.712.7327. ■

Barb Domke, Marissa Eskridge recognized with ADOT Innovation Award

ADOT's Employee and Business Development Office, which manages the Disadvantaged Business Enterprise (DBE) program, is dedicated to helping women- and minority-owned businesses have a fair chance at contract work. Helping those firms communicate effectively and efficiently with ADOT, is a top priority.

"A lot of those small businesses have a hard time getting work on construction projects and federal highway type projects," Employee and Business Development Administrator Vivian Lattibeaudiere explained. "So (our) mission really is to help implement that program and to help certify DBE firms so that they can work on these projects, and also help provide education, support and networking opportunities, and to help them connect with prime contractors."

Keeping all these DBE firms organized, however, can be complicated and require a lot of databasing. To keep up with the speed of business, Lean Process Improvement Coach

Barb Domke and Marissa Eskridge worked together to innovate faster ways for businesses to register and communicate with ADOT.

Outside vendors were historically not able to provide the kind of tailored approach that Domke and Eskridge were able to develop in-house. All told, they developed three new platforms for communication with ADOT's contract customers:

- Arizona UTRACS, a one-stop online shop for prime contractors to locate resources and technology systems
- Business Coach On-Demand, which gives eligible DBEs information on how to get started as a DBE with ADOT
- Polling software that allows anonymous feedback and helps the office be more responsive to customer feedback.



"One of our main principles in Lean," Domke said, "is called 'market in.' And that means anticipating a customer's needs by going a step further — not just asking them what they need, but anticipating what they might need. All three of our innovations did that very well."

Since July 2016, when Domke and Eskridge began to implement their innovations, the number of firms registered with ADOT through AZUTRACS has jumped from 1,200 to 3,400. In 2017, it was clear that their innovations were having a significant and sustained impact on how ADOT is able to serve its customers, and [they were awarded the inaugural ADOT Innovation Award.](#) 🏆

~ Dani Weber, Senior Communication Specialist

Permit Test @ Home

TEENAGE Arizona drivers who need to take the written drivers' test to get an Instruction Permit can now take that test online.

The Arizona Department of Transportation Motor Vehicle Division has introduced the Permit Test @ Home. It's available by setting up a free personal account at AZ MVD Now (azmvdnow.az.gov).

Online testing is commonplace for things such as college courses and professional

certifications, so having the Permit Test @ Home is a modern and convenient way for MVD to serve customers.

Learning to drive is a rite of passage for many teens and the Permit Test @ Home makes the process a bit easier. Rather than requiring teens and their parents to come to an MVD office to pick up the manual and then return for the knowledge test, MVD is making the test available digitally. The only office visit needed will be to pick up the permit itself.

The manual and online practice tests have been available at azdot.gov for a number of years, allowing students to familiarize themselves with the questions and become better informed about traffic laws and procedures. The Permit Test @ Home expands that to the actual test by establishing a secure proctoring method in which parents log into AZ MVD Now to establish an account using their driver license or ID card.

The parent or guardian will then register their teen for the Permit Test @ Home and agree to the terms. Parents must certify that they will proctor the exam fairly. For teens under the age of 18, the application for an instruction

permit or driver license must be signed by a parent or guardian who is responsible for damage caused by negligence or the willful misconduct of the teen.

Just like in an office, the Permit Test @ Home requires a \$7 application fee and teens will have three attempts to pass the test within 12 months. Potential drivers will still be required to pass a road skills test prior to receiving a license.

This is another way that MVD is getting Arizona "out of the line and safely on the road." 🏆

~ Jennifer Bowser-Richards, MVD

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 in the new fiscal year is

3,581

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

Audible alert system in Prescott Valley Equipment Shop makes parts requests faster, more efficient

IT HAPPENS to the best of us: you get head down in work, one thing leads to another and before you know you, it's the end of the day and time to go home. Being focused on work can help the day go faster, but in the Prescott Valley Equipment Shop, it presented the unique problem of missing incoming parts requests.

"You get busy with tasks," said Parts Expediter Randy Flory from the Prescott Valley Equipment Shop. "Both screens are full, or you're on the other side of the room, and you miss the request for parts. Suddenly, people are coming in looking for parts and they're not ready."

Because Flory and his team serve not only their own shop, but also their lube truck, the Payson satellite equipment shop and the Payson lube truck, missing those parts requests could end up costing time and efficiency. The Prescott Valley Equipment Shop needed a better way to know when those requests were submitted.

Working with Fleet Management Information Systems Supervisor Bob Anderson, a new audible alert system is now making work a lot easier.

"The parts requests go through a third-party portal," Anderson explained. "If you're not in front of the computer, the requests can pile up without anyone knowing."

The new alert system provides a solution to that problem by automatically running a query on the portal's database every minute, looking for any new requests. If it finds one, an automated voice comes over the

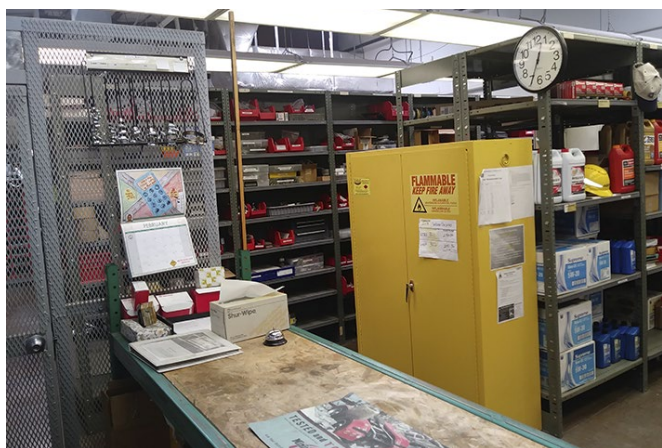
loudspeaker to announce it. Flory and his team are now able to respond to parts requests faster and more efficiently.

But Prescott Valley won't be the only one to benefit from this new audible alert. From the very beginning, the alert system was created with the intention of implementing it in other places. It's one code that only needs a little bit of tweaking to meet the needs of specific locations, especially smaller shops.

"When someone comes to me with a problem like this," Anderson explained, "I listen to what they need, but I also try to listen to what they really need but maybe aren't thinking about."

Being able to implement audible alerts for parts requests is now an option for any shop that needs it to keep work moving smoothly. ■

~ Dani Weber, Senior Communications Specialist



Randy Flory, ASD

A new solution implemented at the Prescott Valley Equipment Shop is making parts requests go smoother.

Safety message contest returns

FOR A COUPLE of years now, ADOT has been using clever and humorous safety slogans on the state's overhead electronic signs not just to get laughs from motorists, but to really get people talking about important traffic safety topics, like distracted driving and seat belt safety.

The messages certainly resonate with the public and hopefully have sparked conversations about dangerous driving behaviors.



Dallas Hammit

Now, for the second year in a row, it's the public's turn to craft a winning message. ADOT's Safety Message Contest launched on Feb. 20, and right now, ADOT employees are working to select the top entries that will move on to the next round of public voting, scheduled to take place in early March. The winning messages will appear on our overhead signs the last week of March.

I encourage you to visit azdot.gov/signcontest once the finalists are announced to vote for your favorite safety message.

I also hope you'll take the cue from our messages by continuing to make safe driving a priority and to help with this agency's effort as we work to change dangerous driving behaviors. As always, please take the time to talk with your friends and loved ones about making safety a priority. ■

~Dallas Hammit, Deputy Director for Transportation