

The Region Roundup



FROM THE DIRECTOR'S DESK

It's been a very busy summer that is starting to show signs of wrapping up. The program that the Region Two Nation has worked so hard to deliver is starting to show the shiny returns, and you should all be very proud of the major improvements soon to be delivered to our customers.

From I-15 Beck Street on the north end, I1400 South Interchange on the south end, and many other important projects in between, Region Two has diligently moved forward projects that will serve the traveling public well into the future.

I have been asked many times over the last several months what we can expect for the future. With the economic times being what they are and the uncertainty of transportation funding in the future, there is a valid concern that we all share. The project delivery machine at UDOT is still hungry for challenges, and nobody wants to become complacent as many of

the major programs wind down.

I think the best way to answer the question of "What will the future bring?" is to look at our history. Cycles in our business will always be a reality that requires us to adjust and evolve our way of doing business. 25 or 30 years ago, we went through a major shift when the interstate system was nearly complete. Many highway agencies worried about the future and whether or not heavy highway construction would be a thing of the past, but obviously the growth across America has proven that our business will continue to be strong, even after major programs come to an end.

I firmly believe that our major challenge in the near term will be to keep our core competencies in tact. If indeed our program becomes much smaller over the next few years – and it likely will- we need to take advantage of that opportunity to train our folks and make sure we are ready to deliver the big programs again in



the future.

It's nearly impossible to predict when our economy will strengthen to the point that major highway programs will appear again. But history shows that will happen, and when it does, Region Two will once again be expected to deliver the most innovative, fast paced programs seen anywhere. We will be ready!

I am continually humbled by the incredible people I get to work with here at Region Two, and will continue to count my blessings for this opportunity to serve as the Region Two Director.

Thanks for everything you do!!!

Cory

IN THIS ISSUE:	
New Faces in Traffic Operations	2
Changes in the Materials Lab	3
The Roadway Maintenance Crew	3
MVC: Getting There Is Getting Better	4
Preconstruction's New Guy: Patrick Cowley	4
Welcome to Utah Signs	5
Impressed with Region Two	6
2010 Summer Employee Appreciation Picnic	7
State Travel Tips	8

IN EVERY ISSUE:	
Thanks & Appreciation	6
Recipe Trading Post	8
Find the Hard Hat	8
Who Am I?	8

Details, Details, Details...

Have you ever heard someone say, “Don’t sweat the details.”? How about, “Don’t worry about the details, we’ll figure it out later.”? I know I have. In fact, I’m pretty sure I’ve used both of those phrases a time or two. But when you take a moment to think about it, our success often depends on taking care of those little details sooner rather than later.

As we completed our spring semiannual reviews, it dawned on me how one little detail can make or break every thing we do. It seems like forgetting the smallest, seemingly most unimportant detail, can ruin a whole lot of hard work for a whole lot of people. We all make mistakes or forget things, and while sometimes they are very significant things, more often than not, it’s usually a little detail that we overlook, forget or ignore that causes us the most grief. Pay attention to detail! We have a lot of great processes and procedures set up at the Department, but they only work if we pay attention to detail and follow them.

While preparing to write this article, I did some research on famous quotes related

to “details”. A couple of the quotes I found really resonated with me. The first is from Perry Paxton.

“Excellence is in the details. Give attention to the details and excellence will come.”

I couldn’t find much information on Mr. Paxton, in fact, I have no idea who he is or what he does, but I do like the quote attributed to him and whole heartedly agree with what it says.

The second quote is from former UCLA basketball coach John Wooden.

“It’s the little details that are vital. Little things make big things happen.”

Coach Wooden was a legendary educator and motivator who led UCLA to 10 NCAA basketball Championships in 12 years. That statistic is astounding! 10 Championships in 12 years! Unbelievable! His success is unmatched in the game of basketball and any other sport for that matter, so I think we can all learn a little bit from Coach Wooden. His book, *They Call Me Coach*, is not just about coaching; it’s about leadership, motivation

and finding success in your everyday life. In particular, Coach Wooden’s *Pyramid of Success* is a simple roadmap that can be applied to coaching, your job or your personal life. That being said, the book is a bit hokey and overly pious for my tastes, but his axioms and message are still very powerful. Pick up the book if you get a chance, it is probably worth reading.

In closing, I just want to mention a couple of things: First, when you lace up your boots in the morning, think about what you can do to improve the safety of your work area, wherever that may be. Second, when you get to work, think about what you can do to improve the processes and procedures related to what you do and tell your supervisor when you come up with a good idea. Lastly, pay attention to detail in everything you do. I guarantee it will pay you dividends...

Thanks, Tim



NEW FACES IN TRAFFIC OPERATIONS

Our new NW area traffic engineer is Marjorie Rasmussen (she goes by Marge, or Marj, or Queen of Traffic Engineering).

She previously worked at Region One in Design and Project Management.

Marge has two children, a daughter, age 17, and a son, age 19. She played on her first tennis league at Liberty Park this summer and loved it. She plans to continue to hone her skills this fall and winter and give the Kearns USTA 2.5 league something to worry about next summer.

Marge says she loves her new position as traffic engineer and looks forward to making new friends at Region Two, and learning from each of you how traffic is done right in the big city.



Peter Jager recently moved from Design to Operations, filling the vacant Signal Engineer position. He’s working with Guy Buckner and the signal maintenance crew, as well as the Traffic Engineers. Peter has some prior experience in signal design from working in the private sector as well as central Traffic & Safety, and is excited to be working with this excellent group. Feel free to contact him with signal design or operations questions.

Peter lives in Sandy and is married with three sons ages 2 to 7. His family has taken a big interest in swimming with the oldest spending the summer swimming for the Lifecentre swim team in Sandy, and Peter completing the Daybreak Triathlon in May. They also enjoy spending time in the mountains and hiking in the canyons. If he has a chance to break away on his own, you may find him mountain biking in Millcreek Canyon.



CHANGES IN THE MATERIALS LAB

By: Lonnie Marchant

The Materials Lab has seen a few personnel changes in the last few months. Obviously, I am new as the Region Materials Engineer. This change left my previous position of Region Pavement Engineer vacant. Jason Simmons has joined us as the Region Pavement Engineer. He is currently transitioning into the position from the Field Engineer on the Beck St. project. Also, Travis Bair is now in the Region Materials Lab. Travis is working in

the concrete area with mix designs and also helping with materials documentation review for project closeout.

With these changes, I thought it might be good to mention who is in each area of the lab.

Jill Tabish runs the office. Matt McCormick is the Lab Manager. Zac Boyle is a Rotational Engineer and has been helping out with pavement management. Wes Brackenbury is

over the Aggregate section of the lab and also heads up the IA program. Gilbert Arredondo is over the Asphalt section of the lab. Larry Brown is responsible for the binder sampling. Neil Dawson handles the core drilling and the nuclear gauges. Kim Stocking and Tyler Raleigh are in the concrete section. Ty Johnson is an intern with us and has been helping out in several areas.

We look forward to working with all of you.

The Roadway Maintenance Crew “A Road to a Better Future”

By: Jake Brown

It is my privilege to introduce you to the Roadway Maintenance Crew (RMC).

This crew evolved through innovative thinking in Central Maintenance, specifically in the mind of visionary Lynn Bernhard.

Lynn was looking for a solution to our litter removal problem since the Department of Corrections no longer provides this service. Lynn contacted the Department of Workforce Services (DWS) with a proposal to provide opportunities for employment through DWS, and that is where the Roadway Maintenance Crew was established.

From there, Lynn contacted area supervisor Kevon Ogden and asked if Station 230 would be willing and able to spearhead this experimental program due to the station's easy bus access and central location. Next, Jake Brown was asked to manage this new program, and Robert Smith was assigned to be the crew foreman.

The entire team at Shed 230, led by supervisor Ryan Ellsworth, has helped to make this endeavor a success. There have been as many as 17 extra bodies

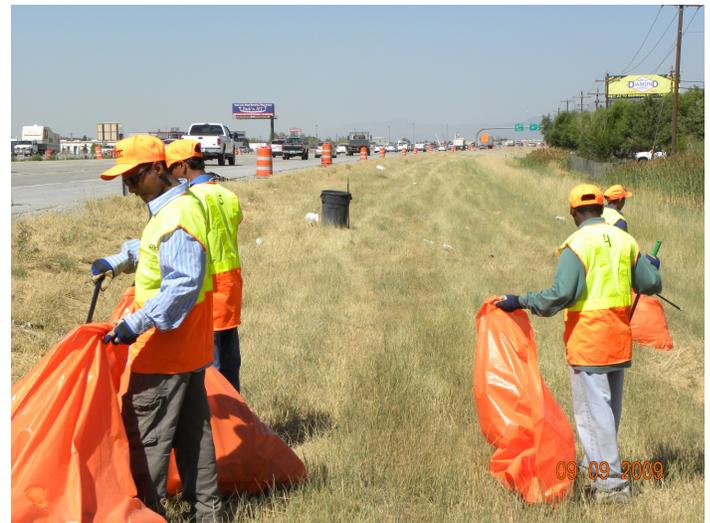
from DWS at the shed, which has created a few challenges, but each one has been met with patience and a good attitude.

When the program began, each agency had several concerns. UDOT's concern was: How do we bridge the language gap in order to effectively accomplish our maintenance objectives and DWS program goals?

DWS's concern was: Will partnering with UDOT provide training opportunities to ensure that participants gain the necessary habits and skills to succeed in the American workforce?

UDOT's original goal was simply to solve the litter problem, but the program has surpassed the expectations of both agencies, and is now expanding to other regions.

The crew consists of a range of refugees from a broad spectrum of countries such as Thailand, Africa, and Nepal. The RMC can be seen on the side of the road picking up trash, sweeping islands, pulling weeds, and cleaning drains. Station 230 has found few limits to what these people are willing to learn, and they are becoming a vital asset



to Region Two's maintenance operations.

This has been even more valuable as maintenance crews send employees to construction projects each year.

Each day, huge quantities of unsightly debris are removed from Utah's roadways as a result of this crew's hard work. In fact, on average, 70 large orange bags of garbage are eliminated from the Region's roadways each day. The RMC rotates weekly through each Region Two maintenance shed, assisting the various crews in

shed operations. Feedback from sheds around the Region has been very positive.

Many refugees who have participated in this program have moved on, getting jobs utilizing the training they have received while working on the RMC. Our logo is "A Road to a Better Future." We believe we are not just providing training, we are providing a future. We look forward to continuing this program in the future, and to the benefits it provides both agencies.

Preconstruction's New Guy: Patrick Cowley

Hometown: Evanston, WY

Grade School:

East Elementary Dragons

Family Matters: 3 Sisters,
2 Brothers, 1 Wife, 2 Daughters

Animals: None. Not even interested.

Sports: You name it. However, I do find it hard to watch curling in a non-Olympic year.

Alma Mater: Utah State. Go Aggies.

Degree(s):

Civil Engineering BS, MS; emphasis in Geotechnical

Past UDOT supervisors:

Kevin Griffin, Jace Mecham, Nathan Peterson, Robert Miles, Jesse Sweeten. In that order.

Current Dig:

Region 2 Design.

Free time: Home

improvement and whatever games my daughters invent.

Typical breakfast: Cold cereal.

Raisin Nut Bran or Cocoa Puffs.

Aspiration: Travel far away.

And then travel some more.

Quote: "It's not having what you want; it's wanting what you've got." Sheryl Crow

Fun Fact: As a kid, dug a hole in

back yard fully expecting to get to China. Only made it 2.5 feet before parents put the kibosh on the adventure.



MVC: Getting There Is Getting Better

Help is on the way to ease traffic on the west side of the Salt Lake Valley

By: The Mountain View Corridor Project Team

Construction is moving forward – The Mountain View Corridor (MVC) Project Management Office has moved to 5680 Dannon Way, West Jordan, close to the construction site. Construction crews will begin utility and roadway work on MVC south of 12600 South in early August. Lane restrictions and turn restrictions will be in place on major cross streets including 13400 South and 12600 South. Restrictions on Daybreak Parkway and Old Bingham Highway will begin in October.

Safety is our top priority – Safety of the traveling public, our construction crews, and those living, playing, and working near the corridor is of utmost importance. Travelers are asked to please use caution when traveling through work zones and to stay out of the construction zone. Children in particular are intrigued with large construction equipment and activity so please speak with your children about staying out of the construction zone and away from heavy equipment.

For additional information, please contact the team or visit the project construction information website:

Construction Related Issues:

Phone: (801) 831-6646

Email: mvcsaltlakecounty@utah.gov

General Project Information:

Phone: (800) 596-2556

Email: mountainview@utah.gov

Website: www.udot.utah.gov/mountainviewslcounty

MVC UPDATE: Work on the Welby-Jacobs Canal and Rose Creek Crossing is complete. Construction activities south of 12600 South begin in August.



The Welby-Jacobs canal under construction (above) and completed (below).



CONSTRUCTION UPDATE EVOLUTION

By: Adan Carrillo

Information – especially construction information – is most useful when it’s immediate and reliably distributed. This year UDOT Region 2 gave its weekly construction email a facelift to meet the demands of a growing audience for construction updates.

This weekly update is not new. However, with such a large amount of information going out each week, Region 2’s Traffic and Safety staff felt that the weekly construction update needed something more. The update information was divided geographically and clickable links were added to its weekly email so users could more easily find the projects that interest them.

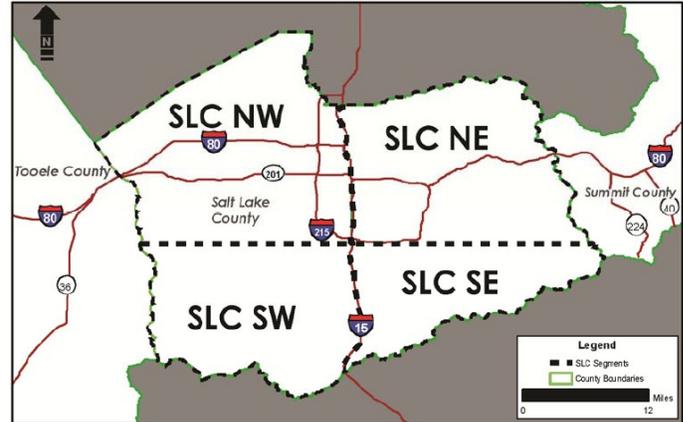
Also, the Public Involvement staff made it a priority to improve and widen the email distribution list itself. The weekly email now serves the communications media, large employers, city staffs, tourist destinations and many others – it is no longer just an internal update. Additionally, anyone from the general public can register to receive weekly construction updates via the UDOT Web site. To the satisfaction of Region 2 staff, the requests for the construction

update keep pouring in. The feedback that has been received indicates that this update is a resource to hundreds, even thousands of people throughout the region.

We have a huge external customer base that relies on this information getting to them in a timely manner. Over-communicating to the public is mandatory, and we can't do it right without everyone making this the highest of priorities.

– Cory Pope

As you might imagine, gathering construction information from every project in the region – when projects change on a daily basis – is no small effort. Then consider organizing this information into an accurate and digestible update every week. This monumental task is aided by a massive team of Resident Engineers, Traffic Engineers, Permits, Maintenance & Public



Involvement representatives who work hard to produce a useful information tool.

This process is no small feat. To begin, Resident Engineers are asked to provide updated information weekly. Then the information is compiled and reviewed at a weekly construction coordination meeting to ensure accuracy and to coordinate traffic impacts. Afterwards, the information is further refined by adjusting the language from “UDOT-speak” to a style that is easily understood by the general public. Once all of the information is finalized, the email is sent, and this

process begins over again the following week.

While the update is a big task, it is also one that region leaders have asked everyone to make a priority. Those who create the report rely 100% on the information sent from project teams each week. During construction season everyone is incredibly busy, so we want to recognize those folks who take time each week to send their information in a timely manner. This helps us all fulfill our region’s commitment to keep the public up-to-date and informed as we maintain and improve our roads.

WELCOME TO UTAH



In June 2010, the Utah Office of Tourism and UDOT replaced 35 welcome signs at all freeway/highway border crossings and Utah Welcome Centers. Taking a novel approach, seven design elements were utilized to reflect the various geographic regions of the state. For more information, check out Office of Tourism’s website: http://travel.utah.gov/interagency_relations/welcome_centers/



IMPRESSED WITH REGION TWO

By: George Lukes

Heather Johnson sent out the email many times, "Deadline to submit your article is July 27th." Of course, I'm too dense to realize that I was supposed to write an article too, so I never wrote one....until, Heather's last email, "The following have not submitted their articles yet." Yes, I was on "The List."

So, here I am, trying to think of what would be something that is interesting, might keep everyone's attention and has something to do UDOT projects. And, being that I now have basically no time to think about it, I've resigned myself to trying to hit at least interesting OR keeping attention OR UDOT Projects.

Some may know that I was in Materials at Central. I am grateful for the experience that I had in Materials and was lucky enough to be associated with all of the people there. Working at Central was in a support position to projects and until I arrived at Region Two, I never realized the effort on the project side that the Regions have.

The one thing that is truly amazing is that whether it is Central or Region Two (and I'm assuming Regions One, Three, or Four), the pride and investment that everyone takes in the product that UDOT delivers is very impressive. I worked for Environmental Quality for about five or six

years and I always heard that UDOT is very well run and nationally recognized. And now that I've been here, I feel very lucky and am very proud to be part of the group of people that work together to deliver projects. I hope that everyone shares the same feeling of pride of working for such an awesome organization.

I have thoroughly enjoyed coming to Region Two even though it totally took me out of my comfort zone! I am very thankful that everyone here is not only willing, but goes out of their way to help in any way needed. I love the attitude that we all help each other out to deliver the best product we can.

Unfortunately, whether it is private industry or the government sector, sometimes people get in the rut of only doing their job and having a bad attitude about anything outside of their job description. It is refreshing to be part of a family that is willing to do what is necessary to maintain an excellent national reputation and do whatever is needed to help each other out. It is obvious that the reason that UDOT is so successful is because of all the great people that work here. I again feel very lucky, in my move to Region Two, to have the opportunity to be associated with all of the people here.



MAYOR
TOM POLLARD
TOWN COUNCIL
CLIFF CURRY
STEVEN GILMAN
PAUL MOXLEY
DAVE RICHARDS



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June 14, 2010

Cory Pope
Director, Region 2
Utah Department of Transportation
4501 S. 2700 W.
Salt Lake City, Utah 84114

Dear Cory,

On behalf of the Town Council and the entire Alta Community, I would like to express my sincere thanks for the response and effort made by George Priskos and his entire staff to the flooding incident on Saturday, June 5th in the Town of Alta. George and his crew arrived on site very early Saturday morning and did not leave our community until Sunday afternoon. They worked tirelessly to divert the flow of water and avert what could have been a much worse situation in our community.

We pass on our sincere appreciation to all your staff. Many hands made light work.

Sincerely,


Tom Pollard
Mayor

On August 1, Janis of Park City wrote:

Friday afternoon, July 30, my husband and I were driving down to SLC from Park City on I-80 when the rear tire on my husband's car blew out. Fortunately he was able to pull off on the Lamb's Canyon exit where he attempted to change the tire. He was unsuccessfully trying to loosen the lug nuts when a UDOT truck pulled up behind us and a very nice young man, Nate Palmer, offered to change the tire. He proceeded to quickly and efficiently do just that; even adding air to the spare tire to bring it up from 15psi to the requisite 60psi -something we couldn't possibly have done. Nate had us back on our way in less than 15 minutes. He was truly in the right place at the right time to turn a stressful situation into a positive experience for us. Thank you Nate and thank you UDOT for having such a wonderful program and employees.

Chris contacted UDOT to say how appreciative she was of the construction work that was done on 3500 and Redwood Road on the weekend of June 5 by Station 230. She said the workers were very courteous, the work was done quickly, and the job was well done.

BOOTS ON THE GROUND

By: Adan Carrillo

It might be seen as the P.I. innovation of the future, but at least the UDOT-familiar phrase proves itself among grassroots techniques for one project team. Last month, those representing the State Street Environmental Study, from 6400 South to 9000 South, saw the adage turn into a resounding success during the days leading up to the project's public hearing.

Region Two Project Manager Peter Tang said, "This open house was one of the best ones I've attended. Business owners and city officials alike were well informed before they arrived. About 100 people came and all show genuine interest in the detail. Almost all were very supportive of the project."

At face value, it may have seemed like a better idea to keep a hands-off approach with potentially disrupted and disturbed stakeholders adjacent to State Street before holding an open house, many of whom were already concerned about on-street parking, access to their properties and the viability of their businesses. Rather than trickle messaging

to stakeholders before the public hearing, or provide key details about the project strictly during the hearing, the project team determined to use a more proactive, on the ground approach. An extra-concerted effort, a team effort, with outreach began as right-of-way, P.I. and design representatives stepped out to make door-to-door visits and face-to-face contact with stakeholders.

During outreach, project representatives made stakeholder visits with three common goals: to find out how businesses worked and operated, whether the project would be a detriment to individual stakeholders, and to obtain contact information for actual property owners during visits to businesses. By targeting stakeholders with major impacts first, the team executed an effective outreach technique. This sped up the process of finding impacted stakeholders on all levels, and more quickly identifying their concerns. Due to a tight project schedule, the team used on-site stakeholders as a springboard to gather information about property owners for subsequent meetings.

Peter recollects the comment made to him



by Midvale City Mayor JoAnn Seghini at the open house, "I used to have a lot to complain about this area when I went to the meetings, now with the way this project is happening, I have nothing to complain about anymore."

This outreach wasn't just a P. I. approach, nor was it strictly an engineering effort. It became a proactive team approach, with involvement from every project representative—a true "Boots on the Ground" technique—resulting in a public hearing where a majority of stakeholders arrived already informed about the project.

THANK YOU!!!

REGION TWO'S 2010 EMPLOYEE APPRECIATION SUMMER PICNIC

WEDNESDAY, SEPTEMBER 1, 2010

At Washington Park (Washington Terrace) in Parley's Canyon, Exit 134

We appreciate your hard work! COME JOIN THE FUN! Lunch is on us!

On-site grilled Teriyaki Chicken with grilled pineapple, Tender Beef Brisket with BBQ sauce, roasted red potato salad, baby spring mix salad with fresh veggies and two dressings, rolls with butter, assorted party cookies and double fudge brownies, lemonade and water.

9:00 – 11:30 Sign-in / Registration

9:30 – 11:30 Open Activities

11:30 – 12:15 Lunch!

12:15 – 12:45 Cory / Carlos / John

12:45 – 1:00 Announce Winners / Prize Drawings

There are no Orange Team Games this year. We'll have a dodgeball field set up, volleyball, a horseshoe tournament, hole-in-one putting game, and for those interested in racing your remote control vehicles, we'll have a track and bracket races set up.

Come join in the activities or have fun watching and visiting with your friends! This is all for YOU!!!

WE LOOK FORWARD TO SEEING YOU!!!



Zesty Chicken and Pasta

Submitted by Lisa Napier

If you have a yummy recipe you'd like to share, please send it in to Heather Johnson.



INGREDIENTS:

1 package (8 oz) fusilli pasta, uncooked

1/2 cup Italian dressing, divided

1 pound boneless skinless chicken breasts, cut into 1-inch pieces

2 cups small broccoli florets

1 large red pepper, chopped 1 small onion, thinly sliced

1 tablespoon chopped fresh parsley 1/4 cup grated parmesan cheese

COOK pasta as directed on package, omitting salt.

MEANWHILE, heat 1/4 cup dressing in large skillet on medium-high heat. Add chicken; cook and stir 5 minutes, or until done. Add vegetables and parsley; cook 5 minutes or until vegetables are tender, stirring occasionally.

DRAIN pasta; toss with chicken mixture and remaining dressing. Top with cheese.

SUBSTITUTIONS: Substitute uncooked deveined peeled shrimp for the chicken, reducing the cooking time to 2 minutes or until shrimp turn pink before adding vegetables and parsley.

FAMILY FUN: Prepare using your family's favorite pasta, such as fettuccine or spaghetti.

FIND THE HARD HAT

There is a hidden hard hat in every issue of The Region Roundup

Can you find it?

Submit your answer to Heather Johnson.

WHO AM I?

Do YOU recognize this Region Two employee??

If so, please send your guesses to Joy Minear by August 26th.

Joy will draw a name from the correct entries, and the winner will receive a fabulous prize!



STATE TRAVEL TIPS

State Fleet Vehicle Breakdown—



An emergency car or fleet truck breakdowns may require a service shop repair. Auto-

motive Resource International (ARI) is a company hired by the State to monitor and schedule service for State motor pool vehicles. Each fleet vehicle should have an ARI information form with an after-hours telephone number where you can reach an ARI representative who can direct you to an authorized service facility and authorize the service needed to get you back on the road. Please do not have emergency service performed on a state vehicle without this authorization.

Air Travel—

Air Travel is complicated enough without the added stress of canceled flights or a rental car problem. That is why our State Travel agency has an after-hours emergency telephone line to call when these problems arise. They can help you sort through the available alternatives and get you on the road quicker than if you try to do it yourself. The number is printed on your state travel itinerary. The State travel policies require that you book commercial air fare and rental cars through their office because of the state discount that they can get, a savings that you as an individual can not get.



We hope that this information will help you as you travel,

Your Region Two Accounting Office