

Louisiana DOT – Responses to State Report Questions

1. We have built both unbonded and bonded concrete overlays.
2.
 - a. We used concrete (sq yd), surface preparation (sq yd), sawing (lf or sq yd)
 - b. Survey
 - c. Generally less than 15%
 - d. We generally do not do concrete overlays on two-lane roads. Traffic is usually squeezed onto the shoulder and one lane or head-to-head in the other two lanes for traffic control on a four-lane section.
 - e. Usually complete an AASHTO 93 design and then the overlay thickness is that design minus the existing pavement thickness.
 - f. No, not yet
3.
 - a. We have tried them in the past, but the biggest barrier is a lack of knowledge on design. Our design engineers are much more comfortable with asphalt overlays (due to their lower initial cost for a great number of years) than concrete overlays. They just are not familiar with designing a concrete overlay. Concrete overlays are also perceived as a higher cost currently because our design engineers are basing their construction cost calculations on inflated values from more than ten years ago in some cases.
 - b. Initial cost numbers from states that do alternate bidding. Also, a set of plans for alternate bidding showing that you do not need a whole set of new plans for alternates, just some additional design sheets, typical cross-sections, etc.

Tyson Rupnow