



# ROCKSOLD

Spring 2017

A Publication from Geneva Rock Products, Inc.

# DELTA CONNECTION

Full-depth reconstruction of maintenance pavement keeps Delta passengers moving



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# SAFETY FIRST — SAFETY ALWAYS



BY JIM GOLDING

**W**hen do you achieve success? At times, we feel success in the form of winning the bid, finishing a job ahead of schedule or delivering beyond the expectation of the customer.

For me and my team at Geneva Rock, real success is doing our work — building a better community — while ensuring the safety of every person involved in the project.

We've decided that unless safety is assured, none of those other typical successes matter. Our people are our most valuable asset.

and breathe.

In my 34 years with Geneva Rock, I've stood behind our consistently high safety ratings and observance of OSHA standards. Our safety awards are my most valued recognitions.

In 2017, I'm ready to move that meter higher, proving we can do more to make certain that everyone on every job goes home safely. To expand on our current safety programs and routines, we are instigating a 3Cs Safety Initiative. The Geneva Rock leadership team has visited every location and met with each employee to spread the word. I've even freshened up my Spanish-speaking skills

Safety isn't just a box for us to check off at the end of the day, it's a culture we drink, eat

(I haven't spoken fluently for 37 years) and have spoken individually with our Spanish-speaking employees about the importance of this safety initiative.

We are excited to elevate safety across our organization, amplifying the level of success we achieve in every aspect of our work.

### CONVERSE

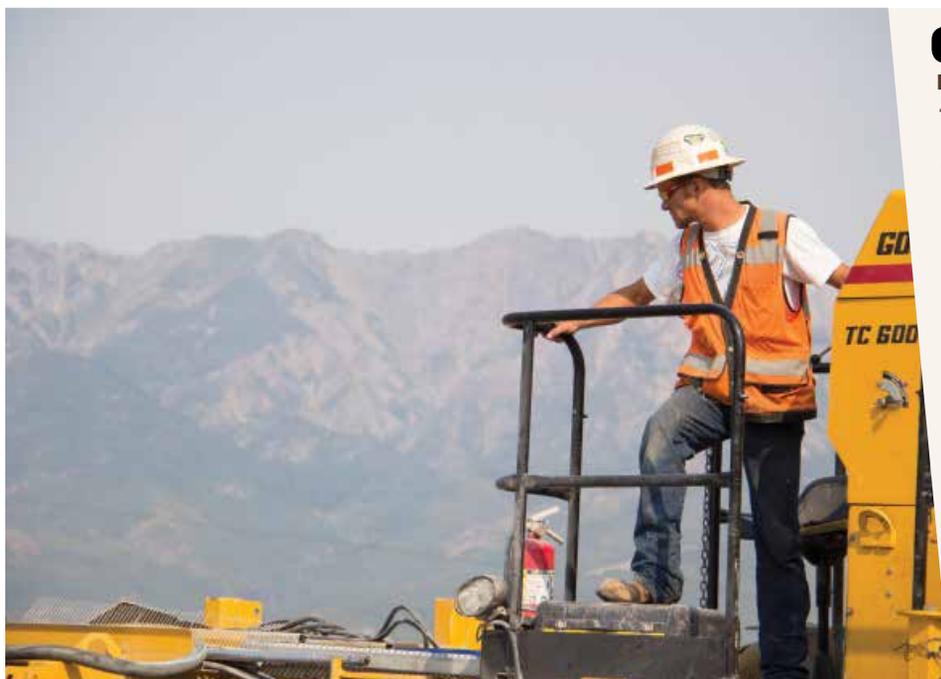
- We eliminate 95 percent of potential risks when we simply talk about what we see happening on the job.
- Project managers, superintendents, foremen and other leaders have been challenged to “up their game” in verbal collaboration with other field employees. Each person has a goal of making connections with a slated amount of team-members each day to exchange feedback about risks and opportunities of the current project.

### COMMEND

- Our current safety ratings are high because our employees work practices are exceptional. We believe it's important to remind our people that we see all the things they are doing right and that we appreciate it.
- Each conversation will include a compliment, noting positive practices that employees do to protect themselves and the team.

### CORRECT

- Safety is a learned skill. The more we learn and the more we become aware of, the safer our work will be.
- Our 3C conversations will also focus on providing teaching moments. These suggestions provide opportunities for an elevated level of safety, as well as a better understanding between team members.



### LEADERSHIP

- PRESIDENT**  
Jim Golding, P.E.
- VICE PRESIDENT, CONCRETE**  
Jay Ritchie
- VICE PRESIDENT, SPECIALTY CONSTRUCTION**  
Nathan Schellenberg
- VICE PRESIDENT, GRAVEL & ASPHALT**  
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Quality Materials and Products + Experienced, Dedicated People + Modern Equipment and Resources = Superior Value and Results

ON THE INSIDE

AWARD-WINNING WORK

Geneva Rock Products is thrilled to be the recipient of seven 2017 Excellence in Concrete Awards from the American Concrete Institute (ACI) Intermountain Chapter. The following projects were awarded:

- **George S. & Dolores Doré Eccles Theater**, Structures - Commercial
- **Entrata Office Building**, Structures – Precast/Tilt Up
- **Lassonde Studios**, Structures – Educational
- **O.C. Tanner Southwest Addition Re-Skin**, Pavement & Flatwork – Sitework
- **The End of Runway 16L Deicing Pad**, Pavements & Flatwork – Airports/Highways
- **I-15: Farr West to Brigham City**, Pavements & Flatwork – Airports/Highways
- **Regent Street Renovation Project**, Pavements & Flatwork – Streets

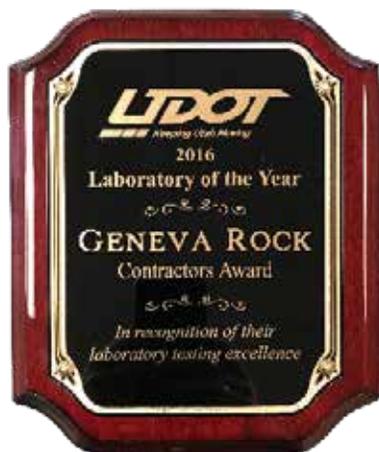
The company was also recognized by the American Concrete Pavement Association – Utah Chapter with four Best Portland Cement Concrete Pavement awards for 2016, including:

- **I-15: Farr West to Brigham City**, Rural Divided Highways Project
- **6200 South: 6100 West to SR-111**, Urban Arterial Project
- **2400 South 4800 West Roadway Extension**, Municipal Street Project > 10,000 SY
- **End of Runway Deicing Program, Deicing Pad 16L**, Commercial Service Airport Project



BEST IN CLASS

In February, Geneva Rock was named the UDOT Lab of the Year at the annual Utah Asphalt Paving Association Convention.



TAKING CARE OF BUSINESS

Geneva Rock employees Waylund Ludlow, Mell Wolsey and Kevin Nelson were recently recognized at the 2017 Clyde Interchange Event – an annual business meeting for members of the Clyde Companies business group. Ludlow received the Outstanding Leadership Award and Wolsey and Nelson received the Outstanding Results Award for 2016. Geneva Rock's Morgan Asphalt Operation was also recognized with an Outstanding Facility Award.



DRIVER OF THE MONTH

Utah County employee Kelly Boswell was recently named Driver of the Month by Utah Trucking. Boswell has been driving trucks for 36 years, having driven more than 2.5 million miles on the job.



GENEVA ROCK SAFETY MILESTONES

5 Year Awards

Concrete

- Adam Boyd
- Randy Bryant
- Richard Givens
- David Roybal
- Spencer Smith
- Ken Tervort

Construction

- Bryan Clark
- Jaime Gutierrez
- Kale Hanamaikai
- Sione Leha
- Javier Lopez
- Liano Lopez
- Danny McClelland
- Andrew McPherson
- Gilbert Pacheco
- Joey Park

Humberto Sanchez

- Henry Sickler
- Travis Stephenson
- Joseph Wayman
- James Wunderli

Gravel & Asphalt

- Cody Butters
- Bryan Cheney
- Doug Holdaway
- Hale Robison
- Janet Stacey
- Patrick Warner

Maintenance

- John Black
- Blake Robins
- James Sorenson
- KC Williams

10 Year Awards

Concrete

- Leo Corona
- Barry Mott
- John Patterson
- Steve Rampton
- Dennis Rogers

Construction

- Wayne Atwood
- Danny Boyd
- Jamie Cook
- Tayne Eastmond
- Fermin Garcia
- Chris Hales
- Seth Hansen
- Travis Park

Gravel & Asphalt

- Logan Dickenson
- Stephanie Kogianes

Maintenance

- Curtis Deleeuw

15 Year Awards

Concrete

- Ed Judkins
- Mikel Kogianes

Construction

- Riley Bringham

20 Year Awards

Concrete

- David Houtz
- David Martinez
- Gregory Thomas
- Ricky Walker

Construction

- Dennis Gardner
- Gary Hansen
- David Mitchell

Gravel & Asphalt

- Justin Carter
- Garth Conley
- Wayne Stewart
- Clint Wells

25 Year Award

- Gravel & Asphalt
- Kerry Robinson

**"WE ALREADY HAD A PORTABLE BATCH PLANT AT THE AIRPORT, WHICH HELPED THE PROJECT GO WELL AND OFFERED SOME SAVINGS TO THE OWNER."**

**CODY PRESTON**

CONCRETE PAVEMENT MANAGER, GENEVA ROCK



# DELTA CONNECTION

**Full-depth reconstruction of maintenance pavement keeps Delta passengers moving**

BY BILL GAMMELL, PROJECT ENGINEER FOR GENEVA ROCK

**T**he Salt Lake City Airport is a major hub for Delta Airlines. Delta flights make up about 70 percent of the airport's total volume.

In fact, more than 16 million Delta passengers flew through Salt Lake City in 2016.

That's a lot of frequent flier miles.

It's little wonder, then, that Delta operates a maintenance hangar at the Salt Lake City Airport. The maintenance hangar can fit two Boeing 757 airplanes side by side and has a parking area that can fit more outside the hangar.

The concrete surface surrounding the

hangar has to be strong enough to remain intact even while embracing the continuous parade of 110-ton 757s and other planes being maintained by Delta.

With the amount of punishment the paved area has to endure, it's unsurprising that it is designed to have a lifespan of between 25 and 30 years.

When the current pavement hit 25 years, Delta hired our Geneva Rock team to replace it. The job was engineered by our partners, RS&H, and called for a two-phase project that allowed access to the hangar throughout

construction. Plans also called for a full-scale construction that reused a large amount of base material from the existing site.

Phase One began in July 2016 and saw our crews remove the concrete, rubblize it (using a machine called a guillotine concrete breaker), then harvest and reuse the material below. We took special care — using a Surestrike Impact Hammer — over utility lines that fed the site.

Even with extra attention paid to the storm drain system, the piping was placed too close to the surface and was damaged. Delta then



**QUICK FACTS**

**DELTA HANGAR PROJECT**

**OWNER:**

Delta Airlines

**START DATE:**

July 2016

**COMPLETION DATE:**

June 2017

**ESTIMATED COST:**

\$5.9 million

asked our team to replace the pipes, adding an unforeseen challenge to the schedule.

A significant engineering challenge to the project was getting the base material to reach 100 percent compaction. The high compaction requirement is part of what makes the pavement able to withstand high-weight work for decades. We continually rolled the site, adding moisture as needed, until the measurements met the required standard.

After compaction, a six-inch layer of lean cement was placed by the concrete team, led by concrete pavement manager Cody Preston. Finally, the 16-inch top layer — made of high-quality Portland Cement Concrete Pave-

ment, or PCCP — is reinforced with 1 ¼-inch steel dowell bars between concrete segments to assist with a smooth load transfer.

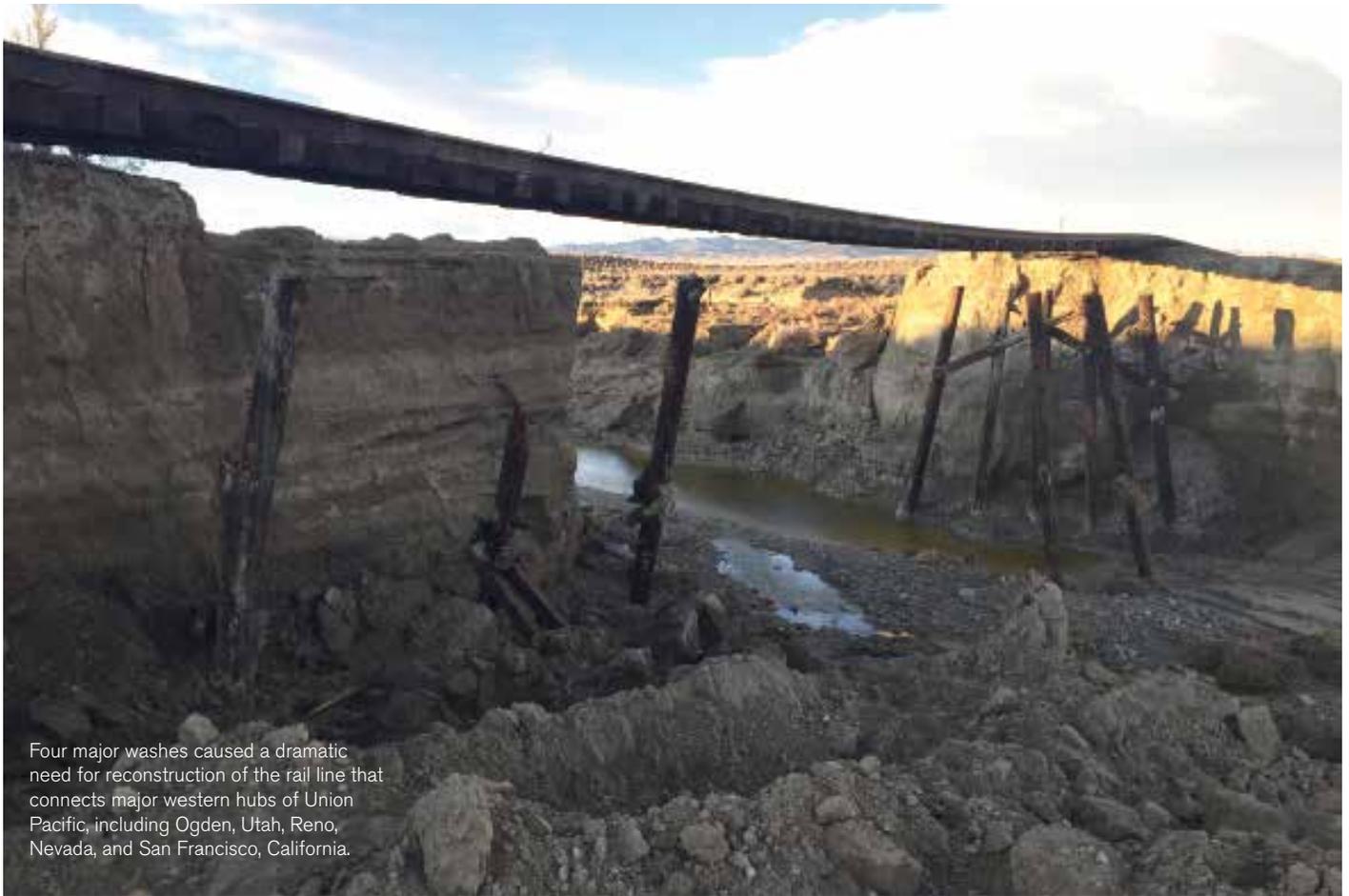
The Geneva team also offered Delta a price reduction to move construction of Phase Two to earlier in the construction season, when crews and materials are traditionally in less demand. The agreement allowed the project to be scheduled for a June 1 completion date — earlier than the original start date for Phase Two.

Our Geneva Rock team has worked tirelessly to meet the demands of the nation's second-largest airline and has performed top-of-the-line service from takeoff to landing.

Bill Gammell is a project engineer with Geneva Rock and has been with the company since 2015. He is based in Geneva Rock's Orem location.



**Bill Gammell**



Four major washes caused a dramatic need for reconstruction of the rail line that connects major western hubs of Union Pacific, including Ogden, Utah, Reno, Nevada, and San Francisco, California.

# KEEP THINGS MOVING

Geneva Rock partners with W.W. Clyde & Co. on emergency railroad repair

BY GREG BENNETT

**M**ontello, Nevada isn't a city most economists would consider to have much of an effect on the national economy.

In fact, it isn't even a city.

However, on Feb. 8, 2017, Twentyone Mile Dam northwest of Montello broke and caused flooding to two vital Union Pacific rail lines that connect Ogden, Utah and Reno, Nevada. The damaged lines — and related damage to Nevada Route 233 — brought commercial traffic to a halt.

Four major washes caused by the flooding meant Union Pacific customers had delayed deliveries and, with railroads, downtime means significant economic impact.

Enter W.W. Clyde & Co., and its sister company partner Geneva Rock. W.W. Clyde & Co. — led by project manager Tyler Clyde and superintendent Glade Larsen — was selected by Union Pacific to deal with the transportation emergency.

“Union Pacific told us that if

one of their main lines is down for three days, there's a measurable effect on the national economy,” Tyler Clyde says. “This particular line comes out of Ogden, which is a major hub for Union Pacific. We needed to get this going as quickly as possible.”

The flood occurred on Wednesday and by Sunday, W.W. Clyde & Co. crews were mobilizing. They were working on Monday.

Geneva Rock was a vital partner for the quick reconstruction project. Geneva Rock was called upon to transport

materials as close to the site as possible — which turned out to be Wells, Nevada — allowing W.W. Clyde & Co. team members to have what they needed to get the job done.

In 11 days, Geneva Rock shipped 20,000 tons of fill material for what totaled 6,665 hours of trucking. At times, there were 120 trucks on the road at a time.

“Sometimes we needed them to be ready 24 hours a day,” Tyler Clyde says.

The uncertainty of the situation led to frequent changes to

The reconstruction of the Union Pacific rail line included installing two pipes for future water management. Construction on the water pipes concluded on March 16.



**BY THE NUMBERS**

**The Union Pacific rail line reconstruction in Nevada included:**

- 20,000 tons of fill material hauled by Geneva Rock.
- 6,665 hours of trucking by Geneva Rock delivered and staged the material for the two-week job.
- The trucks were delivering material to the site less than a week after the flood. In fact, W.W. Clyde & Co. crews were working five days after moving water washed out the rail line and roads.



Geneva Rock delivered materials to sister company W.W. Clyde & Co. from the Pelican Point facility to Wells, Nevada.

with each other, we know the resources they have available and we know their capabilities,” Tyler Clyde says. “From the project management side of the things, it’s nice to have Geneva on site. Their level of safety is the Clyde Way. We know what to expect. That makes things easier to manage.”

The first of the two rail lines was back in use by Feb. 25, meaning almost two weeks of around-the-clock construction was required to get trains running again.

Construction of the second rail line included two pipes to assist in future water runoff control. Pipe construction finished March 16. Other projects — including roadwork — are ongoing and will be completed in the coming weeks and months.

However, thanks in large part to the strong partnership between W.W. Clyde & Co. and Geneva Rock, the Union Pacific line is again moving the American economy.

the schedule, which meant Geneva Rock had to be flexible to the needs of W.W. Clyde & Co.

“That was a challenge,” says Tyler Papworth, trucking manager at Geneva Rock. “We needed to be ready, but things changed quickly.”

Tyler Papworth appreciated Glade’s ability to keep them informed and his dedication to solutions.

“Glade was awesome,” he says. “He was very professional and so was the rest of the team at W.W. Clyde.”

In a complicated emergency job like this one, Tyler Clyde appreciated the streamlined efforts that came by working with another Clyde Companies entity like Geneva Rock.

“It’s easy to work with sister companies because we’re family



Trucking Manager  
**Tyler Papworth**

# CLEARING SKIES

## GENEVA ROCK LEADS EFFORTS TO IMPROVE AIR QUALITY IN UTAH THROUGH ACTIONS



Besides unveiling an \$8 million natural gas fleet of trucks, Geneva Rock also donated \$25,000 to UCAIR to support local grants and education programs in 2017.

BY ANDREA STAHELI

**A**ir quality is a matter everyone cares about — especially living in Utah, a state which experiences some of the nation’s most extreme winter inversions.

When those inversions combine with high levels of particulate matter — PM2.5 — the air pollution is concentrated, producing poor air quality and affecting the health of everyone living throughout the Wasatch Front.

The real question is, who can fix this problem? The simple answer: all of us.

Vehicles are the primary source of precursor emissions for PM2.5 pollutants. They account for more than half of the typical winter workday emissions, with the second most

contributing sources coming from homes, small businesses and buildings.

The choices millions of people make every day concerning their cars, thermostats, lawnmowers and hundreds of other seemingly small things affect air quality.

“Law is important, regulation is important, rules are important, but it will be the community who will help us clean the air,” says Ted Wilson, executive director of Utah Clean Air Partnership (UCAIR).

Geneva Rock is proud to play a part in the Utah community. Geneva recognizes its vehicle and equipment fleets play a part in air quality.

In January, Geneva held a ribbon cutting ceremony for its new natural gas fueling station and 25

CNG concrete mixer trucks. This \$8 million fleet and facility — just part of a \$30 million investment in clean air initiatives — is the equivalent of taking 8,000 cars off the road each year.

“Lowering our emissions is of utmost importance to us as a company and guides our overall operating decisions,” says Jim Golding, president of Geneva Rock. “We’re going to continue to raise the standard in environmental stewardship.”

In addition to taking responsibility for its own equipment and facilities, Geneva hopes to be a community partner in supporting changes for good.

Geneva Rock donated \$25,000 to UCAIR to support local grants and education programs in 2017.

UCAIR is a statewide clean air partnership that works with individuals, businesses and communities to make changes to improve Utah’s air. Programs include: Air Assist for small businesses, Innovator’s Competition for air quality grants, and targeted grants for promoting individual behavior changes.

“We all share ownership and responsibility for Utah’s air quality,” Ted says. “We applaud Geneva Rock for leading its industry in contributing to a better air quality solution. There is no silver bullet to solving Utah’s air quality, but every small change adds to a collective bigger step toward better health, a better economy and better overall quality of life for all of us.”