Best Practices for Longitudinal Joint Construction

Asphalt.

Best Practices for Longitudinal Joint Construction

- Overview of FWHA study by AI
- Response and action Plan in Oregon
- Best Practices Presentation

Asphalt.

AI Study

- Sponsored By FHWA
- Not a research project but rather a synthesis of best practices for specifications and construction
- Fundamental goal is to improve longitudinal joint performance to be equal to or better than mat performance

AI Presentation in Oregon

- Attended by a representative group of ODOT Design and Construction admin personnel and APAO contractor reps
- Findings were discussed post workshop by Larry Ilg, Cole Mullis and Jim Huddleston to develop and action plan for Oregon

Asphalt.

AI Study

- Assumption is that most states without a spec that requires testing for density will likely have poor performance (longitudinal joints failing and needing rehab before the travel lane)
- Recommendations included a joint density specification

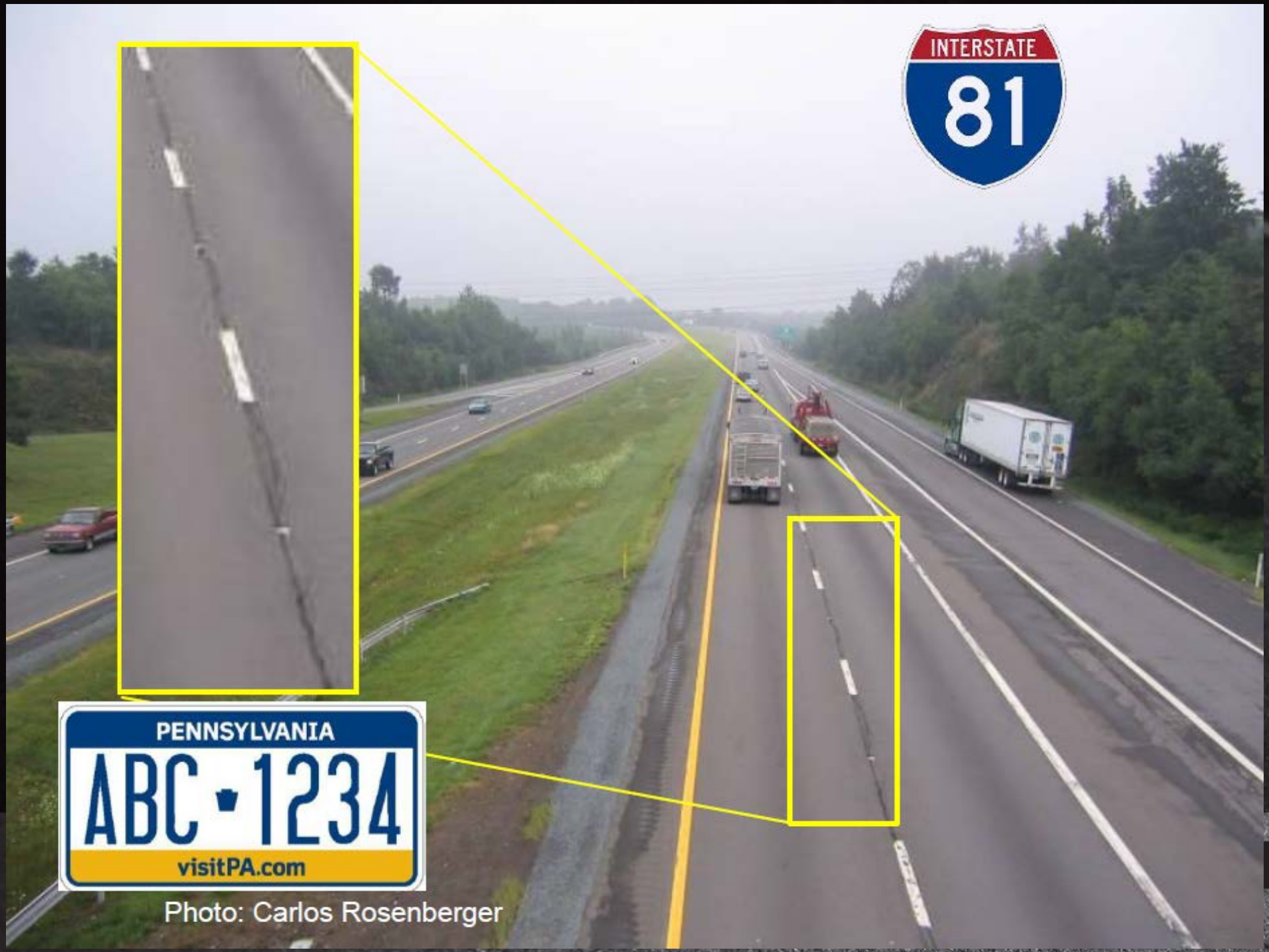

Photo: Carlos Rosenberger


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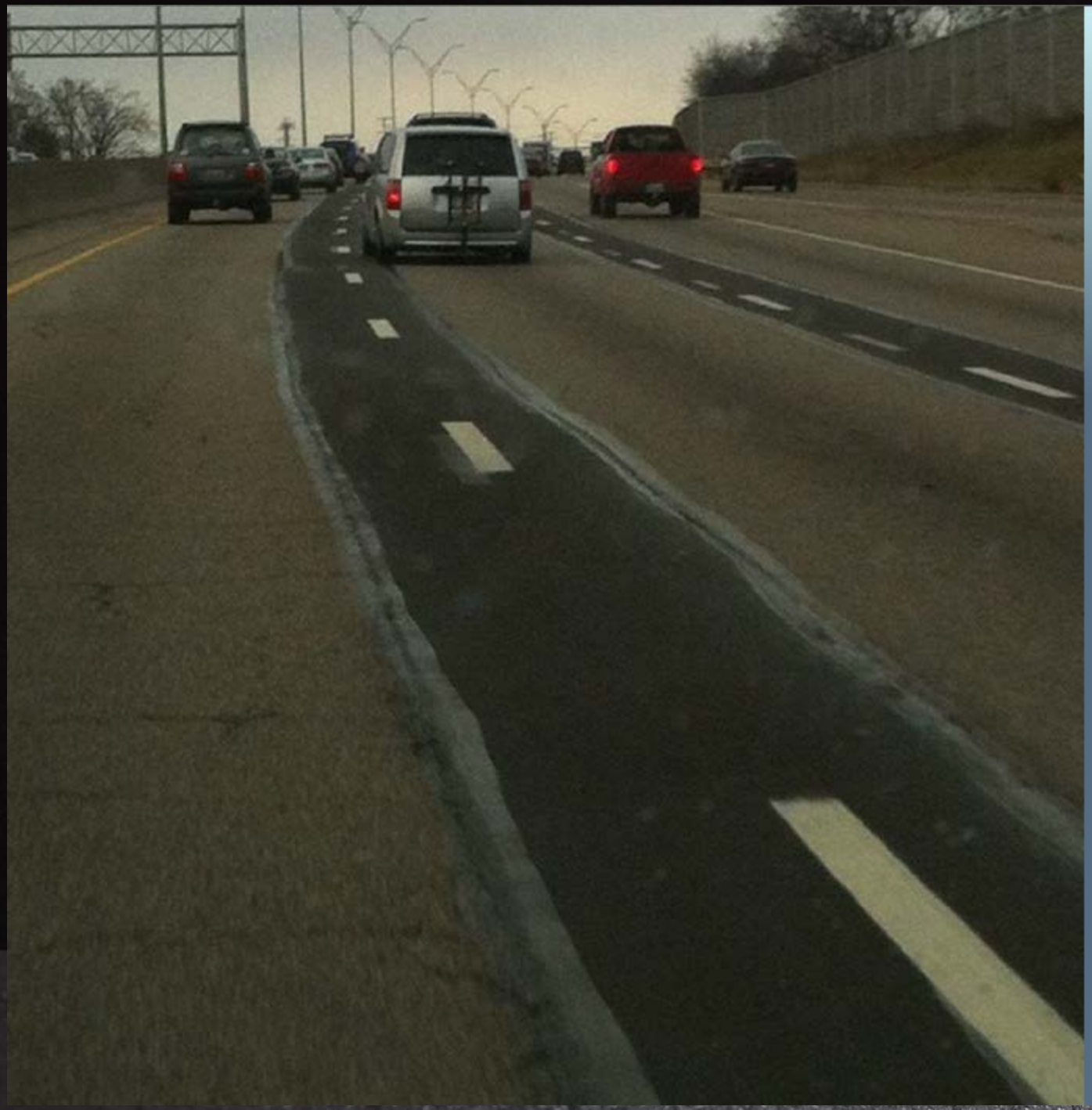
Photo: Carlos Rosenberger

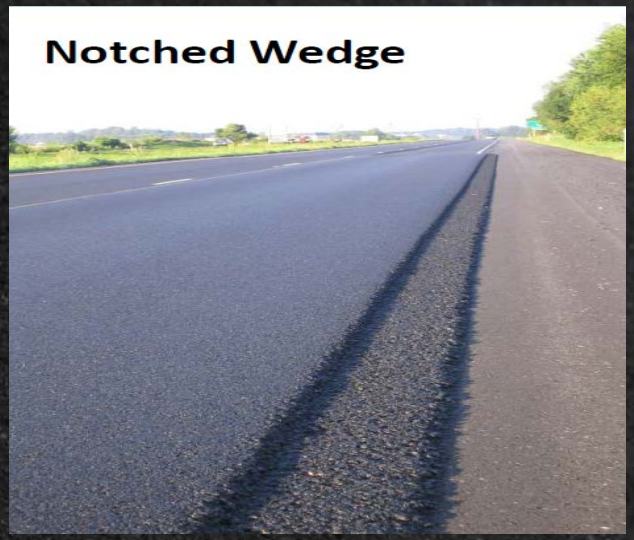


I-71 in
Columbus, OH

Joint Issues In PA

Best Practices Findings

- Consistent with methods we have taught and employed in Oregon for the past 15-20 years
- Some techniques used in states with “finer graded mixes” may not work well here



What should we do in Oregon?

- Consensus is that we do not have a significant joint performance problem
- Should not implement specification changes that will increase cost if we have no problem to solve
- We should validate our intuition with a more robust evaluation of joint performance state wide

Proposed Action Plan

- Plan and execute a “road trip” to assess performance of joints across the state
- Compare performance to density measurements taken previously by QA group
- Look for opportunities to collect density data with nuclear gauge on select projects to develop a data base for future assessment
- Continue to teach and possibly “require” best practices