

AIRPORT SLAB REPAIRS VARIOUS PROJECT SUMMARIES



1991 – 1997

Jacksonville Int'l Airport (Jaxport) - Jacksonville, Florida

Lifted and leveled concrete apron areas. Various repairs successfully completed with no further problems.

1995 – 1999

Dallas/Fort Worth Airport - D/FW, Texas

Lifted and undersealed multiple and various roadways, parking areas, ramps, taxiways, and runways (including jumbo jet main landing area) throughout DFW. These were done under annual maintenance contracts over a five year period.

1996

Nashville Int'l Airport - Nashville, Tennessee

Lifted, undersealed, and stabilized a section of primary runway built over an old quarry. Original runway design had anticipated differential slab movement. Mud-jacking processes had repeatedly failed to stabilize area and had in fact caused multiple slab fractures. URETEK lifted the 14" thick slabs (up to 6" of differential deflection at some joints) and completed a permanent repair in the projected time allowance (four days).

1996 - 2001

Orlando Int'l Airport - Orlando, Florida

A design firm recommended URETEK as a way to underseal, stabilize, and lift slabs adjacent to those being replaced. Base failure extended beyond the slabs, showing topical cracks and spalling. URETEK 486 was injected in a grid pattern throughout all four adjacent slabs, and these slabs that were injected have remained stabilized over time. Additional work was done to lift and stabilize cracked and settled slabs.

1996 – 1998

San Francisco Int'l Airport - San Francisco, California

Multiple settlement and drainage (ponding) areas in and around terminal gates were addressed. URETEK repaired these locations under several general maintenance contracts.

1997 - 2001

Los Angeles Int'l Airport (LAX) - Los Angeles, California

Lifted, undersealed, and stabilized 18" thick runway slab with over 2" of differential joint settlement. No further service has been required since completion date. Ongoing lifting and panel stabilization for rocking/pumping panel problems with approximately 50 gates completed over three years under ongoing maintenance contract. Also lifted and stabilized wash/service area for LAX.

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The URETEK Method™
Stitch-In-Time™
Deep Injection™
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1998

Air Force Research Lab at Tyndall AFB - Panama City, Florida

Lifted main test runway replacement panel (20'x20'x12') over 2 inches to original pavement profile. A fully loaded C5-A aircraft test cart then simulated 100 aircraft transits over lifted panel with no movement at zero tolerance.

1999

San Jose Airport - San Jose, California

Lifted and stabilized high traffic taxiway (18" thick) and rocking slab panels around a fuel island and manhole location (storm drainage). The URETEK work performed revealed unknown and unusually large void conditions on the project areas repaired.

1999

Andrews Air Force Base - Maryland

Lifted and stabilized (to 12 ft. depth) a 50 ft. section of main runway used for Presidential Aircraft (Air Force One and Air Force Two) operations. Various time and runway usage constraints were necessary to assure continuous runway availability during the repair procedure. Successful completion of the project was accomplished within the strict time parameters.

2000 - 2004

Cecil Airfield (Jaxport) - Jacksonville, Florida

Lifted and leveled concrete runway (14" thick). 2" settlement over large box culvert. Pavement was lifted and stabilized with no further differential settlement to date.

2003

Tyndale AFB - Panama City, Florida

Open seawall joints on Drone Aircraft Recovery Dock enabled the prop wash from recovery vessels to wash out the soil behind the seawall, causing the settlement and collapse of sections of the access drive. Deep Injection Method was utilized for the sealing of the joints, stabilization and densification of the soils behind the seawall and beneath the concrete access drive.

2004

McDill AFB – Tampa, Florida

Several weeks/months were allowed to pass between the removal and replacement of multiple taxiway and runway full depth replacement panels. This allowed voids to develop under remaining panels. When replacement panels were installed, URETEK 486 material was injected along the length of all joints to underseal and stabilize. Subsequent coring verified all voids were filled.