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POWER CURBER PROFILES

Our Commitment Shows

Variable Barrier Over Five Feet Tall? Yes We Can

When B. Gottardo Construction, Ltd. of Woodbridge, Ontario, Canada landed the \$42 million, 5-mile long (8.5km) Highway 410 Extension project along Toronto's western suburbs, they found themselves with several major challenges. Four bridges, environmentally sensitive areas, and super-elevations which required a monster barrier wall gave them plenty to do. The barrier, though only 44"(110cm) tall in its basic configuration, stretched to 68"(170cm) high and called for 24"(60cm) of variability in the most severe super-elevations. Faced with such a wall, Gottardo set out to find the best machine to match their requirements.

Having seen a Power Curber job story featuring a Colorado variable barrier wall in 2008, President Bruno Gottardo contacted the Power Curbers factory for information. After a series of calls and visits between Gottardo, Ontario distributor Amaco Equipment and Power Curbers personnel, Bruno says "We chose to go with Power Curbers. Their visit reduced our skepticism and convinced us the 5700-C could handle the wall."

Delivered in early summer 2009, the 5700-C poured the wall throughout the summer and completed it in late September. A typical start-up, it took a few days to get the concrete mix and delivery perfected and some minor tweaks were made to the mold. "We got up and running in just a few days. We're happy with the machine. Our operator is happy. Once we got the mix dry enough, everything came out just perfect, very smooth" states General Manager David Gottardo.

Due to the size of the wall and complexity of the project, the Gottardo 5700-C is equipped with optional all-crawler steering, digital networked controls, and counterweights. The massive, bifurcated mold weighs 9,800 lbs (4,445kg) and its variable sides have 24" (60cm) of adjustment. Although steel was not used in the barrier, the mold was built with an open front to allow for future projects.

Also unique to the job was the use of dual stringline control. One stringline placed in the typical position outside the wall was used to control steering and elevation. A second stringline was then set between the tracks. Using sensors mounted underneath the machine, Gottardo used the second line to control the right side of the mold. With this dual setup, the mold was able to maintain a constant wall height and vary the right side up to 24" in the super-elevations.


Highway 410 is a major artery along Toronto's busy west side, shuttling thousands of commuters daily. Gottardo's Hwy 410 Extension will stretch the road an additional 5 miles (8km) north, connecting travelers to the city's northern reaches. Gottardo has complete responsibility for the four-lane stretch and will see it to completion from land-clearing to signage. In addition to the road and barrier, four bridges



5700-C Pouring Variable Barrier in Toronto

Faced with such a wall, Gottardo set out to find the best machine to match their requirements.

and interchanges make up the project.

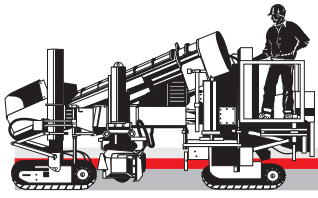
Bruno Gottardo, a native of Italy, founded B Gottardo Construction Ltd. in 1970 and concentrated on earthmoving in the early years. Today, Bruno says Gottardo and its 250 employees focus on "road building from A to Z." Bruno primarily oversees day to day operations while his son, David, and daughter, Lianne, handle the management and administration of the company. 



Bruno Gottardo (left) and David Gottardo



A second stringline is under the machine to control the variable side of the barrier mold



“Being able to move the machine without breaking it down made all the difference as we moved from one area to another. The loading legs made it easy”



Power Pavers SF-3000 paving at Piarco International Airport in Trinidad.

Airport Paving for Air Force One

When the 5th Summit of the Americas, which included heads of government for 34 countries, was scheduled for Trinidad and Tobago recently, officials there had work to do to get ready. Near the top of the list was the Piarco Airport which had to be transformed into a facility capable of handling U.S. President, Barack Obama’s Air Force One, as well as a variety of jets including Boeing 757, 767 and Airbus A319 aircraft.

To ready Piarco for such a fleet required extending the east and west aprons and laying five separate aircraft platforms. These platforms were scattered across the airport grounds and included a VIP terminal constructed for the event.


Jusamco Ltd., the prime contractor, was under obvious pressure to meet narrow time constraints. In order to meet the required dates, they called on Airside Installations Ltd., of Peterhead, Aberdeenshire, Scotland to take on the concrete paving. Jusamco and Airside had collaborated on previous projects.

As paving projects of this scope are unheard of in Trinidad and Tobago, Airside arrived there equipped for the job. In addition to the 9.75m Power Paver SF-3000 Airside brought its own central mix batch plant and drilling, sawing and sealing equipment. They then

designed the pavement concrete using locally sourced limestone aggregate and Trinidad cement.

The work involved 15,000 square meters of surface area that was laid over 12 days, with the Power Paver being moved between the different apron areas each day to suit the overall asphaltting program. The asphalt areas between aprons required the SF-3000 to be loaded onto a truck for moves. “Being able to move the machine without breaking it down made all the difference as we moved from one area to another. The loading legs made it easy” stated Kevin Oliphant, Managing Director of Airside.

The SF-3000 was set up to pave six meter wide strips at 480mm deep at a rate of over 100 cubic meters per hour. Longitudinal joints were dowelled with 40mm bar at 480mm centers and the slab was sawn and sealed with fuel proof silicone sealant.

Airside completed the job on schedule and with excellent results. Oliphant described the SF-3000 as producing a “first-class finish” and looks forward to his next project, whether it be in the Caribbean or home in Scotland. 


continued from cover

The **MAX Package**
Introduced at the
World of Concrete

“With the MAX Package, the 5700-C is truly the one-machine solution”

>>> The MAX Package includes a secondary mounting location to allow contractors to bring the right rear post forward. This changes the machine’s geometry and redistributes the weight, improving the machine’s performance when using large barrier molds and when paving in the center-pour position. Dual side pouring and our other optional accessories are available to go along with the MAX Package.

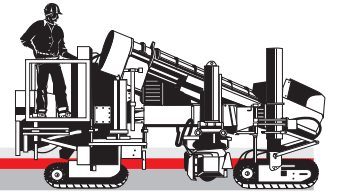
>>> When you’ve completed the job with your 5700-C-MAX and want to return to curb & gutter work, the right post is moved back to its’ standard position. The machine then turns a 2’ (610mm) radius as always and maintains its’ 8’6” (2.6m) transport width in the standard configuration with C&G mold.

>>> With the MAX Package, the 5700-C is truly the one-machine solution slip-form paver. 



Section 179 of the IRS Tax Code allows the **deduction of the full purchase price** of qualifying equipment in 2010. Sometimes called the “Hummer Deduction”, contractors may be able to use this incentive to invest in your business and buy a new 5700-C. You can even take advantage of the deduction if you use a non-tax capital lease, writing off up to \$250,000 worth of equipment this year without actually spending \$250,000 this year. The amount you save in taxes can actually exceed the payments - **the deduction will actually be profit.**

Go to www.section179.org to learn more and consult your tax advisor to see if this makes sense for your business.



Around the World with Power Curbers

This month we're featuring recent jobs from contractors near and far.

Pick your application and a Power Curber 5700-C is doing it somewhere!



United Kingdom - When going with traffic is a must like this job on the M6, England's main north-south motorway, right hand pour is a great option. Further complicating the job was the requirement to close only one lane of traffic. This was no problem for Joe Roocroft & Sons Ltd. and their 5700-C. Using the swivel on the discharge end of the auger, they were able to position the auger to allow the concrete truck to feed from directly in front of the machine, staying in a single lane. Amey-Mouchel, the main contractor, praised the quality and speed of the machine on the rain channel job.



Equatorial Guinea - ARG LTDA. recently poured curb and gutter and 7' 4" (2.2m) wide V-Ditch with their 5700-C on their road project in the Olaya region of Equatorial Guinea. The V-ditches were poured both outside the lanes and in the highway median. The project, a new four lane road, is part of major infrastructure improvements which include new roads and an airport around the capital, Malabo.



Kentucky - Finding flat land for commercial developments is no easy job around Hazard, Kentucky. Wal-Mart developers had to build their store only 50' from a large mountain hovering nearby. Shortly after the store opened, Wal-Mart officials found themselves dodging falling boulders that both damaged cars in their parking lot and struck the building itself.

Realizing that they needed protection they called Fox Enterprises who used their Power Curber 5700-Super-B to pour a 50" barrier wall at the hillside's base to keep falling debris at bay. "Once we got the machine set up with Pete (Power Curbers Regional Service Manager, Pete Myers) the wall poured really well. We didn't have any trouble and it came out really nice. Converting from curb and gutter to barrier wasn't all that hard." Fox poured approximately 600 linear feet (180m) of the 50"(1.25m) high wall. "The only problem was we didn't get to pour more" mused Ed Chenault, the owner of Fox Enterprises, at the job's completion.

Fox, based in Richmond, KY, began pouring curb and gutter in the late 90's with an early model 5700. Since that time they've grown to run two Power Curber 5700-C's and have added sidewalk, "no mow strips" for cable barrier, and barrier wall to the list of services they offer.



Pakistan - Lahore, Pakistan, with a population of 10 million people is the 5th largest city in Southern Asia. Everyday more than 4 million vehicles travel the city streets, creating traffic snarls and environmental concerns. Last year construction began on the Lahore Ring Road, a 48 mile (77km) route designed to ease congestion and smooth traffic flow around the city. Habib Construction Services Pvt. Ltd. (HCS) was contracted by National Logistics Cell to pour barrier on much of the road. HCS, equipped with a new Power Curber 5700-C, completed the barrier work in record time and ahead of the required completion date. Jaffer Brothers Pvt. Ltd., the Power Curber dealer, reported that the machine performed very well and produced a smooth finish and very accurate wall.

Early phases of the job were completed in February 2010 and after an inaugural celebration by Turkish President Abdullah Gull, the road was opened to traffic.

Customer Spotlight:

Crabtree Contracting – Kansas City



Congratulatory Bill on 31 years in business.

Company History:

Bill Crabtree began his business in 1979. Thirty years later the “Curb Dawg” not only pours curb and gutter, but services customers with concrete and asphalt paving. Bill, who previously owned a competitive machine made the switch to a Power Curber 5700-B and has since owned a 5700-Super-B, and currently runs a 5700-C. Bill’s ability to quickly transition from curb and gutter to sidewalk places him in demand within a 75-mile radius of Kansas City.

About Power Curbers:

“The Power Curber is versatile and compact enough to get into tight spots. I can offset the mold and get within 2” of what we’re paving against.”

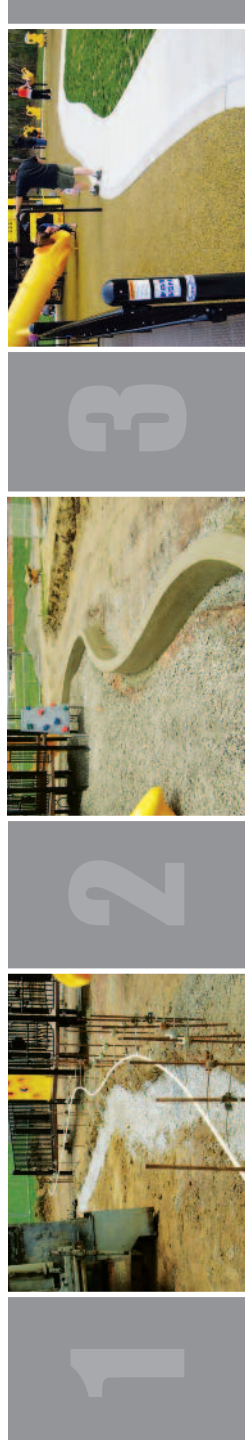
Production:

Bill’s best day with the 5700-C topped just over 5,000 linear feet.

Before & After: Carmen Barone & Sons – Pittsburgh

Joe Barone used his 5700-B on an Allegheny County playground, converting to be handicap accessible. Header curb, 18” tall, was poured around the perimeter of the playground; then a rubber membrane was laid inside the curb. Sidewalk was poured adjacent to the curb so there was no reveal. “The curb snaked around all over the

place. We really had to finesse it in the tight radiuses” explained Joe Barone. The job was poured with Barone’s 1994 model 5700-B. “I sent the pictures to Power Curbers to show them the old girl could still do it” laughed Barone in describing the job. **Note: Joe’s 1994 model machine was the 4th 5700-B to be manufactured.**



Power Curbers, Inc.

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PROFILES

Volume 19, Issue 1

Power Curbers, Inc.



The 5700-C-MAX with post in the forward position. Also shown with our dual side pouring option working off the right side and our optional yellow paint.

The MAX Package

Introduced at the World of Concrete

Visitors to the World of Concrete were introduced to the MAX Package, a group of options and design changes that upgrade the capabilities of the basic 5700-C. It outfits the machine with larger crawlers, heavier posts, all crawler steering, and a secondary mounting location for the right vibrator circuits. These features allow low speed crawler torque hubs and extra high, paving up to 12’ (3.65m) wide, large variable barrier with up to 24” (610mm) variation, and other large profile applications.

Crawlers on the 5700-C-MAX are 1’ (305mm) longer, heavier, and have an additional roller. This keeps the machine stable even with very large molds and the low speed crawler torque hubs keep the machine pouring at a steady crawl.

All Crawler Steering, a long-time option on the 5700-C, improves steering accuracy when paving, pouring large walls, and in other demanding applications. Our network control system is included for the coordinated steering.