Origination Form

Specifications

Name:	Sholar, Greg	**Specification Number:**	916-3.2,
Email:	Gregory.Sholar@dot.state.fl.us	**Associated Specs:**	None
Date:	2024-05-03T18:29:35Z	**Verified:**	VERIFIED

Summary:

There is only one editorial change in 916 and that is to list the AASHTO test method for sampling emulsion products (tack and prime).

Justification:

The AASHTO test method has been followed for years but was not explicitly stated in the specification, though it should have been included.

Do the changes affect other types of specifications?

Neither

List Specifications Affected:

Other Affected Documents/Offices	Contacted	Yes/No
Other Standard Plans		No
Florida Design Manual		No
Structures Manual		No
Basis of Estimates Manual		No
Approved Product List		No
Construction Office		No
Maintenance Office		No
Materials Manual		No

Traffic Engineering Manual		No

Are changes in line with promoting and making progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?

There is only one editorial change in 916 and that is to list the AASHTO test method for sampling emulsion products (tack and prime). This procedure has been followed for years but was not explicitly stated in the specification, though it should have been included.

What financial impact does the change have; project costs, pay item structure, or consultant fees?

There is no financial impact of this change.

What impact does the change have on production or construction schedules?

There is no impact on production or construction schedules.

How does this change improve efficiency or quality?

There is no change to efficiency or quality.

Which FDOT offices does the change impact?

All District Construction and Materials offices.

What is the impact to districts with this change?

There is no impact to the Districts with this change.

Does the change shift risk and to who?

There is no shift in risk.

Provide summary and resolution of any outstanding comments from the districts or industry.

Comments and Responses are available on the Track the Status of Revisions hyperlink located on the Specifications landing page: https://www.fdot.gov/programmanagement/Specs.shtm

What is the communication plan?

Through the established specification revision process (e.g., Internal and Industry Review)

What is the schedule for implementation?

The Standard Specifications eBook and Workbook are effective July 1st every year.

BITUMINOUS MATERIALS.
(REV 5-3-24)

SUBARTICLE 916-3.2 is deleted and the following substituted:

916-3.2 Requirements: Use a prime coat meeting the requirements of AASHTO M 140 for anionic emulsions, AASHTO M 208 or AASHTO M 316 for cationic emulsions, or as specified in the Producer's QC Plan. For anionic emulsions, the cement mixing test will be waived. For tack products, the minimum testing requirements shall include percent residue, naphtha content (as needed), one-day storage stability, sieve test, Saybolt Furol viscosity, original DSR, re-emulsification (FM 5-624), and solubility (on an annual basis). Residue testing shall be performed on residue obtained from distillation, AASHTO T 59 or low-temperature evaporation (AASHTO R 78).

At the direction of the Engineer, in accordance with AASHTO R 66, sample tack from the distributor used on the project at a minimum frequency of once per project per product. The sample shall be tested by the Department for the following specified material properties: percent residue, contaminants, and the residue property G*/sin δ. Should any of the test results fail the specification requirements, the tack material will be considered defective and shall not to be used on Department projects unless waived by the Engineer. Should a tack sample fail specifications, the Engineer may require three 6-inch diameter roadway cores be obtained from the day of production from which the tack sample was obtained. The roadway cores shall be tested for bond strength in accordance with FM 5-599. Individual bond strength results less than 80 psi will require removal and replacement. Failing bond strength results may result in bond strength testing for additional areas represented by the failing tack material.