



**Clockwise From Bottom Left:**

A worker shot blasting the deck; Application of Bridge Preservation's Concrete Primer; a nearly completed segment of Bridge Deck Membrane waterproofing application.

# New York State DOT Route 22A

Hampton, NY

In October of 2003 the installation of Bridge Preservation's waterproofing system was completed for the New York State Department of Transportation project Route 22A. The waterproofing installation was completed on-site in Hampton, NY.

**Project Information**

Project Number: NA  
Owner: New York State DOT  
Project Size: 6,000 SF  
General Contractor: New York State DOT  
Coating Contractor: Nicom Coatings  
Date of Installation: October 2003



**Broadcasting Aggregate**

A worker broadcasts aggregate into the top coat of the Bridge Deck Waterproofing system.

The project began with shot blasting the concrete deck to remove all deleterious material.

Laitance, curing compound, and other contaminants could interfere with the bond of the BDM Waterproofing System to the deck. Shot blasting is the preferred method of surface preparation because most dust and friable particles are self-contained by the vacuum system of the shot blast machine.

Following surface preparation, Quality Control procedures began. A Bridge Preservation inspector recorded environmental conditions and inspected the surface preparation of the deck to ensure that it was sufficient to ensure proper adhesion of the waterproofing system.

After the inspector determined that ambient conditions were satisfactory,

priming of the deck began. The primer was applied through specialized two-component spray equipment.

After approximately 30 minutes the Bridge Deck Primer had cured and was ready to receive the Bridge Deck Membrane waterproofing. The base coat was installed at 80 mils. Upon completion of the 80 mil base coat, an additional layer of membrane (grey for purposes of visual coverage) was sprayed to provide a medium to set broadcast aggregate. This additional layer is used in areas of high grade (3-4%), where elevated shear load is anticipated, or when road traffic will be allowed to run on the deck for extended periods. This layer is applied at 30-40 mils.



**Aggregated Top Coat**

A close up image of the aggregated top coat.



Bridge Preservation

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