

BECO'S
QUARTERLY
MAGAZINE

Local Public Agencies & Subrecipients



Arizona Great Escapes

September 2021

ADOT



EDITOR'S NOTE

Welcome to the September Issue of BECO's Quarterly Newsletter.

In this issue you will find stunning "Great Escape" spots to visit in Arizona, taken from the pages of "Arizona Highways Magazine".

Look for the article from "American DBE Magazine" on pages 16-19 about Sarah Imberman's exciting journey from a Chicago Bakery Owner to a Successful ACDBE.

You'll also find an article on the Broadway Curve project with a helpful link to ADOT's "The Curve" mobile app for the most up-to-date information at your fingertips, and an article on the SR189 Project entering its "Home Stretch".

On pages 22-27 we are introducing some ADOT team members that you may work with at some point. Please also note the contact info, page 38.

If you like, please reach out to me with suggestions on content for upcoming newsletters, or if you have someone that should be added to the mailing list.

Hope you enjoy this issue!

Melanie Peterson
ADOT LPA/SR Program Manager

Photo on Left: The Gypsum Reefs, near Bonelli Bay on Lake Mead (AHM)
Cover Photo: View from Government Prairie includes Kendrick Peak (left) and the San Francisco Peaks (right). By Shane McDermao (AHM)



Arizona GREAT ESCAPES

The above photo was taken by AHM photographer Joel Hazelton from Tempe, Arizona at the Black River, in the White Mountains of Eastern Arizona. Joel says, “The Black River is incredibly unique in Arizona. The upper section doesn’t lose elevation very quickly, so the river is calm and subtle as it winds through the wide, grassy meadows of the high country.

This characteristic is very favorable for reflections, which is fortunate since a visit in July or August will almost always be accompanied by an afternoon full of heavy clouds and dappled light. Once the upper forks join and the main stem of the Black River descends past 7,000 feet in elevation, the canyon boxes up and frequent riffles become the predominant feature. The

canyon is still wide enough to show a clear view of the sky, so photographers can get unique canyon images with a striking sunrise or sunset.”

Joel goes on to say, “This was on a June 2017 backpacking trip with my wife and our dog. We parked near an old, rustic cabin, then hiked a couple of miles cross-country and dropped into the river near its headwaters.

This section of the river is calm and peaceful — mostly small pools, such as this one, connected by quaint trickles. The scenery is vast, open and conducive to landscape-oriented compositions. In addition to the wonderful sunset, I like how the blades of grass in the foreground break up the horizontal movement of the image and mimic the trees in the background.” ■



Arizona GREAT ESCAPES

“A lot of people make connections to this place,” says Deputy Superintendent Wilson Hunter, who grew up in Canyon de Chelly and still calls it home. Maybe it’s the layered canyon walls, monumental rocks and prehistoric pueblos, or maybe it’s the place’s spiritual history — many Navajo ceremonies originated at the canyon. “The Holy People are here,” Hunter says. Navajo people still bring offerings and prayers. Some live in the canyon, tending to farms and livestock. But most visitors never see the best the canyon has to offer — primitive areas, beyond the roads, where motorized tours don’t go. Authorized Navajo guides offer walking and horseback tours of these parts. “It’s beautiful back there,” Hunter says. The canyon walls grow taller, there’s more wildlife and it’s quiet. There are unique cultural resources there, too, he says — “some great pictographs and petroglyphs a lot of people don’t see.”

A rainbow forms over Spider Rock at Canyon de Chelly National Monument. “This was as magical a moment as I’ve ever witnessed,” photographer George Stocking says. “I was just standing there in the rain, getting soaked, when the sun broke through. What luck!”



Canyon
de Chelly
National
Monument



Chiricahua National Monument

Suzanne Moody, a visitors center ranger, talks enthusiastically about Chiricahua National Monument's biological diversity. Located in one of Arizona's "sky islands," the monument stands at the convergence of four ecosystems. "But the national monument is really about the crazy geology," she says. Ice and water carved layers of 27 million-year-old welded volcanic ash into fantastical faces, animal shapes and balancing rocks. Though born of a violent eruption, it's a quiet, peaceful area today, she says, with an "amazingly beautiful landscape and a forest of rock spires." Two of Moody's favorite spots are the Grotto, a cave-like passage through the rocks along the Echo Canyon Loop, and the summit of Sugarloaf Mountain, particularly at sunset. "The silence may feel like a real presence, interrupted by the occasional bird call or breeze," she says. "Chiricahua's many surprises and a spiritual feeling often create a very personal connection to the place." ■

Chiricahua National Monument's rhyolite hoodoos reach skyward. "Hiking the monument's trails is pure pleasure," photographer Mark Frank says. "A warm sunrise or sunset spotlight is a bonus for those of us who enjoy framing a photo."

Glen Canyon is a landscape of stories, says Cynthia Sequanna, an interpretive ranger. There are stories about paleontology and geology that reveal Glen Canyon's past, stories about plants and animals, and stories about 10,000 years of human history. "Once you learn some of these stories, you start developing an intimate relationship with

this place," she says. Sequanna grew up at the Grand Canyon, Glen Canyon's downstream neighbor, where she developed a love for the Colorado River. So it's not surprising that one of her favorite places in this recreation area is the stretch of river between Lees Ferry and Glen Canyon Dam. "It's a peaceful, beautiful

place," she says, "a land of extremes, still wild in many ways, with its own rich stories." Sequanna encourages visitors to learn these stories and carry them on. Most importantly, she urges people to create their own stories and find their place in the landscape. ■

The layered buttes of Glen Canyon National Recreation Area rise from the tranquil Lake Powell. "The lake reflects the moods of the sky," photographer George Stocking says. "I'm drawn by its quiet stillness and the view of Navajo Mountain in the distance."



Glen Canyon
National
Recreation Area

Changing course at Arizona Highways isn't easily done. So much of our photography is seasonal, meaning it has to be shot a year in advance. And our writers are usually given eight to 10 months to compose a story. A lot of planning goes into the production of our mothership. That's why making changes is so difficult — more like turning an aircraft carrier than performing a triple axel. Sometimes, though, there's no other way. Trails wash out, roads close, restaurants go out of business. When those things happen, it's a single story, here or there.

When a pandemic hits, everything can change. By the time Arizona's stay-at-home executive order went into effect on March 31, most of the words and photographs for our July issue were already in the queue, awaiting their turn to tell the Arizona Story. The decision to supersede the entire issue meant we had to pull off a triple axel, something we couldn't have done without our remarkable writers and photographers, who turned around their assignments in a week or two. Even photographer Bill Hatcher reached out, despite his circumstances.

“When I got the request,” he wrote, “I was in the Australian Outback trying to figure out how to get out of that desert and back to my own in Tucson. Our plane tickets had been canceled, state borders were closing and we were in an old camper van with 300,000 kilometers on the odometer — still four days from Sydney. I'm sure your deadline is long past, but my answer would have been Salt River Canyon.”

We asked Bill, and all the others, about the first place in Arizona they planned to visit after the lockdown. That was in April. In the mean-time, some of their great escapes — the places they've been dreaming about — may have reopened. And some might still be closed.

Right now, we just don't know, so please call ahead before you make any plans to hit the road, especially to places like the Navajo Nation, which, at press time, is under extreme lockdown. Be safe, be smart and be respectful. ■



The East Fork of the Black River winds through an evergreen-lined meadow in the White Mountains of Eastern Arizona.

ADOT'S INNOVATIONS KEEP BROADWAY CURVE PROJECT #AHEADOFTHECURVE



Video Services Supervisor John Dougherty (ADOT) took this photo using a long exposure on the side of Interstate 10 on Belle Butte, which is adjacent to Broadway Road.

“It’s always rewarding to be part of something larger than yourself and to work alongside people who are committed to doing work we can all be proud of, and that will benefit our customers for decades to come,” she added.

Construction Manager Julie Gadsby agrees. “Major projects like the Broadway Curve allow me to utilize the existing skills I have learned over the past 22 years working in construction while exposing me to new construction administration tools that come with P3 projects,” she said.

The project runs along 11 miles of I-10 between the Loop 202 (Santan/South Mountain Freeway) and Interstate 17 near Phoenix Sky Harbor International Airport. Improvements being built through 2024 will enhance safety, reduce travel time, ease airport access and support the economy.

Several cutting-edge communication and construction methods are being

From ADOT’s first project-specific mobile app and paid advertising campaign to a design-build contract and Public-Private Partnership (P3), innovative approaches are being used to benefit everyone who drives, lives or works near the Interstate 10-Broadway Curve Improvement Project.

Deputy Communications Director for Major Projects Kim Noetzel is excited to help lead the \$776-million project.

“I really enjoy being part of an ADOT team that understands how significant the project is for the department, our customers and the region, and that has risen to the occasion.

implemented for the Broadway Curve project.

The #AheadOfTheCurve paid-advertising campaign launched this summer to raise awareness about the project on TV commercials, radio, billboards, online and social media, Sky Harbor Airport’s baggage claim and rental car areas, and even at gas pumps. The project team used virtual tools to host one of ADOT’s largest-ever public meetings in August with about 6,000 participants.

ADOT employees are encouraged to tell their friends and family about obtaining project information through the [The Curve Mobile App](#) and website, [i10BroadwayCurve.com](#), which features traffic alerts, maps, photos, videos and more.

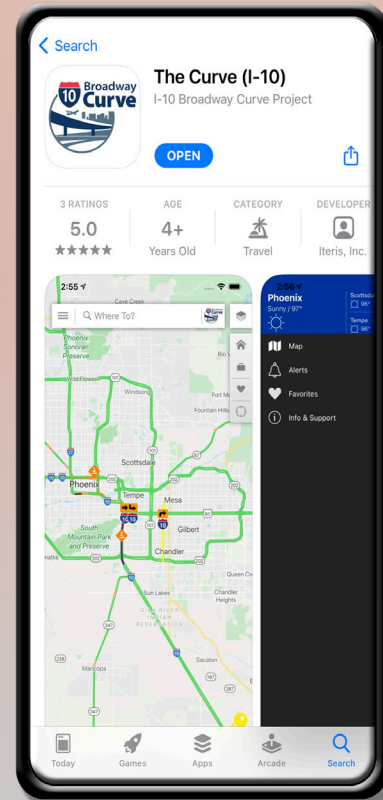
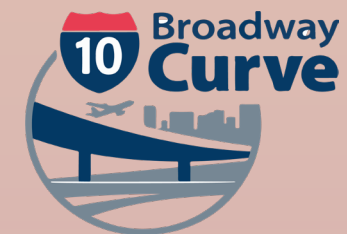
“The Broadway Curve is going to impact traffic on I-10 for the next few years. I’d really like to encourage everyone to find alternative routes to avoid the construction area as much as possible,” Project Manager Amy Ritz said.

Here are some of the project’s state-of-the-art solutions:

- Adding collector-distributor roads parallel to I-10 between Baseline Road and 40th Street to separate through-traffic on I-10 from local traffic entering or exiting the highway.
- Utilizing real-time traffic data software to

be able to make real-time changes to keep people moving.

- Building the new 48th Street and Broadway Road bridges over I-10 adjacent to the existing bridges so there are no long-term closures on cross roads during construction.
- Using 3D modeling of CCTV cameras in the design to ensure there are no obstructions by bridges, signs or other elements when the project is built.



The Curve Mobile App. Download it now in the Apple Store, or in the Google Play Store.

This is one of ADOT’s billboards along Interstate 10 to raise awareness about the Broadway Curve construction project.



SWEET SUCCESS

Sarah Imberman's journey from a

Chicago Bakery Owner to a Successful ACDBE

— moving into a kitchen space and expanding offerings of other sweet treats, including pastries, specialty & wedding cakes, chocolate gift baskets, and

of her cookbook “Sweetness: Delicious Baked Treats For Every Occasion.”

In 2009, Imberman encountered the world of airport concessions through SSP America, a division of SSP Group and a leading operator of food and beverage brands in travel locations worldwide, and the Airport Concessions

more.

By 2007, Imberman was selling her confections in numerous locations, including her two store-front bakeries; and garnering national acclaim with a debut on The Food Network, a visit from cooking and lifestyle c o n n o i s s e u r Martha Stewart, and the publishing



Sarah Imberman's journey from making chocolates in her mom's Chicago kitchen to becoming a rising star in the airport concessions industry is an inspiring story of sweet success.

In 2004, Imberman began selling chocolates under her original brand Sarah's Pastries & Candies, at several Chicago, Illinois, Whole Foods locations. From there, her business grew

world was scary because it was all I knew, but had I not taken that risk, who knows where I would be now.”

Imberman became ACDBE certified in Illinois before landing her first deal with SSP America in 2011, in Terminal 4 of the JFK International Airport. Six months later, Imberman was offered three more deals with SSP in Phoenix, Sacramento, and San Diego and decided to pivot her business entirely to airport concessions.

“Closing my bakeries was one of the hardest decisions of my life,” Imberman said. “But I knew it was the right direction to go. A lot of the skills that I had developed running Sarah's Pastries & Candies applied to this new endeavor, and SSP America provided great support teaching me the nuances of airport concessions.”

In 2012, Imberman re-branded her business to

S. Levy's Foods, a certified ACDBE, and her new journey took off.

A UNIQUE PARTNERSHIP

The airport concessions industry presents a unique set of challenges and benefits for entrepreneurs. For example, funding an airport venture through a traditional bank can be difficult. Imberman explained she did not have sufficient collateral to go through a conventional funding channel. “I concluded that I could either own 100% of my business and have very little, or I could give up some equity so that I had future opportunities.”

Imberman entered a joint-venture partnership with SSP America, which helped her secure a loan from a private equity company. In addition, she contributed her pro-rata share of capital to build out the restaurants at the airports. Similarly, Imberman created a second layer by partnering

with local restaurants in the cities where she was bidding on contracts.

SSP America entered the U.S. market as the first concessionaire to focus on bringing local restaurants to the airport. Today, SSP America partners with authentic restaurants — bringing them to life at the airport and creating “a taste of place” that stays with passengers long after their flights take off.

“This focus resonated with me,” Imberman said. “I loved the idea of partnering with other local businesses and helping grow their brand and presence. For example, my partner, Matt's Big Breakfast, in Phoenix (Arizona) has been able to open more street-side businesses since our partnership at Phoenix Sky Harbor airport. It is awesome to see these folks thrive, thanks to the partnerships.”

Imberman continued to grow S. Levy Foods



Sarah Imberman (right) welcomes Martha Stewart to her retail location in Chicago, Illinois.

in 2016 by partnering with Hudson Group, a leading North American travel retailer and relaunched her famous candies with the opening of Sarah's Candies at Chicago O'Hare International Airport. "It was so good to come back to my roots," Imberman said. "If I'm honest, this entire journey started with my love of chocolate and dessert!"

In May 2021, Imberman opened a second Sarah's Candies at the Chicago Midway International Airport. Both Sarah's Candies locations feature Imberman's famous chocolates in addition to a variety of locally sourced confections with nationally recognized brands.

She said: "Our motto at these locations is 'Pamper your palette.' We strive to entice all five of your senses – from the smell of the chocolates, to the jewelry store-styled tables piled with local delicacies, to the bright and cheerful jelly bean wall."

SUPPORT WHEN NEEDED MOST

Today, Imberman and S. Levy Foods have joint-venture partnerships with SSP America in John F. Kennedy (JFK), Sacramento, Phoenix Sky Harbor, Chicago Midway, and San Diego airports, and two partnerships with Hudson Group.

Imberman said she remains heavily involved with each of her brand partners. She has weekly calls and monthly visits with the managers at each location to go over all the inner workings of airport concessions, from ordering goods to maintaining excellent customer service.

"As their brand partner, I am now on the flip side of things," Imberman said. "As a former bakery owner, I have a deep appreciation for the challenges of owning a restaurant. I understand that most of my brand partners are new to the airport

industry, and I can guide them through the unique challenges facing airport concessionaires. I also understand that their brand is their baby, and I respect that."

Imberman is a savvy businesswoman who did all the preparation necessary to become an award-winning ACDBE. "I thought we had planned for everything and anything," she said. "But then the pandemic hit, which was something I had never, in a million years, anticipated."

At the start of pandemic lockdowns in 2020, Imberman found her business activity down a staggering 98%. "If people are not flying, airport concessions have to shut down," Imberman said. "This has been an incredibly challenging time for everyone. Traditional brick and mortar restaurants were able to pivot and find creative ways to stay open, but for airport concessions, there was no way to pivot."

Imberman's joint-venture partnership with SSP America rose to the occasion, helping her concessions stay afloat. "As a joint-venture partner, they had a vested interest in our surviving the pandemic," Imberman said. "If we fail, they will fail, too."

As a driving force in airport concessions, SSP America – along with other industry leaders like the Airport Mi-

nority Advisory Council (AMAC) – was able to lobby heavily for federal support for concessionaires. SSP America also kept in constant communication with its partners through weekly updates and calls.

"This is a real testament to the joint-venture model," Imberman said. "If we had been tenants in the airport and left to weather the storm on our own, it would have

been very challenging." As travelers return to airports, concessionaires are beginning to reopen. "It is slow, but I see the light at the end of the tunnel," Imberman said. In the meantime, Imberman remains in constant communication with her partners and looks forward to future growth opportunities as business travelers take back to the sky. ■



S. Levy Foods partnered with Hudson to open its latest location at the Chicago Midway International Airport in May 2021.

Podcast ARIZONA HIGHWAYS



Take a journey through Phoenix History with Arizona Highways

Did you know that Arizona Highways Magazine has a podcast? It launched about one year ago, and has produced eight episodes with more than 800 unique downloads, ranking in the top 500 globally for travel podcasts.

For this month's Time Capsule, and because we all like to celebrate Christmas in July, we are highlighting the episode [Remembering Tim Mitchell's Tree Lots](#).

In this podcast, Editor Robert Stieve chats with Jayne Mitchell, one of Tim Mitchell's four daughters.

She grew up in the family business of running their famous Christmas tree lots throughout Phoenix, giving listeners many personal anecdotes and a walk down memory lane.

If you love Christmas, remember Tim Mitchell's Christmas tree lots, or you're interested in some Phoenix history, this episode's for you!

Find all the [Arizona Highways podcast episodes](#), which highlight everything from photographer's stories to iconic spots in the state, and even a unique small business in Flagstaff.

Hungry for more? Arizona Highways launched a second podcast, called Eat My Words, which focuses on Arizona's culinary culture. [Check it out.](#)

AMERICAN DBE

American Disadvantaged Business Enterprise Magazine



American DBE Magazine is your premiere networking resource for businesses, administrators, and stakeholders in the USDOT Disadvantaged Business Enterprise Program.

The mission of American DBE Magazine is to create and publish content to promote, inspire, inform, educate, and encourage diverse business owners and other stakeholders in diverse business development in the infrastructure design, construction and transportation industries.

FEATURES:

- DBE Business Opportunities
- Industry Best Practices
- Business Profiles
- Business Development Articles



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Contact us at editor@americandbe.com or (919) 741-5233 for more information or advertising opportunities.

INTRODUCING ADOT'S LOCAL PUBLIC AGENCY GROUP

Cyndi Callahan LOCAL PUBLIC AGENCY LIAISON & TRAINING COORDINATOR

Please welcome Cyndi Callahan to the ADOT Local Public Agency section. Cyndi is our new Local Public Agency Liaison and Training Coordinator. We are very excited to have her on our team.

Cyndi joined ADOT's LPA Group in April 2021. She has a diverse background in accounting, auditing, marketing, advertising and event planning. Cyndi will be the communication point of contact for our Certification Acceptance agencies. Additionally, Cyndi will facilitate various training programs the Local Public Agency section offers.



Cyndi, competing in a combined driving event with one of her horses

INTRODUCING BECO COMPLIANCE

Steve Haley

ALTERNATIVE DELIVERY PROJECT MANAGER

Steve began working at ADOT in February, 2015 when he joined the Compliance team at BECO. His role within BECO is overseeing ADOT's Mega Construction Projects for DBE Compliance, such as the Broadway Curve Project. Prior to migrating here from Colorado in 2012, he worked in the construction industry performing duties ranging from surveying to construction inspection to contract administration & compliance with the Federal government.



After leaving government service, Steve spent the next 18 years working at a successful construction company in Colorado where he began as an estimator, progressed to a project manager and eventually became part owner of the same company.

During his free time, Steve enjoys outdoor activities like hunting, fishing and hiking and still follows his two favorite sports teams from Colorado - the Rockies and Broncos.





INTRODUCING BECO TECHNOLOGY

Manuel Rodriguez
"Manny"
MANAGEMENT ANALYST II

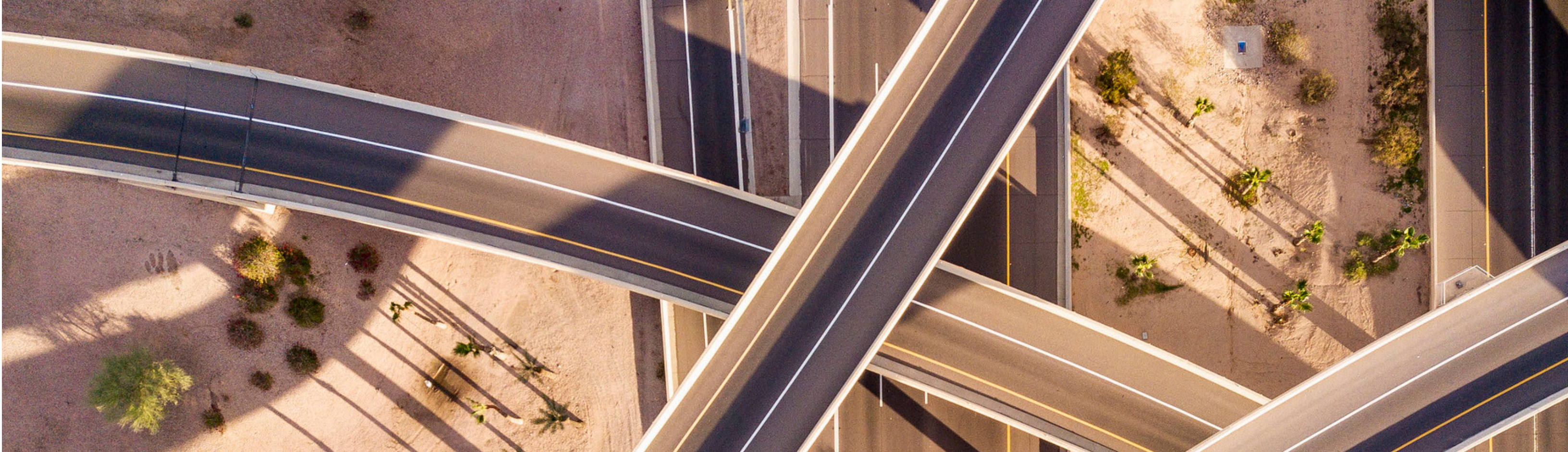
In the midst of a pandemic, Manny started with the BECO



Technology Team in April of 2020 as a Management Analyst II. Manny's been with the State of Arizona for almost 10 years. His years of service have been with the Department of Economic Security/Division of Benefits and Medical Eligibility in the Systems department (most recently as a Quality Assurance analyst for software projects). His role within BECO includes technical support for LPA and SR agencies,

including account set-up for BECO's various applications.

Manny was born and raised in Arizona. In his spare time he likes to spend time with family, read, workout and hike.



The DBE Supportive Services program is designed to assist qualified minority- and woman-owned businesses to become certified as a Disadvantaged Business Enterprise (DBE) firm. Once certified, the program strives to assist DBE firms to get work on federal-aid contracts and to become self-sufficient in their respective industries.

A variety of training programs and technical assistance is provided by the Supportive Services program staff to assist DBEs in meeting these goals.

Companies registered as Small Business Concerns (SBC) can also participate in the same conferences and trainings offered to DBEs.

DBE JOINT TASK FORCE MEETINGS

Join the Task Force meetings to receive project briefings to learn about what's happening in the DBE program and construction industry, and to identify and resolve barriers while finding solutions to issues facing DBEs and other small businesses.

2021 ADOT DBE AND SMALL BUSINESS (VIRTUAL) CONFERENCE

Revving up with transportation industry and small business opportunities! JOIN US FOR: Speed Appointments with buying agencies and Primes, Educational sessions, Agency, Community partner, Exhibitors, Primes, and Small business networking and more!

DBE JOINT TASK FORCE MEETING

"Alternative Project Delivery Methods – Overview and Public Agency Perspective"

Date: Oct 19, 2021

Time: 9:00 a.m.

Location: Virtual

[Click here to REGISTER](#)

DBE JOINT TASK FORCE WORKSHOP

"Subcontracting & Sub-Consulting Opportunities on APDM Contracts"

Date: Nov 2, 2021

Time: 9:00 a.m.

Location: Virtual

[Click here to REGISTER](#)

2021 ADOT DBE AND SMALL BUSINESS CONFERENCE

Date: Dec 7+8, 2021

Time: TBA

Location: Virtual

[Click here to REGISTER](#)

virtual 2021 ADOT DBE & SMALL
BUSINESS CONFERENCE

Reving up with transportation industry and small business opportunities!

JOIN US FOR: Speed Appointments with buying agencies and Primes, Visit Exhibitors, Join educational sessions, and more!

Click here to be notified when registration opens

Click

SHIFTING GEARS

DECEMBER 7-8
2021

VIRTUAL CONFERENCE

ADOT

ENGAGE

BUILD

ACCELERATE

SUCCEED

WIN

STATE ROUTE 189 WORK ENTERS the *Home Stretch*

by Tom Herrmann / ADOT Communications

As March turned into April, Arizona Department of Transportation crews working near the international border in Nogales celebrated the first anniversary of work on State Route 189 the way only roadbuilders can: Moving the last of a combined 8.5 million pounds of concrete-and-steel girders into place.

Last March, Governor Doug Ducey, along with government and business leaders from southern Arizona, broke ground on a project that is expected to create economic growth in Santa Cruz County while making one of Nogales' busiest roads safer and less congested.

ADOT is building two ramps connecting SR 189 with Interstate 19. When the work is complete this fall, the ramps will make Nogales a more attractive place for international commerce to enter the US. That's significant; the Mariposa Port of Entry saw about \$25.5 billion in imports and exports in 2019, including much of the winter produce consumed in the U.S.

They'll also save trucking companies time and money by eliminating the

need to stop at three traffic signals, and they'll make SR 189 safer for Nogales High School students who will no longer have to navigate around those trucks to get to school.

The ramps provide an impressive site for southbound drivers on I-19. The northbound ramp runs for just more than half a mile, while the southbound ramp is just more than one-third of a mile long. They come together just west of Frank Reed Road. The ramps include 122 girders, each averaging about 70,000 pounds and 135 feet long.

Between now and when the work is complete, crews will be pouring concrete decks on the ramps, finishing a new roundabout at Target Range Road and completing the remaining tasks to make SR 189 better for Nogales, better for international trucking and better for Arizona's economy.

"Better roads," Governor Ducey said at last year's groundbreaking, "mean a better future for Arizona."

In Nogales, that better future is just a few months away. ■



CONSTRUCTION STATS:
WORK BEGAN 5/12/2020
\$82 MILLION DOLLAR PROJECT

CURRENTLY:
DESIGN 94%
CONSTRUCTION 67%
CURRENT DBE UTILIZATION 7.42%
CURRENT PROFESSIONAL SERVICES DBE UTILIZATION 21.31%
OJT HOURS 17417



Click to watch Vimeo video on SR189 Bridge Girders

ADOT OJT PROGRAM



Update ADOT OJT PROGRAM

You may have read in previous LPA newsletters that ADOT implemented a hybrid Project Based OJT Program on ADOT FHWA funded highway construction projects advertised after January 1, 2020. This included creating an OJT module within ADOT's contract management system ADOT DOORS (DOORS is the equivalent to the LPA DBE System).

Project OJT accomplishments are now reported and monitored electronically in DOORS, streamlining the compliance reporting and verification process for all involved parties. This also allows ADOT to quickly speak

with data at the project level and track compliance with ADOT's yearly agency OJT Goals. To date, BECO is able to report the following OJT accomplishments:

- 20 ADOT projects actively report OJT accomplishments in ADOT's new OJT module within ADOT DOORS since June 2020
- 47,636 OJT hours reported since June 2020

This is an important continuous improvement effort that the ADOT BECO team is proud of and it could not have been accomplished without the construction partners in the highway construction industry.

Stay tuned for future updates to ADOT's OJT Program and the implementation for LPAs in 2022. If you have any questions regarding ADOT's OJT Program, contact the BECO Compliance team using the BECO Connects Form.

[Click for
Beco Connects](#)

WHERE IS THIS IN ARIZONA

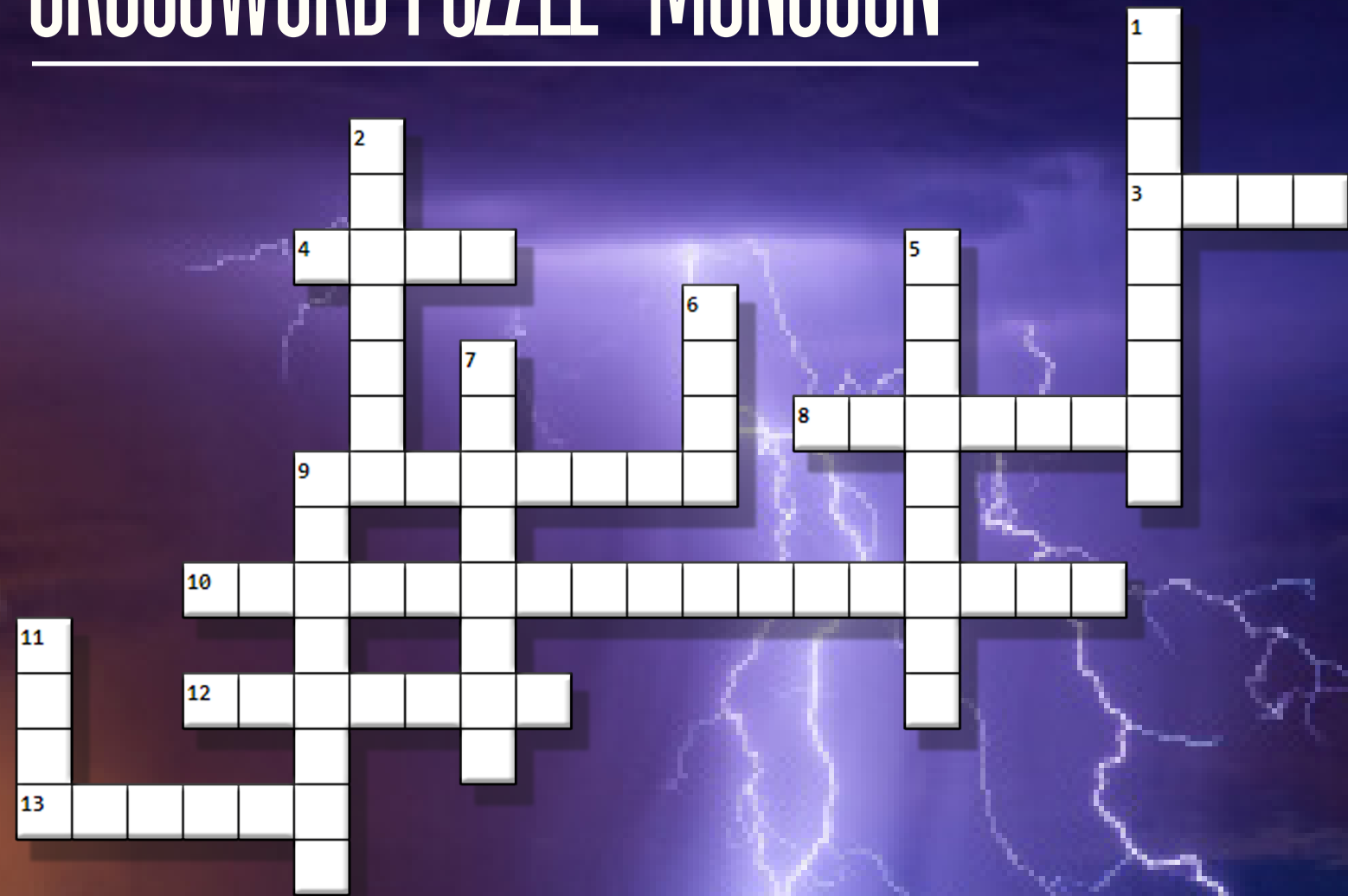
Driving through this Arizona town on the way to the interstate you will find maybe a dozen people still living there. There are plenty of ruins to explore but with all the spying eyes watching every step, it may be better to move on. A reminder that the hills have eyes.



The town is a mining ghost town named for Cornishman, miner and cattleman, who discovered gold nearby at what became the Commonwealth Mine in 1894. The town's post office was established on March 6, 1896. The railroad station opened in 1903. By 1919, the town had a population of 1,500. The town declined in the 1930s, and became almost a ghost town in the late 1940s, when the mine closed for the last time.

The Commonwealth Mine became one of Arizona's major silver producers. Over 1,000,000 tons of ore were produced from 1895 to 1942. There are about 20 miles of underground workings. The mine produced about \$8 million worth of silver and \$2.5 million in gold at a time when silver was priced around 50 cents an ounce, and gold was \$20 an ounce. ■

CROSSWORD PUZZLE "MONSOON"



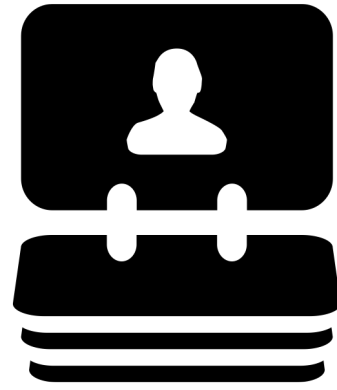
ACROSS

- 3. Pellets of frozen rain which fall in showers from cumulonimbus clouds
- 4. What is carried on the winds of the monsoon?
- 8. The season, when winds shift, bringing an increase in moisture to the Southwest
- 9. Which Arizona bush smells so good after the rain?
- 10. Which Arizona law permits rescue agencies to collect up to \$2,000 for water rescues if motorists get stuck after purposely driving in flooded areas?
- 12. The four divisions of the year marked by particular weather patterns and daylight hours
- 13. From which language is the word monsoon derived?

DOWN

- 1. An electrical discharge caused by imbalances between storm clouds and the ground
- 2. What is caused by the rapid expansion of the air surrounding the path of a lightning bolt?
- 5. What is a good thing to collect during the monsoon season?
- 6. In which month of the summer does the Arizona monsoon usually begin?
- 7. The covering or submerging of normally dry land with a large amount of water
- 9. Spanish for monsoon
- 11. Which Arizona monsters come out to play on nights of high humidity?

USEFUL CONTACT *information*



General DBE Compliance Information, Questions & Concerns:

Melanie Peterson
LPA/SR Program Manager
email: mpeterson2@azdot.gov
telephone: (602) 712-7711*

**When you leave a voicemail, it immediately is
forwarded to me in an email with the voicemail attached*

Bid Verifications, Certifications of Final Payment, Monthly, Semi-Annual and Annual Reporting:

email: lpacontractorcompliance@azdot.gov
for timely processing

DBE Goal Assessment Application Related Questions

email: dbecontractgoals@azdot.gov

Technical Concerns & AZ UTRACS

Manuel Rodriguez (Manny)
email: mrodriguez5@azdot.gov
Please always cc:
mpeterson2@azdot.gov and
becotechnologygroup@azdot.gov

1. Lightning
2. Thunder
5. Rainwater
6. June
7. Flooding
9. Chubasco
11. Gila

DOWN:

3. Hall
4. Dust
8. Monsoon
9. Creosote
10. Stupid/Motest/Law
12. Seasons
13. Arabic

ACROSS:

**CROSSWORD
PUZZLE ANSWER KEY**

Source: ghosttownaz.info/peace-mining-ghost-town.php
Peace Mining Ghost Town

WHERE IS THIS IN ARIZONA?



The view from
Government Prairie
includes Kendrick Peak
(left) and the San
Francisco Peaks (right).
SHANE McDERMOTT