

**SECTION 02760 STREETPRINT™
High Performance Pavement Texturing System**

PART 1 GENERAL

1.1 DESCRIPTION

- A. As with all coating systems that are exposed to physical wear, proper maintenance procedure includes the re-application of same (or similar) coating(s) to re-fresh the surface. The **StreetBond Re-coat system** is the application of **StreetBond** coatings to HMA pavement substrates that have been previously coated with **StreetBond** coatings. The **StreetBond Re-coat system** consists of applying a coating of **StreetBond Primer** directly to the previously coated HMA pavement, then overlaying with 2 layers of **StreetBond SP150E**.
- B. **StreetBond SP150E** is available in a multitude of colors.

1.2 RELATED SECTIONS:

- A. Section 02230 Site Clearing
- B. Section 02330 Sub-grade and Roadbed Preparation
- C. Section 02720 Unbound flexible base courses
- D. Section 02740 Flexible Pavement

1.3 DEFINITIONS

- A. “**HMA pavement**” is Hot Mix Asphalt pavement.
- B. “**Textured HMA Pavement**” shall be described as **StreetPrint** on the drawings and documents related to the project.
- C. “**Accredited StreetPrint Applicator**” is a licensed **StreetPrint** Applicator accredited by Integrated Paving Concepts Inc., (Tel. 800-688-5652), and shall have a foreman, supervisor or lead-hand who has successfully completed a **StreetPrint** Level I or Level II Training Program.
- D. “**Priming**” of the asphalt surface is defined as the application of **StreetBond Primer** as an adhesion promoter.
- E. “**Owner**” means the Owner and refers to the representative person who has decision making authority for the Work.

1.4 SUBMITTALS

Submittals to be made available to the Owner upon request are as follows:

- A. Confirmation of the bid applicator’s accreditation as a **StreetPrint** Applicator.
- B. Confirmation of the name of the Level I or Level II certified supervisor who will be performing the on-site work on behalf of the accredited **StreetPrint** Applicator.
- C. ASTM Properties and test results of the **StreetBond** coating materials.

PART 2 – PRODUCTS

2.1 MATERIALS

Materials for re-coating shall consist of **StreetBond** products, specially designed for re-coating HMA substrates, and supplied by Integrated Paving Concepts, Inc. The following materials shall be used for recoating:

- A. **StreetBond Primer** is formulated to enhance the adhesion of **StreetBond** coatings to existing HMA pavement and/or previously coated HMA pavements. It does not provide film thickness. It can also be used on new **StreetPrint** installations, although it is not mandatory.
- B. **StreetBond SP150E** is an epoxy modified, acrylic, waterborne coating specifically designed for application on asphalt substrates. It has a balance of properties to ensure good adhesion and movement on flexible pavement, while providing good durability. **StreetBond SP150E** is highly durable in a wet environment.
- C. **StreetBond Colorant** is a highly concentrated, high quality, UV stable pigment blend designed to be added to **StreetBond SP150E** to provide color to the coating. The colors to be used shall be specified on the drawings or specifications. The same **StreetBond Colorant** shall be used in each coating layer applied to the pavement surface. One pint of colorant shall be used with one pail of **StreetBond SP150E** coating material.

2.2 EQUIPMENT

- A. The **Rapid Sprayer II** is a proprietary coating sprayer supplied by Integrated Paving Concepts Inc. and is capable of applying the coating material to the HMA pavement surface in a thin, controlled film which will optimize the drying and curing time of the coating.

PART 3 - EXECUTION

3.1 GENERAL

The **StreetPrint Re-coat system** shall be supplied and installed by an accredited **StreetPrint** Applicator in accordance with the plans and specifications or as directed by the Owner. In any circumstance, do not begin installation without confirmation of Applicator certification.

3.2 SURFACE PREPARATION

- A. The pavement surface shall be clean and free of all dust, silt, debris and, most importantly, chemical residue from de-icing materials. If de-icing material has been used on the road in the past, cleaning shall be carried out using pressure washing. All loose material on the pavement surface shall be

removed either by mechanical brooming, compressed air or pressure washing.

- B.** Grease and oil shall be thoroughly cleaned from the surface prior to recoating. A degreaser such as “SPT – Tuff Stuff” or ZEP Driveway Cleaner, or other approved degreasing product shall be used. The degreaser shall be thoroughly rinsed off the surface with clean water, and allowed to dry prior to recoating.
- C.** For difficult to remove dirt, a Power Washer shall be used.
- D.** Prior to applying the **StreetBond Primer**, the HMA pavement surface shall be completely dry.

3.3 APPLICATION OF COATINGS

- A.** A single layer of **StreetBond Primer** shall be applied evenly over the surface using the **Rapid Sprayer II** and then broomed into the surface. Allow the Primer to dry prior to applying subsequent coatings.
- B.** The **SP150E** coating shall be spray applied over the **StreetBond Primer** with the **Rapid Sprayer II** and broomed to work the material into the pavement surface. The coating shall be allowed to dry to the touch before applying the next layer.
- C.** The second coat of the **SP150E** shall be sprayed and broomed.
- D.** Coating coverage is approximately 600SF (56 square meters) per layer per pail of coating. There will be less coverage with the first layer and higher coverage with the second layer.
- E.** The Contractor shall apply the **StreetBond** coatings only when the air temperature is at least 50° F and rising, and will not drop below 50° F within 8 hours of application of the coating material. There should be no precipitation expected within 2 hours after the final layer of **StreetBond SP150E** is dry to touch.

3.4 PROTECTION FROM TRAFFIC

Minimally, the surface coating must be 100% dry before traffic is permitted. The following table is a guide:

Air Temperature	Relative Humidity	Time to dry
60°F (15°C)	80%	8 hours
81°F (27°C)	57%	4 hours
120°F (40°C)	5%	2 hours

Substrate temperature, wind and humidity can also affect dry times. Generally, warm and dry conditions decrease the time to dry.

PART 4 – MEASUREMENT AND PAYMENT

4.1 Measurement

The measured area is the actual area of HMA pavement that has received the **StreetPrint Re-coat System**, measured in place. No deduction will be made for the area(s) occupied by manholes, inlets, drainage structures, bollards or by any public utility appurtenances within the area.

4.2 Payment

Payment will be full compensation for all work completed as per conditions set out in the contract. For unit price contracts, the payment shall be calculated using the measured area as determined above.