



SCDOT/SCAPA LONGITUDINAL JOINT BEST PRACTICE GUIDELINES

Paving Preparations

- Set up paint or string-lines to assist equipment operators/drivers in maintaining straight lines during the paving operation.
- Attach a reference chain or other device to equipment so the reference lines can be easily followed by the paver operator.
- Clean the joint area to ensure excessively loose material is removed prior to paving.
- Apply additional tack at the joint face using a wand or angled spray bar to assist with cohesion at the joint.
- Tack a few inches past the full paving width to ensure the unrestricted edge will have minimum movement in the compaction process.
- Stagger the construct multiple lifts to avoid multiple joints placed at the same location.
- Allow time for the tack to properly cure (break) before placing the layer of asphalt to minimize movement during the compaction process. This is especially critical near unrestrained edges.

Paving Operations

- Ensure the gate is extended far enough to allow for approximately 1.0 - 1.5" of overlap to maintain sufficient material at the joint and prevent starving the joint.
- Properly lute the joint, only if necessary, to prevent pushing material out of and away from the joint.
- Ensure the height of the (loose) lift is higher than the adjacent lift so the final compacted height will be slightly higher than the previously constructed mat.
- Maintain a uniform head of material at the auger points to ensure enough material is consistently at the joints throughout the paving process.

Compaction

- Ensure the first pass of the breakdown roller is approximately 6" away from the joint to ensure material is being compressed towards the joint. Then, overlap the joint in all remaining passes with all rollers.
- Make sure all of the rollers are compacting at the joint, not just the breakdown roller.
- Overhang the roller by approximately 6" while compacting unrestrained edges.