

PRINCETON: New crosswalk product rolled out in Princeton

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PRINCETON — On Harriet Drive near its intersection with Nassau Street, large machines heated the already warm asphalt to temperatures close to 325 F.

Moments later, construction workers from Integrated Paving Concepts Inc., based in Vancouver with offices in New Jersey, placed a metal grate into the soft asphalt, leaving the impression of a grid of rectangles.

Workers then poured a thermoplastic called StreetPrint XD on to the imprint, creating a decorative crosswalk from across Harriet Drive.

The crosswalk installation was a free demonstration to Princeton by IPC, which is hoping for more work in the borough. Similar sidewalks can be found along Washington Road.'

Borough Engineer Christopher M. Budzinski said Princeton is planning on upgrading a variety of older decorative crosswalks that are falling into disrepair. He said the borough could use methods like the one offered by IPC, which results in a sturdier, longer lasting crosswalk.

"There are existing crosswalks that are failing, there's a header that holds the bricks in place, and the bricks are starting to migrate," he said of one crosswalk.

Once done, the IPC project will look like a brick crosswalk. The material is installed by heating the asphalt, imprinting it with a template, then covering the template in the StreetPrint XD. Once done, the material is melted and imprinted again in order to better define the pattern.

Mr. Budzinski said the borough is not endorsing IPC, but is allowing the company to install the crosswalk for free to see how it holds up, particularly during winter.

"This is just another method to provide a color decorative crosswalk," he said. "They do stand out a little better for the driver."

Phil Sheldon, director of project development for the Atlantic coast region for IPC said the StreetPrint XD method is more durable than using traditional pavers and stones.

"You almost don't see anyone using actual pavers in streets any more," he said. "Unless they're sitting on a concrete slab or a 'bathtub' to hold them in place, it's very difficult to keep them from shifting and moving and getting plucked out by snowplows."

Mr. Sheldon said the process usually runs \$14 to \$15 a square foot, which doesn't include possible re-asphalting of the road. Installation of the crosswalks requires the asphalt of a road be in relatively good shape and less than 5 years old.



Workers install a new StreetPrint XD crosswalk on Harriet Drive in Princeton.
Staff photo by Mark Czajkowski

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