

# ORINATION FORM

## Proposed Revisions to the Specifications

(Please provide all information - incomplete forms will be returned)

Date:

Office:

Originator:

Specification Section:

Telephone:

Article/Subarticle:

email:

Will the proposed revision require changes to:

Publication	Yes	No	Office Staff Contacted
Standard Plans Index			
Traffic Engineering Manual			
FDOT Design Manual			
Construction Project Administration Manual			
Basis of Estimate/Pay Items			
Structures Design Guidelines			
Approved Product List			
Materials Manual			

Will this revision necessitate any of the following:

Design Bulletin

Construction Bulletin

Estimates Bulletin

Materials Bulletin

Are all references to external publications current?

Yes

No

If not, what references need to be updated? (Please include changes in the redline document.)

Why does the existing language need to be changed?

Summary of the changes:

Are these changes applicable to all Department jobs?

Yes

No

If not, what are the restrictions?

Contact the State Specifications Office for assistance in completing this form.

Dan Hurtado 850-414-4130 [dan.hurtado@dot.state.fl.us](mailto:dan.hurtado@dot.state.fl.us) Debbie Toole 850-414-4114 [deborah.toole@dot.state.fl.us](mailto:deborah.toole@dot.state.fl.us)

Rebecca Frimmel 850-414-4155 [rebecca.frimmel@dot.state.fl.us](mailto:rebecca.frimmel@dot.state.fl.us)



*Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

605 Suwannee Street  
Tallahassee, FL 32399-0450

KEVIN J. THIBAUT  
SECRETARY

**MEMORANDUM**

**DATE:** May 23, 2019

**TO:** Specification Review Distribution List

**FROM:** Dan Hurtado, P.E., State Specifications Engineer

**SUBJECT:** Proposed Specification: **3000301 Prime and Tack Coat.**

In accordance with Specification Development Procedures, we are sending you a copy of a proposed specification change.

This change was proposed by Wayne Rilko of State Materials Office (SMO) to modify the language.

Please share this proposal with others within your responsibility. Review comments are due within four weeks and should be sent to Mail Station 75 or online at

<http://www2.dot.state.fl.us/ProgramManagement/Development/IndustryReview.aspx> .

Comments received after **June 20, 2019**, may not be considered. Your input is encouraged.

DH/dt

Attachment

**PRIME AND TACK COAT.**  
**(REV 5-3-19)**

SUBARTICLE 300-3.1 is deleted and the following substituted:

**300-3.1 Pressure Distributor:** Provide a pressure distributor equipped with pneumatic tires having a sufficient width of rubber in contact with the road surface to avoid breaking the bond or forming a rut in the surface. Ensure the distance between the centers of openings of the outside nozzles of the spray bar is equal to the width of the application required, plus or minus two inches. Ensure the outside nozzle at each end of the spray bar has an area of opening not less than 25% or more than 75% in excess of the other nozzles. Ensure all other nozzles have uniform openings. When the application covers less than the full width, the Contractor may allow the normal opening of the end nozzle at the junction line to remain the same as the interior nozzles.

300-3.1.1 Tank Cleaning: Clean the distributor tank at a minimum of every twelve months and whenever the product type in the tank is changed. Remove all emulsion and asphalt material during cleaning. Additionally, clean the distributor tank if the quality of the tack or prime shot diminishes or buildup causes the calibration of the tank to be affected.

ARTICLE 300-4 is deleted and the following substituted:

**300-4 Contractor's Quality Control.**

Provide the necessary quality control of the prime and tack coats and application in accordance with the Contract requirements. If the application rate varies by more than 0.01 gallon per square yard from the rate set by the Engineer or varies beyond the range established in 300-7 or 300-8, immediately make all corrections necessary to bring the spreadapplication rate into the acceptable range. The Engineer may take additional measurements at any time. The Engineer will randomly check the Contractor's measurement to verify the spreadapplication rate.

ARTICLE 300-8 is deleted and the following substituted:

**300-8 Application of Tack Coat.**

**300-8.1 General:** Where the Engineer requires a tack coat prior to laying a bituminous surface, apply the tack coat as specified herein below. Coat the surface completely and uniformly with tack.

**300-8.2 Where Required:** Place a tack coat on all asphalt layers prior to constructing the next course. In general, the Engineer will not require a tack coat on primed bases except in areas that have become excessively dirty and cannot be cleaned, or in areas where the prime has cured to the extent all bonding effect has been lost.

**300-8.3 Method of Application:** Apply the tack coat with a pressure distributor except on small jobs, if approved by the Engineer, apply it by other mechanical devices or by hand methods. Heat the bituminous material to a suitable temperature as designated by the Engineer, and apply it in a thin, uniform layer Supplier.

**300-8.4 Application Rate:** Use an application rate defined in Table 300-2. Control the application rate within plus or minus 0.01 gallon per square yard of the target application rate. The target application rate may be adjusted by the Engineer to meet specific field conditions. Determine and record the application rate a minimum of twice per day, once at the beginning of each day's production and again, as needed, to control the operation. When using PG 52-28, multiply the target application rate by 0.6.

Asphalt Mixture Type	Underlying Pavement Surface	Target Tack Rate (gal/yd <sup>2</sup> )
Base Course, Structural Course, Dense Graded Friction Course	Newly Constructed Asphalt Layers	0.045 minimum
	Milled Surface or Oxidized and Cracked Pavement	0.07
	Concrete Pavement	0.09
Open Graded Friction Course	Newly Constructed Asphalt Layers	0.06
	Milled Surface	0.08

When using a meter to control the tack or prime application rate, manually measure the volume in the tank at the beginning and end of the application area for a specific target application rate. Perform this operation at a minimum frequency of once per production shift. Resolve any differences between the manually measured method and the meter to ensure the target application rate is met in accordance with this specification sSection. Adjust the application rate if the manually measured application rate is greater than plus or minus 0.01 gallons per square yard when compared to the target application rate.

**300-8.5 Curing and Time of Application:** Apply tack coat sufficiently in advance of placing bituminous mix to permit drying, but do not apply tack coat so far in advance that it might lose its adhesiveness as a result of being covered with dust or other foreign material.

**300-8.6 Protection:** Keep the tack coat surface free from traffic until the subsequent layer of bituminous hot mix has been laid.

ARTICLE 300-9 is deleted and the following substituted:

### 300-9 Method of Measurement.

**300-9.1 General:** The quantity specified will be the volume, in gallons, of bituminous material actually applied and accepted. This spreadapplication rate will be determined from measurements made by the Contractor and verified by the Engineer based on tank calibrations, as specified in 300-9.2. Where it is specified prime coat ~~or tack coat~~ material is to be diluted with water, the amount specified for the spreadapplication rate will be the volume after dilution.

**300-9.2 Calibration of Tanks:** Ensure all distributors used for applying tack or prime coats are calibrated prior to use by a reliable and recognized firm engaged in calibrating tanks. Submit a certification of calibration and the calibration chart to the Engineer prior to use. In lieu of a volumetrically calibrated distributor, use a distributor equipped with a calibrated meter approved by the Engineer.

**300-9.3 Temperature Correction:** Measure the volume and increase or decrease the volume actually measured to a corrected volume at a temperature of 60°F.

Make the correction for temperature by applying the applicable conversion factor (K), as shown below.

For petroleum oils having a specific gravity (60°F/~~60°F~~) above 0.966, K = 0.00035 per degree.

For petroleum oils having a specific gravity (60°F/~~60°F~~) of between 0.850 and 0.966, K = 0.00040 per degree.

For emulsified asphalt, K = 0.00025 per degree.

When volume-correction tables based on the above conversion factors are not available, use the following formula in computing the corrections for volumetric change:

$$V = \frac{V^1}{K(T - 60) + 1}$$

Where:

V= Volume of bituminous material at 60°F (pay volume).

V1= Volume of bituminous material as measured.

K= Correction factor (Coefficient of Expansion).

T= Temperature (in °F), of bituminous material when measured.