

ORIGINATION FORM

Date: May 7, 2012

Originator: Greg Sholar

Contact Information: 352.955.2920; gregory.sholar@dot.myflorida.com

Specification Title: Prime and Tack Coats

Specification Section, Article, or Subarticle Number: 300

Why does the existing language need to be changed? Continual improvement of the Specification to address Department and Industry needs.

Summary of the changes: 1. Added NTSS-1hm (trackless tack coat product) as an allowable prime coat based on research conducted on several field projects. 2. Replaced RA-500 graded asphalt binder used for tack coat applications with PG 52-28 binder. 3. Added wording to clarify that tack coats are required on all asphalt layers.

Are these changes applicable to all Department jobs? If not, what are the restrictions? These changes are applicable to all Department jobs.

Will these changes result in an increase or decrease in project costs? If yes, what is the estimated change in costs? No identified increases in project costs.

With who have you discussed these changes? Department and Industry staff.

What other offices will be impacted by these changes? Materials and Construction.

Are changes needed to the PPM, Design Standards, SDG, CPAM or other manual? None that I am aware of.

Is a Design Bulletin, Construction Memo, or Estimates Bulletin needed? No.

Contact the State Specifications Office for assistance in completing this form.
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ANANTH PRASAD, P.E.
SECRETARY

MEMORANDUM

DATE: May 29, 2012
TO: Specification Review Distribution List
FROM: Trey Tillander, State Specifications Engineer
SUBJECT: Proposed Specification: **3000201 Prime and Tack Coats.**

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

This change was proposed by Greg Sholar of the State Materials Office to update the language for current Department and Industry practice.

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 to my attention via e-mail at SP965TT or trey.tillander@dot.state.fl.us. Comments received after **June 27, 2012**, may not be considered. Your input is encouraged.

TT/dt
Attachment

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-~~32~~; 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-~~43~~, 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-500PG 52-28~~ meeting the requirements of 916-~~21~~, heated to a temperature of 250 to 300°F or undiluted Emulsified Asphalt Grades RS-1h, RS-2, CRS-1h, or NTSS-1hm meeting the requirements of 916-~~43~~. Heat RS-1h, RS-2, CRS-1h, and NTSS-1hm to a temperature of 150 to 180°F. 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-500PG 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.~~