

ORIGINATION FORM

Date: 10/25/13

Originator: Greg Sholar

Contact Information: 352.955.2920; gregory.sholar@dot.state.fl.us

Specification Title: Prime and Tack Coats

Specification Section, Article, or Subarticle Number: 300

Why does the existing language need to be changed? To accommodate new products.

Summary of the changes: Added newly approved trackless tack coats.

Are these changes applicable to all Department jobs? Yes.

If not, what are the restrictions?

Will these changes result in an increase or decrease in project costs? Possible decrease due to increased number of products available.

If yes, what is the estimated change in costs? Indeterminate.

With who have you discussed these changes? Suppliers, FDOT staff, and Asphalt Contractors' Association of Florida.

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

Are changes needed to the PPM, Design Standards, SDG, CPAM or other manual? No.

Are all references to external publications current? N/A.

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

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

M E M O R A N D U M

DATE: November 13, 2013
TO: Specification Review Distribution List
FROM: Daniel Scheer, P.E., 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 (SMO) to include language for newly approved trackless tack coats.

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 SP965DS, or daniel.scheer@dot.state.fl.us. Comments received after **December 11, 2013**, may not be considered. Your input is encouraged.

DS/dt
Attachment

PRIME AND TACK COATS.(REV ~~10-2511-4~~-13)

SUBARTICLE 300-2.1 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-~~32~~, 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 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 300°F or *use an* undiluted ~~Emulsified Asphalt Grades~~*emulsion* RS-1h, RS-2, CRS-1h, ~~or~~ NTSS-1hm, *NTCRS-1hM, CBC-LT, or EM-50-TT* meeting the requirements of 916-~~32~~. Heat ~~RS-1h, RS-2, CRS-1h, and NTSS-1hm~~*the emulsion* 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 PG 52-28 tack coat. The Engineer may approve ~~RS-1h, RS-2, CRS-1h, or NTSS-1hm~~*an emulsion listed above* 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.