



**Clockwise From Bottom Left:**

A worker water blasts one of the concrete decks; Application of Bridge Preservation's Concrete Primer; the Application of Bridge Deck Membrane waterproofing.

# Mavis Road Underpass Grade Separation

Mississauga, Ontario

In November of 2001 the installation of Bridge Preservation's waterproofing system was completed for the Canadian Pacific Railroad project Mavis Road Underpass Grade Separation. The waterproofing installation was completed on-site in Mississauga, Ontario, Canada.

**Project Information**

Project Number: XB-Galt-016.56  
Owner: Canadian Pacific Railroad  
Project Size: 6,800 SF  
General Contractor: Dagmar Construction  
Coating Contractor: Bridge Tite Group  
Date of Installation: November 2001



**Quality Assurance**

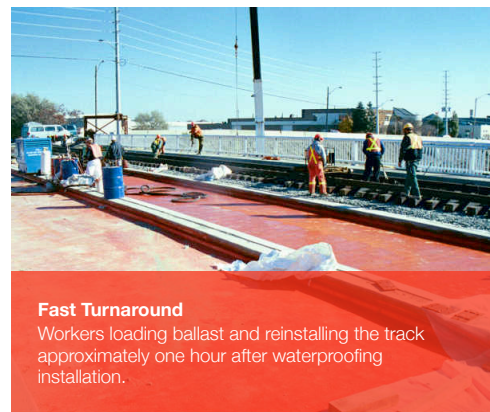
An Elcometer was used to determine whether surface preparation was adequate. In some cases, the tensile bonds were in excess of 600 PSI.

The project began with surface preparation of the deck. Decks #1 and #2 were prepared using shot blasting for the horizontal surfaces and sand blasting for the vertical surfaces, including the abutments. Deck #3 was prepared using water blasting, due to consistent rain during the preparation of that deck. Surface preparation is a critical step because it provides the mechanism by which the Bridge Deck Membrane System will adhere, ensuring a long service life.

After readings of the environmental conditions were taken and found to be adequate for the waterproofing application, the decks were primed using Bridge Deck Concrete Primer. Priming is another critical step, helping to ensure a strong bond between the concrete deck and the waterproofing system. The abutments

were sprayed first, which allowed the General Contractor to begin backfilling.

Immediately following the priming of the decks, the application of Bridge Deck Membrane began. The abutments were sprayed first, followed by the remainder of the decks. The ballast was loaded directly on the membrane approximately an hour after installation, allowing the bridge to be back in service within hours of the completed waterproofing application.



**Fast Turnaround**

Workers loading ballast and reinstalling the track approximately one hour after waterproofing installation.



**Bridge Preservation**

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