Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

ANANTH PRASAD, P.E.
SECRETARY

July 13, 2012

Monica Gourdine
Program Operations Engineer
Federal Highway Administration
545 John Knox Road, Suite 200
Tallahassee, Florida 32303

Re: Office of Design, Specifications
Section **300**
Proposed Specification: **3000201 Prime and Tack Coats.**

Dear Ms. Gourdine:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

These changes were proposed by Greg Sholar of the State Materials Office to update the language for current Department and Industry practice.

Please review and transmit your comments, if any, within two weeks. Comments should be sent via email to SP965TT or trey.tillander@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at 414-4140.

Sincerely,

Signature on file

V. Y. "Trey" Tillander, III, P.E.
State Specifications Engineer

TT/dt
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

PRIME AND TACK COATS.
(REV 5-7-12)

SUBARTICLE 300-2.1 (Page 237) is deleted and the following substituted:

300-2.1 Prime Coat: For prime coat, use Cut-back Asphalt Grade RC-70 or RC-250 meeting the requirements of 916-~~3~~*2*; Emulsified Asphalt Grades SS-1 or CSS-1, SS-1H, or CSS-1H diluted in equal proportion with water; Emulsified Asphalt Grade AE-60, AE-90, AE-150, or AE-200 diluted at the ratio of six parts emulsified asphalt to four parts water; Special MS-Emulsion diluted at the ratio of six parts emulsified asphalt to four parts water; Asphalt Emulsion Prime (AEP), Emulsion Prime (RS Type), ~~or~~ EPR-1 Prime*, or NTSS-1hm* meeting the requirements of 916-~~4~~*3*, or other types and grades of bituminous material which may be specified in the Contract Documents.

Where the above materials for use as a prime coat are to be diluted, certify that the dilution was done in accordance with this Section for each load of material used.

The Contractor may select any of the specified bituminous materials unless the Contract Documents indicate the use of a specific material. The Engineer may allow types and grades of bituminous material other than those specified above if the Contractor can show that the alternate material will properly perform the function of prime coat material.

SUBARTICLE 300-2.3 (Pages 237 - 238) is deleted and the following substituted:

300-2.3 Tack Coat: Unless the Contract Documents call for a specific type or grade of tack coat, use ~~RA-500~~*PG 52-28* meeting the requirements of 916-~~2~~*1*, heated to a temperature of 250 to 300ºF or undiluted Emulsified Asphalt Grades RS-1h, RS-2, CRS-1h, or NTSS-1hm meeting the requirements of 916-~~4~~*3*. Heat RS-1h, RS-2, CRS-1h, and NTSS-1hm to a temperature of 150 to 180ºF. The Contractor may use RS-1h modified to include up to 3% naphtha to improve handling of the material during the winter months of December, January and February or at any other time, as approved by the Engineer.

For night paving, use ~~RA-500~~*PG 52-28* tack coat. The Engineer may approve RS-1h, RS-2, CRS-1h, or NTSS-1hm for night paving if the Contractor demonstrates, at the time of use, that the emulsion will break and not affect the progress of the paving operation.

SUBARTICLE 300-8.2 (Page 239) is deleted and the following substituted:

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 that it has lost all bonding effect.~~Place a tack coat on all asphalt base courses before placing the structural course.~~

PRIME AND TACK COATS.
(REV 5-7-12)

SUBARTICLE 300-2.1 (Page 237) is deleted and the following substituted:

300-2.1 Prime Coat: For prime coat, use Cut-back Asphalt Grade RC-70 or RC-250 meeting the requirements of 916-2; Emulsified Asphalt Grades SS-1 or CSS-1, SS-1H, or CSS-1H diluted in equal proportion with water; Emulsified Asphalt Grade AE-60, AE-90, AE-150, or AE-200 diluted at the ratio of six parts emulsified asphalt to four parts water; Special MS-Emulsion diluted at the ratio of six parts emulsified asphalt to four parts water; Asphalt Emulsion Prime (AEP), Emulsion Prime (RS Type), EPR-1 Prime, or NTSS-1hm meeting the requirements of 916-3, or other types and grades of bituminous material which may be specified in the Contract Documents.

Where the above materials for use as a prime coat are to be diluted, certify that the dilution was done in accordance with this Section for each load of material used.

The Contractor may select any of the specified bituminous materials unless the Contract Documents indicate the use of a specific material. The Engineer may allow types and grades of bituminous material other than those specified above if the Contractor can show that the alternate material will properly perform the function of prime coat material.

SUBARTICLE 300-2.3 (Pages 237 - 238) is deleted and the following substituted:

300-2.3 Tack Coat: Unless the Contract Documents call for a specific type or grade of tack coat, use PG 52-28 meeting the requirements of 916-1, heated to a temperature of 250 to 300ºF or undiluted Emulsified Asphalt Grades RS-1h, RS-2, CRS-1h, or NTSS-1hm meeting the requirements of 916-3. Heat RS-1h, RS-2, CRS-1h, and NTSS-1hm to a temperature of 150 to 180ºF. The Contractor may use RS-1h modified to include up to 3% naphtha to improve handling of the material during the winter months of December, January and February or at any other time, as approved by the Engineer.

For night paving, use PG 52-28 tack coat. The Engineer may approve RS-1h, RS-2, CRS-1h, or NTSS-1hm for night paving if the Contractor demonstrates, at the time of use, that the emulsion will break and not affect the progress of the paving operation.

SUBARTICLE 300-8.2 (Page 239) is deleted and the following substituted:

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 that it has lost all bonding effect.