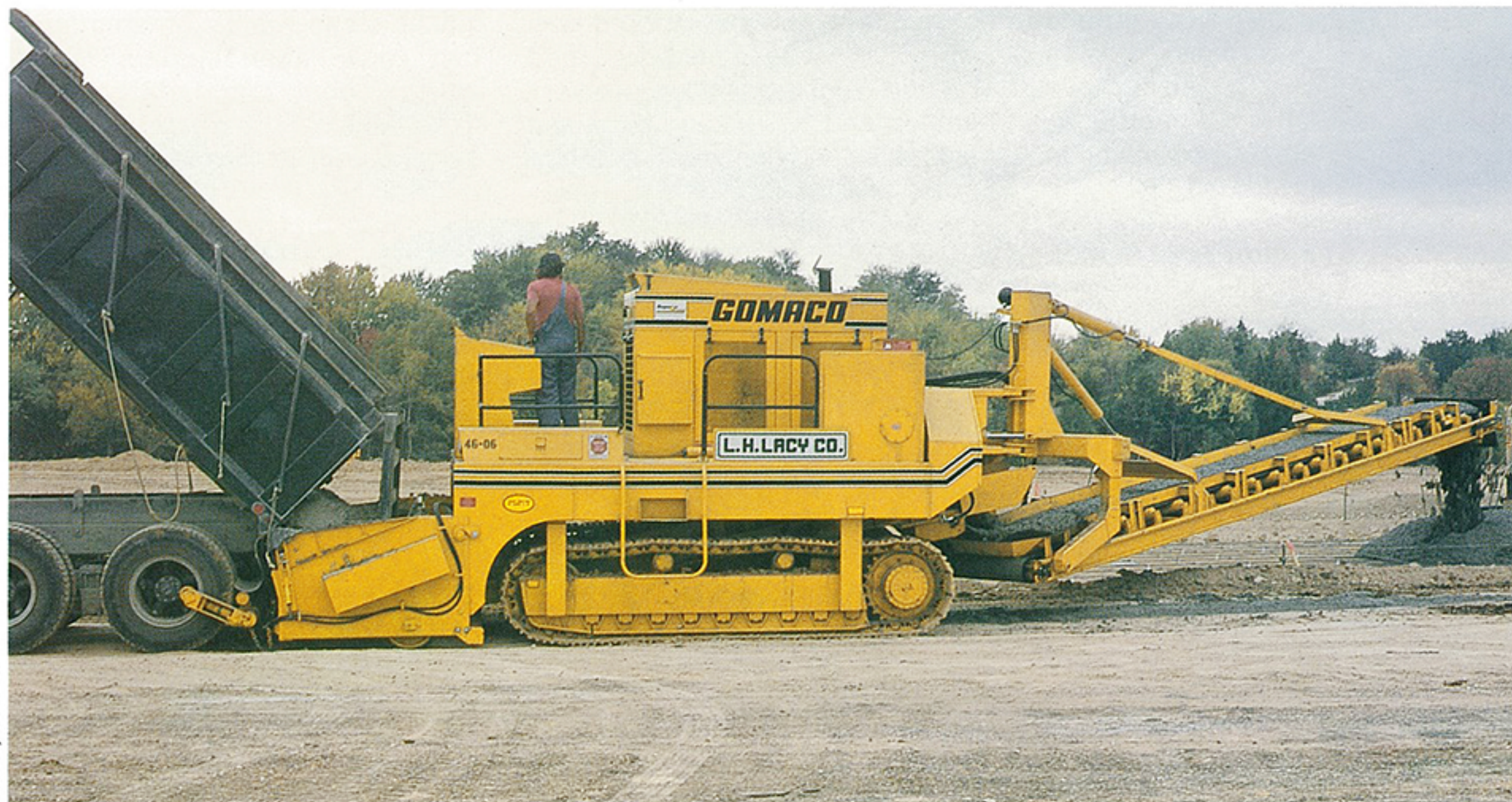


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Dallas Subdivisions Welcome Central Mix

L.H. Lacy Company of Dallas, Texas recently began a successful central mix operation in subdivision paving in the Dallas area, and the addition of a GOMACO CP-9500 concrete placer has eased the transition.

Although central mix operations are being used in state highway work in Texas, contractors involved in subdivision paving have been using one or two different concrete mixing and delivery methods, according to Robert Millsap, company vice president of operations.

Because reinforcing is required in subdivision pavements, some contractors use ready mix for their subdivision paving. Others, including L.H. Lacy Co., had been using an on-site dry batch mixing and placing method, according to Millsap.

Central mix is something that a lot of contractors would like to do, and Millsap noted, "Until now, there wasn't a way to place concrete on the grade that was economical and practical. Since the CP-9500 became available, it let us go from our present method of paving to central mix which is a lot more economical for us."

"Without an adequate concrete placer, we couldn't have gone to central mix," he continued. "We looked for a long time at a way to pour central mix concrete in subdivision paving, but nothing was economical."

While looking for placing equipment for a central mix operation, the company took their needs to GOMACO, according to Millsap.

"We looked at competitive equipment, but as far as I was concerned, there isn't any com-

petitive equipment available," he stated.

"We needed a machine that not only could pour machine work at any width without a hassle, but we also needed a machine that could be used in our handwork operations. In going to central mix, we didn't want something that was only good for pouring machine work so we needed flexibility."

They also asked for a machine with low ground pressure, and Millsap noted, "Our underfoot conditions are uncompacted ground, and in wet weather, it is really an important factor."

"We also asked for a continuous production machine, and GOMACO gave us what we wanted and more with the CP-9500," he added.

"There are other methods of placing concrete, but to meet our



Placing Concrete

Because reinforcing is required in concrete pavements in Dallas subdivisions, L.H. Lacy Co. uses their GOMACO CP-9500 concrete placer to place concrete in central mix paving operations. The 35 foot long and 36 inch wide rear conveyor belt on the CP-9500 allows for the placement of concrete at the center of the slab width. In handwork operations, the CP-9500 is also used, and the rear conveyor's 160 degree swing allows for placing concrete from side to side.



requirements, there wasn't any other manufacturer who had anything that met those needs. GOMACO has designed and built a unique machine with the concrete placer."

Another factor cited by Millsap in making their purchase decision was the "open mindedness of GOMACO to meet our needs. They were more than interested in what we wanted," he said.

Since the firm began their central mix operations in subdivision paving last fall, they have used their CP-9500 on four paving projects in the Dallas area.

The CP-9500 has been used to place concrete for streets and alleys in pavement widths ranging from 10 feet to 34 feet. Generally, most subdivision streets in the

area are 27 feet wide with curb on both pavement edges.

Prior to paving, lime slurry is mixed into place and fine trimmed to grade. Then, number 3 steel bars are set on 24 inch centers to provide reinforcement.

Ten yard dump trucks dump one to two inch slump concrete into the receiving hopper of the CP-9500. With the concrete placer's 35 foot long conveyor, concrete is placed either at the center of the slab width or placed from side to side by moving the conveyor.

"Ninety percent of the time, we place concrete at the center of the paver," Millsap stated. "Since we are pouring out of the grade, the reach of the conveyor was another thing that we asked for. If we had a

shorter conveyor, we wouldn't be able to reach the middle of our slipform paver.

"Fifteen percent of our work is handwork at intersections and cul de sacs," he continued. "In those operations, we move the belt on the CP-9500 from side to side to place the concrete."

Although the company is using the CP-9500 for subdivision paving, they would not hesitate to use the concrete placer for highway paving work in the future, according to Millsap.

"We run the machine every day that it is not raining or we are not moving from one job to another," he concluded. "It has met our expectations 100 percent, and the CP-9500 is the only way to go for central mix paving." ■

