

# TRANSEND

August, 2010

A magazine for employees, retirees and staff

Arizona Department of Transportation

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# A Message from ADOT Leadership

**John Bogert**, Chief of Operations



## Words, actions, attitudes shape ADOT's reputation

As government employees, we are actually employees of the "people." These are the same people we see at the grocery store, school, church, and — yes — work. We live and work in an environment that subjects us to public scrutiny and criticism. And we're even more vulnerable during these difficult economic times, when we're asked to do more with less. Still, each of us is responsible for the agency's reputation, and we all need to be aware of that responsibility.

Over the years, incidents such as the indictments of MVD employees for selling false driver licenses and the allegations of favoritism in contract awards have damaged ADOT's reputation. Charges of wrongdoing, whether founded in fact or not, inevitably damage reputations and require energy and resources that could have been better used to deliver public services.

Whether we realize it or not, we make choices (decisions) many times each day through the words we use, as well as through our actions and attitudes. So, the responsibility of making ethical decisions is simply not avoidable. We must think of our choices in terms of the potential consequences to ourselves and others (stakeholders).

Given the state of the economy and the stressors burdening the public, it's more important than ever that we make the right ethical decisions. We also face the challenge of ensuring that our consultants, contractors, and vendors make ethical decisions and are accountable for the work they perform on behalf of ADOT. We expect them to make good, ethical decisions.

As employees of the state, we are stewards of the people's money and guardians of ADOT's reputation. We all have the power to choose what we do and say, and we are accountable for the choices we make. Keeping the public trust should be foremost on our minds each and every day. Our "employers" should be assured that every decision is made ethically and consistent with **ADOT's Values and Code of Conduct.**



## TRANSEND

TRANSEND is published monthly for the employees and retirees of the Arizona Department of Transportation by the Creative Services Group of the Communication and Community Partnerships Division.

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All submissions for publication are subject to editing for spelling, grammar, and technical accuracy; and may be rewritten for clarity, continuity, length, and journalistic style.

## Employee drops weight & gains new outlook on life by Larry Clark, MVD Program Support

**M**VD employee Michael Bedore is less than half the man he was a year ago, and he's extremely proud of his loss. After embarking on a healthy lifestyle mission and undergoing gastric-bypass surgery in early September, he has shed about 250 pounds.

The 5-foot-8 Bedore says he weighed 454 pounds on Sept. 3, 2009, the day of the surgery. He had topped out at 495 in the previous July. Now he's down to 205 and closing in on his target weight of 175. The new Michael's waistline shrank from 67 to 36 inches. He's also lost 21 inches from his chest.

Bedore, who turned 54 recently, had nearly two years of counseling before Dr. Robin Blackstone performed the surgery at the Scottsdale Healthcare Bariatric Center. "Health issues were my main incentive," says Bedore. "I had gained about 200 pounds over the past 13 years and was dealing with diabetes that resulted in chronic kidney disease among other problems, hypertension, and edema in the legs which led to open sores."

***"My insurance co-pays were roughly \$300 a month, and now they're \$10 or \$15" – Michael Bedore***

As his weight has come down, so have his health concerns. Bedore says he's no longer diabetic, and his resting heart rate dropped to 47 beats per minute. Well-trained athletes have a normal resting heart rate between 40 to 60 beats per minute.

"I feel like a million bucks," proclaims Bedore, who works in MVD's Professional Driver Services Unit. "The whole ride has been very emotional, and I've gotten a lot of support at work and outside the office.

"Just imagine going through 15 pills a day, pre-surgery, and now you're down to half doses of just three pills. My insurance co-pays were roughly \$300 a month, and now they're \$10 or \$15."

Thanks to smaller portions and healthier choices, food savings have been even kinder to his bank account. "I'm pocketing about \$1,100 a month going from fast-food dollar menus to quick trips through the grocery store — seafood, tofu, vegetables, hit the water aisle and you're gone," explains Bedore.

Those are some of the "yeses," but there are also a lot of no-no's, including sugar, caffeine, alcohol, and chocolate. He says it's okay to deviate a little but not much, and his body tells him to keep away from former favorites. "Cake and ice cream taste like battery acid," he states.

While Bedore says diet is the key factor in his success, exercise is very important, also. He works out about two hours a day, five days a week at the Lincoln Family Downtown YMCA in Phoenix doing a combination of strength and cardiovascular training.

The 2010 Bedore sometimes startles friends who remember the 2009 and earlier version. "I forget that I'm not the big, jolly, obese guy. I walk by old acquaintances, and they have no idea who I am. It's like coming out of a cocoon."

Bedore's weight loss is very impressive, but he says his overall health is more important. "What matters most is not that I weigh a lot less, but that I feel better and I'm much healthier than a year ago."

Bedore is passionate about his new way of life, but that doesn't mean everything has changed. His enthusiasm for the Arizona Diamondbacks remains

undiminished ([Transend, July 2009](#)). Bedore has attended almost every Diamondbacks' home game since the franchise began in 1998, and the surgery didn't change that, he says. "I had the operation on a Thursday and was discharged the following Sunday. I was at the ballpark the next day, Labor Day. I didn't miss another game last season and haven't missed one this year."

Bedore is asked frequently about his transformation, and he tells people it's not magic, and it's not easy, but it's possible. "I think it's just total dedication. I'm sticking to my workout routine. With my diet, I'm disciplined and following instructions. My surgically altered stomach is a tool, but I need to use it correctly. That, along with determination and drive to fully embrace my new lifestyle of mindful eating and exercise, is the key." ➤



Arizona Diamondback's mascot, Baxter, congratulates Michael Bedore on his weight loss.

## Be like Mike: Commit to a healthy lifestyle

**M**ichael Bedore has been very successful in quickly melting pounds away and enjoying better health after his gastric bypass surgery, thanks to a strict diet and rigorous exercise. Erica Hoppin, health and wellness director at the **Lincoln Family Downtown YMCA in Phoenix**, who has been working with Bedore, knows a program as demanding as his won't work for many people, but she believes everyone can earn the benefits of a healthy lifestyle by committing to it.

gym, and attend the fitness class.” She says exercise is important, but diet is 80 percent of the challenge. She tells people, “You can't out-train a bad diet.”

While Hoppin believes everyone can succeed, she's not promising it's going to be easy. “They have to look to themselves to make the change. Some people come to me because they think I have a secret or tricks.”

She advises treating diet and exercise “like it's an



Hoppin suggests that people consult with a medical professional before significantly altering diet and exercise routines, and start small. “Participate in some sort of physical activity everyday. It can be simple like walking or using stairs instead of an elevator.”

Then, once someone commits to a routine, consistency becomes important, she advises. Realistic and small goals are the key, she emphasizes. “Keep the food journal, show up at the

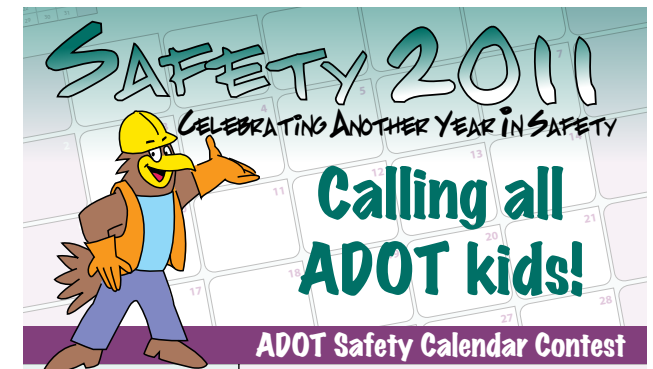
obligation,” pointing out that “sometimes it's really fun, sometimes it's a lull.”

Hoppin adds, “The awakening that people experience is that it's not temporary. It's a permanent change; it's a lifestyle change and it just has to be different from now on. Find activities that you enjoy, discover healthy foods that you like to eat, and surround yourself with people who support your goals.”

## ADOT Leadership Network

### ADOT Leadership Network Webinar, Aug. 11

The next ADOT Leadership Network Webinar will take place on Wednesday, Aug. 11, from 8:30 to 10 a.m. Topics will include a financial look ahead, an update on the Governor's Commission on Privatization and Efficiency, and the employee suggestion program. Be sure you have your manager's or supervisor's permission before signing up at [adotnet/aln/](http://adotnet/aln/).



**Artwork due by August 26th.**

[adotnet/safetycalendar/](http://adotnet/safetycalendar/)

## Tour of ADOT facilities gets high school students ‘snapping’

by John C. Tucker, Editor

**I**n the digital age, one way to gauge young people’s interest in a subject is whether they consider it worth photographing with their ever-handy camera phones.

By that standard, ADOT’s Structural Materials Testing Lab was “very tight” with the 30 or so high-school students who toured the Phoenix facility in mid-July. Virtually all of the students snapped photos of various devices that the lab employs to ensure that the cement, aggregate, concrete, and steel used in ADOT transportation projects meet rigorous state and federal requirements.

Demonstrations of two side-by-side machines used respectively to test the strength of concrete and steel rebar sparked a flurry of snapshots. The latter, a 16-foot-tall hydraulic machine that measures the tensile strength of a section of steel rebar by pulling it apart, proved especially popular with the approximately 20 boys and 10 girls, who shouted with delight as the bar broke with an ear-splitting burst that rocked the lab’s foundation.

Horizon High School senior Daniel Weltman readily identified his favorite part of the tour. “The bending and breaking of things was pretty cool,” the Scottsdale resident said.

Weltman and the others were participating in the National Summer Transportation Institute, a program funded by the Federal Highways Administration and designed to interest high-school-age students in transportation and engineering careers. The three-week summer session, offered through the K-12 outreach program of ASU’s Ira A. Fulton Schools of Engineering, included classroom instruction as well as field trips to transportation-related facilities such as Sky Harbor Airport, the Metro Light Rail maintenance yard, and ADOT.

At ADOT, the students toured the Traffic Operations Center and viewed maintenance vehicles and equipment in the morning, and they spent the afternoon at the Materials Lab on 21st Avenue, under the I-10/I-17 Stack.

Jim Delton, assistant state engineer with the Materials Group, gave a PowerPoint overview of the lab and then guided the students as they toured different parts of the lab learning about topics ranging from materials, to geotechnical operations, to pavement design.

Sravani Vadlamani, the assistant academic coordinator for the summer program and a master’s student in transportation engineering at ASU, came along for the tour. “They made it very enjoyable,” Vadlamani said of the tour guides.

Delton was impressed with the students. “I thought it went very well, and the kids seemed more interested than I thought they would be.” He added, “I think there is quite a bit of value in exposing them to the engineering field. All they see on TV is lawyers, doctors, and cops and this shows them another option they might enjoy.”

Valley high school students gather around engineer Jim Delton as he demonstrates a British Pendulum Tester, a device used to measure friction.



High school student Devinne Ramirez feels the heat from a piece of rebar seconds after it was pulled apart by a hydraulic machine used to test the tensile strength of steel. It was one of several demonstrations provided by ADOT engineers and technicians from the Structural Materials Testing Lab to show the students the importance of rigorously testing building materials.

# Back|Roads

The ADOT History Series

## A bridge runs through it – AZ’s first federal aid project

By Bob Albano, Associate Edit

**The mostly dry Gila River today hardly resembles the unruly, historic stream that came roaring out of the Black Mountain Range in western New Mexico, crossing the Great Divide and then Arizona before ending its 650-mile journey by joining the Colorado River at Yuma.**

In those days, before construction of eastern Arizona’s Coolidge Dam and an irrigation-canal system commandeered the Gila’s water, boats navigated the river, which varied in width from



*This is the bridge designed by Territorial Engineer James B. Girard and built in 1910. It’s the bridge involved in Federal Aid Project No. 1 in 1917.*

150 to 1,200 feet with depths ranging from 2 to 40 feet. Hydrologists calculate that without dams and irrigation canals the natural flow of the Gila would carry an average of 6,070 cubic feet of water per second into the Colorado, the second-largest flow behind that of the Green River, which cuts through Wyoming and Utah.

The Gila River occupies a prominent place in the

history of the West as well as the prehistoric West. Artifacts as old as 15,000 years have been found in the Gila region.

In 1538, the first non-Indian to traverse the trail that drew its name from the river probably was Esteban, a black Moor slave who became a free man and part of a Spanish expedition to find the fabled Seven Cities of Cibola. After gold was discovered in California in 1849, thousands of fortune seekers went westward along the Gila Trail.



*A group of men stand on the bridge after the Gila River destroyed bridge approaches during 1916 flood.*

For a period — between signing of the Treaty of Guadalupe-Hidalgo, which in 1848 ended the Mexican-American War, and the U.S. Gadsden Purchase of land from Mexico in 1853 — the Gila marked a portion of the U.S. border with Mexico.

Throughout Arizona’s Territorial and early-statehood days, the river raged and flooded at whim, serving as the setting for countless stories and events, including Arizona’s Federal Aid Project No. 1.

That project extended the beleaguered bridge at Florence in 1917. In the previous year, Congress reflected the nation’s quest to build roads and bridges by approving the Federal Road Aid Act of 1916 and President Woodrow Wilson signed the measure. Quickly, Arizona and Pinal County collaborated to raise the funds necessary to match \$20,000 in federal aid. The project improved a bridge that remained in service until the late 1950s, when the Arizona Highway Department built a new one.

One of the descriptions of the river’s colorful history was told in the WPA Guide to 1930s Arizona,



*Three men viewing Gila River from bank at Florence, Arizona, during 1916 flood. They are at looking north toward a portion of the bridge isolated in the river.*

published by the New Deal’s Works Progress Administration as a way of providing work to writers during the Great Depression. The story concerns a stagecoach fording the river gorged

with fast-moving water. On board were two nuns, a gambler, and a soldier. As the story was told, the driver goaded his horses onward while the passengers hung on the outside of the coach on the upstream side to provide counterweight offsetting the current. Supposedly, the nuns were praying, the gambler was cursing, and the soldier was shouting encouragement.

The episode reportedly took place in western Maricopa County, between Buckeye and Gila Bend near the site where Gillespie Dam was built in the 1920s.

Arizona's rivers and washes always have challenged travelers and those who build the roads and bridges for them, according to Mark E. Pry and Fred Andersen, authors of a transportation history commissioned by ADOT. They reported that Arizona's first bridge across a major river was erected in 1885 at Florence at a cost of \$15,150 for a 965-foot-long structure set on redwood piles with a 16-foot-wide roadway made of pine.

The bridge elated the citizens of Florence. After the 13th Territorial Legislature appropriated construction money, the Arizona Weekly Enterprise reported on March 21, 1885: "A bridge across the Gila is something that we have always been greatly in need of to enable the businessmen and miners to get their supplies in at all seasons of the year, besides being a great accommodation to the traveling public generally."

However, Territorial Gov. Conrad Zulick did not contribute to the elation. The \$15,000 bridge appropriation plus \$12,000 in funding for a wagon road prompted him to brand the spending as a "wanton misappropriation of public funds."

Nor did the elation do anything to tame the rambunctious Gila. After the bridge was dedicated,

according to Marshall Trimble, the state's official historian who wrote in *Arizoniana*, "the irrepressible Gila changed its course, swung out into the desert, and left that bridge standing all alone."

Besides the river, fire posed a threat to the wooden bridge. Thus, the 23rd Territorial Legislative Assembly in 1905 approved an act that established financing to repair the bridge and employ "a competent person who shall have charge of said bridge and whose duty it shall be to keep at least twenty barrels at or near said bridge, filled with water at all times for fire protection; to guard said bridge and perform such other duties in connection therewith as the Board of Supervisors may prescribe. The person so employed shall be paid at a salary not exceeding sixty (\$60) dollars per month out of the treasury of said Pinal county . . ."



James Bell Girand

The river continually pummeled the wooden bridge, and in 1910 Territorial Engineer James Bell Girand designed a concrete and steel girder bridge for the site. Girand's bridge was the one extended by Arizona's Federal Aid Project No. 1.

In the years just before Project No. 1, the river inflicted insult after insult on the bridge. During a downpour just before Christmas 1914, the river washed away approaches on both sides of the bridge, leaving it as a forlorn, concrete island. With the persistence of the itchy-bitsy spider who kept crawling back up the rain spout, the Highway Department repaired the bridge. The next year, and again in 1916 and 1917, the river re-enacted its destructive ways.

The flooding prompted one of Arizona's first two U.S. senators, Marcus Smith, to brand the hapless

structure "a monument to the treachery of the river," according to the Arizona Historic Bridge Inventory, a report produced in 2008 by Fraserdesign of Loveland, Colo., and EcoPlan Associates of Mesa.

Then, enter Federal Aid Project No. 1, which entailed extending the bridge by 750 feet. That helped, but did not solve the problems wrought by the raging river.

Finally, in the 1950s the Arizona Highway Department replaced the bridge with a structure comprising thirty 50-foot spans for an overall length of about 1,500 feet. The new Florence Bridge featured a steel I-beam stringer superstructure carried on concrete piers. Since then, it has functioned with only relatively minor repairs.

...

Besides sources quoted in this article, *Transend* received research assistance and photographs from the archives of the Sharlot Hall Museum in Prescott, the Pinal County Historical Society Museum, and the Department of Archives and Special Collections of the Arizona State University Libraries.



Marcus Smith



The Arizona Highway Department built this bridge in the 1950s to replace the 1910 bridge.

## Arizona Highways magazine: August 2010 Issue

With this article, *Transend* inaugurates a monthly summary of the current issue of *Arizona Highways*, ADOT's internationally read, award-winning travel magazine featuring the state's landscape legacy, history, culture, lore, and oh-wow photography.

Eighty-five years ago, in April 1925, the magazine's first issue featured a photo of the newly completed Prescott-to-Phoenix highway (now State Route 89) on its cover. This month, the cover photo illustrates one of Arizona's Bests: the West Fork of the Black River in the scenic White Mountains.

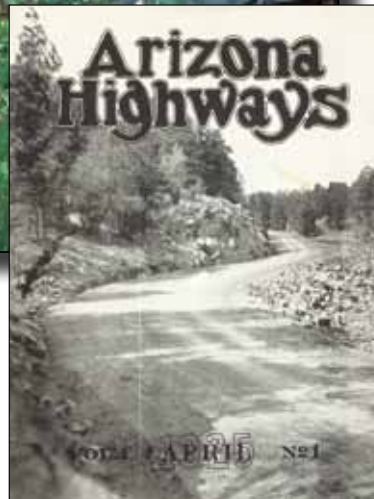
### Highlights of the current issue include:

- **Best of AZ:** Acknowledging that preparing a definitive list of Arizona's best lies beyond possibility, the magazine nonetheless presents its second-annual "Best Of," highlighting 50 of the state's superlatives.
- **Portfolio:** Jeff Kida, the magazine's photography editor, assembles images of Arizona trees that are mighty, gnarled, decorative, or otherwise noteworthy.
- **Old Schools:** Across Arizona, historic school buildings have been renovated as venues for art and other public uses.
- **Scenic Drive:** Along the North Rim, a lonesome part of the Grand Canyon, lies a series of viewpoints readily reached by family car – Timp Point, North Timp Point, and Parissawampitts Point.
- **Hike of the Month:** The Mormon Mountain trail features views of Mormon Lake, an old-growth forest of ponderosa pines, and several meadows seasonally awash with wildflowers.

Articles, photographs, and subscription information are available at <http://www.arizonahighways.com>. Be sure to check out the magazine on Twitter and Facebook, and sign up for the *Arizona Highways* newsletter at: <http://www.arizonahighways.com/static/index.cfm?contentID=1027>.



*Arizona Highways  
Now and Then*



## ADOT creates Enforcement and Compliance Division

**E**nforcement and Compliance Division is a new ADOT division, comprised of enforcement and compliance activities previously in MVD.



*Terry Conner*

Terry Conner has been named director of the new division, which includes the Office of the Inspector General, Executive Hearing Office, and Motor Vehicle Enforcement Services, which includes Ports of Entry and Registration Compliance. Director Conner brings extensive enforcement experience to the job, including a 35-year career with the Arizona Department of Public Safety, where he retired as a commander. His last assignment was the department's homeland security coordinator.

The Motor Vehicle Division, led by Stacey Stanton, will continue to focus on providing driver and vehicle services and operational functions related to those services. Motor Carrier Services, Commercial Vehicle Registration, and Commercial Driver License will remain in MVD as part of the customer service function.

"The new division and our reorganized Motor Vehicle Division will improve the services we provide to our number one customers, the taxpayers of Arizona," ADOT Director John Halikowski said.

## Comments & Kudos

### Thanks for improving I-17

*This is a long overdue thank-you to all of the people involved in restructuring Interstate 17, both north and south. It is such a pleasure to have such wide-open and smooth lanes in which to travel each time we go to the Valley. Your hard work is very much appreciated. – Judy Chorley, Prescott*

### In praise of SR 92, Carr Canyon Road to Hunter Canyon

*We want you to know that we are delighted with the new road work, the traffic lights, and the street lights. Your new roadway has made entrance and exit from the Post Office so easy and the intersection is really smooth – we are so pleased. Thank you for all that had been put into this improvement. What a wonderful success story. – Sarah D. Astor, Hereford*

For information on this Safford District project, go to [http://www.azdot.gov/Highways/Projects/SR92\\_Carr\\_Canyon/Index.asp](http://www.azdot.gov/Highways/Projects/SR92_Carr_Canyon/Index.asp)

### Shout out for Douglas Maintenance

*I really appreciate the work your maintenance crews have been performing here in Cochise County on SR-92 between Bisbee and Palominas. I am a rancher in that area and my grazing land abuts the south side of SR-92 for most of the distance between milepost 342.6 to milepost 349. I also participate in the Adopt a Highway program and have adopted*

*MP 348 to MP 349. I travel SR-92 each day and have observed how the right-of-way fence has been repaired or replaced, how the rough spots in the road have been eliminated, and how the brush between the road and the fence has been mowed down...I compliment you for establishing these policies and programs and commend the crews out of Douglas for their conscientious implementation of them. – Jack Ladd, Bisbee*

### Two ‘memorable’ bridges in Arizona make textbook examples

As an incentive to collaborate on the third edition of a college textbook titled Design of Highway Bridges, publisher John Wiley & Sons told authors Richard M. Barker and Jay A. Puckett that they could choose their most “memorable bridges” for inclusion in an eight-page photo gallery that will be part of the new textbook. Barker, a professor emeritus of civil and environmental engineering at Virginia Tech, sent a letter to ADOT’s state bridge engineer Jean Nehme requesting photos of bridges in the Phoenix area.

“As a winter visitor in Arizona (six months in Mesa), I have been impressed by the aesthetic treatment of the bridges in the Phoenix area. I very much want to include a color photo of at least one of these beautiful bridges or groups of bridges in our book,” Barker wrote. ADOT complied with the request. Professional photos of the I-17 Loop 101 interchange (seen below) and the Red Mountain Freeway at US 60 are slated to appear in the photo gallery.



### Stay off the cell and stay well

Working for a state agency means we are forever in a fishbowl. That point was driven home last month when a citizen tweeted a complaint to ADOT’s Twitter address saying she witnessed an ADOT employee talking on a cell phone while driving a state vehicle.

Remember that department policy states that “Hands-free cell phone devices should be used when operating a vehicle for State business.” Texting while driving is strictly prohibited. Both policies are found in ADOT Policies and Procedures, IT-5.01 Electronic Equipment.



# People of the Dot



**Bret Anderson** recently joined the *Transend* Editorial Board. He is a senior transportation planner in the Multimodal Planning Division – Programming Section, where he helps develop the Five Year Facilities

Program, the agency's capital improvement plan for the next five years. Anderson came to Arizona and ADOT in 2006 from his native Utah, where he worked 16 years for the Utah Department of Transportation as a survey tech, snow plow operator, and later as coordinator of the agency's Statewide Transportation Improvement Program (STIP). *Transend* Editorial Board members, representing

a cross-section of ADOT employees, help set direction and contribute story ideas and articles to the publication.



**Dan Harrigan**, ADOT's Rural Transit Assistance Program coordinator, was interviewed for an "Ask the Expert" column, in the July 2010 issue of NCST Today (p.3), a monthly newsletter published by the National Center on

Senior Transportation. Harrigan addressed questions about RTAP's role and how the program assists older adults.



## Walking the talk

*Office of Environmental Services employees Todd Williams, Michael Traubert, Stephanie Brown, and Barney Remington, along with community member Tonya Bautista, take a break from an Adopt a Highway cleanup done this summer on I-10.*

*This past spring, the OES adopted a one-mile stretch of Interstate 10 (MP 170-171) about three miles south of the Riggs Road exit near Sun Lakes. "Since we are about the environment, we thought it would be a nice fit to take part in some cleanup activity," said Barney Remington, air quality, noise impact, and historic preservation specialist from the Environmental Planning Group. The group joins four other ADOT employee-organized Adopt a Highway volunteer groups.*

*Photo by Patricia Powers-Zermeño*

**Eighteen miles of Red Mountain Freeway between Phoenix and Mesa widened**

A 20-month effort to improve traffic flow along the Red Mountain Freeway (Loop 202) in the east Valley finished on July 19 with the opening of a 7-mile-long, westbound carpool lane between Gilbert Road and Loop 101. The eastbound carpool lane had opened a week before.

The new carpool lanes followed a much larger 11-mile widening project between the I-10/State Route 51 junction and Loop 101 in Phoenix and Tempe, a project that included widening 22 bridges along the corridor.

Both projects began in early 2009 and were closely coordinated. The \$20.6 million carpool lane job between Loop 101 and Gilbert Road extended carpool lanes east of where additional regular lanes had been added during the I-10/State Route 51 junction and Loop 101 widening project, which bore a \$189 million price tag.

The Maricopa Association of Governments' Regional Transportation Plan funded the projects. The plan's primary funding source is a half-cent sales tax approved by voters in Maricopa County in 2004.



**Recent retirees from ADOT, as reported by Human Resources**

<b>Lupe A. Almanza</b> ..... <b>31 years</b> MVD, Motor Carrier Services - Commercial Driver's License	<b>Jesus P. Medina</b> ..... <b>8 years</b> MVD, Tucson Regional - Customer Services
<b>Holly D. Bowers</b> ..... <b>25 years</b> MVD, Customer Service Program - Administration	<b>Margaret A. Muniz</b> ..... <b>35 years</b> MVD, Traffic Records
<b>James A. Brown Jr</b> ..... <b>11 years</b> MVD, Tucson East - Customer Service	<b>Charles J. Ordell</b> ..... <b>13 years</b> ECD, Fraud Driver Licenses
<b>Harvest L. George</b> ..... <b>11 years</b> ITD, Phoenix Maintenance District - Durango Maintenance	<b>Betty L. Smith</b> ..... <b>21 years</b> MVD, Sanders Port of Entry
<b>Nate Jackson</b> ..... <b>11 years</b> ECD, Office of Inspector General	<b>Terry L. Vicars</b> ..... <b>10 years</b> ECD, Sanders Port of Entry
<b>Emily D. Larson</b> ..... <b>30 years</b> MVD, Holbrook	<b>Elissa C. Wise</b> ..... <b>12 years</b> ITD, Engineering Technical Group - Program and Project Management

# Milestones in Service

**Employees attaining milestones for years of service, according to Human Resources.**  
*This list of Service Awardees recognizes employees who will reach service milestones in August.*

## 35 Years

**Carter L. McKune**, ITD, Casa Grande Construction

## 30 Years

**Irene J. Rodriguez**, MVD, Driver Improvement

## 25 Years

**Diana L. Benzel-Rice**, TSG, Arizona Highways Magazine - Editorial

**Mark A. Catchpole**, MPD, Data Team

**Sherry F. Crawford**, ITD, Flagstaff A Construction

**Maria De La Rosa**, MVD, Central Permits

**Andre Ivaldi**, ITD, Phoenix Regional Signing/Striping

**Catherine M. Lisk**, MVD, Cottonwood Dual

**Diane M. Ohde**, ASD, Business Analysis

**Diane J. Ravitch**, ITD, Traffic Design/Studies Team

**Rebecca W. Stepteaux**, Tucson Regional, MVD

**Mark J. Welter**, ITD, Prescott Regional Traffic Engineering

**Ali Zareh**, ITD, Pavement Design Section

## 20 Years

**Damon J. Allen**, ITD, Mesa Landscape Maintenance

**Thomas E. Hargrave**, ASD, Equipment Services – Body Shop, Phoenix

**Kevin J. Kozel**, ITD, Predesign Team D

**Robert C. Shoemaker**, ITD, East Area Lab

**Michael J. Traubert**, ITD, Plans and Permits

**Scott G. Weinland**, ITD, Pavement Materials Testing Section

## 15 Years

**Michael Acres**, MVD, Driver Improvement

**Lori A. Despain**, ITD, Flagstaff Regional Traffic Operations -Maintenance

**Willie D. Gilder**, MVD, Traffic Records

**Estomih M. Kombe**, MPD, Arizona Transportation Research Center

**Patti L. Mitchell**, ITD, Show Low Maintenance

**Nissa L. Outlaw**, MVD, Mesa Main

**Donna J. Rhea**, MVD, Driver Improvement

**Dean W. Short**, MVD, Tucson Regional

**Hubert W. Stiff**, ASD, Data Communications

## 10 Years

**Francisco V. Alvarez**, ITD, Oracle Maintenance

**Thor L. Anderson**, ITD, Technical Training - Administration

**Eleanor J. Black**, MVD, Tucson North

**Marla M. Burger**, MVD, Scottsdale

**R. M. Edwards**, ITD, Bridge Design Section A

**Sandra L. Henson**, ITD, Globe District Wide - Maintenance

**Catherine Y. Huff**, MVD, Surprise

**Gary V. Kendrick**, ITD, District Landscape Maintenance Administration

**Agustin G. Lara**, ITD, West Area Lab

**Michael Lopez**, ITD, Tucson Regional Signing/Striping

**David S. Lozano**, ITD, Flagstaff B Construction

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**DEADLINE**  
for the September 2010 issue

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