



Clockwise from Bottom Left
 Workers begin by removing standing water and drying the deck; A worker sand blasting the surface to SSPC-SP10; A worker installs 80 mils of Bridge Deck Membrane™.

FAP-330, US RT 45 Approx. 1800' N of 143rd St. in Village of Orland Pk.
 Orland Park, IL



Typical Adhesion Testing Results
 Pull test results of over 1,000 PSI, exceeding the capacity of the test apparatus, were typical.

Between July 30 and August 1, 2012 Pine Waterproofing & Sealant, Inc. installed nearly 7,000 square feet of Bridge Preservation™ Bridge Deck Membrane (BDM) on the Metra Bridge over US 45 (LaGrange Road), Structure No. 016-6201, originally constructed in 1940 for the Wabash Railway Company.

Project Information
 Project Number: 60K64
 Owner: Metra/Illinois DOT
 Project Size: 6,994 SF
 General Contractor: Lorig Construction
 Approved Applicator: Pine Waterproofing & Sealant, Inc.

When workers arrived on site there was standing water on the deck, which was removed by blowers and brooms. While water does not interfere with the material's ability to cure, it does adversely affect the bond strength, which is a critical element of any successful installation. Once the deck was properly dried, the deck was sand blasted to Bridge Preservation's standards (SSPC-SP10 Near White Blast; 3-5 mil blast profile). Proper preparation of the surface maximizes the material's bond strength.

Immediately following the surface preparation, Bridge Preservation™ Multi-Use Primer was installed using hand sprayers and then rolled out to ensure uniform thickness and coverage. After the primer had completely cured, 80 mils of Bridge Preservation™ BDM was installed. As part of Bridge Preservation's comprehensive Quality Control/Quality Assurance Program, daily QC readings such as environmental conditions and bond strength are taken and recorded. Because of the tenacious bond of BDM to steel, typical bond strength readings were over 1,000 PSI.



Protection Board Installation
 Workers began installing protection board immediately following the waterproofing installation.

Bridge Preservation does not require protection board, but understands that there are owners that prefer the additional protection regardless. In this case, Metra opted to use traditional asphaltic planks, which were installed immediately following the waterproofing installation.