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PRODUCT SPOTLIGHT

I-80 TRANSITION FORMS

The coordinated efforts of Titan Construction Supply (Reno, NV) and MFC helped Q & D Construction (Sparks, NV) complete a Nevada Interstate project called “NDOT I-80 Repave and Safety Upgrade.”

A unique part of the upgrade required Q & D to form concrete barrier wall transitions from the existing vertical style to a new tapered design.

Brian Wickham of Titan explained that the tapered design was specified on both ends of four I-80 bridges located about 100 miles east of Reno. MFC supplied two sets (right and left) of special transition barrier forms for the project.

AIRPORT PAVING FORMS

METAFORMS® have helped build and repair airfields around the world including the following 20 busiest in the US:

- ATL Atlanta
- ORD Chicago
- LAX Los Angeles
- DFW Dallas/Fort Worth
- JFK New York
- DEN Denver
- SFO San Francisco
- LAS Las Vegas
- PHX Phoenix
- IAH Houston
- BOS Boston
- LGA New York
- PHL Philadelphia
- DTW Detroit

The larger Dual forms (16” x 20”) are used for apron paving (primarily 17’ x 17’ squares) which were typically poured 3 lanes wide (51’) by 400’ to 500’ long. The apron is 16” thick, but increases to 20” thick where it abuts trench drains.

LA GUARDIA AIRPORT RENOVATION, continued...

...different concrete paving depths: 20”, 16” 12” and 10.5”. The larger Dual forms (16” x 20”) are used for apron paving (primarily 17’ x 17’ squares) which were typically poured 3 lanes wide (51’) by 400’ to 500’ long. The apron is 16” thick, but increases to 20” thick where it abuts trench drains.

“The dowel spacing has worked out great and really minimized drilling” - Stephen Vidafar, Airside Civil Project Engineer for Skanska/Walsh JV

The 16” x 20” Dual forms were project specific to accommodate the unusual specification for dowel bar placement on 18” centers (16” side only). Two non-standard form lengths were connected to achieve a 17’ long form incorporating special hole punching and corresponding dowel bar supports. In the words of Stephen Vidafar, Airside Civil Project Engineer for Skanska/Walsh JV “The dowel spacing has worked out great and really minimized drilling”.

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The other set of Dual forms (10.5” x 12”) are being used for both the 12” thick pavement area for overnight aircraft parking as well as the 10.5” thick concourse pavement where the slabs are not subject to aircraft loading. In addition to the taxiway forming, MFC also supplied median barrier forms and paving forms for the improved road network surrounding La Guardia.

MEL’S METTLE, continued...

Within this transformation process lies the key to a remarkable trait of concrete and, in fact, to the very existence of a company like MFC: concrete is plastic and malleable when newly mixed, yet strong and durable when hardened. These qualities explain why one material, concrete, can FORM buildings, homes, highways, bridges, dams and sidewalks.

With this refresher course in concrete in mind, be sure to correct the next person that tells you about that new “wet cement” sidewalk in front of their home or about driving on a smooth “cement” freeway. To set them straight, just use the analogy:

Flour is to Bread as Cement is to Concrete.

MEL’S MUSINGS

On The Road to Success, There are no Short-cuts
PRODUCT SPOTLIGHT
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CONCRETE

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