READY TO INSPECT — FIELD CHECKLIST

Vehicular traffic coating rough-in inspection checklist

Vehicular traffic coating rough-in is the last time the work is fully visible. Once the cover inspection passes and the walls, ceilings and slabs close, every defect left behind becomes a demolition bill. This checklist walks the rough-in in the order the work goes in, with the photo each item needs before it gets buried. Work is commonly verified against manufacturer's published instructions. Confirm the edition your authority having jurisdiction has adopted.

Who runs it: The coating foreman walking the deck ahead of the primer crew, or the GC's superintendent releasing each pour or bay for coating. When: After the concrete has cured and been shotblasted, before priming, while cracks and terminations are still open and can still be routed and detailed.

Materials and conditions

- [ ] Primer, base, top coat and aggregate labels match the system
  Kit labels, lot numbers and aggregate bags on the deck read against the approved submittal; no substitute primer or mixed product lines.
  1 photo required
- [ ] Deck surface temperature above the dew point at priming
  Surface temperature and dew point read on the deck itself, spread at least the primer's stated minimum; a deck warming in the sun noted, since it can outgas into the primer.
  1 photo required

Substrate condition

- [ ] Concrete cured and moisture within the primer's range
  Cure age confirmed and a moisture reading taken on the actual deck, not assumed from the pour date, against the primer's stated limit.
  2 photos required
- [ ] Surface profile from shotblasting verified
  Deck shotblasted to an even open profile across the bay, laitance and curing compound gone, no polished or missed strips.
  2 photos required
- [ ] Deck clean, dry and oil-free at time of priming
  No standing water, dust, tire rubber or oil staining; slab surface dry to the touch across the area about to be coated.
  1 photo required
- [ ] Blasted deck checked for bugholes, pop-outs and spalls
  Voids and spalls the shotblast exposed filled with a patch the maker allows, cured and ground flush with the profiled deck.
  No photo required
- [ ] Deck water-walked for ponding before coating
  Deck walked after rain or a light hose-down; birdbaths marked for the slope correction the drawings or maker allow, since the coating will not fix ponding.
  1 photo required

Crack and joint detailing

- [ ] Cracks routed and pre-treated
  Working cracks chased out and filled or detailed per the system, static cracks pre-striped, before any field coat goes down.
  2 photos required
- [ ] Joints and cove details ready
  Control and expansion joints treated per the detail, cove at walls and curbs formed, sealant joints not yet buried under coating.
  2 photos required
- [ ] Construction joints between pours detailed like working cracks
  Where the deck was placed in more than one pour, the cold joints are routed, filled and reinforced per the system rather than coated through as flat field.
  No photo required

Drains and terminations

- [ ] Drains detailed and dammed for tie-in
  Membrane tie-in at each drain bowl detailed so the coating turns into the drain, clamping ring accessible, no coating bridging the throat.
  2 photos required

- [ ] Terminations at reglets, curbs and columns set
  Reglet cut or termination bar located at the specified height, base of columns and curbs prepped for the upturn.
  1 photo required

Release for priming

- [ ] Detailed cracks and joints logged on a bay plan
  Each routed crack, construction joint and control joint marked on a plan of the bay, so the final and punch walks can find them under the wear course.
  No photo required

- [ ] Bay closed to vehicles and trades for the coating window
  Barricades and entry closures agreed with the super, and no carts, lifts or trades scheduled across the bay while the coats are going down.
  No photo required