NEBRASKA
DEPARTMENT OF TRANSPORTATION
Construction Division

Memorandum

DATE August 12, 2025

TO District Engineers, District Construction Engineers, Assistant District Construction Engineers, Project Managers

FROM James J. Knott, NDOT State Construction Engineer

THRU

SUBJECT DIRECTIVE - CONSTR 25-01
POLICY ON PAYMENT OF TEMPORARY PAVEMENT MARKING OVERLAY BROKEN/SOLID LINES

CONSTRUCTION DIRECTIVE

BACKGROUND:

Paragraph 7.a, of Subsection 105.03 of the *NDOT Standard Specifications for Highway Construction 2017 Edition* states "At the end of each day, the temporary lines shall be placed so that, when combined with existing or previously placed lines, the entire project is marked." When the Contractor's means and methods are such that additional pavement markings are required, such as tacking ahead at the end of a workday to allow them to start work earlier the next day, the Department has historically considered the temporary striping required to be the contractor's obligation.

The Department has recently developed a new specification for Tack Coat which permits the Contractor to apply no more than one mile of tack coat at the end of production in preparation for the next scheduled paving day. The Department has determined that this practice benefits NDOT.

IMPLEMENTATION PLAN:

The new Tack Coat specification will be included in contracts beginning with the letting of October 2, 2025, consequently, this Directive applies to contracts beginning with the letting of October 2, 2025. This does not apply to contracts let prior to that date and cannot be retroactively applied.

POLICY:

Beginning with projects contracted from the October 2, 2025 letting, the Department is directing Project Managers to pay for up to a mile (52.80 Sta) of temporary pavement marking that is applied per production day due to the application of tack obliterating existing markings.

Attachment – Tack Coat Specification
CC: Traffic Division - State Traffic Engineer

TACK COAT

Paragraph 3.c. of Subsection 504.03 in the Standard Specifications is void and superseded by the following:

3. c. The rate of application shall be adequate to bond the new bituminous layer to the existing surface.

   (1) When the existing surface type is freshly laid asphaltic concrete, the application rate shall be from 0.05 to 0.10 Gal/SY.

   (2) When the existing surface is of any other type, milled or not milled, the application rate shall be from 0.10 to 0.20 Gal/SY.

   (3) Double application of tack for longitudinal joint areas is required:

      (i) Vertical edge of joint: Vertical edges of longitudinal joints that are to remain in place shall first have a tack coat application of approximately a 2-foot-wide spray pattern, of which approximately 0.5 foot of the width covers the upper adjoining edge surface. At the conclusion of the 2-foot-wide spray pattern, the remaining tack coat operation can be completed, and will include a second coverage of the 2-foot-wide vertical edge location. The application rate is determined as stated above.

      (ii) Matching-height joints: Where the longitudinal joint is at the same elevation as the adjacent lane, a 2-foot-wide spray pattern overlapping the longitudinal joint approximately 0.5 foot up to 1.0 foot, shall be applied at this location prior to being overlaid. At the conclusion of the 2-foot-wide spray pattern, the remaining tack coat operation can be completed, and will include a second coverage of the 2-foot-wide spray pattern. The application rate is determined as stated above.

Paragraph 4. of Subsection 504.03 in the Standard Specifications is void and superseded by the following:

4. The Contractor is permitted to apply up to one mile of tack coat at the end of production in preparation for the next scheduled paving day. The tack coat must be broken, set and striped before opening to traffic. This area shall be reapplied with a light tack coat prior to paving at a rate of 15% to 25% of the regular tack rate being used and allowed to break just prior to paving.

5. The Contractor shall furnish and apply a tack coat as directed by the Engineer to seal surfaces and prevent infiltration of moisture when construction will be interrupted by weather.