Best Practices for Longitudinal Joint Construction
Best Practices for Longitudinal Joint Construction

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

• Assumption is that most states without a specification 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
I-71 in Columbus, OH
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