



MEL'S METTLE



**FLOUR is to BREAD
as
CEMENT is to CONCRETE**



Concrete has been around a long time, yet most people misunderstand the meaning of the word. Consider that the Egyptians built concrete columns that are still standing after 3,600 years or that great Roman architecture (amphitheater and coliseum come to mind) is still in use some 2,500 years later.

Despite the long and glorious history of concrete, there is still confusion between the words “concrete” and “cement”. It drives me nuts when some hot-shot TV anchor or newspaper columnist (who all consider themselves wordsmiths) misuse the two words. For example, they often mistakenly refer to concrete pavements as cement freeways and cement sidewalks ... or a concrete mixer as a cement mixer.

Those of us in the concrete construction industry know better. Although the terms cement and concrete are often interchanged, cement is actually an ingredient of concrete. Concrete is a mixture of aggregate and paste. The aggregates are sand and gravel or crushed stone; the paste is water and cement. Through a chemical reaction, called hydration, the paste hardens and gives strength to form the rock-like mass know as concrete.

continue page 3...

JOB SPOTLIGHT

LA GUARDIA AIRPORT RENOVATION

Once billed as the “air gateway to America”, La Guardia has fallen into such disrepair that former VP Joe Biden once referred to it as a “Third World Country.” La Guardia’s isolated terminals, a product of sporadic and piecemeal development, hinders plane movement which in turn leads to gate delays.



A huge construction project, carrying an estimated \$8 billion price tag, is now underway to completely renovate the troubled airport. The project will link all four terminals through one new facility that will be built closer to the adjacent Grand Central Parkway. Pushing the airport toward the highway will make way for two miles of aircraft taxiways to improve plane movement and decrease delays.

The paving forms supplied to Skanska/Walsh JV by MFC are playing an important part in the renovation project. Two sets of DUAL forms provide four (4)...

continue page 3...



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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.



"NDOT I-80 Repave and Safety Upgrade"

AIRPORT PAVING FORMS

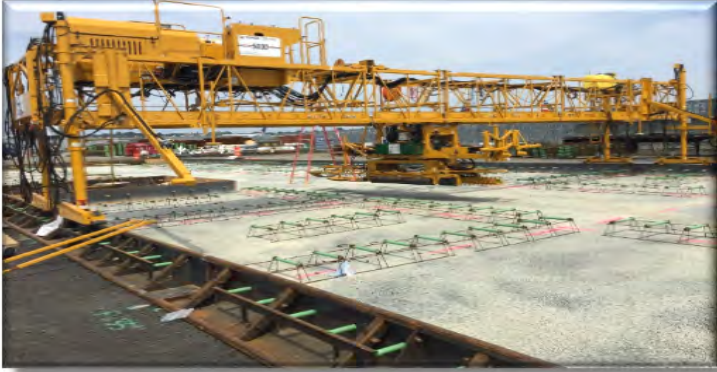
METAFORMS® have helped build and repair airfields around the world including the following 20 busiest in the US:

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| BOS | Boston | | |
| LGA | New York | | |
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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".



dowel spacer

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





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