

### Recognizable Jobs:

- Highway 101 overlay from Palo Alto to San Mateo
- Paving jobs on El Camino Real, Jefferson Avenue and Alameda de las Pulgas
- Runway projects at San Francisco International Airport and the San Carlos Airport
- Veterans Boulevard
- Parts of every major highway in the surrounding area, including 280, 101, and 85
- Dumbarton Bridge



### Quality Selection

Graniterock prides itself on quality, and has always strived to offer the best products and selection. Before 1950, standards for durability and stability of HMA did not exist. Hveem conducted studies in the 1950s at our A.R. Wilson Quarry to set the standards for quality in California. Since that time, our Research and Technical Services Laboratory has created thousands of mix designs to meet any specification. Our focus on quality led us to win the Malcolm Baldrige National Quality Award in 1992.

### Visit any of our four Redwood City Branches:

#### Building Materials

330 Blomquist Street  
Redwood City, CA 94063-2702  
650.482.4100  
Fax: 650.482.4101

#### Peninsula Concrete

355 Blomquist Street  
Redwood City, CA 94063-2701  
650.482.3838  
Fax: 650.482.3831

#### Recycling Services

195 Seaport Boulevard  
Redwood City, CA 94063-2707  
650.482.3840  
Scalehouse: 650.482.3840

#### Peninsula Road Materials

365 Blomquist Street  
Redwood City, CA 94063-2701  
650.482.3800  
Fax: 650.482.3801

graniterock.com  
888.ROCK.100



# Graniterock®

## Our History in Redwood City

For centuries, the Ohlone Indians inhabited the area that is now Redwood City. They gathered shellfish from the bay and left mounds of shells that are still around today. In the 1700s the Spaniards arrived, and the area from San Mateo to Palo Alto became Rancho de Las Pulgas, owned by the Arguello family. In the 1800s the port of Redwood City was developed to export lumber from the surrounding hills. Leslie Salt and Pacific Portland Cement were two major companies to develop around the seaport. Cement was produced using the shells left by the Native Americans. Granite Rock Company, in the construction



business since 1900, purchased a 35-acre property in 1964 from Irv Blomquist, the owner of Blomquist Oil Service. Located off Seaport Boulevard in Redwood City, it became Redwood City Asphaltic Concrete and Emulsions Plant. Blomquist kept his yacht at the back of the property and often motored on the San Francisco Bay. The slip he kept his yacht in can still be seen at the back of the Graniterock property.

**The first manager of the Redwood City plant** was Jim Morgan, who was an experienced asphalt professional. After one year of operation, George Tegenkamp installed an 8000-pound Madsen batch plant; the batch plant is still in use on Graniterock property.



**With HMA in such high demand**, transportation soon became a challenge. Blomquist Street was a dirt road with only a batch plant and an old shack where Blomquist lived. Because highway congestion limited trucking efficiency, use of paved roads was limited and rail was the most cost effective method of transport, so in 1970 Graniterock purchased 25 new 100-ton hopper cars to transfer materials to the Peninsula. A year later, 25 more rail cars were added to the fleet.

**Fisk, Firenze and McLean (FF&M)**, a contractor who worked on public and private works, wanted the property where Redwood City Building Materials is now. They made a deal with Graniterock to design and build a paved access road to the asphalt plant in exchange for the property. This road is now used by many different companies and is the main access to the police department on the end of the street.

**Throughout the 1970s** other companies continuously asked to lease the unused land surrounding the property. Cap Concrete, Castle Golf, Malibu Grand Prix and T&H Lumber were some of the lessees throughout the years.

**Interstate 280 was redesigned** in the late 1970s. Peninsula Road Materials worked over time to provide materials for its construction, and it was one of the busiest times the branch had ever seen.

**Also, in the late 70s Peninsula Road Materials** started to transition to more modern methods. A testing lab was installed in the old Blomquist shack to improve quality control for the branch. Laverne Sacher, who worked for the branch for over 20 years, remembers when the branch was computerized, which was a major event.

**In 1986, Cap Concrete was acquired by Graniterock**, and this created Peninsula Concrete, with its location right next to the asphalt plant.

**Also in 1986, a new drum plant was installed** in Redwood City. This was a major improvement because it allowed Peninsula Road Materials to service customers large and small due to the increased capacity.



**Two years ago, in 2007**, Redwood City Building Materials opened, providing a convenient place to buy natural stone and tools.

**In 2008, the drum plant was again upgraded.** The plant, built by Gencor Industries, increased Peninsula Road Materials' tons per hour by 200 percent, and increased the silo capacity by 400 percent. The new plant employs environmentally-friendly technology, producing asphalt using Recycled Asphalt Pavement. It emits less pollution than the old plant, despite the doubled production rates. The plant has decreased standby time for customers and has provided HMA to several Caltrans and Local Agency projects on the Peninsula.

**Some of our Peninsula Road Materials' first customers included:**

- W.G. Lewis, headed by Wayne Lewis, who completed many paving projects on the Peninsula
- Fisk, Firenze and McLean, or FF&M, a contractor that worked on several public and private projects
- John Bauman, a private contractor who worked in the Redwood City, Atherton and Woodside areas.
- Gragg Paving which has headed by Harold Gragg, a local contractor
- B. Fontana Sons
- Piombo Construction