## Module 4-13

# PCC Overlays

### **Objectives**

List PCC overlay types

Discuss importance of bonding condition

Identify conditions for which each overlay type is most suitable

Describe thickness design approaches

Determine the amount of preoverlay repair required





## **Construction Feasibility**

**Traffic control** 

- Constructability
- **Contractor experience**
- **Clearances and elevation changes**
- **Environmental constraints**

### **Construction of Bonded Overlay**



# **Construction of Bonded Overlay**





## **Overlay Design Approaches**

#### **PCC Mix**

- Thickness
- Engineering judgment
- Structural deficiency
- Mechanistic fatigue damage

## **Design Considerations**

Overlay thickness (thick vs. thin) Bonding condition

Drainage

Reinforcement

Transverse and longitudinal joints

## **Factors Affecting Preoverlay Repairs**

Type of overlay

- Structural adequacy
- **Pavement condition (distress)**
- **Future traffic loadings**
- **Physical constraints**
- **Overall cost**

### **Repairs for Bonded PCC Overlays**

Full-depth repair of deteriorated joints

Load transfer restoration or full- depth repair of working cracks

Grinding of minor joint faulting

Cross stitching on working longitudinal cracks

## **Repairs for Unbonded PCC Overlays**

Full-depth repair of severely deteriorated joints and cracks

Milling/grinding of faulting > 6 mm (0.25 in)

Full-depth repair of punchouts on CRCP

### **Repairs for Whitetopping**

Localized repair of failed areas

**Cold milling** 

- Restore profile
- Remove rutting and shoving

Leveling course to produce uniform surface for paving

#### Summary

Bonded overlays - good condition

Unbonded overlays - poor condition

Whitetopping - deteriorated HMA

All types have performed well when used appropriately

The type and amount of preoverlay repairs affects performance