

7700 - MAJOR VERSATILITY

Event: Big Brothers & Big Sisters (BBBS)
Putt Around

Goal: Raise awareness and funds for
BBBS of the Mississippi Valley

Hole Designer: Goetz Concrete Construction Corp. - Founded in
1958 by Raymond R. Goetz Jr. and now
led by his grandson, BJ Sorensen.
They offer full-service concrete
solutions to various projects
in IL & IA's Quad Cities.

Award: Top Builder Trophy

PAR 5700



Details: Using their Power Curber 5700-D as the centerpiece, participants putt up a piece of Sonotube into the charge hopper where balls drop out the clean-out door into a section of concrete chute, kicking them out towards the hole. Designing and building the hole took about 100 labor hours. With over 21 holes, the event occurs over four days. 1,400 people attended this year, raising a record \$100,000+

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VP, Brevard Concrete Paving

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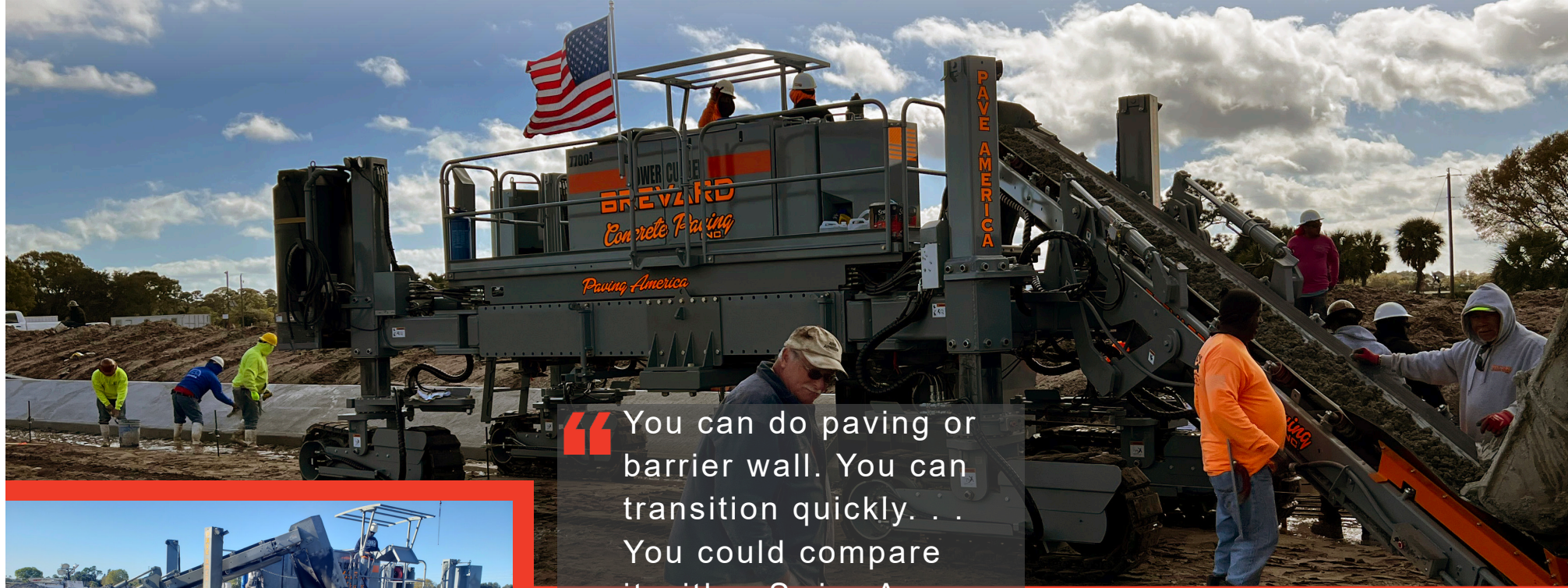
Power & Power
Curbers & Pavers

Our Commitment Shows

PROFILES

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7700 - MAJOR VERSATILITY



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VP, Brevard Concrete Paving

The overall job was a regional stormwater treatment facility. Brevard's part involved constructing a triangular-shaped concrete barrier, three to four feet tall and seven feet wide at the base. They slipformed 1,600 feet of the seven-foot profile barrier and 4,000 feet of a half-width profile.

In describing the three projects, Jerod noted the importance of the 7700's adaptability to various types of work. “You can do paving or barrier wall. You can transition quickly. That machine is big enough and versatile enough for just about any type of job. You could compare it with a Swiss Army knife because it can do so many different things so well.”

“We've owned a couple of [slipform] machines from other manufacturers,” he says. The significant advantage is the knowledge and service you get with Power Curbers. “If you chose to go with some of the other companies,” he said, “you have to go through a dealer. And too often, the people you talk to at the dealership don't know the machines all that well.”

A critical aspect for Brevard was training its staff on the machine to benefit from its full potential. Power Curbers' support team traveled to Cocoa for all three projects to provide such guidance. [\[Kathleen Bergeron\]](#)

Seven years ago, Chelcia and Jerod Lawrimore founded their paving business in Cocoa, Florida, about halfway down its Atlantic coastline. They named it Brevard Concrete Paving, after their home county, and they pride themselves on serving people and companies throughout Brevard County.

They started small, with one truck and trailer, and their initial projects were residential curbs, sidewalks, driveways, and the like. Soon, they were doing gas stations, commercial buildings, and work for the Florida Department of Transportation.

As their reputation grew, the projects they were asked to complete continued to grow in size and complexity, which meant the types of equipment to build them also needed to expand. Power Curbers has been on the Lawrimore's paving team since day one.

“From the beginning, Power Curbers was very responsive,” said Jerod, “even when we had very little. [Power Curbers' President] Stephen Bullock always took our calls if he was available. When he wasn't available, he always called back.”

Brevard Concrete poured curb for a few years with two Power Curber 150 Extruders they bought in 2017 and 2019. Then, as needs grew, they ordered a 5700-D curb and gutter machine that was delivered in 2020. It was immediately put into service, and in 2021, they slipformed 80,000 linear feet of curb with it. As the work expanded even further and they realized they needed an additional tool, they ordered a Power Curber 7700 Multipurpose Machine. Brevard appreciates the new 7700 for its versatility, reflected in three recently completed projects.

The firm was chosen to expand an aircraft taxiway at what used to be Patrick Air Force Base. Located just a little south of Cape Canaveral, the base is now Patrick Space Force Base, one of six active installations of the new service branch. Patrick was originally a Naval Air Station, opened in 1940, and then turned over to the Air Force in 1948. The recent change in status for the installation meant there would be a lot of new physical requirements to handle its new mission.

Brevard's work on the taxiway called for 3,000 cubic yards of concrete, poured 23" thick. The extreme paving depth required careful planning and preparation, including steel forms.

“We had two months to complete the project,” said Jerod. “This was in June and July of 2021. We'd pave about two times a week, a total of ten pours. We'd pave twenty-foot sections, pour twenty feet, skip twenty, and then pave the next twenty feet. We'd start pouring around six a.m., finishing by ten a.m. ”

The next Brevard project for their 7700 was another airport facility, Vero Beach Regional Airport, about seventy miles south of Cocoa. A few years earlier, Brevard had completed a ramp for the airport, and the new job was phase two of that project. Some 6,000 cubic yards of concrete were slipformed in 15' wide sections. They had a total of eighteen pours, each 675 feet long. Ultimately, the new ramp will have hangars built around it, and planes will use the ramp to access the taxiway to runways.

Getting the ramp finished and in operation quickly was critical for the client, so the construction contract included a penalty of ten thousand dollars per day in liquidated damages for each day the project was late. Brevard completed around 300 yards a day, starting at 4 a.m. and finishing around 10 a.m., with machine pours every Monday, Wednesday, and Friday, with Saturday as a backup. And they completed the project on time.

Even as that project was ongoing, other customers were lining up for Brevard's 7700. Another Florida concrete contractor had a complex project in the area with two types of heavy-duty barrier sections. But they lacked the right equipment to handle the task. They contacted Power Curbers and learned only one company in the area had a big enough machine for the job: Brevard Concrete Paving. They called the Cocoa firm, picked up Jerod at the Vero Beach construction site, and drove him over to look at the new project.



Brevard paving at the Vero Beach Airport

POWER CURBER PROFILES

RACETRACK'S BARRIER 'STOPS TRAFFIC'

Slipformed barrier is not a common sight in British Columbia, says Power Curber 5700-C owner Dan LePoidevin, CEO of Central Interior Concrete Services Ltd. (CICS) of Williams Lake, BC.

In fact, CICS is the only company in British Columbia doing slipform barriers for racetracks and the only one he knows of in Canada. "It's pretty cool," says Dan. "That's the proudest part."

Dan and his crew of nine have a lot of pride in the perimeter wall that they recently slipformed with the 5700-C at Penticton Speedway, a 52-year-old oval stockcar racetrack in the Okanagan Valley.

CICS slipformed the high-profile barrier for Lake Excavating Ltd. and its partners, who own the racetrack.

While the project was under way, there was a lot of honking of car and truck horns on the nearby local road, Dan says. "We kept hearing it and what it was, people kept stopping to take pictures of the wall being formed by machine, and cars were honking behind them. The ready-mix guys also took pictures. It was so cool to see how it's done with a curb machine."

The secret is using the proper tool, Dan says, and that was the Power Curber machine. The barrier is 48 inches (122cm) tall and 10 inches (25cm) across the top so that a metal safety fence could be installed on top of the concrete.

He says that the barrier has a wide 40-inch base (1m) in case of car impact. "The whole base was backfilled and buried up to 6 inches (15cm) to the top," he says. A total of 42 inches (107cm) of the barrier was buried outside the track. "Having earth on the back side gave it more stability," Dan says.

Dan says that the auger on the Power Curber 5700-C makes a world of difference. "In one tight spot, we could only get the ready-mix truck so close, so we filled the hopper with extra concrete," he says. "Also, with curbing tight radius, we fill up the big hopper and auger and don't have to re-position the truck multiple times. It saves time and reduces frustration."

Slipforming the barrier was all about pricing and speed, Dan says, and the contractor is pleased. "Nobody can come in and put up barrier as fast as we can with the machine," he adds. "We can do something in a week that would take a month by hand. There are substantial cost savings with the machine."

CICS also installed barrier at the Area 27 Speedway in Oliver, BC, a project with the same contractor, Lake Excavating Ltd. and its partners. The owner of Lake Excavating, Trevor Siebert, is also a professional race car driver and designer and owner of Avion Motor Sports. Dan says that Canadian stock car racing is a growing sport in British Columbia.



“It's amazing how quickly I can get parts here. It's good to know somebody has our back.”

- Dan LePoidevin
CEO, Central Interior
Concrete Services Ltd.

"The guys at the [Power Curbers] factory are happy to help," says Dan. He is impressed with the service from the factory, located on the East Coast. "It's amazing how quickly I can get parts here," even with the three-hour difference. "It's good to know somebody has our back," he adds.

Dan has been "playing with concrete" for 32 years and started CICS in 2012, primarily doing flat work. There was a need for curb and gutter in his small community, and he likes a challenge. He was doing maintenance for the City of Lake Williams, and the city scheduled a capital project and planned to hire a general contractor to bring in a curb-and-gutter machine from out of town.

"I wanted to see if I could do it," he says about his first purchase of a slipform curb machine.

He bought his first Power Curber, a used 5700-Super-B, after owning a competitive slipformer and a Power Curber extruder. He found that the 5700-Super-B worked great. "We loved it for parking lots and liked how the mold went on," he says. "It was a learning curve, but we had fun. In all fairness, the machine helps you out quite a lot."

"The Power Curber is user-friendly," he says. He finds the 5700-C that he now owns very versatile. "It has great access for viewing the product by the operator," he says. "My operator loves it."

With the competitive machine's belt conveyor instead of the Power Curber auger, the consistency of the mix was a concern with low-slump concrete. "The Power Curber auger always gets the material to the mold," Dan says. "If there is water running into the auger, the auger mixes it up, so you don't have a wet spot in the finished product. You'd have a hard time with the conveyor."

Without many curb-and-gutter machines in British Columbia, CICS is on the road a lot, traveling as much as nine hours for jobs and sometimes into Alberta. Transporting the machine is no problem, Dan says.

"I'd like to give Power Curbers a pat on the back for making this machine," Dan says. "I like these unique jobs. Use your imagination, and the machine will help you." [Linda Bailey](#)



CICS built the mold - 48" tall, 10" wide at the top, 40" wide at the base



'ALL CURB, ALL DAY, EVERY DAY'

FIVE POWER CURBERS IN HIGH PRODUCTION



8,000 Yds³/Month

\$1,200,000
of Concrete
Placed/Month



Adam Hopkins has been a Power Curber believer since "Day 1" of his introduction into the concrete business. His reasoning? Productivity.

He is the Concrete Division Manager of Florida Asphalt & Concrete (FAC), a high-production curb contractor headquartered in Tampa, Florida. The concrete division of the specialty company is "all curb, all day, every day," says Adam.

FAC owns two Power Curber 5700-Ds and one Power Curber 5700-C. Ernesto Santos with USA Concrete, a sub-contractor who works exclusively for FAC, owns an additional two 5700-Ds. According to Adam, all five machines are set on "go" in the "hot market" that is central Florida.

Their goal is to pour 8,000 cubic yards (6,116 cubic meters) of concrete per month. The result is \$1.2 million in concrete placed per month or \$35 million in civil and utility concrete contracts per year.

FAC is a byproduct of RIPA & Associates of Tampa, a \$360 million civil and utility contractor with 900+ employees. Four years ago, FAC was formed by RIPA to address the growing demand for specialty projects in central Florida. In 2020, Adam came on board with more than 26 years of experience in site development and roadway construction.

Adam and his leadership team manage 24 crews, and FAC is servicing a large part of the curb needs in their 11-county sales area. They sell to 28 clients outside the RIPA base of customers.

Adam says they are blessed with good, loyal employees and can retain workers during national staffing shortages. The company says that its superintendents and foremen are core leaders in the field who continue to keep FAC on the path of sustainable growth. "We recognize that our leadership role in the industry is largely due to our top-quality employees," the company says in its marketing material.

Adam says that the challenge in today's workplace is getting material to the machines fast enough. FAC works with nine concrete suppliers, who are working with shortages of raw aggregates, increased prices, and fuel surcharges.

Recent FAC projects include five warehouses for Amazon and large industrial shipping companies. They work in a wide area from the Gulf of Mexico to Orlando. "There is a huge amount of work in the Tampa Bay area," says Adam. "It's the number one area in Florida and is growing by leaps and bounds."

The company works in residential, subdivision, commercial, and civil markets, including utilities, municipalities, and state roads. It prides itself in managing all aspects of a project, from inception to closeout, and ensuring all contract requirements are met, focusing on safety and quality.

Chris Sanders, Senior Superintendent of the FAC Concrete Division, says the Power Curber machine set-up is much faster than competitive machines he has operated previously. "The Power Curber has the power we need," he says.

With the correct slump mix, Chris says that his crew pours ten cubic yards (7.6 cubic meters) in 7 to 10 minutes, cutting out up to 10 minutes of time per load that they would have experienced with a slower competitive machine. Production is twice as fast with the Power Curber.

Chris says the Power Curber offset sets up a lot faster than the competitive machine and the trimmer head is faster. Maintenance is easier, and Power Curbers produce a better finished product. In the hot weather conditions of Florida, the auger is far superior to a conveyor belt for conveying the mix. If the concrete sits on black rubber for up to 30 seconds, Chris says it starts to get hot.



The auger has a higher capacity, making it possible to move through tight-radius jobs. "The Power Curber lays tight radius faster and better," Chris says. "It doesn't pull the curb, and the curb doesn't crack."

The company is adding 5700-Ds as they experience rapid growth. In their four years in operation, they have grown from four crews to 24. Gary Shiflet, Power Curbers Service Technician in Florida, is immediately responsive if they need service. "Every time we call — in the middle of the day or the middle of the night — he is right on the spot, and he knows the machine so well," says Adam. "He can talk us through problems on the phone and keep us running."

The company has taken advantage of training sessions that Power Curbers provides with machine purchases. Adam says that Peter Henty, Product Support Technician, is a wealth of information.

Florida Asphalt & Concrete owns some 20 molds for various curb applications. They have found that James Pennington in the factory Mold Department moves quickly to supply their needs. "Every time we send over our requirements, the factory gets it into production right away," says Adam. [Linda Bailey](#)

