Placing and compacting the unconfined edge
- Place the tack coat wider than the first pass to help hold the unconfined edge.
- Pave a straight joint using a string line layout or other control as a guide for the paving operator.
- Ensure joints constructed on curves uniformly follow the centerline of the road.
- Plan joint construction to make sure that with the variables in paving widths, cross slopes and joint staggers you are able to match your joint correctly, especially on 2-lane resurfacing with thin lift surface courses.
- Use auger and tunnel extensions.
- Ensure a uniform flow of material to the end of the auger extensions to ensure the mix placed at the joint is uniform in mix composition - a homogeneous mix.
- Keep the level of asphalt in front of the screed to the height of the auger shaft.
- Maintain a consistent paver speed.
- Use the vibrating screed and/or a pre-compaction device on the screed to pre-compact the unconfined edge.
- Roll the unconfined edge with a steel wheel roller operated in static mode for the first pass. Position the roller with the roll hanging over the unconfined edge approximately 6 inches to set the edge of the mat.
- Complete rolling the unconfined edge to obtain maximum achievable density without displacing the mat edge.

Placing and compacting the confined edge
- Regardless of joint type, broom cold joint before subsequent paving.
- Seal the joint face with binder (PG 64-22) or joint adhesive with 1/2 inch overlap.
- When matching a cold joint overlap the adjacent mat 1/2" to 1-1/2" to ensure a sufficient amount of material at the joint.
- When matching joint place material 25% higher than first pass to account for roll down. Do not lute or rake this extra material away from the joint.
- Roll the joint directly behind the paver to ensure compaction while the material is hottest.
- Once compacted, a slight elevation difference in the two lanes is desirable.
- Over-compaction as evidenced by crushed aggregate is unacceptable.
- Do quality control with a density gage to ensure maximum achievable density is obtained.

References:
Asphalt Institute:
- Final Report – Best Practices for Constructing and Specifying HMA Longitudinal Joints
- MS-22, Construction of HMA Pavements

National Asphalt Pavement Association:
- QIP-121E, Longitudinal Joints: Problems and Solutions
- QIP - 112E, Constructing Quality HMA Pavements - A Troubleshooting Guide