

TRANSEND

June/July, 2011

A magazine for employees, retirees and stakeholders of the Arizona Department of Transportation

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**Things
that go
BUMP in
the night**

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A Message from ADOT Leadership

Stacey Stanton, Motor Vehicle Division

We always focus on the traveling public's safety and security

When motorists travel along Arizona roadways, many are thinking about their destinations. ADOT is thinking about their safety. There's the condition of the road, of course, to make sure it's fit for travel, but ADOT also plays an important role in determining whether those using it are qualified to do so. When drivers begin their trips they have their licenses with them. ADOT has issued many of those licenses to drivers who have proven their identity and met requirements for operating a vehicle.

It's all about public safety and security. From remote highways in the far reaches of the state to MVD offices in Phoenix, ADOT employees are focused on those key areas.

Intermodal Transportation Division engineers develop and design safe roadways with materials that can endure the stream of vehicles that will be using them, and they work closely with contractors to ensure those plans are carried out.

Once the road is complete, ADOT oversees the maintenance. When there's bad weather, a traffic crash, or other highway emergency, ADOT employees are quickly on the scene with personnel and equipment to address the situation. ADOT works closely with DPS and local law enforcement to monitor highway conditions and ensure safety 24 hours a day, 365 days a year.

When people travel, they usually just get in a vehicle and go. Many of the big-rig drivers sharing the highway with them must meet additional requirements before they can do so. ADOT's Enforcement and Compliance Division checks that the driver is properly credentialed and issues permits for the vehicle, ensuring that cargo is securely stored and the vehicle dimensions are safe for the route it's taking.

Commercial vehicles may be inspected at any of Arizona's 22 ports of entry and the drivers operating those vehicles are subject to enforcement action if the vehicles don't meet federal and state safety standards. ECD teams conduct mobile enforcement operations that focus on the movement of commercial vehicles in the state. In addition, a new program will enable ECD to remotely screen vehicle weights at various locations statewide.

ADOT's safety operations go beyond highways. MVD issues one of the most valuable documents people possess, a driver license or identification card. MVD staff members verify applicants' identity and ensure they qualify for the credential, and that drivers have the necessary knowledge and skills to safely operate a vehicle.

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Cover Photo: Working through the night, crews remove two bridges on Interstate 10 east of Tucson. In total, they safely removed nearly 1.8 million pounds of steel and concrete.

“Thank You” luncheon recognizes SECC volunteers

By Ginny Brown, SECC Campaign Assistant

Several ADOT staff members played an important role in the 2010 SECC (State Employees Charitable Campaign) fund drive, and they’ve been recognized for their hard work. They were among honorees at a Thank You luncheon in Laveen hosted by the SECC Steering Committee. Arizona Gov. Jan Brewer spoke at the event and thanked the volunteers.

“Each year ADOT employees make donations to help others in the community, across the state, and throughout the world,” said SECC Executive Director Angela Fischer. “ADOT also hosts many special events that raise additional funds to help people.”

ADOT gathered more than \$131,000 in pledges and raised nearly \$21,000 from events for the most recent campaign.

One of the most popular SECC activities is the Clay Target Fun Shoot at Ben Avery Shooting Range. For the past 13 years, ADOT, the Arizona Game & Fish Department, and the Department of Agriculture have partnered on the event. The most recent, in November, raised almost \$11,000 for Employees Helping Employees, a 501 (c)(3) organization started by state employees to assist fellow state employees in hard times. ADOT/Administrative Services Division employee, Juanita Cason was among those who received an award for contributing to the event’s success.

The SECC honored Bob Goforth, a former ADOT/MVD customer service representative who passed away in 2010, with a new award named for him. The Bob Goforth Award will be given annually to a group or individual going the extra mile to help others during the campaign. MVD Director Stacey Stanton, on behalf of the division, and Goforth’s wife, Mary, received the first two awards.

The SECC Steering Committee also recognized the husband of ADOT/Awards & Recognition Administrator Sarah Wuertz. She has been an SECC volunteer since 1992. Her late husband, David Roop, a retired military chaplain, consistently volunteered to assist with ADOT and SECC activities.

“Regardless of what was needed, David was right there to help make sure the ADOT SECC events ran smoothly,” says Fischer.

ADOT/MVD employee Michael Bedore shared the story of his personal battle against morbid obesity and an unhealthy lifestyle. Bedore said the support he received from his fellow workers and financial assistance from the Employees Helping Employees program, aided him in a difficult time.

Bedore has been successful in fighting obesity thanks to drastic diet changes and a rigorous exercise program. Less than two years ago he weighed more than 500 pounds. After gastric bypass surgery, but more importantly, due to the lifestyle changes, Bedore lost 331 pounds and is currently maintaining a healthy weight for his lifestyle. ➤



Photos, top to bottom:

Award Plaque — SECC Executive Director Angela Fischer, left, and MVD Director Stacey Stanton display the newly created Bob Goforth Award.

Emotional Moment — SECC Campaign Assistant Ginny Brown, standing, gives Sarah Wuertz, ADOT awards and recognition administrator, a plaque recognizing the volunteer work of her late husband, David Roop.

Congratulations — Gov. Jan Brewer honors Michael Bedore for his determination to change his life and serve as an inspiration for others.

He was surprised and honored to receive a special recognition certificate from Gov. Brewer, who praised Bedore's determination to change his life as an inspiration for others.

Summarizing ADOT involvement in the SECC, Fischer says, "ADOT employees are among the most caring state employees, and the SECC campaign would not be nearly as successful without the help of the ADOT volunteers and the generosity of the agency's employees. The SECC Steering Committee looks forward to the 2011 campaign and the participation of the GREAT ADOT employee workforce."



He was Santa Claus, a musician, and a loving father and grandfather.

Bob Goforth consistently put a smile on the faces of customers and co-workers in the Scottsdale MVD office, where he worked for more than 10 years as a customer service representative. After he passed away last year his giving qualities prompted the SECC Steering Committee to create the Bob Goforth Award.

Goforth, who lost a granddaughter to childhood cancer, developed a way to indirectly include MVD customers in SECC.

MVD East Central Region Customer Service Manager Anne Yanofsky, who was Scottsdale supervisor at the time, said customers would sometimes — especially during the holiday season — want to buy snacks for MVD staff, or bring them food or small gifts, which they couldn't accept. So, as an alternative, at Goforth's initiative, they decorated containers for customers to contribute to SECC.

Yanofsky said they were anticipating a few hundred dollars at most, but to their surprise it's turned out to be much larger. The Scottsdale office

collects \$6,000 to \$8000 a year that's designated for children's organizations in the SECC.

In addition, Goforth entertained MVD customers and employees with his musical talents, occasionally performing in MVD offices, and by dressing as Santa Claus during the holiday season. One of the more memorable moments was Goforth as Santa, and Yanofsky as Mrs. Claus, accompanied by their elves, Jean Agan (currently MVD West Central Region Customer Service Manager) and David Acedo (currently MVD Customer Service Program Administrative Services Officer) spreading good cheer for the December, 1999, opening of a portion of the Loop 101 freeway in Scottsdale.

Yanofsky recalls that Goforth arrived in a DPS helicopter. The others chose ground transportation and are glad they did. When Santa got out of the helicopter he was blanketed in a large cloud of dust generated by the chopper, but Goforth wasn't deterred, and, as always, a jolly Santa emerged from the haze bringing merriment to the crowd.



Santa and Helpers — The late Bob Goforth, far left, plays Santa Claus. His crew includes Anne Yanofsky, left; her grandson, Max; and David Acedo, left of Goforth.

Memories — Mary Goforth attends the SECC event at which an award honoring her late husband was presented.

Memorial Day 2011, a day of enduring freedom

Commemorating Memorial Day early, several ADOT military veterans gathered informally at the Enduring Freedom Memorial in the Capitol area on May 10. The announcement for the event said it would be a “small reminder of all those men and women who have and are still serving in harm’s way, and those of us who support them here at home. We have not forgotten and will continue to honor their daily sacrifices for our country. They and their families deserve nothing less from a grateful nation.”



Left side of Memorial, left to right, the veterans are:

- Elaine Jennings, Audit and Analysis, Army*
- Doug Ahlborn, Audit and Analysis, Army Security Agency*
- Jerry Ott, Traffic Safety, Air Force*
- James A. Stoleson, Appraisal Section, Army Artillery*
- Jim Reeves, Traffic Safety, Army*
- Fred Garcia, Environmental Planning Group, 9th Army Band*
- Paul Baumgardt, Environmental Planning Group, Army*

Right of the memorial are:

- Joseph M. [Mike] Phillips, Roadway Design, Army*
- Ed Green, Environmental Planning Group, Army*
- James J. Lemmon, Environmental Planning Group, Army*
- Don Gorman, Valley Project Management, Army*
- Charles Beck, Environmental Planning Group, Navy*
- Matt Feyereisen, Communication and Community Partnerships, Navy*



Kids get the dog house in Glendale career day

Pupils participating in a career day program in Glendale had a chance to get in the “dog house” of an ADOT striping truck and look out the windows.

The area in the rear of the truck where technicians monitor their work is called the “dog-house” because strippers sometimes need to stick their heads out the window to see their work as the truck is moving.

More than 800 kindergarten through third-grade students at William C. Jack Elementary School attended the career day event. They discovered that math is important to strippers and engineers.

Raul Amavisca, PE, assistant traffic operations engineer, and Orlando Garcia, highway operations technician III, both from ADOT Traffic Operations, said math was a component of their work. Garcia told students he traveled the state in his job, and it was important for him to know how many miles he could stripe with a full tank of paint. Without math skills, Garcia said, he might run out of paint. Amavisca explained reflective beads made the stripes glow at night. He said math skills help figure

out how many pounds of beads are needed for each mile.

Students learned yellow stripes are on the left of a roadway and white are on the right. They had many

questions about safety equipment at ADOT, and they especially enjoyed learning about hardhats and safety boots.

Teacher Tarrah Bernabe said career day is important to students because it builds connections with the community. Our students begin to think about how to make decisions, set goals, and think of what path

they need to take to get there. They may know about ADOT because they have traveled on a highway ADOT built. On career day, they meet the people that do this important work and that interaction makes it personal. When people in our community talk to our students about their work and careers, our students think about those possibilities for themselves.

Top Left; Adding it up — Engineer Raul Amavisca leads a math discussion.

Top Right; Sign here, please — When Orlando Garcia’s neighbor asked him to participate in Career Day, he had no idea it would include requests for his autograph . . .but that’s what happened.

Left; Dog house — Everyone had a chance to get in the “dog house” of the ADOT Striping Truck and look out the windows. The area in the rear of the Striping Truck where technicians monitor their work is called the “dog-house” because strippers sometimes need to stick their head out the window as the truck is moving in order to see their work.



Heroes helping heroes

Editor’s Note: Lonnie Baca, one of the two employees featured in this article, passed away at home on June 13. Mr. Baca, 55, was a highway operations technician based in Springerville and had been an ADOT employee since August 2007. He was well-liked and respected by his co-workers and will be missed. Our hearts go out to his family and friends.

By Angela DeWelles, ADOT Blogger

Their actions late last December helped save several lives, still Frank Gidney and Lonnie Baca insist they were just doing their jobs.

But, it’s clear the efforts of both highway operation techs went beyond any job description.

Back on Dec. 31 at around 10:30 p.m., a call came in to the Show Low highway maintenance dispatch office – an Arizona Department of Public Safety officer’s vehicle was stuck in the snow on U.S. Route 191 in the far eastern mountains of the state.

Gidney, who is based in Springerville, was on duty, so he and his snowplow headed southward.

Once Gidney reached the scene he learned the DPS officer had actually been called to help a family – stuck in the snow and out of fuel.

Gidney’s snowplow started to clear the way again as he and the officer took off toward the family’s reported location. They soon were joined by Baca, who also was driving a snowplow.



Frank Gidney, left, and Lonnie Baca earned awards for their heroic efforts.

At about 3:30 a.m. the three men made it to the stranded family, which included five young children. Weather conditions at that time were very severe ... it was about -24 degrees, and the snow was roughly four feet high.

Miraculously, everyone was okay.

“There was ice on the inside of the windows of the (family’s) vehicle,” Gidney said.

“They said they couldn’t thank us enough,” Baca added.

The ADOT crew and DPS officer managed to get fuel for the family’s vehicle and helped them make it back to a hotel in nearby Alpine. This was not an everyday highway maintenance call ... that’s for sure.

“You run into people who are stuck, but not a desperate situation like this,” Gidney said. “Lonnie and I feel there’s nothing we did that anyone else wouldn’t have done.”

Even though they’re modest about the assistance they provided, the two are heroes in the view of many. In fact, each was awarded ADOT’s

Lifesaver Award on April 28. ADOT Director John Halikowski, State Engineer Floyd Roehrich, Jr., and Deputy State Engineer Dallas Hammit traveled to Globe to present the awards and offer their thanks. The entire maintenance org was on hand to mark the occasion with a barbecue lunch.

“We continue to be both amazed and pleased at the dedication our district employees show, not only in taking care of each other, but of the public,” Halikowski said.

Baca and Gidney’s co-workers said they feel the two deserve the recognition.

“We told them they were heroes,” said Bill McCarty, a fellow highway operations tech. “I can just imagine if they didn’t show up, (the family) wouldn’t have survived.”

Co-worker Kelly Busby echoed those sentiments and said this crew is like a family.

“We’ve got each other’s backs,” he said. “We rely a lot on each other and we’ve got quite a strong bond between us.”



Members of Springerville Maintenance Org 8356 who attended the award presentation for Frank Gidney and the late Lonnie Baca included Bill McCarty, Clay Jumper, David Pulsipher, Chris Mauff, Joe Chavez, Manny Marez, Mike Taylor, Art Baldonado, Kelly Busby, Tony Castillo, and John Flanagan.

Leadership Message continued from page 2

The current license has various security features, such as digital photo technology, designed to reduce fraud.

MVD customer service representatives receive specialized training in several areas of document fraud recognition. ADOT’s Office of Inspector General, which is the investigative arm of ECD, conducts inquiries into various forms of fraud and other criminal violations of state law. In addition, ADOT’s new Document Management System allows for safer storage and retrieval of important documents.

ADOT’s safety role has become more prominent and advanced every year, from rigorous testing of highway materials to technology improvements that are used to detect fraud and prevent identity theft. And, ADOT will continue to expand its capabilities in years to come.



Pavement-design engineer takes up running to ward off doctor's orders

Three years ago, Talal Kamal listened to his doctor list problems that needed attention: high blood pressure, too much sugar in his blood, and unhealthy cholesterol (blood fats) levels. The remedy, the doctor suggested, might require medications.

Kamal — he goes by Jamie — had heard that message before but nonetheless was surprised.

“I was disappointed because I thought that I was physically active enough not to develop these symptoms,” said Kamal, a 23-year ADOT veteran. “After a long research, I discovered the path to regain my health back. That path was to start running and running hard regularly, but increasing the duration and the intensity of running workout gradually.” He learned that employing a gradual increase in intensity would help ward off injuries that can result from doing too much too quickly.

The trail began when Kamal “set a goal to become an elite runner in my age group (55 to 59).” However, a year after starting training, Kamal suffered an injury. Doctors concluded he had suffered a knee injury, but Kamal was skeptical. The injury the doctors described usually results from an abrupt increase in training intensity, but he had followed a disciplined approach to training; furthermore, he traced the source of his pain to his calf, not the knee.

“So I decided to treat my injury by myself,” he said. “For three months I kept researching through the Internet and medical books until I satisfied myself that my injury was a second-degree muscle tear of the leg’s calf muscles. It took one year (until October, 2010) of thorough and continuous self-rehabilitation for the torn muscle to completely heal.

Since then, I have been running around 30 to 40 miles per week, training five days a week.”

Now, the 59-year-old pavement-design engineer in the Materials Group in Phoenix is off to the races about once a month.



Last Feb. 13, Kamal finally achieved one goal by becoming a top runner in his age group.

That day he finished first in his age group and 27th overall in a 5-kilometer run in San Diego. Two weeks later, in a 5-K run in Tampa, Fla., he finished 6th out of 218 runners in his age group and 289th out of approximately 9,000 runners. On March 19 he finished 4th out of 45 runners in his age group and 95th overall out of

2,291 runners in Los Angeles. Then, on April 17, he finished 2nd out of 27 in his age group and 36th overall out of 953 runners in La Jolla, Calif.

More important than the finishers lists are the fitness benefits of running, says Kamal. “The ultimate challenge of every human being is to gain and maintain a healthy life. This is a challenge that has no finish line, but rather a process of continual improvement and persistent desire.”

Kamal’s mantra is “practice skill power, not will power.” He advises would-be runners to “think evolution, not revolution. Make changes to improve your health by advancing your running training slowly — and preferably under the guidance of a running coach — but with consistency and

persistence. Gradual and slow changes are more easily adjusted to and maintained . . .”

Before serving as a pavement-design engineer he was with several sections, including Traffic Design, Roadway Design, Roadway Pre-design, Contracts and Specifications, and Construction and Planning and Scheduling. He graduated with a bachelor of science degree in civil engineering from Cleveland State University in June, 1980, and is an Arizona registered professional civil engineer.

Kamal says he hopes to form a running team representing ADOT in competitions. If so, team members may benefit from “Run For Your Life,” a 208-page book Kamal wrote over three years. He makes the book available without charge. He describes the book as a “synthesis of everything related to running which was written by numerous elite runners, coaches and medical experts.”



Talal [Jamie] Kamal, in his office and training at South Mountain.

ADOT's Rural Transit Assistance Program wins innovation award

ADOT's Dan Harrigan, program manager of the Rural Transit Assistance Program, has received an award for the "outstanding training program" based on innovative program creation, development, management, and delivery of a transit program.

The award was presented to him during the Arizona Transit Association's annual conference conducted in April in Mesa under the theme of "Partnerships: Moving Arizona Forward." The event was co-hosted by the association, the Arizona Department of Transportation, and the Livable Communities Coalition.

The conference included the Rural Transit Rodeo, at which bus drivers competed for title, "State Champion."

Harrigan administers the Federal Transit Administration grant dedicated to providing training

opportunities to transportation providers in rural Arizona. He considers the best aspects of his job to be enhancing the skills, abilities, and capacity of the operators and managers to provide safe and quality transportation.

Before joining ADOT five years ago, Harrigan worked for 12 years in the Office of Special Investigations & Family Assistance of the Department of Economic Security. Originally from Ohio, he moved to Arizona in 1971.

Other award winners included:

Katrina Heineking — The general manager for Sun Tran in Tucson won the award for "outstanding transit individual" for leadership and contributions to public transportation programs and improvements to the quality of transit services.

Tom Reardon — A member of the Sierra Vista Council, he won the "friend of transit award" recognizing support of transit causes, promotion of transit programs, and development of transit resources that build the profession and its practitioners.

Dan Harrigan, center, ADOT's rural transit assistance program manager, receives an award for the "outstanding training program." With him are Jim Dickey, AZTA executive director, and Bryan Jungwirth, AZTA board president.



Jay Smyth — The "Dave Barber straight transit talk award" went to the past chairman of the Southwest Rail Corridor Coalition for advocacy on transit issues with clear, concise, factual, and to-the-point statements about public transportation.

White Mountain Connect — the Show Low organization was designated the "outstanding transit organization" for its innovation, creativity, customer service, and operational improvements in providing public transportation services.

Dolan Springs Transit — Located in northwestern Arizona, the organization won the award for "outstanding special needs transportation program," recognizing its services for elderly persons and persons with disabilities.

Sun Shuttle — The Pima County service received the "outstanding rural/small urban transit system" award for innovations in providing public transportation. ➤



A Rodeo contestant maneuvers his bus.

Valley Metro Mobility Center — Operational only since March 1, the mobility center was recognized with the “outstanding transit innovation” award for innovative program creation, development, management, and delivery.

Arizona Bus Sales and Gunn Communications — The firm was designated the “outstanding vendor” for supplying private-sector support to the transit industry with goods, services, or other support.

Elsewhere at the conference bus operators/drivers competed in a rodeo, which are as Western as the setting sun.

In the days when cowboys herded cattle on horses, the wranglers invented “rodeo” as a way of displaying their talents for riding, herding cattle, and roping.

The tradition continues today but with the addition of “rodeos,” in which bus operators [and operators of other large vehicles] show their stuff.

Winning first place was Shawn Silas of Hopi Senom [a Hopi word for people] Transit in northeastern Arizona. Silas also won the event last year. As the 2011 Arizona state bus rodeo champion, Silas will compete in the National Community Transportation Rodeo in June in Indianapolis, Ind.



Shawn Silas wins first place in the Rodeo.

The second- and third-place rodeo finishers were both from Kingman Transit — Jack Turton and Edwardo Raymond.

The rodeo consisted of a written exam and a 13 station obstacle course to test drivers’ skills in maneuvering, backing up, and braking. Their skills were also tested in wheelchair lift operation and pre-trip maintenance inspection.

ADOT Director of Transit Programs Mike Normand said the event shows appreciation to and builds morale in the people who operate public transit services throughout Arizona communities.

US 93 and Loop 202 win AWPAs

You might not think that cleaning giant earth-moving equipment or wearing Hawaiian shirts on Fridays would play a role in successful highway projects, helping them win prestigious awards.

But each activity was a part of award-winning efforts for widening and construction on U.S. 93 near Hoover Dam or for Loop 202 in the Valley. Each project was designated project of the year for 2011 by the Arizona Chapter of the American Public Works Association — the U.S. 93 project between milepost 17 and the dam won the honor in the cost category of \$25 million to \$75 million, and the Loop 202 project won in a category for projects costing more than \$75 million.

The primary consultant for the U.S. 93 project was AMEC Earth and Environmental and the primary contractor was FNF Construction; for Loop 202 the primary consultant was URS Corp. and the primary contractor was the Kiewit/Sundt joint venture.



On the Loop 202 (Red Mountain Freeway) looking westward during construction: The McDowell Road off-ramp lies in the foreground with downtown Phoenix in the background.

Winning such awards requires excellent performances in many disciplines. Here are summaries condensed from project reports and interviews of how each project addressed two of the disciplines:

Team Building [Loop 202 design-build]

The entire design and construction team, along with ADOT staff that provided project oversight [Julie Gadsby was ADOT’s resident engineer], were located in the same office to facilitate communications, issue resolution, and social interaction. For example, one of the most popular activities was a monthly potluck lunch held on the last Friday of the month for the project staff. ➤

Another popular tradition was “Hawaiian Shirt Friday” on which office staff wore their finest island wear. A spinoff of this weekly custom was the unofficial contest of who could find and wear the most obnoxious Hawaiian shirt.

In addition, the joint venture set up a room with refrigerators, coffee pots, microwave ovens, vending machines, dining room tables and chairs, and a large plasma screen TV. This allowed project personnel to not only get away from their desks to get a cup of coffee or eat lunch but also to mingle with other team members.

Every two months, the joint venture hosted a happy hour at a local restaurant for the design and construction teams. Other activities included golf tournaments, office pools, and parties including family members of the staff.

According to the project’s application for the award, “Instead of holding a few events that focused strictly on building or motivating the team, [the joint venture] and ADOT chose to have more frequent, informal activities that allowed the team members to form friendships naturally and in a non-work related setting. Of all the team-building, the three functions that proved to be the most effective were the monthly potluck lunch, the office lunchroom, and the project happy hours.”

The project was ADOT’s largest design-build effort to date and the third-largest project overall. The project consisted of widening 10 miles of the heavily-congested 202 freeway through Phoenix and Tempe, adding general purpose and auxiliary lanes. The project, portions of which spanned over protected wetlands and Tempe Town Lake, included the widening of 22 bridges.

Environmental Challenges [U.S. 93]

Among efforts to leave the landscape only lightly disturbed was locating a wildlife fence that required walking over a 30-mile stretch of land, says project engineer Manuel Tapia Jr. of AECOM, an ADOT consultant. From the beginning, during partnering workshops, environmental concerns ranked high on

the project’s goals. One element was to construct three wildlife overpasses and fencing to guide the native bighorn sheep to them.

Attending the workshop were representatives of the National Park Service, Bureau of Land Management, Bureau of Reclamation, Federal Highway Administration, Arizona Game & Fish Department, and ADOT.

“We walked over the 30-mile stretch to stake out the fence’s route to ensure it would not be visible from the highway,” says Tapia. “It was a matter of providing utility and aesthetics.”

According to the project’s closeout partnering report, “The NPS liaison noted that environmental requirements often create a naturally adversarial relationship between agencies and contractors. However, on this project, the contractor

This eastbound on-ramp is a part of the interchange linking Loop 202 and 44th Street.



treated mitigation measures with respect and never took offense at requests from the various agencies. Everyone worked together to get the job done, and this is the way it should be on all projects.”

Other environmentally inspired activities included:

- Thoroughly cleaning all equipment before bringing it to site to ensure unwanted plant seeds were not introduced to the area.
- Dipping the fence in vinegar to take off the shine, producing a more natural appearance.
- Treating guard rail to make it bland.
- Constructing tortoise paths that were not in the original plans.
- Staining the rock on cut slopes to reduce the color contrast of newly exposed faces.

“The team focus was to be willing to be flexible to meet the needs” of everybody, says Tapia.

“Completing a job of this size in such a compressed time frame is remarkable,” said Mike Kondelis, ADOT’s Kingman District Engineer.

The project’s timing was critical to ensure the widened highway was ready when the Hoover Dam bypass bridge was opened. That occurred last October.



Wildlife bridges, top left and bottom right, are an integral part of the U.S. 93 project.

Construction-period scenes on the Loop 202 include, far right, heavy equipment working on a general purpose lane near the Van Buren Street southbound off-ramp and overpass; left middle, a stretch in Tempe just west of Mill Avenue and Tempe Town Lake; and left bottom, an embankment and interchange at SR 143 in east Phoenix.

Fixing the Drainage

A wildfire last summer on the San Francisco Peaks near Flagstaff destroyed a sizeable swatch of vegetation, leading to excessive water run-off. Among the flooding victims was a stretch of U.S. Route 89 north of Flagstaff. In response, ADOT's Flagstaff District undertook a project to stabilize the drainage channel, install culverts, and do some safety widening. Shown here are workers shotcreting the channel near Brandis Way. The crew employed three pumps going in three different locations along the channel.

[Photos by Steve Monroe, resident engineer]



Taking the Initiative

ADOT employees were recognized on April 13 for their work on concepts identified through the Federal Highway Administration's Every Day Counts Innovation Initiative program. Program goals include shortening project delivery time, enhancing the safety of roadways, and protecting the environment. ADOT has taken on several of the initiatives and was recognized for researching the use of warm-mix asphalt and for clarifying the scope of preliminary design. For more information about the program, visit www.fhwa.dot.gov/everydaycounts

Front row, from left: Karla Petty (FHWA), Jennifer Toth (ADOT), Mary Viparina (ADOT), Kenneth Davis (FHWA), Chad Auker (ADOT) and Mary Frye (FHWA).

Back row, from left: Nathan Banks and Tom Deitering (both FHWA).

Video of two-bridge demolition project makes its way around the world

Did anybody besides local residents and demolition buffs care about an ADOT project to demolish two bridges on Interstate 10 east of Tucson last April?

Oh yes!

Three videographers with the Communication and Community Partnerships Division — Kim Stafford, Bob Bender, and Casey Miller — traveled down to the demolition site to chronicle the 10-hour project to remove the old Marsh Station bridge and the damaged Mescal Road/J-Six Ranch Road bridge.

Their time-lapse video of the demolition, posted on

the ADOT YouTube site, almost immediately went viral. To date, the YouTube video has racked up almost 7,000 views from across the globe and that number continues to rise.

The 45-second video appeared on websites catering to construction and demolition interests, and countless newspapers and television stations picked up the video for their broadcasts, printed publications, and websites.

One blog — <http://demolishdismantle.blogspot.com/2011/04/marsh-station-bridge-time-lapse.html> — wrote this:

“Demolitionnews came across this great video of a recent bridge demolition recorded in time-lapse form.

It’s the Marsh Station bridge in Arizona with the Arizona Department of Transportation carrying out the work and setting up the recording which we thank them for. The bridge is actually being replaced due to fire damage.”

ABC15.com labeled its presentation of the video: “Cool! Video shows Arizona bridge demolition.”

1,480,000
The approximate number of pounds of concrete removed during the demolition of both bridges.

232,000
The approximate pounds of steel that was removed.

250
The approximate number of tons of dirt that went down on the roadway below the bridges to act as a cushion for what the crews tore down.

112,480
The approximate pounds of rebar that was removed.

45
The number of seconds it takes us to show the Marsh Station demolition in this time-lapse video

This graphic shows scenes from the demolition of two bridges and some of the statistics associated with the project.

New Loop 303 now open

By Angela DeWelles, *ADOT Blogger*

When work began to wrap up on a new stretch of freeway a few months ago, a team of ADOT employees started to strategize.

The group was tasked with organizing an event that not only would celebrate the opening of the Loop 303 in Peoria, but also would entertain and inform the thousands of people expected to attend.

The open house/dedication featured a ribbon-cutting ceremony with remarks from Gov. Jan Brewer and local officials. Bike tours, activities for kids, and booths and displays from local businesses and community groups also were part of the day.

Megan Griego, a senior community relations officer with CCP's Valley Team, led the group that helped pull off the big event on May 7.

"Everyone brought their expertise and enthusiasm to the table," she said of the group that included representatives from several ADOT departments. "It was definitely a team effort. Everyone jumped on board. Even on the day of the event, people just kind of did what needed to be done and started helping wherever they could."

Event cleanup was a breeze since vendors were encouraged to go paper-free and not hand out any printed material. The city of Peoria, which hosted the event along with MAG and ADOT, provided trash and recycling bins.

Feedback on the event was positive, too. Griego said many families stopped her during the event to tell her how much fun they were having, and that they couldn't believe everything was free.



Some of the tasks handled by ADOT employees:

- Pre-event marketing was taken care of by ADOT's Public Information Office and Valley Community Relations Office.
- Speaking points were provided by the Public Information Office and Valley Community Relations Office.
- The Valley Community Relations Office and MVD employees staffed booths on the day of the event. They were able to greet the public and answer questions.
- ADOT's CCP Customer Outreach Team created informative videos and blog posts leading up to the event. Graphic designers on the team made signs that not only informed attendees, but also had an interactive component.
- ADOT maintenance employees handled traffic control.
- ADOT's construction team was a great resource, according to Griego. The team helped answer technical questions from the media and led tours of the new stretch of road before it opened.
- Members of the Intergovernmental Affairs Team worked with the Maricopa Association of Governments to coordinate with the elected officials who were scheduled to be on hand.
- ADOT Director John Halikowski served as the program's emcee.

From top left, ADOT Director John Halikowski speaks to the crowd; Gov. Jan Brewer remarks on the new stretch of freeway; from left, the ribbon is cut on the new section of Loop 303 by Glendale Mayor Elaine Scruggs, Maricopa County Supervisor Max Wilson, Gov. Brewer, Halikowski and FHWA administrator Karla Petty; attendees enjoy the booths and displays; Kim Noetzel, left, and Mindy Lee staff the ADOT booth; ADOT's Casey Miller films an interview between Laura Douglas and Nancy Stump, center.

Two-wheeled training

By Larry Clark, *MVD Program Support*

As a part of making Arizona's motorcycle-skills test more relevant for riders, Jim Heideman, director of licensing for the Motorcycle Safety Foundation, based in Irvine, Calif., spent a week training ADOT/MVD employees and others who administer the test.

He made stops in Tucson, Kingman, Flagstaff, Mesa, and Phoenix, training a combined 90-100 people during five-hour courses that included classroom instruction and skills demonstrations. Among those attending were MVD examiners and representatives from private companies that offer motorcycle-training programs. All this was done at no cost to ADOT.

According to Heideman, "The MSF's newest licensing test, the Rider Skill Test (RST), is designed to measure vehicle control and handling skills required for entry level riders."

Heideman explains the old test was used since the 1980s, and he found that his audiences were ready for a new one. "They were enthusiastic about the changes and once we explained it to them, it all made sense."

He says changes in motorcycle technology, including development of the increasingly popular sport bikes, posed problems for even skilled riders.

States employ various methods of testing riders, but Heideman says there are now 15, including Arizona, using the program developed by the Motorcycle Safety Foundation.

Even though the test has changed, there are no major

alterations to the course. "We are incorporating it into the same basic footprint," Heideman says. Arizona uses a fixed course that is 30 by 75 feet. In addition to testing riders using the traditional two-wheeled motorcycle, the safety foundation has developed a separate test for three-wheeled bike riders.

The main advice Heideman had for his ADOT/MVD students was to train others on the range where the test will actually occur and demonstrate the scoring. MVD has 19 courses where testing is conducted, and all are being re-striped to accommodate the new test.

Southeast Mesa MVD Office Supervisor Gary Tone agrees with Heideman that it was time for a new test. "The old one had pretty much run its course," he says.

Tone thought the training class was "excellent." And he expands on what Heideman said about the difficulty some experienced riders were having with the previous test. "Some of these racing style bikes have a limited turning radius, and the riders would have trouble on the cones and u-turns. The new test repositions the cones and makes the cone weave a little wider."

Tone estimates his office conducts 30-35 tests a week, but the number fluctuates depending on the weather. Riders are required to pass both the skills and a written test to receive their motorcycle endorsement.

Stressing the importance of the tests, Heideman cites statistics showing that riders who don't have the proper endorsement account for 25 percent of motorcycle fatalities nationally.

He says the new test will enable safety officials to better judge which riders have the necessary entry level skills and which might benefit from more

training, such as the Motorcycle Safety Foundation's Basic Rider Course. It's a 15-hour curriculum that provides classroom instruction and training on a motorcycle in a controlled environment, and it's offered at more than 1,500 locations throughout the country.

Don't be surprised to see more motorcycles on the road. With gas prices approaching \$4, Heideman expects an increase in the use of motorcycles, not just for recreation but as a means of economical transportation.



Testing — Jim Heideman of the Motorcycle Safety Foundation assists Michele McKinney of the Casa Grande MVD with new testing procedures.



Dale Doucet, left, demonstrates a maneuver that is part of testing required for a motorcycle license or endorsement.



Practical Ethics The ADOT Way

A story of greed

by Karen Mills, Ethics Officer

Ah, good old greed — it can get the best of us. It starts out pretty small, just at the edge of the comfort level, but it can soon blossom into our justifying downright illegal behavior.

Almost all of the corporate scandals that have been in the news can be traced to old-fashioned greed, which at the very least is the precursor to unethical behavior. Greed knows no limits.

For a little fun with ethics, we are providing a link to a short video about a beguiling, greedy temptation. The film was directed by the United Kingdom team of Phil Sansom and Olly Williams, who credit themselves collectively as Diamond Dogs, named for the 1974 David Bowie concept album.

In this wordless two-minute clip, a late-night office worker discovers he has created a black hole with a copying machine. The video features special effects to enhance the story of greed. Transend thanks Future Shorts, Future Cinema, distributor and representative of the film, for permission to reprint stills from the film. *Click image to go to the video.*



Arizona Highways issues focus on hikes and 'hitting the hay'

The **June** issue highlights hiking. Besides photographs and brief narratives, each hike is summarized with a guide including information on trail length, difficulty level, and elevation; a map and contact information; and a notation on whether dogs and horses are allowed.

The **July** issue of ADOT's Arizona Highways magazine devotes its cover story to "hitting the hay." The magazine describes the story: Wherever you spend the day — Greer, Grand Canyon, Sedona — plenty of places will leave a light on for you, but for something special, hit the hay at one of our favorite places.

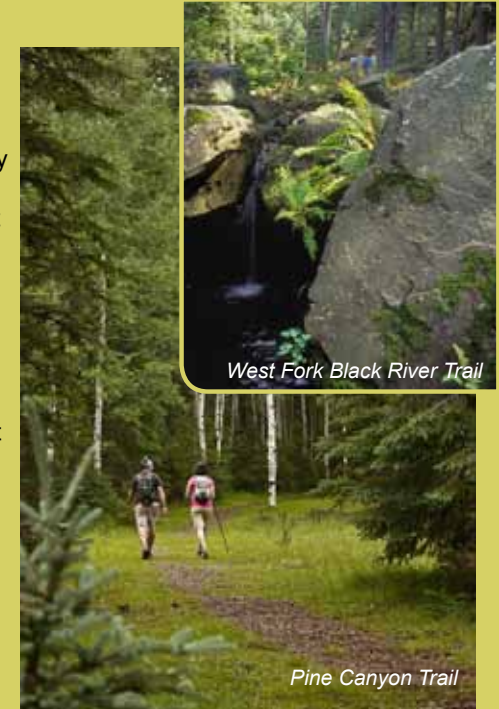
Other features in the June issue include:

- **The Howling Winds** — From the world-famous landscapes of Red Rock to the majestic saguaros of Lost Dutchman, Arizona's 31 state parks and natural areas offer photographers, hikers, nature-lovers, and everybody else an endless opportunity to do what they do. These are your parks. Get out and enjoy them.
- **Just Add Water** — Moisture is a precious commodity in Arizona. Even the name of the state sounds arid. Add a bit of water, however, and the environment becomes magical. In fact, if Arizona had more water, it would have less diversity. Ironically, it's the isolated nature of water that leads to Arizona's abundance of life.
- **This Old House** — Like so many theaters built at the turn of the last century, the Elks Opera House in Prescott has been changed numerous times. At one point, it even played the role of movie theater. But thanks to an extensive and meticulous restoration, live performances are once again taking center stage.
- **Scenic Drive** — The Williamson Valley Road combines sharp turns, steep grades, wide-open spaces, and breathtaking views. In short, this route in the Prescott area is the epitome of a scenic drive.

Other features in the July issue include:

- **Going with the Flow** — To the casual observer, the San Juan River flows into Lake Powell without a splash. To Craig Childs, who recently kayaked that stretch of the lake, the confluence is a special story, one that'll make you think, I wish I could write like that.
- **Northern Exposures** — We first became enamored with Shane McDermott's work while putting together our December 2010 issue — his twilight shot of Chocolate Falls blew us all away. When we asked Shane for images of the San Francisco Peaks and the surrounding highlands, he blew us away all over again.
- **Scenic Drive** — Forest Road 618: In July, any road that leads to a swimming hole ranks as a scenic drive. This one is scenic, too.

Arizona Highways, the current "magazine of the year" in the 40,000-plus circulation category of the International Regional Magazine Association, is owned by ADOT. Visit www.arizonahighways.com for information about subscriptions, a free newsletter, and following the magazine on Twitter and Facebook.



Comments & Kudos

‘One Heck of a Job’

The *San Pedro Valley News-Sun* printed this commentary May 10 under the headline “Offering well-deserved kudos for jobs well done:”

We are always happy to point out things that are a problem in our area, but we should be equally quick with the kudos. And so we will be.

The first kudo goes to the Arizona Department of Transportation. Despite budget issues and staffing cuts, they continue to do one heck of a job. That is evidenced by the quick action they have taken with regard to the J-6 bridge over Interstate 10.

After the fire that damaged the structure, ADOT got the bridge pulled down within two weeks. They quickly met with residents in the area - who are severely inconvenienced by having to drive several miles along the interstate just to get across it to the other side. The good news is that the contract for rebuilding the bridge will be let in record time, and the bridge should be open for business this fall, not this winter as was earlier stated.

That is certainly good news for both residents and businesses. It's bad enough to have to deal with the problem, but seeing a light at the end of the tunnel ahead of schedule is a real plus.

Quick and Friendly

Amy Heisler posted this tweet in April:

Quick, painless, friendly service at Tempe MVD. Thanks Ruben [Aguirre] and @ArizonaDOT!

Airport of the Year

The Laughlin/Bullhead International Airport has been named the 2011 Airport of the Year by the Arizona Department of Transportation. Selection award criteria used by ADOT’s Aeronautics Group within the Multimodal Planning Division consists of accomplishments in the areas of community relations, airport management, airport maintenance activities, as well as innovative activities and programs implemented at the airport.



Improvements to the airport’s facilities include the addition of more than 5,100 square feet of terminal space for passenger

processing and screening. Extensive runway rehabilitation and safety improvements were also implemented, including asphalt replacement, taxiway extensions, new airfield lighting, and improved parking areas. An Automated Weather Observing System was installed, providing airport personnel and aircraft operators with the most advanced weather technology.

“Major changes in business operations have taken the airport from near insolvency five years ago to a solid financial position today,” said Airport Director David Gaines. Despite “the economic downturn in recent years, the airport has maintained its level of operations and has continued to grow its revenue stream.”

ADOT Director John Halikowski said, “We are very pleased to recognize the Laughlin/Bullhead International Airport. . . . “The investments continue to meet the needs of residents, visitors, and businesses throughout the state.”

Little Green Valley

Ken Clemons of the Payson area sent an email in mid-April to Prescott District Updates saying, “I’m elated Doubtful Canyon has been funded and will be completed in a year! Congratulations on getting funding and getting started right away! Very smart move with a contractor already working on Little Green Valley. . . . What is the projected Little Green Valley open date? Thanks!”

Bill Pederson of CCP responded the same day, and on the following day, April 19, called Clemons.

Clemons then sent this email:

Good Morning Bill,

THANKS for your response. I didn’t catch the name of the guy who called me yesterday and gave me VERY detailed information on Little Green Valley & Doubtful Canyon. AND we discussed Lion Springs. AND the repave on 87 MP 202-211. I kept him longer than I should have but he was extremely forthcoming with project info and knew everything I asked. [The caller was Ken Wilson, an ADOT consultant with KDA.]

I can’t tell you how great I think it is the public can access y’all to get information. I called an ADOT (?) guy last summer and it was the same experience. I’m VERY pleased Doubtful Canyon got funded!!!!!! That only leaves the Lion Springs section which I know will be a few years before funding. Keep up the great work and thank you for your time.

Making It Safer

Michael J. Kondelis, the DE in the Kingman District, received this letter from Ronald Bowen, Chloride. Besides Bowen, the letter was signed by 10 persons:

We the neighbors, school children and all the unknown that will be alive in the future, wish to thank you for making it safer to turn onto Colorado from Hwy 93. The turn-off area will make a safe place to go to avoid an accident. It will give the school bus the area to turn the corner without having to almost stop on the hwy. to make the turn. The traffic will not have to swerve to avoid an accident with someone turning. I'm sure this will save lives. Thank you for your attention to our problem.



'Competent, Courteous and Helpful'

Gregory S. Hieb of Oro Valley sent high praise for MVD via an email in May:

Dear Ladies and Gentlemen: I hope this email finds you well. I wanted to take a moment to email you to express my deep appreciation for Arizona Department of Motor Vehicles and its personnel. I am 50 years old and have lived in many states throughout my lifetime. I've never seen another Motor Vehicles Division as competent, courteous, and helpful as the good folks in Arizona are! I am quite ill and permanently disabled, therefore much of my business is handled via my computer at home. I last emailed in for assistance with my Disability Placard and the service was phenomenal, thank you so very much!

I've handled address changes online a few times, prompt, painless and inexpensive. We've purchased a used vehicle and will be picking it up from the dealership the first or second week of June. I looked

online at your personal plates section and found it very user friendly and complete. Although I don't exactly know where the office is in Oro Valley where we live now, I'm looking forward to meeting the folks when we go in for our license paperwork and personal plate request. You folks have been absolutely wonderful to deal with!

Your expertise and exemplary customer service doesn't go unnoticed by this customer and therefore why I wanted to email and thank you today. I hope you will please share this with your Senior Management? Arizona DMV is tops, simply the best! Thank you and GOD bless. Take care and be well.

Other States: Listen Up

Jacq Davis posted this note on ADOT's Facebook page in mid-May:

Just want to let you know you are by far the most efficient, well organized State Motor Vehicle Department I have been to. Especially the Tempe, AZ location! I think other states should get tips from you and get on with the program! :)

Lost and Found

Robert Galusha of Robert Galusha Design in Kingman sent this letter to the Kingman District:

I would like to commend Mr. Dell Dodge [of Seligman Operations] on his fine service May 9, 2011. I had lost a large table top that I had been taking to an art show in Prescott over the weekend. In spite of retracing my steps several times, I was unable to find it and had to move on to arrive at the show in time. Returning from the show yesterday, I was retracing my steps again when I noticed Mr. Dodge at his job of clearing up the debris from the travelers and I told him of my loss and gave him my card. Later, I was thrilled to receive a call from the

ADOT office that he had found it! My thanks to him and the rest of the staff for their professional and courteous actions.

Smooth Traffic Control

Jeff Jones, director of parking and traffic for Jobing.com Arena/Phoenix Coyotes, included Brock J. Barnhart, CCP assistant communication director, in this note:

I just wanted to send a quick note out. THANK YOU, for all your hard work this season to help make us very successful off the ice. We cannot control how the team does but because of professional people like you, we brought it every game to make the guest experience the best it possibly can be. From the time they arrived in the area to the time they left, all your hard work and assistance did not go unnoticed.

THANK YOU FOR BEING THE BEST!

Are They the Same Cacti?

An anonymous reader of the ADOT blog got an answer to a question that she wondered about but never asked:



Since driving the new part of 303, my husband and I were wondering if the cacti and flora that is planted along the road were the same plants that were there before the freeway was built. Thanks for answering our question. Thanks especially for taking such great and gentle care of all the plants. I was amazed that you put the top soil back to help the plants adjust to their new home. Very well done, folks. Thank you!
[Loop 303 Blog]

‘Wonderful Representatives’

David M. Ludington of Fountain Hills sent this letter to ADOT in Wikieup:

On May 9, 2011, my wife and I were traveling up Hwy 93 on our way to Kingman when a tire on our tow dolly blew. When we tried to call our road service company, we found we could not get cell phone service. As we were preparing to take our car off the dolly, one of your trucks came by. First the men in the truck took the remains of the tire off the highway and then they came over to see if we were all right. When they found we could not get cell phone service they volunteered to change the tire. They quickly changed it and we were on our way.

The men were Rex Marsalla and Steve Richards. We could not thank them enough. They were courteous, friendly, professional and were wonderful representatives of your department. You are to be congratulated on having such good people working for you.

In an era of tough budgets it is great that these two men still put the interests of the people at the top of their list. I doubt if it will help but please feel free to use our example of the good work your people are doing when you talk to your superiors or politicians.

Excellent Customer Service Skills

An anonymous customer entered this comment in April on MVD’s servicearizona.com:

I would like to mention a few ADOT MVD employees who went out of their way to make sure that I was taken care of at 59th & Bell. ALMA [Marques, a supervisor], RICHARD [Miller, a customer service rep] and ERIN [Bubb, a lead] displayed excellent customer service skills! GREAT EXPERIENCE!

**Retirements
from ADOT**

Douglas E. Kratina.....	29 Years	Phoenix Regional Lab, ITD
Traffic Engineering, ITD		
Daniel C. McIntyre	25 Years	Traffic Operations Section, ITD
Robert C. Black.....	12 Years	Ernest J. “Ernie” Pauls..... 16 Years
Kingman District Construction, ITD		Records, MVD
Tabita O. Fernandez.....	13 Years	Eleanor J. “Ellie” Black.....11 Years
Driver Improvement, MVD		Tucson Regional, MVD
Uswaldo V. “Waldo” Sanchez.....	23 Years	Elias M. Bais..... 33 Years
Oracle Maintenance, ITD		Prescott Valley Maintenance, ITD
Lora Ann Bartholomew.....	9 Years	Phyllis A. Legg..... 17 Years
Driver Improvement, MVD		Communications, MVD
Thomas E. Boone.....	13 Years	
Kingman District Construction, ITD		
Jimmie L. Hansher.....	25 Years	
Right of Way, ITD		
Joanne M. Hively.....	5 Years	
Lake Havasu City, MVD		
Kenneth Wayne Simpkins.....	23 Years	
Materials Group, ITD		
Toni B. Williams.....	27 Years	
Roadway Engineering, ITD		
Roy Lopez.....	19 Years	
Records, MVD		
Cynthia L. Mills.....	31 Years	
Human Resources, TSG		
Thomas W. Mirto.....	15 Years	



Milestones in Service

Employees attaining milestones for years of service, according to Human Resources.

35 Years

JUNE MILESTONES

Jack E. Hays, Maintenance Statewide Striping, ITD

30 Years

JUNE MILESTONES

Gilbert P. Nastacio, Chambers Maintenance, ITD

Jonny M. Judd, Prescott District Wide, ITD

25 Years

MAY MILESTONES

Timothy A. Dewey, Specialty Work Center, ASD

Edward Zamora, Tucson Shop, ASD

Judy Huckins, Scottsdale, MVD

Dale J. Steele, Arizona Transportation Research Center, MPD

Liliana Aguilar, Engineering Consultants Section, ITD

Terry E. Vinson, Fredonia Maintenance, ITD

Edward J. Pressley, Prescott Regional Traffic Operations – Maintenance, ITD

Paul T. Burch, Materials Group Construction, ITD

Carmello G. Tellez, Electrical Shop, ASD

25 Years

JUNE MILESTONES

David R. Espinoza, Maintenance Section – Central, ASD

Lorraine V. Baca, Title Production, MVD

John E. Branch, Mesa Landscape Maintenance, ITD

James M. Maciolek, Tucson Construction, ITD

20 Years

MAY MILESTONES

Pamela M. Melton, Yuma Dual, MVD

20 Years

JUNE MILESTONES

Andres Canez, Tucson W Maintenance, ITD

Tom C. Anderson, St. David Maintenance, ITD

Jon M. Ulbarri, Flagstaff Regional Lab, ITD

15 Years

MAY MILESTONES

Rita Leija, Accounts Payable, TSG

Patricia M. McElroy, Yuma Dual, MVD

Daniel M. Watson, San Manuel, MVD

Glenn E. Wormsbaker, Southeast Mesa, MVD

Lisa F. Mendoza, Sierra Vista, MVD

Bernadine Rodriquez, Administration, ECD

Scott E. Grissom, Central Permits, ECD

Terry D. Wade, Phoenix Regional Signing / Striping, ITD

Rodolfo Q. Garcia, Durango Road Maintenance, ITD

Marlin L. Walker, Safford Maintenance, ITD

Lavon B. Begay, Ganado Maintenance, ITD

Mark E. McCroskey, Cordes Junction Maintenance, ITD

Harley Cody, Flagstaff Construction, ITD

Thomas W. Mirto, Phoenix Regional Lab, ITD

15 Years

JUNE MILESTONES

Celia Demko, Facilities Planning, ASD

Manuel Lagunas, Motor Carrier & Tax Services, TSG

Douglas Nintzel, Central, CCP

Elaine Jimenez, Avondale Dual, MVD

Merleen Kampf, Office of Spec Investigations, ECD

Robert J. Samour, Division Director – Highways, ITD

Michael D. Hawes, Mesa Landscape Maintenance, ITD

Michael E. Porter, Kingman Maintenance, ITD

George L. Shular, Chambers Maintenance, ITD

Roxanne D. Lopez, Valley Transportation, ITD

Jerry James, Catalina Construction, ITD

Tim B. Macias, Flagstaff Construction Lab, ITD

10 Years

MAY MILESTONES

Theresa L. Mendoza, Fiscal & Management Services, ASD

Javier M. Sanchez, Tucson Shop, ASD

Thomas G. Cooley, Mainframe Solutions, TSG

Virginia Mariott-Cade, Bullhead City, MVD

Linda Mullett, West Phoenix (51st Ave.), MVD

Yvette M. Ascencio, Mesa Main, MVD

Jo A. Clevenger, Safford, MVD

Penny L. Meier, Phoenix CDL – Goodyear, MVD

Douglas E. Smith, Roadway Design, ITD

Kenneth K. Dins, Mesa Road Maintenance, ITD

Darlene J. Wolff, Page Maintenance, ITD

Tony G. Mascher, Seligman Maintenance, ITD

Barbara J. Hall, Valley Transportation, ITD

Darcy A. Carreon, Valley Transportation, ITD

Gabriel Vindiola, Valley Transportation, ITD

James F. Gomes, Catalina Construction, ITD

Jill Bryant, Materials Group Construction, ITD

Maria C. Garcia, Phoenix Maintenance Landscaping, ITD

10 Years

JUNE MILESTONES

Sonya E. Herrera, Safety and Health, ASD

Ronald J. Gee, Game & Fish Repair Shop, ASD

Kevin L. Cooley, Desktop Support, TSG

Maria S. Vargas, West Phoenix (51st Ave.), MVD

Veronica S. Lovett, Apache Junction, MVD

Maria R. Leon, Tempe Dual, MVD

Luz M. Ruiz, Tucson Regional, MVD

Patricia A. Emel, Tucson East, MVD

Cindy M. Perez, Tucson North, MVD

Bobbi Jo L. Gray, Communications, MVD

Jennifer M. Tischler, Third Party, MVD

Eudora J. Betoney, Sanders Port of Entry, ECD

Velvet A. Mathew, Phoenix Construction, ITD

Mehran R. Salehi, Design Section, ITD

Francisco Ramirez, Roadway Pump Maintenance, ITD

Nicholas E. Pilgrim, Three Way Maintenance, ITD

Cathy West, Valley Transportation, ITD

Maria G. Omer, Valley Transportation, ITD

Natasha M. Yslava, Valley Transportation, ITD

Michael Gifford, Valley Transportation, ITD

Fakhradin Hakari, Statewide Project Management, ITD

Navaphan Viboolmate, Development Design Section B, ITD