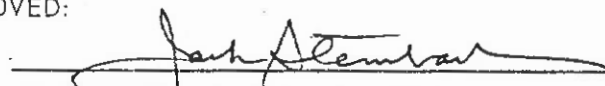


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|-----------------------------------------------------------------------------------|--|-----------------------------------------------------------|--|
| TO:                                                                               |  | <b>ENGINEERING BULLETIN</b>                               |  |
| <b>SUPERSEDED BY EB 82-018</b>                                                    |  | NEW YORK STATE DEPARTMENT OF TRANSPORTATION               |  |
| <b>EFFECTIVE 4/26/82</b>                                                          |  | SUBJECT: SECTION 407-TACK COAT<br>CONSTRUCTION GUIDELINES |  |
|                                                                                   |  | Subject Code 7.30                                         |  |
| Distribution:                                                                     |  | Code: <u>EB 81-37</u>                                     |  |
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| APPROVED:                                                                         |  | Date: <u>8/25/81</u>                                      |  |
|  |  | Supersedes:                                               |  |
| J. Sternbach, Deputy Chief Engineer (Constr. Div.)                                |  |                                                           |  |

This Engineering Bulletin Expires \_\_\_\_\_

Whenever the recently revised Tack Coat specification, issued with Engineering Bulletin EB 81-4 dated January 19, 1981, appears in a contract or is approved as a substitute on an on-going contract, the following guidelines are applicable:

#### A- Construction Guidelines

1. Materials - Tack coats are produced by diluting a hard base emulsion with a suitable emulsifier solution. At the time of its use, the diluted tack coat must meet the material requirement listed in TABLE 702-9 Asphalt Emulsion Tack Coat.
2. Application - To prevent separation and to ensure that a uniform product is applied to the pavement surface, it is important that the tack coat be agitated thoroughly prior to its use. This agitation is imperative if the tack coat has been stored on the project in an auxiliary storage tank or haul vehicle. The material must be agitated in the storage tank or haul vehicle before it is loaded into a distributor. This agitation is normally accomplished by circulating the material through a pump and back into the storage tank for a sufficient time to ensure complete remixing. One hour of circulation for each five thousand gallons of material is normally sufficient to maintain a homogeneous product. The circulation of stored material should be done daily.
3. Time to Paving - Paving over a tack coat should not commence until the water has separated from the asphalt and the pavement is dry. During normal paving weather this requires approximately 15 minutes.
4. Maintenance of Traffic - Traffic should be kept off the tacked area. In the event traffic must use a tacked area, this should occur only after the emulsion has completely broken and the pavement has dried. Speed should be controlled to 20 MPH or less.

No more tack coat should be applied than can be covered by the asphalt concrete mix in one day. It is recommended to apply tack coat in 1000' sections. This should prevent a large area of tacked

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pavement having to be open to traffic because of a plant stoppage or bad weather. If traffic has to use a tacked area overnight, the area should be sanded with a clean sand and swept clean before the asphalt concrete mix is placed the next day.

NOTE: The foregoing will be included as a new Section 407 - TACK COAT - in the next revision to the Construction Supervision Manual. In the interim, insert this Bulletin in the Manual following Page 403-1.

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| PREL.                                                     | FINAL     |
| DESIGN                                                    | LANDSCAPE |
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