



Concrete for Life NEWS

Summer 2016

Hello again! Here is our 2016 newsletter

In preparing to move the corporate headquarters to 158th and West Center Road, Lyman-Richey Corporation's Mark Deetz reviewed some of the old archived files stored at 4315 Cuming Street. He found some old photos from the early 1950's. These photos show what are now old concrete pavements. In the newsletter we highlight three of those old pavements. These old concrete city streets in Wahoo, Weeping Water, and Nebraska City are still in service.



Bill Cook, P.E.
NCPA Executive Director

We also include an old seedling mile in Fremont, on Old Highway 8 Street. It is still in service. This one was built between 1915 and 1916 also.

The Stuhr Museum prepared an article in 1991 commemorating the Seedling Mile in Grand Island. We included that very interesting article in the newsletter. And a special thanks to the Stuhr Museum for allowing us to re-print the article.

Concrete Pavements Can Last a Long Time!

About 430 people were registered to attend the NCPA Concrete Paving Workshop held on January 19th and 20th, 2016, at the Cornhusker Marriott. Pictures of the Paving Award Winners are included in the newsletter.

And mark this date on your calendars: Tuesday and Wednesday, January 17 & 18th, 2017, for the next Concrete Paving Workshop at the Cornhusker Marriott in Lincoln.

We held our annual golf outing Wednesday, June 22 at Quarry Oaks Golf Club. We had 108 golfers registered. This year's winners are listed at right.

Until next time, have a great year!

Bill

Inside find information about:

- Old concrete pavements
- The Seedling Mile program from 1914 in Hall County
- Warm mix asphalt vs. concrete pavements
- The Producer Price Index
- Paving Award Winners
- And something new for the newsletter, some advertisements

Concrete Paving Awards

We held the Concrete Paving Workshop Paving Awards Ceremony in a full room at the Cornhusker Marriott on Tuesday, January 19. See this year's award winners starting on page 12 of this newsletter.

NCPA Golf at Quarry Oaks

First flight, first place: Bill Sutton, Joe Finnegan, Denny Wilwerding and Kirk Havranek

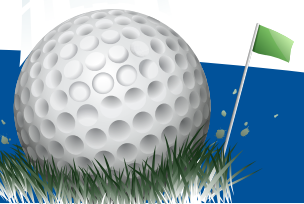
First flight, second place: Chris Wilsey, Brett Niebur, Sheila Radenslaben and Katie Wilson

First flight, third place: Dennis Sandrock, Dave Neill, Tom Farber, and Curt Mueting

Second flight, first place: Steve Wobken, Ernie Peterson, Ted Butler, and Eric Anderson

Second flight, second place: Jeff Palik, Terry Brown, Brian Jueneman, and Jereme Montgomery.

Second flight, third place: Tony Egelhoff, Pat Dowse, Tim Weander, and Ryan Osborn.



Old Concrete Pavements and Sustainability

One of the new catchwords is “sustainability” roughly defined as one generation not using all the resources needed by succeeding generations.

Here are some Old Concrete Pavements that look pretty sustainable.

First, a Seedling Mile in Fremont, Nebraska. Between 1910 and 1920, the Portland cement producers sponsored short segments of PCC roads across America. Nebraska has at least three of those seedling miles. One is in Fremont, one in Grand Island, and one in North Platte.

Below is a picture of the seedling mile in Fremont. It is currently signed as “Old Hwy 8”. Built in about 1915 or 1916, it is still in service.



The Grand Island Seedling Mile is featured elsewhere in the newsletter. Again, it was built through donations of cement from the cement companies. While no longer in service, it shows how long concrete pavements can last.

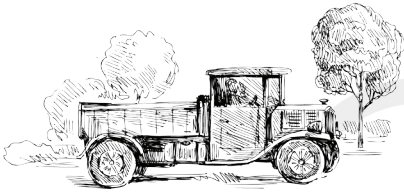
And then here are the pictures Mark Deetz gave me from the Lyman-Richey archives. First, 4th Street between Beech and Linden in Wahoo. The parking area on the left was paved by the Jr. Chamber of Commerce in 1949. The street was resurfaced in 1989, or 40 years later. *Special thanks to Melissa Harrell for helping find when the street was resurfaced.*

Today, it looks like this:



Here is a photo from 1949:





Old Pavements

Next, here is 2nd Avenue between 9th Street and 11th Street in Nebraska City. It was paved between 1914 and 1915.

This picture was taken in the early 1950's:

Today, it looks like this:



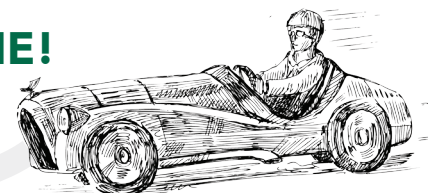
And last, Elm Street in Weeping Water Nebraska. The street was paved in 1925, and looked like this in the early 1950's when this picture was taken. The street was resurfaced in 2011 for the first time.

Today, it looks like this:

In the early 1950's:



Concrete pavements can really last a LONG TIME!



Hall County's Seedling Mile Holds Memories of Nation's First Transcontinental Highway

By Tom Anderson

Originally published in Stuhr Museum's
Prairie Pioneer Press,
October 1991, Volume 25, Number 10

More than three-quarters of a century ago - 76 years this coming November [article was originally published in 1991] - the first concrete paved stretch of rural road came to Hall County. Built in 1915, it was called the "Seedling Mile," which began just east of the City of Grand Island [Nebraska].

And Nebraska's Hall and Buffalo Counties were among the first in the nation to plant their little "acorns" of concrete. A few days after Hall County's Seedling Mile was finished, Buffalo County completed its Seeding Mile west of Kearney [Nebraska]. Those were the first in Nebraska.

However, it would take another 20 years before Carl Graham Fisher's dream of what he initially called a "coast-to-coast rock highway" would be realized.

Graham would become known as the creator of the Lincoln Highway, today identified as U.S. Highway 30. In September 1912 he had proposed the building of a transcontinental highway of concrete before a group of the nation's leading automobile manufacturers and suppliers meeting at Indianapolis, Indiana. He wanted to form an association that would raise \$10 million, not only from the auto companies and suppliers but also from private individuals.

An ex-racing driver, Graham was founder of the "Prest-O-Lite" Company which manufactured the carbide gas headlights used on most early automobiles. He realized that the success of the automobile depended not only on continuing advances in technology but also on good roads. It's difficult today to believe that there was not a mile of paved rural roads in the nation until 1908 when a stretch was completed out of Detroit, Michigan.

Graham found immediate support for his daring undertaking, a 3,389-mile road running from New York City's Times Square to the Pacific Ocean at San Francisco, open to all lawful traffic without toll charges. Pledges the day of his proposal totaled \$300,000. Frank A. Seiberling, president of the Goodyear Tire Company, doubled that amount. The nation's concrete industry promised to donate 1,500,000 barrels of the paving material.

"Great oaks from little acorns will grow; long roads of concrete from 'seedling miles' will spring," preached the Lincoln Highway Association to the public back in those bygone days.



The Lincoln Highway Association, the name honoring the memory of President Abraham Lincoln, was formed in July 1913, with Henry B. Joy, chief executive of the Packard Motor Car Company, chosen association president. By August, a route was announced. In reality, it was a route composed of an association of twisting and turning existing dirt roads, which turned to muck when moisture fell.

In Nebraska, the Lincoln Highway skirted north Omaha, a shock to the state's metropolis, but Fremont, Columbus, Grand Island, Kearney, and North Platte were on the line. The chief tub-thumper for the highway in Hall County was Grand Island attorney Fred W. Ashton, who was named the county's "consul" for the highway association.

Photo Credit: Micheal Peterson, Flickr

CONTINUED. . . next page -->

Ashton, president of Grand Island's Commercial Club (forerunner of today's Chamber of Commerce) spoke at the dedication of the soldiers and sailors monument at the Hall County Courthouse in October 1913, and took the opportunity to plug the new highway.

"The spirit of patriotism which has made it possible to erect this beautiful monument in the courthouse yard, commemorating the splendid achievements of the soldiers and sailors who took part in that terrible strife [the Civil War], is the same spirit that prompted a young man in Indianapolis to plan a great permanent highway from the Atlantic to the Pacific as a memorial to Abraham Lincoln," Ashton spoke.

Seedling Miles were promoted by the Lincoln Highway Association throughout the nation, the first completed in DeKalb County, Illinois (west of Chicago), in October 1914. Membership certificates could be purchased in the highway association for \$5 and \$100. [According to the October 6, 1913 Grand Island Independent, Willaim Viet secured the first certificate in Grand Island for the Lincoln Highway Association. David Kaufman purchased the second.]

In December 1914, Ashton submitted an application to the Lincoln Highway Association for Hall County's Seedling Mile, reporting that he had on deposit in Grand Island banks \$1,170, the proceeds from the sale of memberships.

By the following May, the association gave Ashton the green light, but to insure its appropriation, he had to guarantee that cost would not exceed the estimate.

The association selected Second Street as the highway's route through Grand Island. Second Street was appealing since by the end of 1914 it had 19 blocks of brick surface, Plum Street west to Madison Street, and at Plum there was an underpass under the tracks of the Burlington Railroad, making one less railroad crossing on the highway.

The association also suggested that Second Street be renamed "Lincoln Way," but that apparently had no appeal for members of the Grand Island city council.

About half of the cost of paving the mile stretch, 16 feet wide, was to be met by the association. The cement was contributed by manufacturers, as were the culverts needed. On August 14, the Hall County board of supervisors accepted the bid for \$4,375 by Ray Kingsbury of Grand Island for the labor.

According to oldtimers, a small section of the Seedling Mile's original pavement still exists. [As of 2002, the Nebraska Department of Roads recognized this stretch of pavement being historically significant and made efforts for its preservation.] Sprouting weeds through large cracks, it's near the intersection of today's U.S. 30, Stuhr Road, and Seedling Mile Road. It runs behind the small Kensinger service station, north side of U.S. 30. This was the start of the concrete paving, which ran east down today's Seedling Mile Road to Seedling Mile School. The school, originally Hall County District 74, derived its present name from this paved stretch of the Lincoln Highway.

By 1930, the original Lincoln Highway and its Seedling Mile east of Grand Island was bypassed by a new stretch of U.S. 30, slightly north of today's Seedling Mile Road. By then, there were nearly 60,000 miles of taxpayer-built pavement to travel on in the nation. In 1935, the Lincoln Highway, or U.S. 30, was completely paved from coast-to-coast, the last 28 miles finished in November west of North Platte.

It was in November 1915, that Hall County's Seedling Mile was complete. A ground breaking ceremony, Ashton and Albert M. Conners, secretary of Grand Island's Commercial Club, presiding was held on August 30. According to the Grand Island Daily Independent, the Seedling Mile was opened to the public on November 16.

It didn't take long for the Seedling Mile to record its first traffic accident. Four days later, November 20, two Chapman women, en route to Grand Island in a horse-drawn buggy were following another horse-drawn rig. An automobile, "without a warning honk," passed the vehicles. The horse on the Chapman buggy was frightened and plunged into the rear of the leading rig. Both women were thrown to the pavement, suffering cuts and bruises.

"The automobile, as is becoming usual in such cases, went blithely on its way," the Independent commented.

----- [REPRINTED WITH PERMISSION OF THE STUHR MUSEUM OF THE PRAIRIE PIONEER]-----



First arrivals at opening of Seedling Mile
Grand Island, Nebraska
August 30, 1915
photographer: Julius Leschinsky



Ground Breaking for Seedling Mile
Grand Island, Nebraska
August 30, 1915
photographer: Julius Leschinsky



Lincoln Highway Association Certificate
Number 64769
Purchased by L.L. Geer
of Grand Island on
November 19, 1913

Speed Limits: The Lincoln Highway Association's early guide for travelers boasted the highway would be "of varying degrees of excellence," but the dirt roads Americans encountered caused many difficulties for the early automobiles. Motorists carried several spare tires because flats occurred so frequently - about four every 100 miles. Across many stretches, the speed limit was about 20 mph and even slower when the highway passed through towns. Omaha strictly enforced its 8 mph speed limit.
-- MIKE KONZ Kearney Hub



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Paving Cost Comparisons: Warm-Mix Asphalt Versus Concrete

July 2014

PCA Market Intelligence

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Key Findings

- **Concrete pavement** enjoys both an initial and life cycle cost advantage over HMA as well as the most cost effective WMA case for many roadways.
- **WMA production uses less fuel than hot-mix asphalt (HMA):** With temperature reductions of up to 100°F, burner fuel consumption can be reduced by up to 50 percent of HMA production levels; however, typical savings run between 11 and 35 percent.
- **Estimates that reliance on warm mix asphalt could save the Department of Transportation \$3.6 billion are incomplete:** When looking at just fuel cost savings, PCA was able to closely match that figure with \$3.4 billion. What that number does not account for are admixture costs, which can negate a large portion of the fuel cost savings.
- **Most WMA is produced using water-based foaming methods:** According to the National Asphalt Pavement Association (NAPA), in 2012, 88 percent of all WMA produced was through water-based foaming at the plant. The remaining 12 percent used additives.
- **Water-based foaming methods may require other additives:** Water-based foaming production carries the largest concern for moisture related problems. To counter increased moisture susceptibility, anti-stripping agents (ASA) may be required.
- **There may be durability concerns with WMA:** Moisture susceptibility from incomplete aggregate drying and insufficient binder stiffness can lead to pavement deformation such as rutting and fracturing. Multiple studies have addressed concerns that WMA is less resistant to such moisture problems than HMA. Results are mixed. More research is required for moisture susceptibility as well as long-term analysis, as it is still a relatively new technology.
- **WMA pavements can perform on par with HMA:** To achieve the same level of quality as HMA, WMA mixes require additional measures – in the form of chemicals, waxes, and to varying extents, anti-stripping agents. These add to asphalt paving costs.

Overview



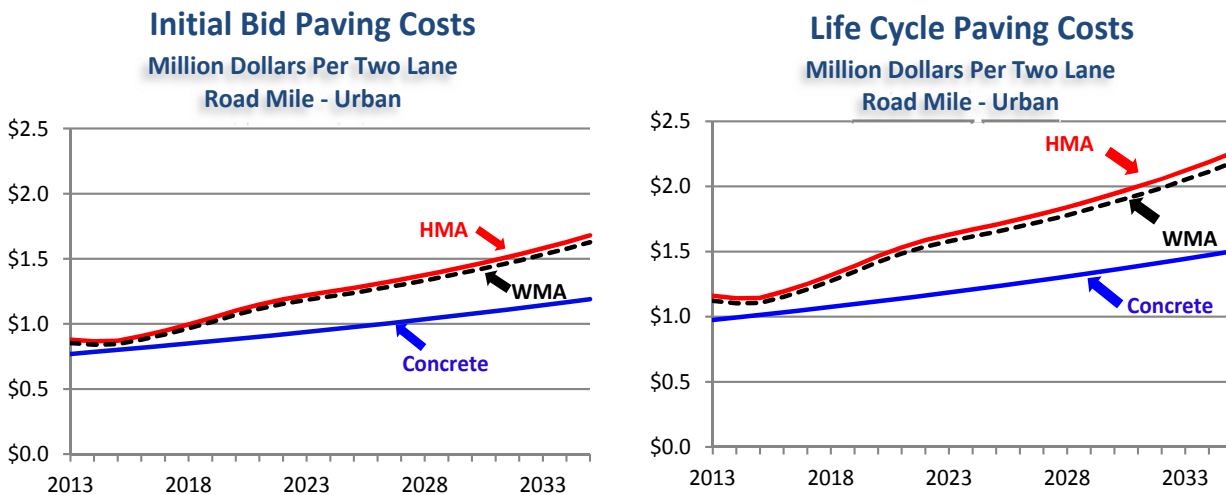
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The U.S. Department of Transportation's (DOT) current initiatives involve adopting best practices for the sake of efficiency and ultimately cost savings. The program Everyday Counts is one initiative. In this forum, warm-mix asphalt (WMA) has been featured as an innovative technology that will play a big role in cost saving endeavors. Concerning this relatively new technology, the DOT suggests WMA could save "\$3.6 billion by 2020."¹ Research suggests that DOT estimates do not represent the net effect of fuel savings versus additional costs of additives and stripping agents. The savings estimates attached to WMA, therefore, may be exaggerated.

In terms of cost saving initiatives, amidst even the strongest fuel saving case for warm-mix asphalt, concrete remains the most cost effective pavement material for many roadways. Concrete pavement not only costs less over the life cycle of a roadway, but since 2008, also outperforms asphalt on initial cost for many roadways.

The purpose of this report was to investigate the proposed energy cost savings associated with producing WMA instead of traditional hot-mix asphalt (HMA), discuss the different production methods used and how they affect asphalt costs; and demonstrate that concrete pavement is still the most cost effective choice and should be included in the infrastructure recovery dialogue.

The real cost saver is not warm-mix asphalt....it's concrete.

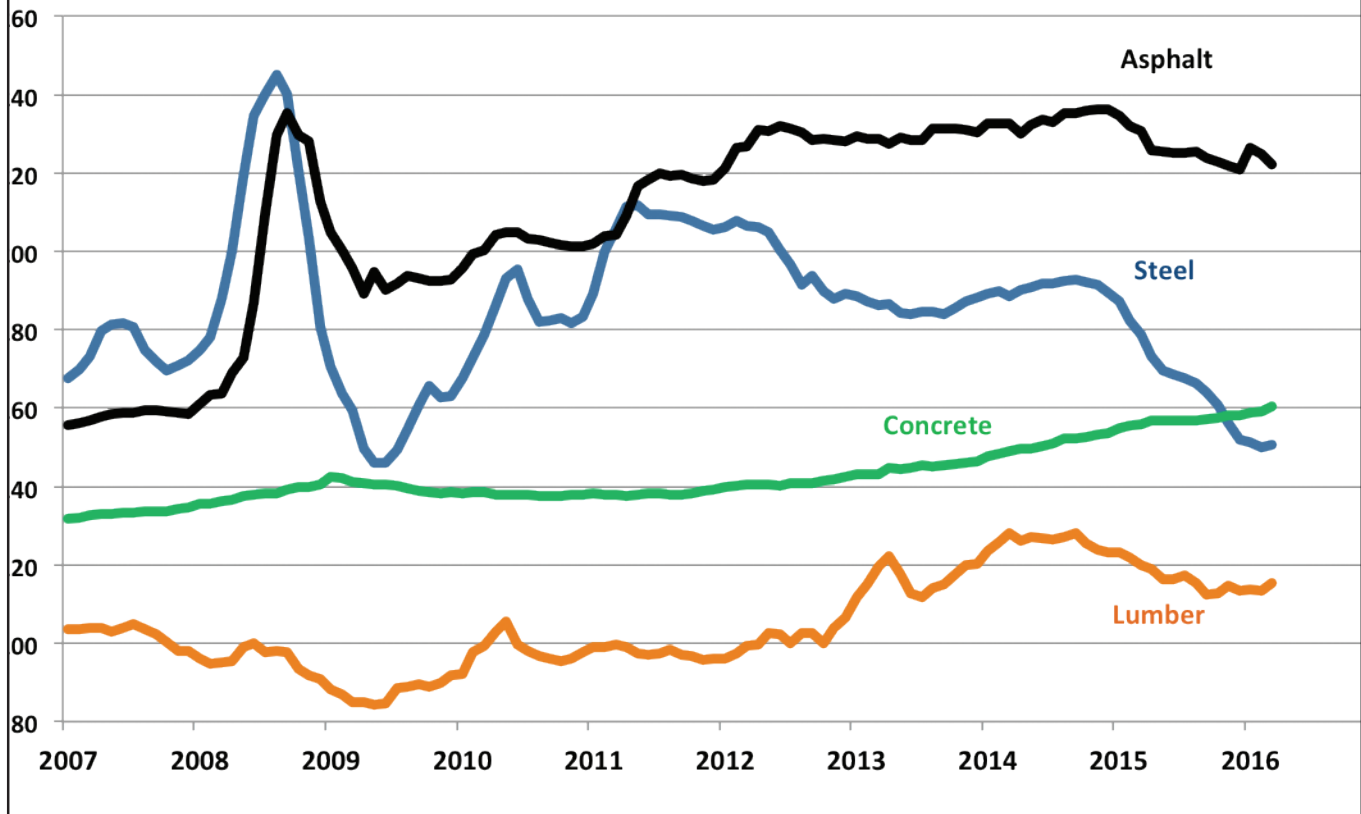


Source: WisPAVE, PCA

¹ At the Transportation Research Board's Annual Meeting in Washington, D.C. on January 15, 2014, Transportation Secretary Anthony Foxx outlined his vision for tackling the infrastructure deficit.

Producer Price Indices - Competitive Building Materials

(Base: 2002 = 100)



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Contact:

Greg Scott
IHC West Division
Operation Manager

gscott@ihcquality.com



37th Annual
**NCPA Concrete
Paving Workshop**

**Tuesday & Wednesday
January 17-18, 2017**

**Cornhusker Marriott
Lincoln, Nebraska**

**County and City
staff involved with
contract administration
are eligible for
Free Registration**

**Courtesy of Workforce
Development funds available
from the NDOR and FHWA**

**Questions? Email Bill at
bcook@nebrconc.org**



2015 NCPA Concrete Paving Awards

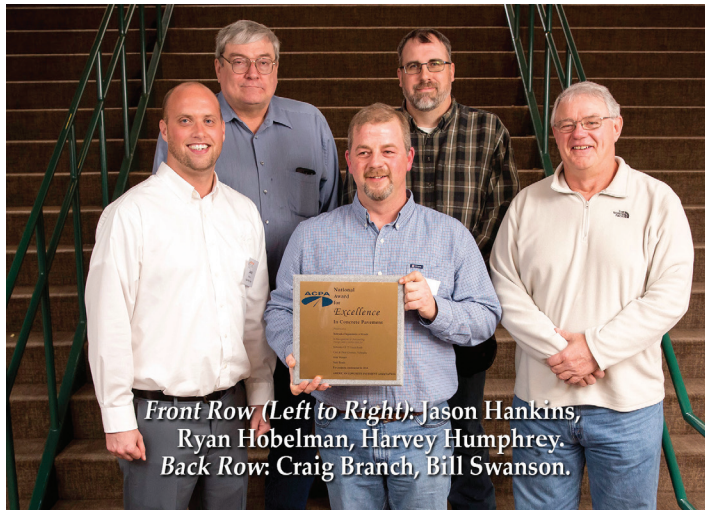
Cedar Valley Corporation, and NDOR District 1 staff were honored for the National Award Winning project on US 75 south of Union, Nebraska. Here are pictures of some of those involved, plus some of us involved only in being in the picture.



From Left: Jason Hankins; NCPA Executive Director Bill Cook; NDOR Deputy Director Moe Jamshidi; Steve Jackson.

National Award Winning Project

Cedar Valley Corporation



*Front Row (Left to Right): Jason Hankins, Ryan Hobelman, Harvey Humphrey.
Back Row: Craig Branch, Bill Swanson.*



*Front Row (Left to Right): Curt Muetting, Ryan Hobelman, Harvey Humphrey.
Back Row: Craig Branch, Bill Swanson.*

National Award Winner

2015 NCPA Concrete Paving Awards



(Left to Right): NDOR Deputy Director Moe Jamshidi; Shane Swope; Bill Herr; Chris Wilsey; FHWA Administrator Joseph Werning.

Marv Holubar Trail (Bellevue, NE)

Owner Plaque	Sarpy County Public Works	
Owner Certificates	Gregg Nisotis	Sarpy County
	Dannielle Giese	
	Bill Herr	
	Denny Wilson	
Contractor Plaque	Tab Construction Company	
Contractor Certificates of Merit	Chris Wilsey	Tab Construction
	Paul Datavernier	
	Bryce Harris	
Eng. Rep. Plaque	Shane Swope	Schemmer
Eng. Rep. Certificates of Merit	Jason Teel	
Designer Plaque	Derik Knockname	

2015 NCPA Concrete Paving Awards



(Left to Right): NDOR Deputy Director Moe Jamshidi; John Broders; Ryan Halsey; Derek Broders; Brian MacDonald; FHWA Administrator Joseph Werning.

Fullerton North (535th Road Overlay)

Owner Plaque	Nance County Department of Roads		
Owner Certificates	Dan Stankoski	Jim Carlson	Nance County
	Dennis Jerecke	Andrew Ditter	
	Tim Cornwell	Robert Voichoskie	
Contractor Plaque	Elkhorn Paving Construction Co. Inc.		
Contractor Certificates of Merit	Monty Broders	Derek Broders	Elkhorn Paving
	Troy Broders	John Broders	
	Paul Medelman	Ryan Halsey	
Eng. Rep. Plaque	Dale E. Bohac	JEO Consulting Group	
Designer Plaque	Brian McDonald	JEO Consulting Group	

2015 NCPA Concrete Paving Awards



Front Row (Left to Right): NDOR Deputy Director Moe Jamshidi; Curt Andersen; Greg Armstrong; FHWA Administrator Joseph Werning. Back Row: Jon Meyer; Troy Staroscik.

Urban Streets

16th Street Reconstruction (Omaha, NE)

Owner Plaque	City of Omaha Public Works Department	
Owner Certificates	Jon Meyer	City of Omaha
	Robert Stubbe	
	Todd Pfitzer	
Contractor Plaque	Swain Construction	
Contractor Certificates of Merit	Curt Andersen	Swaine Construction
	Greg Armstrong	
	Linda Swain	
Eng. Rep. Plaque	Troy Staroscik	City of Omaha
Eng. Rep. Certificates of Merit	Al Oxley	City of Omaha
	Greg Green	
Designer Plaque	Chris Koenig	HDR
Designer Certificates of Merit	Chris Cain	HDR
	Doug Bisson	
	Andy Gorham	

2015 NCPA Concrete Paving Awards

Local Projects of Less Than 30,000 Square Yards



(Left to Right): NDOR Deputy Director Moe Jamshidi, David Ziska, Shane Groh, Greg Walters, FHWA Administrator Joseph Werning.

10th Street & 9th Street Paving (O'Neill, NE)

Owner Plaque	City of O'Neill, Nebraska	
Owner Certificates	Mayor William Price	City of O'Neill
	Greg Walters	Susie Kamer
	Don Baker	Tim Schneider
	Vicki Cork	Terri Krysl
	Scott Menish	Tim Gleson
	Beth Walsh	Nikki Schwarz
Contractor Plaque	A&R Construction	
Contractor Certificates of Merit	James Aschoff	A&R Construction
	Jose Reyes	
	Juventino Cervantes	
Eng. Rep. Plaque	Shane Groh	Olsson Associates
Designer Plaque	David Ziska	Olsson Associates
Designer Certificates of Merit	Larry Husted	Olsson Associates

2015 NCPA Concrete Paving Awards

Antelope County Airport Rehabilitation of Runway 13/31

Owner Plaque	Antelope County Airport Authority	
Owner Certificates	Rick Schindler	Antelope County
	Joe McNally	
	Maurice Soper	
	Bruce Forbes	
	Brian Whitesel	
Contractor Plaque	A&R Construction	
Contractor Certificates of Merit	James Aschoff	A&R Construction
	Santiago Marino	
	Gilbert Gonzales	
	Guadalupe Saenz	
Eng. Rep. Plaque	Scott Gripenstroh	Alfred Benesch & Co.
Eng. Rep. Certificates of Merit	Larry Isom	
	Kim Beil	Alfred Benesch & Co.
Designer Plaque	Andrew Beil	Alfred Benesch & Co.
Designer Certificates of Merit	Arnold Hottovy	Alfred Benesch & Co.
	Dan Green	

**no photo available*



2015 NCPA Concrete Paving Awards



Front Row (Left to Right): Mark Bridges, Jim Anderson, David Lott, FHWA Administrator Joseph Werning. Back Row: NDOR Deputy Director Moe Jamshidi, Jason Hankins, Steve Jackson.

Repair of Taxiway Mike South (Offutt Air Force Base -- Omaha, NE)

Owner Plaque	Mark Bridges	55th Civil Engineering Squad - USAF
Contractor Plaque	Sapper Construction	Prime Contractor
Contractor Certificates of Merit	Jim Anderson	Sapper Construction
	Jason Hankins	Cedar Valley Paving
	Cory Chew	
	Barry Beeh	
	Bryce Halupnick	
	Dennis Manzer	
	John Quandahl	
	Kenny Hoenic	
	Glenn McConnell	
	Jim Glaspie	
Eng. Rep. Plaque	David Lott	55th Civil Engineering Squad - USAF
Designer Plaque	Daren Konda	Thompson, Dreesen & Dorner
Designer Certificates of Merit	Greg Kronaizl	Farris Engineering

2015 NCPA Concrete Paving Awards



Concrete Pavement Rehabilitation

Front Row (Left to Right): NDOR Deputy Director Moe Jamshidi, Linda (Zip) Masek, Javier Martinez, Angel Garciz, Ann Hamling, FHWA Administrator Joseph Werning.
Second Row: Gary Brinker, Mike Freund, Casey Buck, Jesse Hazen, Alvaro Corona, Greg Wood.
Back Row: Jason Nielsen, Mason Watson, K.R. Buck, Todd Venteicher.

N-61, Kingsley Dam; AFE - F014

Project Manager Plaque	Gary Brinker	NDOR District 6
Owner Certificates of Merit	Jesse Hazen	NDOR District 6
	Mason Watson	
Contractor Plaque	Ten Point Construction, Inc.	
Contractor Certificates of Merit	K.R. Buck	Alvaro Corona
	Jason Nielsen	Angel Garcia
	Todd Venteicher	Javier Martinez
	Mike Freund	
Designer Plaque	Greg Wood	NDOR Construction Division
Designer Certificates of Merit	Linda (Zip) Masek	NDOR Materials & Research
	Ann Hamline	NDOR Construction Division



Front Row (Left to Right): NDOR Deputy Director Moe Jamshidi, Cory Cruzan, Justin Morrow, FHWA Administrator Joseph Werning. Back Row: Steve Buss, Wayne Witt, Dave Neill, Tim Sell.

Garfield Street East; S-6-3 (1027) in Holdrege, NE

Project Manager Plaque	Tim Sell	NDOR District 7
Owner Certificates of Merit	Wayne Witt	NDOR District 7
	Cory Cruzan	
Contractor Plaque	Paulsen, Inc.	
Contractor Certificates of Merit	Dave Neill	Paulsen, Inc.
	Justin Morrow	
	Steve Buss	
Designer Plaque	John Lyons	NDOR Roadway Design



Front Row (Left to Right): NDOR Deputy Director Moe Jamshidi, Shane Swope, Dennis Sandrock, Gary Wendt, FHWA Administrator Joseph Werning. Second Row: Joe Bockhaus, John Thomas, Doug Lollman. Back Row: Ken Osborne, Don Darling, Nick Hollatz.

Norfolk Northeast; DPS-35-3 (108)

Project Manager Plaque	Doug Lollman	NDOR District 3
Owner Certificates of Merit	Bill Whitten Amy Wattier	NDOR District 3
	Mark Mazuch Neil Kreikemeier	
	Terry Becker Rob Woodard	
	Dave Hedrick Jeff Otto-Berglund	
	Dave Wendle	
Contractor Plaque	Paulsen, Inc.	
Contractor Certificates of Merit	Dennis Sandrock Ken Osborne	Paulsen, Inc.
	Don Darling Joe Brockhaus	
	Gary Wendt Nick Hollatz	
Designer Plaque	Lonnie Huebert	NDOR Consultant Coordinator
	Shane Swope	Schemmer
Designer Certificates of Merit	Marie Stamm	Schemmer

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(Mark Dietze)



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- TO assure that the quality of concrete pavement produced by the concrete paving industry members in Nebraska meets the highest standards.
- TO increase the market share of concrete pavement in highway and airport work within Nebraska
- TO serve the concrete paving industry members' needs through effective leadership and representation with client agencies
- TO help the engineering community produce better and less costly designs for their clients
- TO recognize high quality design and construction through annual awards

William Cook, P.E **Executive Director**

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Holcim (US) Inc.
FSI by Thrasher
Kerford Limestone Co.
Logan Contractors Supply
Lyman-Richey Corp.
Martin Marietta
Nebraska Ash Co.
PCA-North Central Region
Maxwell Products
Murphy Tractor & Equipment Co.
NMC, Inc.
NEBCO, Inc.
Overland Sand & Gravel Co.

Ready Mixed Concrete Co.
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Lamp, Rynearson and Associates
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Olsson Associates
The Schemmer Assoc.
Thiele Geotech

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Chester Bross Construction Company
Constructors, Inc.
Diamond Engineering Co.
Elkhorn Paving Construction Company
Gehring Construction & Ready Mix Co., Inc.
Hawkins Construction Co., Omaha
Interstate Highway Construction
Iowa Erosion Control
Koss Construction Company
Knife River Midwest, LLC
Paulsen, Inc.
TAB Holding dba TAB Construction
TCW Construction, Inc.
Ten Point Construction
Reede Construction, Inc.