

The INSIDE

LANE

A newsletter for employees of the Arizona Department of Transportation

FEBRUARY 2020

VOLUME 4, ISSUE 7

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ADOT

LEADERSHIP

MATTERS

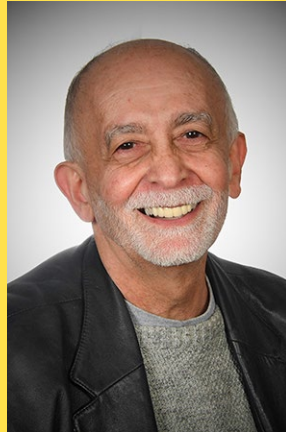
I STARTED MY CAREER as a professional engineer in Chicago. After about 20 years, I decided to pursue a lingering desire, so I became an attorney. I started my law practice immediately after passing the bar. My professional career has been in private practice, with the exception of my approaching eight years at ADOT. I have many interests. I play the guitar and practice Japanese ju-jitsu, woodworking and genealogy. Lastly, I am married to my high school sweetheart, whom I fear more than any ju-jitsu opponent!

There are many leader types. There are charismatic leaders, situational leaders, customer-oriented leaders, and a whole bunch more. You'll find a plethora of books on leadership styles. Just search the New York Times Best Sellers list. I personally believe in ownership and in customer service. But above all things, I believe in doing the right thing. Doing the right thing can be challenging. Delicate balances permeate. Your individual preferences matter, but so do the interests of multiple shareholders.

I have three pieces of advice to share: (1) after deliberate thought, don't be afraid to make a decision; (2) own your decisions understanding that others will disagree; and (3) respect the decisions of others, giving due deference to your team and leadership. Lastly, I like to share my two favorite leadership clichés, "If all you have is a hammer, everything looks like a nail" and "Too many cooks spoil the broth."

Helping lead the efforts on the South Mountain Freeway project has created many memorable leadership moments. Our team recognized early the legal challenges the project would face. We hired outside legal counsel, not only to review the Final Environmental Impact Statement but also to defend it in federal court. In collaboration with our attorney general, FHWA legal counsel, the U.S. Justice Department and our outside counsel, we were successful at the Arizona Federal District Court level and finally at the Ninth Circuit Court of Appeals in San Francisco. It would be foolish to think that the South Mountain Freeway project was successful because of me. I have a great boss and phenomenal teammates. We owe many thanks to all of the ADOT divisions and our general engineering consultant, HDR, in making the South Mountain Freeway project successful!

Lastly, employing the Arizona Management System (AMS) to help manage risk was invaluable. We employed multiple huddle boards to manifest metrics, make timely decisions and create standard work. The use of AMS techniques and public-private partnership (P3) initiatives to deliver the South Mountain Freeway project made us all successful.



Carmelo Acevedo PE, JD
ADOT Major Projects Group

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, taken by Video Services Supervisor **John Dougherty**, shows traffic on the newly opened Loop 202 South Mountain Freeway. Read more coverage on pages 2-6.

Drive on down

New Loop 202 South Mountain Freeway opens



Joe Larger, ADOT Communications

Director **John Halikowski** (left) describes the Loop 202 South Mountain Freeway project at a dedication event with **Governor Doug Ducey**.

HAVE YOU driven on the new Loop 202 South Mountain Freeway yet?

The 22-mile \$1.7 billion freeway — the largest single highway project in Arizona’s history — opened Dec. 21, providing a brand-new commute between the East Valley and the West Valley.

Whether you’re driving to work, heading to a sports event or taking a family trip, the new freeway provides an alternative to the congested Interstate 10 through downtown Phoenix. Besides saving travel time, riding along the South Mountain Freeway affords picturesque views of the Sonoran Desert.

The South Mountain Freeway runs between I-10 at the Loop 202 Santan Freeway and I-10 at 59th Avenue, and is estimated to carry about 117,000 vehicles per day in its first year.

Because it was built as one project instead of several smaller projects, the freeway opened three years earlier at a cost savings of about \$100 million. Using Arizona’s first public-private

partnership for highway construction, ADOT chose developer Connect 202 Partners to design, build the freeway and maintain the project for 30 years.

“This freeway is open on an ambitious timeline because of the innovation, creativity and dedication of our teams at ADOT and at Connect 202 Partners,” ADOT Director **John Halikowski** said in a recent [news release](#). “This monumental achievement will benefit Arizonans for decades to come.”

The South Mountain Freeway was first approved by voters in 1985 and again in 2004, but the project was stalled due to funding, legal challenges and changing priorities. The freeway’s Final Environmental Impact Statement was approved in 2014, and the Federal Highway Administration’s Record of Decision was released in 2015. ADOT began construction in September 2016.

While the freeway is open to traffic, work will continue on the new 32nd Street traffic interchange and the six-mile multiuse path between 40th Street and 17th Avenue in Ahwatukee, which will be a valuable amenity for cyclists, runners, walkers and others.

Want to learn more about the South Mountain Freeway? Check out ADOT’s [videos](#), [photo albums](#), [press releases](#), [blog posts](#) and the project website, SouthMountainFreeway.com. 📄

~ Lori Baker, Senior Communications Specialist



John Dougherty, ADOT Communications

▲ This photo shows a drone’s view of the Loop 202 South Mountain Freeway overpass and Interstate 10 before the new freeway opened to traffic.

◀ These are some of the first vehicles to drive on the new Loop 202 South Mountain Freeway.



John Dougherty, ADOT Communications

▶ (Left to right) ADOT Director John Halikowski, Federal Highway Administration Arizona Division Director Karla Petty, Governor Doug Ducey, MAG Regional Council Chair and Tempe Mayor Mark Mitchell and Phoenix Mayor Kate Gallego sign the poster commemorating completion of the Loop 202 South Mountain Freeway on Dec. 18.



Joe Larger, ADOT Communications

South Mountain Freeway's aesthetics reflect communities' character



The Ocatillo Settlement pattern is on the abutment wall of the 40th Street bridge.



The Cholla Ocotillo pattern is on the Desert Foothills Parkway bridge.

The Mountain Urban Link pattern is on the ramp connecting I-10 to the South Mountain Freeway at 59th Avenue.



The River Bank pattern is on the Elliott Street bridge in Laveen Village.



Photos: John Dougherty, ADOT Communications

LOOP 202 South Mountain Freeway's aesthetics tell stories about the area's communities by showing differences in land uses, geography and history as motorists travel throughout the 22-mile corridor.

"To create a more appealing environment for travelers, we developed five character areas that would represent the different environments that the freeway passes through," said **Joseph Salazar**, landscape architectural project design manager for the Roadside Development section. "Each aesthetic area has its own theme. But there is a common pattern that ties the freeway together, including the earth tone base paint that occurs throughout the freeway corridor or horizontal banding on the walls and bridges."

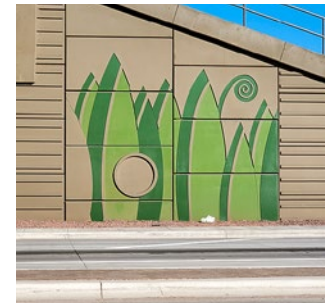
Each aesthetic character area complements its surroundings with specific plants, color accents and ground treatments as well as distinctive artistic patterns incorporated into sound walls, retaining walls, abutments, bridge barriers, columns, landforms and other freeway elements.

Aesthetic designs were influenced by renowned Arizona architects Frank Lloyd Wright and Paolo Soleri, whose work is legendary.

ADOT partnered with the Frank Lloyd Wright Foundation in designing panels with reddish-colored, triangular, ornamental accents. The design was inspired by the Ocatillo Settlement, which was Wright's first establishment in the area in the 1920s and was located near the new freeway's alignment near 32nd Street.

"The angles of the accents loosely reflect the topography of the South Mountain ridges and valleys in a similar way to how Frank Lloyd Wright geometrically interpreted the mountain in his Ocatillo camp," Salazar said.

ADOT also collaborated with the Cosanti Foundation using designs inspired by Soleri to develop patterns embellishing freeway structures in two character areas. The River Bank/Laveen



The Leaf Portal pattern is on abutment between Baseline and Southern in Estrella Village.

Village pattern, accented with a yellow ochre color, represents the scouring of the Salt River through different earth layers. The green Leaf Portal pattern reflects the agricultural heritage in the Estrella-Laveen area. Circular shapes in the design represent portals into the future.

Meanwhile, the Cholla Ocotillo/Ahwatukee Foothills character area, located from Desert Foothills Parkway to Ivanhoe Street, features desert plants and shapes based on the forms of native cholla and ocotillo cactuses.

The character areas culminate with the Mountain Urban Link at the I-10/Loop 202 interchange. This area's pattern of interlocking L shapes represents how the I-10 East and I-10 West neighborhoods are linked by the South Mountain Freeway, which embraces the South Mountain Park and Preserve.

"We are thankful for the collaboration with the Frank Lloyd Wright Foundation, the Cosanti Foundation and others to develop a freeway corridor that tell stories as it enhances the quality of life in this region," Salazar said. ■

~ Lori Baker, Senior Communications Specialist

Arizona's biggest freeway project to date

Arizona's largest freeway construction project ever — the South Mountain Freeway in Phoenix — is now complete and open to the public. It has been a monumental undertaking that's required the cooperation and determination of so many individuals and organizations. ■

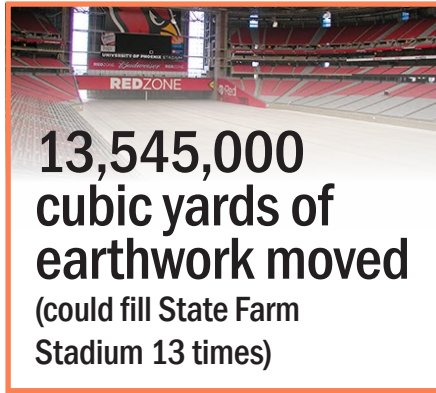
— Dani Weber, Internal Communications

HERE ARE A FEW FACTS AND FIGURES TO FULLY GRASP THE SCALE OF THIS PROJECT:

22 miles
(nearly 80 Empire State Buildings laid end to end) 44 miles in both directions, 176 lane miles total



13,545,000 cubic yards of earthwork moved
(could fill State Farm Stadium 13 times)



975,000 tons of asphalt paved
(about 36 times the weight of the Statue of Liberty)



40.4 million pounds of rebar
(2.5 times Epcot's Spaceship or 3,107 elephants)



Arizona's **first diverging diamond interchanges (2)**



5.7 million hours worked uninjured
(about 30,000 times as long as the Apollo 11 Mission)



120 chuckwallas relocated



More than **1,000 cactus, palo verde trees** and other native vegetation was relocated, maintained and replanted



DDIs designed to improve traffic flow, safety



Dallas Hammit

BESIDES BEING the first highway project in Arizona to be built using a public-private partnership, the Loop 202 South Mountain Freeway is also ADOT's first freeway to use half-diverging diamond interchanges (DDIs).

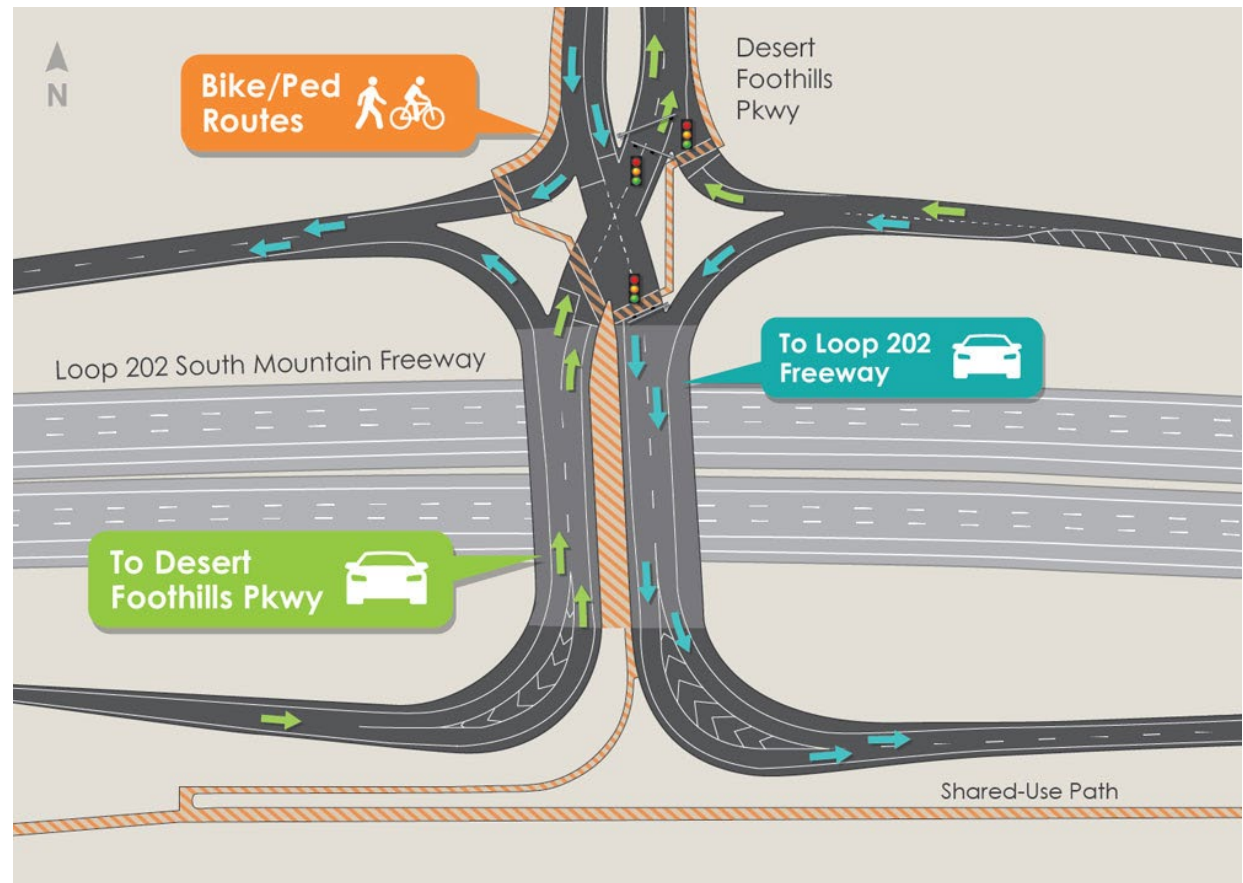
The new section of freeway has two of them — one at Desert Foothills Parkway and another at 17th Avenue.

A DDI helps with traffic flow and safety. This type of interchange works by temporarily transitioning traffic to the left side of the road, allowing through-traffic and left-turning traffic to proceed through the interchange simultaneously, eliminating the need for a signalized left turn.

It's a much easier concept to understand once you see it, so I suggest you check out the ADOT video that simulates driving through the South Mountain Freeway half-diverging diamonds. You can find that video, along with more details at azdot.gov/smfddi.

You might be wondering what the difference is between a half-diverging diamond interchange and a full diverging diamond interchange.

A half DDI is used when one travel direction does not extend past the interchange, limiting access to only three directions. Because Desert Foothills Parkway and 17th Avenue don't extend south of the freeway, there was no need for a full DDI. If a future connection to the



south is needed, it can easily be implemented with the current design.

When you drive it, I hope you notice the innovation and dedication it took to construct the Loop 202 South

Mountain Freeway. I also hope you'll go the speed limit, avoid distractions and wear your seat belt. Safely home! ■

~ Dallas Hammit, Deputy Director for Transportation

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. View previous Look Back stories on [ADOTNET](#).

“Pardon me boys. Is that the Hattie B. Choo Choo? Got us to town, when all the bridges were down.”

It's been nearly 40 years since the “Hattie B.” passenger train created a stir and collected catchy nicknames as it chugged its way into Arizona history.

Whether called the “Puddle Jumper,” “Sardine Express” or, most commonly, the “Hattie B.,” this short-lived but much-storied railroad was certainly “The Little Engine That Could.”

It was a five-car, two-engine passenger shuttle that carried tens of thousands of commuters across the Salt River after heavy flooding washed out or shut down most of the bridges, isolating Tempe, Mesa and Chandler.

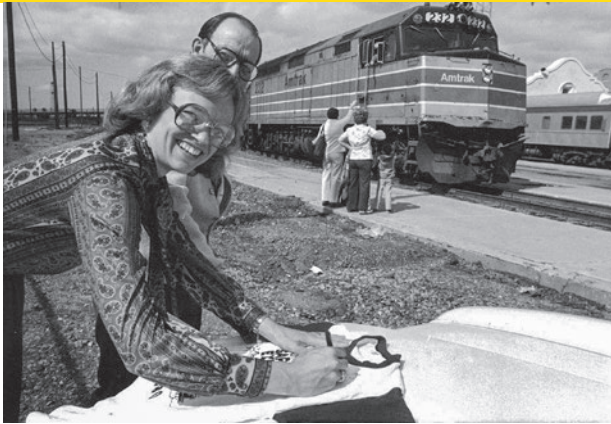
Feb. 25, 2020, will mark the 40th anniversary of the Hattie B.'s maiden trip. Though long gone, the train holds a special place in the memories of those who hopped aboard it and others who viewed it as a ray of sunshine during the dark and rainy days.

“It was quite the buzz across the (ADOT) agency,” recalled **Tammy Homberg**, a retired ADOT web developer.

At the time, a group of melodious ADOT employees sang in the agency's Fender Benders choir, Homberg said. The choir wrote and performed a song about the Hattie B., the “Hattie B. Choo Choo,” sung to the tune of the “Chattanooga Choo Choo.”

The Phoenix region had been getting drenched for months as storms swelled rivers, damaged roads and congested highways.

After engineers determined that the rising Salt River was scouring Interstate 10 piers, the bridge was closed, leaving the Mill Avenue Bridge as the primary span for motorists and the heavy-duty Southern Pacific railroad bridge for trains.



In this photo published in *Newsbeat*, ADOT's employee newsletter at the time, Hattie Babbitt, then-Gov. Bruce Babbitt's wife, is shown here with ADOT Planner Lloyd Clark with the Hattie B commuter train named in her honor.

The I-10 closure immediately displaced more than 100,000 vehicles that regularly used it to commute from the East Valley.

“It was huge news when almost all the bridges were flooded,” recalled **Doug Nick**, ADOT assistant communications director for customer outreach.

Nick, who was in high school at the time, has a clear recollection of the excitement the Hattie B. generated in his family and the community.

As an answer to the closing, ADOT coordinated with Amtrak and Southern Pacific to put together an emergency train shuttle to cross the Salt River.

Under contract with ADOT, Amtrak relocated from California two diesel engines and up to six cars with 84 seats. Southern Pacific provided operating crews and rescheduled freight trains to avoid conflicts.

Former Arizona Gov. Bruce Babbitt and his wife, Harriet, were among a host of officials who took a test trip aboard the train. It was named the Hattie B. in honor of the state's First Lady, and thus the Hattie B. was christened.

It subsequently earned the Sardine Express moniker because it was so packed with passengers. It was tagged the Puddle Jumper because it rumbled over flooded passageways.

T-shirts bearing the train's nicknames began circulating among rain-dreary residents, who saw the Hattie B. as a beacon of light in the darkness.

The Hattie B. carried more than 46,000 riders between Mesa and Phoenix during its two-week tenure. It was put out of commission when I-10 and other bridges reopened after flood waters receded.

Behind the scenes, hundreds of ADOT employees worked nights, weekends and holidays assessing damage, finding alternate transportation modes, planning emergency and permanent repairs, controlling traffic, and up north, plowing snow.

The Hattie B. episode was of particular significance to Phoenix because the city was more like a small community at that time and easily unified by common events, Nick said.

“It was a different time back then,” Nick said. “Phoenix was much smaller, much more provincial ... Calamity brought people together.”

*“We were leaving Tempe Station 'bout quarter to eight, Missin' all that traffic, Gee it was really great!
You cannot malign'er, nothing could be finer.
Whoo Whoo Hattie's Choo Choo There you are!
Whoo Whoo Hattie's Choo Choo There you are!”* ■

~ Laurie Merrill, Public Information Officer

New pedestrian bridge features accessible ramps

THE NEWLY constructed Michigan Street Pedestrian Bridge over Interstate 19 between Ajo Way and Irvington Road features ramps that comply with the Americans with Disabilities Act.

The new bridge was installed in mid-January to connect city neighborhoods on either side of the freeway. It replaced the old pedestrian bridge, which was not ADA compliant because it had stairs and no ramps.

“The new bridge is well lit, has ramps that comply with the Americans With Disabilities Act and it is more aesthetically pleasing due to its art work and modern design,” said Senior Resident Engineer **Chris Page**.

View photos of the [new pedestrian bridge on ADOT's Flickr](#).



New sound walls along I-19 are part of the Phase 2 construction.

The pedestrian bridge is part of the \$84 million I-19/Ajo Way traffic interchange project, which is in the second of two construction phases.

Other work include:

- constructing a [braided ramp](#) alignment — first of its kind in southern Arizona — connecting Ajo Way with I-19 separately from the I-19 traffic exiting at Irvington Road.
- reconstructing and widening southbound I-19 within the project area.
- widening northbound I-19 to add an auxiliary lane between Irvington Road and Ajo Way.
- completing I-19 noise walls south of Michigan Avenue and along the south side of Ajo Way between Kostka Avenue and I-19.
- completing drainage improvements and improved drainage collection features.
- replacing the Santa Cruz River Bridge on Ajo Way.

- constructing bank protection and the new Rodeo Wash outlet into the Santa Cruz River.
- reconstructing and widening Ajo Way from Holiday Isle to I-19.

The first phase included a new traffic interchange at Ajo Way and I-19, major drainage improvements, sound walls, utility relocation and an upgraded traffic light at 16th Avenue.

Find more information on the [azdot.gov projects page](#).

~ Lori Baker, Senior Communications Specialist

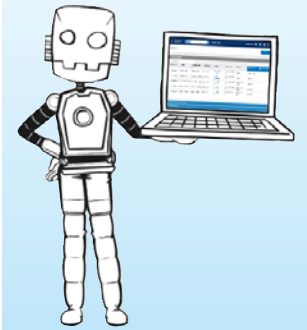


This is a view of the bridge from underneath.



The new pedestrian bridge over Interstate 19 between Ajo Way and Irvington Road was installed in mid-January. It features ramps that are ADA compliant.

Photos: **Joe Llarger**, ADOT Communications



New MVD information system's launch moved to April

The launch of the Motor Vehicle Division's new information system, MAX, has been rescheduled for April 20 from Jan. 20.

MAX will replace the 35-plus-year-old legacy system with a new personalized computer platform that is designed to be more user friendly and allow customer service representatives to do their work faster and easier.

KAIZEN KORNER

KAIZEN 2020 CHALLENGE

Here's what you need to know: ADOT is aligning kaizens to the agency's long-term strategies. The goal is to have 7,200 Kaizens by June 30, 2020 with 100% participation by all employees. The goal is to have 50% of the kaizens align with the long-term strategies as identified in ADOT's Strategic Plan. Through March 31, the focus is on **building a culture of highly engaged employees.**

KAIZEN COUNT

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

3,647

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

Identifying pavement distress patterns leads to more efficient maintenance

SOMETIMES, EVEN the most familiar task can be made more efficient — and more effective. In Transportation Systems Management and Operations, the Pavement Management team took one of their most time-consuming tasks and turned it into a snap.

Every year, the Pavement Management team reviews the pavement quality of roads ADOT is responsible for. They grade it from good to fair to poor to very poor, and their grades determine which stretches of road are prioritized for maintenance. But that process has been manual, with a person sitting in front of an expansive table of thousands of rows and grouping road segments by hand — until recently.

Knowing that Transportation Engineer **Maria Burton-Sunder** had a knack for specialized computer programs, Pavement Management Manager **Yongqi Li** tapped her to work out a program that would cut down on human error when it comes to working out which stretches of pavement should be grouped together.

The pavement distress data are now automatically collected at a one-tenth of a mile interval and include cracking, International Roughness Index (IRI) and rutting. To build the volume of data into useful and meaningful information for engineering and policy decision making, the Pavement Management team has to be able to properly identify clear pavement failure patterns and aggregate the pavement

sections of similar patterns into logical segments for proper treatments.

“We collect a lot of pavement distress data,” Li said. “The amount is humongous. If we increased the accuracy of distress identification to be more consistent and reliable, we’d save a lot of time and prevent human error.”

Burton-Sunder got to work on a program that would group pavement segments by distress grade automatically. If a user wants to see road segments of a certain length, they can use her program to group segments with a click of a button and not have to worry about whether a tenth of a mile should be grouped with the mile that came before it or the mile that came after it.

“There was a lot of manual scrolling and highlighting when seeing differences,” said Burton-Sunder of the old process. “It was time consuming, manual and prone to human error. Now we have a more consistent process that makes the data more consistent and objective, rather than subjective.”

What would normally take several days can now be done in up to several hours by using this program. It also eliminates human errors involved in manual processing. The benefits are significant in saving resources and ensuring quality work. ■

~ Dani Weber, Senior Communications Specialist



Taking ADOT's Pulse:

SURVEY POSTER IS AVAILABLE

Now you can compare ADOT's yearly progress. The survey poster can be [printed](#) and placed on your huddle board for your team to see. To view the survey results, you can access your division and business unit specific breakdowns through the [2019 Pulse Survey Results](#). Contact Javier Ramirez at JRamirez2@azdot.gov with any questions. ■

WINNER
WINNER!



WE HAD A fantastic response to last month's "How well do you know ADOT?" trivia contest, but there can only be one winner. Congratulations to Budget Analyst **Nathan George**. His name was selected from a random draw of entries. He received a special gift bag from Internal Communications Director **Kathy Boyle**, including Arizona Highway magazines, an Arizona Highway's Grand Canyon calendar, The Inside Lane stress ball and other great gifts. ■

Answers: (1) a. Jan Brewer; (2) c. 2015; (3) b. chuckwalla; (4) c. Loop 101; (5) b. Ed Pastor; (6) c. Ted DeGrazia; (7) d. blue and white; (8) c. Grand Avenue and Black Canyon Freeway; (9) d. Motor Vehicle; (10) a. "Transformers: The Last Knight"

Kathy Boyle, ADOT Communications



If you have an AMS moment or breakthrough to share, please send the information to InsideLane@azdot.gov and provide a photo.

AMS SPOTLIGHT BY DIRECTOR JOHN HALIKOWSKI

STANDARD WORK ensures our work is organized in the best way possible and is done the safest and fastest way possible without compromising quality. This statement is reflected with the recent team effort in designing standard work for fog sealing in the Northeast District.

What is fog sealing? Our maintenance crews apply oil to road pavement to seal cracks and help preserve the pavement. It is an important tool we use to extend the life of our roadways before major repairs have to be made.

According to Northeast Assistant District Engineer **Ed Wilson**, "There was no standard work in applying fog seal. Our maintenance crews were applying the seal differently based on how they were trained and what techniques worked for them. This practice worked but failed to capture and distribute lessons learned for the best processes." The challenge was to create standard work for fog sealing.

A small team met to begin the task. They received input on best practices from maintenance crew members in the Northeast District. They shared their draft work with supervisors and received input. Over several meetings, the team developed standard work that captures the best techniques for fog sealing in the Northeast District. This standard work can now be used by other maintenance crews in other districts.



Kee Kescoli, Kayenta Maintenance Unit

A truck is spraying oil over the yellow chip seal markers as part of the old fog seal process on US163 near Monument Valley. The new fog seal process involves spraying oil on the roadway then placing the markers on top. This eliminates the need to remove the caps and to purchase markers with caps.

I want to thank the team responsible for creating the fog seal standard work: **Elliott Koinva, Scott Hooley, Zack Sulu, Kee Kescoli, Dave Kirk, Stetson Baker, Bill McCarty, Nate Van Kirk, Leon Heward, Chris Massey, Ed Wilson** and District Engineer **Matt Moul**. Your team effort reflects the importance of working together to improve our processes at ADOT and providing value to the customers we serve. Well done!

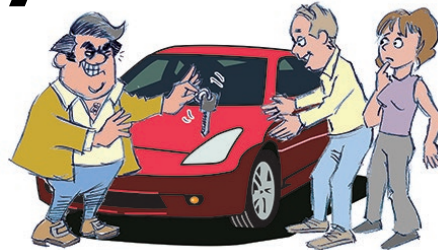
CAN YOU SPOT
THE DIFFERENCES?

eyethink

NO, YOU'RE not seeing double! These panels, created by ADOT Graphic Designer **John Walradt**, both look the same, but there actually are six differences between the two cartoons. Can you spot them all?

Email each hidden difference to InsideLane@azdot.gov by Feb. 14. Everyone who locates all six will be entered into a random drawing for a great prize!

We'll reveal the answers and the winner in next month's newsletter. Good luck!! ■



2019 Safety Award winner Tina Risteska gets ADOT employees Safely Home

WHEREVER we happen to work — whether it's fixing guardrails in ADOT's right of way, testing materials in a lab or sitting at a desk and typing reports — safety is always a paramount concern. For Environmental Engineering Specialist **Tina Risteska**, ADOT's 2019 Safety Award winner, keeping a keen eye open for potential safety risks led to implementing new training and technology changes that will prevent tragedy.

When ADOT took over for the Arizona Department of Administration's (ADOA) fuel sites, Risteska noticed there were propane fueling dispensers. Propane is highly pressurized, and if the person fueling isn't properly trained, the pressure can erupt and cause extreme harm, up to and including death. As a chemist, Risteska had taken hazardous material training and knew the risks of handling propane untrained.

Coordinating with ADOA and the propane vendor, Risteska pulled the database of



Joe Larger, ADOT Communications

Safety Award winner **Tina Risteska** is congratulated by ADOT Director **John Halikowski** (left) and Equipment Services Administrator **Devin Darlek** (right).

employees with access to the propane dispensers and organized training for them. More than 30 people from all over the state and ADOT showed up to the training in June 2019, where the vendor demonstrated the proper, safe way to use the propane dispensers.

"As far as I was concerned," Risteska said of the participants, "that was 30 potential accidents waiting to happen."

After the training, Risteska created the standard work and posted it at the fueling station; alerting operators who use the system they must obtain the proper training to use the system and to remain safe around the propane dispensers.

"I thought it was important to nominate Tina for this award because I knew that she most

likely saved someone from getting injured or worse," said ADOT Equipment Services Administrator **Devin Darlek**. "In addition, she's always looking to safeguard and protect both people and the operation, which in turn, ends up being a win-win for everyone!"

"I was very surprised," Risteska said about receiving the 2019 Safety Award. "I was a volunteer at the conference where I received one of the highest awards from ADOT, especially from the director. I was very happy and proud, and I told my family."

Because of Risteska's vigilance and commitment to safe working conditions and proper training, she has helped ensure that ADOT employees get safely home every day. ■

~ Dani Weber, Senior Communications Specialist

THANK YOU, ADOT

Globe mayor thanks ADOT for US 60 cleanup

Globe Mayor Al Gameros asked ADOT to help clean up the US 60 Corridor, which is a major thoroughfare through his city. He was so appreciative of the work that he wrote a thank-you letter to the Globe Maintenance crew.

"The maintenance of our highways, sidewalks and islands are vital as we bring new visitors to see what we truly have to offer and the beauty of our community," Mayor Gameros wrote.

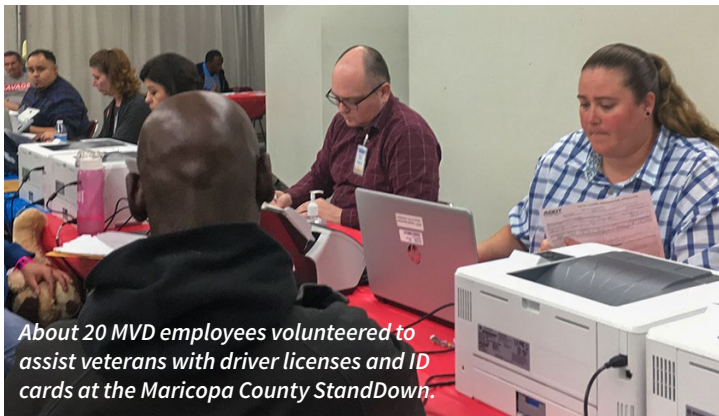
Globe Maintenance Highway Operations Supervisor **Brad Bowyer** said ADOT workers and a Department of Corrections inmate crew spent four weeks in August and September cleaning up the highway and islands between milepost 252 and milepost 243 through the Globe area.

"We did the cleanup for trash on the right of way and litter through town, and we cut brush," Bowyer added.

Mayor Gameros's entire [thank-you letter can be viewed on ADOTNet](#). ■

~ Lori Baker, Senior Communications Specialist





About 20 MVD employees volunteered to assist veterans with driver licenses and ID cards at the Maricopa County StandDown.

Photos: Lori Baker, ADOT Communications

ADOT employees assist veterans with driver licenses, IDs at StandDown

ADOT EMPLOYEES assisted more than 760 veterans experiencing homelessness Jan. 23-25 at the annual Maricopa County StandDown at the Arizona Veterans Memorial Coliseum in Phoenix.

Nineteen MVD customer service representatives, who worked at temporary computer workstations, provided driver license, identification card, title and registration services. Driver license transactions included written tests and vision screening with road tests in a vehicle provided by Courtesy Chevrolet, said MVD West Region Manager **Kyle Ulibarri**.

“Providing MVD services at StandDown allows veterans to get their driving privileges or identification cards issued in

one spot. By having their driver license or ID, they can apply for other services to help get back on their feet.”

Ulibarri said it’s rewarding to help veterans to get back on the road, obtain a job or get government benefits.

“MVD employees get to see firsthand how powerful a driver license is for a person and how much it impacts their day-to-day living situations. It provides a



(Left to right) MVD West Region Manager **Kyle Ulibarri**, ITG PC Tech **Tabion Johnson** and Customer Service Representative **Heather Ferguson** were among MVD employees helping veterans at the Maricopa County StandDown.

great sense of pride in the work that they are doing to know they can potentially impact one veteran and help get their life back on a positive path.”

Information Technology PC Tech **Tabion Johnson** said he volunteers to honor veterans. “I want to give back to those people who stood up for us,” he said.

The ADOT team was located next to the temporary court facilities, making it easier to resolve problems in hours that might have taken weeks under typical circumstances.

The Maricopa County StandDown, coordinated by the Arizona Housing Coalition’s Arizona Veterans StandDown Alliance, each year brings together organizations to help veterans under one roof, including government services, housing assistance, medical services, education services, haircuts and pet care. ■

~ Lori Baker, Senior Communications Specialist

Exceptional Adopt a Highway volunteers receive special recognition

AS JIM GRAHAM rides his bicycle along State Route 89A, he sees how much debris accumulates along the roadway.

That’s why he and other members of the Verde Valley Cyclist Coalition volunteer to keep the area clean. They adopted a stretch of the highway between mileposts 356 and 357 through ADOT’s Adopt a Highway program.

“We had three cleanups during 2019 and we have had as many as four per year. Our cleanups involve as few as two persons and as many as 10,” Graham said.

Volunteers like the Verde Valley Cyclist Coalition that go the extra mile on their Adopt a Highway cleanup section will receive special designation from ADOT. A new Outstanding Volunteer placard featuring the “Arizona, Keep It Grand” logo will be affixed to about 300 Adopt a Highway signs across the state over the coming months.

“The Outstanding Volunteer placards recognize groups that have cleaned their Adopt a Highway stretch three or more times per year throughout their two-year permit period. Volunteer groups are required to clean their stretch of highway at least



Thomas Perkins, Signing and Striping

once per year, but three or more times is preferred,” said **Mary Currie**, Adopt a Highway program manager.

“ADOT’s outstanding volunteers donate thousands of hours of time to keep Arizona beautiful and deserve this extra recognition. The hope is that these outstanding volunteer placards will prompt others to consider joining the nearly 10,000 volunteers working to keep our state looking its best,” Currie said.

The ADOT Adopt a Highway program began in 1998. Today, more than 900 groups clean nearly 1,700 miles of highways. Last year, those groups collected nearly 14,000 bags of trash.

Do you want to adopt your own highway segment? You can find available sections on the [Adopt a Highway website](#). You can report litterbugs you see by calling 511 or 877.3.LITTER or by visiting [litter.az.gov](#). ■

~ Lori Baker, Senior Communications Specialist