CONSTRUCTING STRAIGHT LONTITUDINAL JOINTS

PROCESS AND CHALLENGES

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STRAIGHT  CROOKED
A Quality Constructed Longitudinal Joint starts with Proper Joint Placement.

We need to confirm if the existing marking are in the appropriate locations. Primarily if milling and paving.
DON’T ALWAYS FOLLOW THE EXISTING STRIPING
FOUR LANE ROADS

- Many roads have inconsistent road widths

- Suggest laying road out from left to right. Paving a consistent width.

- Most stripers will lay out the left edge line and pull offsets from that.

- This will allow for any inconsistencies to extend out on the right shoulder, allowing for proper alignment with the skip lines.
TWO LANE ROADS

- Find the center of the road
- Offset 1’ for spacing
- This will allow plenty of room for double yellow and RPM’s…if required.
Pre mark joint locations….suggest every 50’

Use string-line to lay out the Longitudinal joint location, hitting all the pre-marks.

Don’t skimp on the paint!
DRIVE A STRAIGHT LINE!

Use the guide on the front of the paver!

Hit your marks

Screed men should follow marks as well. Adjust in case the driver gets off line.
- Adjust end plates. Have them riding on the adjoining lane.

- Keep consistent overlap...suggest 1”

- Roll Correctly....Keep consistent roller pattern. Don’t change methods.

- Be careful not to shove unconfined edges.
Dump Trucks

- Keep Straight and in line with paver!
RECOGNIZE YOUR MISTAKES!

- Self Inspect

- Correct if necessary…prior to paving the adjoining lane.

- Pull a String line.

- Mill or saw-cut where needed if the joint is crooked.
Sometimes You Need
A Really Crooked Road
To Get Your Head Straight
Can’t see the Paint!

- Tack Operations cover up the paint marks.
- Operator’s have a hard time seeing the lay out.
- Suggest using White Paint….it shows up a lot better through the tack. Remember….Don’t skimp on the paint!
- Re-paint if necessary
PAVER CONTROLS

- ACT LIKE A SKID STEER
- STEERING WHEEL EASIER TO CONTROL
CURVES AND SUPERS

- Harder to stay on line
- Screed will want to shift down hill
TRAFFIC CONTROL

- Confines Work Zone so few adjustments can be made
- Restricted travel lanes make limited space for ground crew
Lane Merges, Turn Lanes and Intersections

- Very easy for the paver to get off line when the lanes open up.
- Pre-marking and layout becomes essential
NIGHT PAVING

- Low Visibility
FATIGUE ...........with a spec that limits us to only a few inches of variance, concentration is going to be needed. We may need to think about a break for the paver driver.

TRAINING ......First day on the job? Might not go so well!

TIME ......Most routes have stringent time restrictions. Get ahead. Have a sufficient distance pre-marked for the next evening’s operation.
Definition .... (www.dictionary.com)

- Free from Variation or Contradiction
- Agreeing or accordant; compatible...
- Constantly adhering to the same principles, course or form.
- Holding firmly together; cohering
The process of paving a straight longitudinal joint, should be a review of what we already do on a daily basis.

The challenges of this process.....are challenges that we also face every day in this industry.

The department has made it important for us.....as contractors.....to focus on these processes, while overcoming those challenges.

Our biggest challenge.....may be to relay this information to the crews performing the work, and getting the “buy in” to make it a focal point of the paving operation.
THANKS
That fixed it.