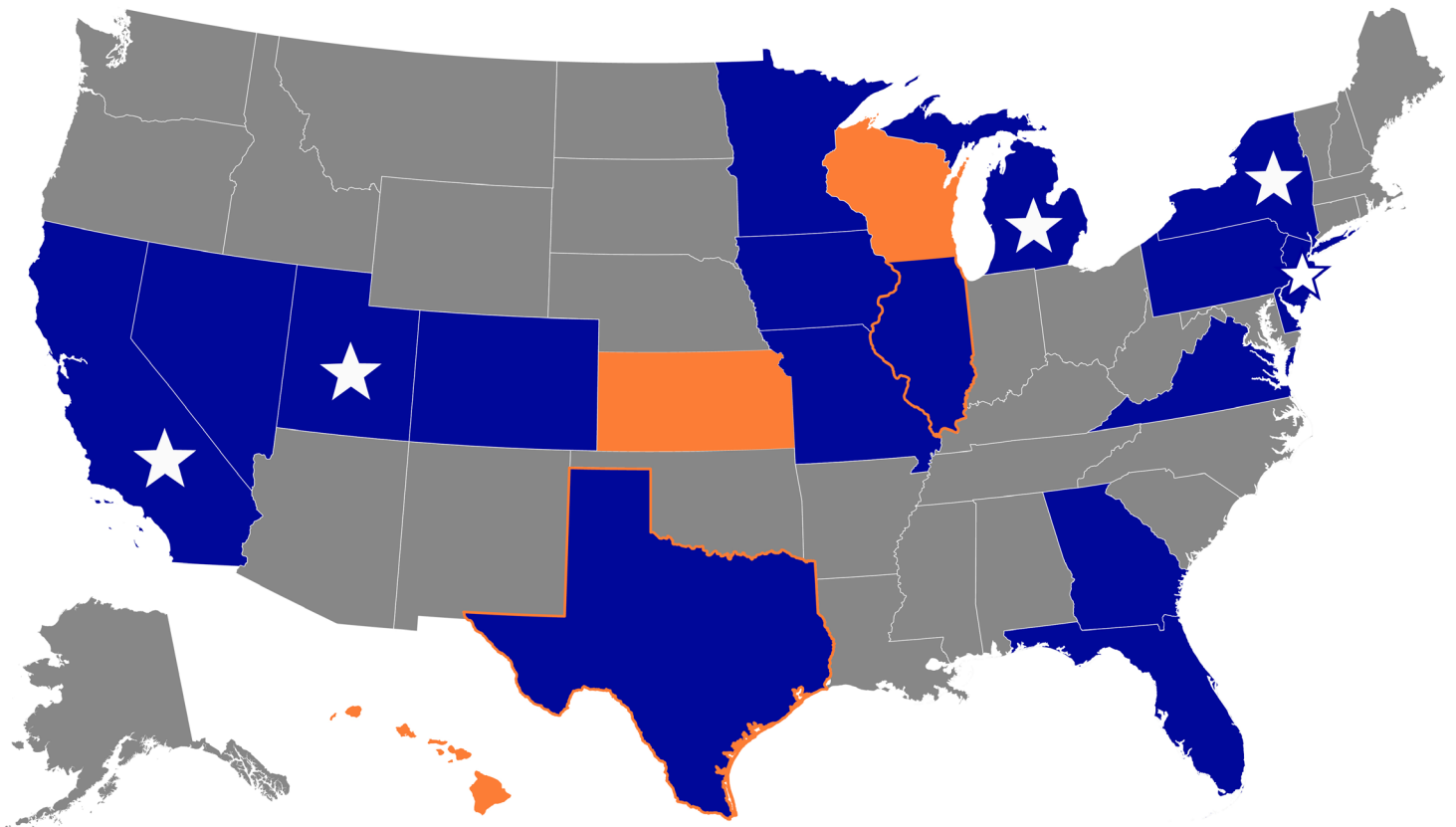




Who's Using Precast Concrete Pavement?

Precast Concrete Pavement (PCP) is an innovative paving solution that agencies in 20 States across the country have used independently or as part of the second Strategic Highway Research Program (SHRP2). PCP is helping these agencies to rapidly repair and replace aging infrastructure and build new roads, ramps, bus pads, toll plazas, and more. Contact the agencies below to learn more about their experiences with PCP.



PCP constructed
2002-present

PCP Lead Adopters in SHRP2
Implementation Assistance Program

★ PCP routinely
used

State	Project Description	Contact
California	The California Department of Transportation has used PCP on numerous projects to rehabilitate long sections of pavement on I-10, I-15, I-680 and other interstate routes. Major projects using PCP are now in various stages of development from design through construction. Caltrans has completed numerous intermittent full depth repairs using PCP, and is also using PCP for bus pads. Both prestressed and jointed PCP systems have been used, and innovations for rapid placement panels have been developed by industry.	<p>Mehdi Parvini California DOT Sacramento mehdi.parvini@dot.ca.gov</p> <p>Tinu Mishra California DOT District 4 tinu.mishra@dot.ca.gov</p> <p>Kirsten Stahl California DOT District 7 kirsten.stahl@dot.ca.gov</p> <p>Debbie Wong California DOT District 7 debbie.wong@dot.ca.gov</p>
Colorado	The Colorado Department of Transportation has limited experience with the use of PCP.	
Delaware	The Delaware Department of Transportation (DelDOT) used posttensioned PCP for replacement concrete in an outer lane and shoulder of a long section of Route 896. DelDOT is considering the use of PCP on another project.	<p>Jim Pappas Delaware DOT james.pappas@state.de.us</p>
Florida	The Florida Department of Transportation (FDOT) used posttensioned PCP as an overlay of a concrete pavement on US 92. FDOT is considering the use of PCP on another project.	<p>Abdenour (Nour) Nazef Florida DOT abdenour.nazef@dot.state.fl.us</p>
Georgia	The Georgia Department of Transportation used jointed PCP to replace an existing pavement, including intersections, on SR11/SR53/SR211/Broad Street in the town of Winder.	<p>Andy Casey Georgia DOT acasey@dot.ga.gov</p>
Hawaii	SHRP2 Implementation Assistance Program – The Hawaii Department of Transportation (HDOT) is utilizing technical and funding assistance from FHWA to offset construction costs of a precast concrete inlay for an existing asphalt pavement on I-H1. HDOT is also rehabilitating Middle Street in Honolulu, using both jointed and posttensioned PCP systems.	<p>Pratt Kinimaka Hawaii DOT pratt.kinimaka@hawaii.gov</p>
Illinois	SHRP2 Implementation Assistance Program – The Illinois Tollway is using technical and funding assistance from FHWA to offset construction costs and use PCP to replace bridge approaches on I-294. The Tollway and the Illinois Department of Transportation have used PCP for intermittent pavement repairs.	<p>Steve Gillen Illinois Tollway sgillen@getipass.com</p>

State	Project Description	Contact
Iowa	The Iowa Department of Transportation used posttensioned PCP for bridge approaches on a new structure, and has used jointed PCP for replacement of approaches on several bridge structures. Iowa DOT has also developed an innovative method for supporting the PCP approaches at bridge abutments using a precast corbel.	Dean Bierwagen Iowa DOT dean.bierwagen@dot.iowa.gov
Kansas	SHRP2 Implementation Assistance Program – The Kansas Department of Transportation (KDOT) is using technical and funding assistance from FHWA to offset construction costs of PCP in order to replace an intersection on US-73 providing access to Ft. Leavenworth. KDOT also is considering the use of PCP for the replacement of bridge approaches and for rapid full-depth repair and rehabilitation of pavements.	Stacey Lowe Kansas DOT staceyl@ksdot.org
Michigan	The Michigan Department of Transportation (MDOT) used PCP for intermittent full-depth repair of an existing interstate concrete pavement. MDOT has also used PCP to replace pavement in bridge underpasses.	John Staton Michigan DOT statonj@michigan.gov
Minnesota	The Minnesota Department of Transportation used jointed PCP to replace a short section of pavement on Trunk Highway 62.	Tom Burnham Minnesota DOT tom.burnham@state.mn.us
Missouri	The Missouri Department of Transportation used posttensioned PCP to replace a long section of pavement on I-57.	John Donahue Missouri DOT john.donahue@modot.mo.gov
Nevada	The Nevada Department of Transportation has limited experience with the use of PCP for pavement rehabilitation.	Michael Griswold Nevada DOT mgriswold@dot.state.nv.us
New Jersey	The New Jersey Department of Transportation used jointed PCP to replace long sections of pavement on I-280, I-295 and other highways.	Robert Blight New Jersey DOT robert.blight@dot.state.nj.us
New York	The New York State Department of Transportation, the New York State Thruway Authority, and the New York City Transportation Department used jointed PCP for numerous intermittent pavement repairs and for rehabilitation of long sections of pavement.	Bill Cuerdon New York State DOT william.cuerdon@dot.ny.gov
Pennsylvania	The Pennsylvania Department of Transportation used jointed PCP to repair a pavement on I-676/Vine Street Expressway in Philadelphia.	Lorraine Ryan Pennsylvania DOT loryan@pa.gov

State	Project Description	Contact
Texas	SHRP2 Implementation Assistance Program – The Texas Department of Transportation is utilizing technical and funding assistance from FHWA to offset construction costs of PCP in order to replace the intersection of FM97 and 72.	Andy Naranjo Texas DOT andy.naranjo@txdot.gov
Utah	The Utah Department of Transportation (UDOT) has used jointed PCP on over a dozen projects using several systems and continues to consider its use on a project-by-project basis. UDOT has used PCP primarily for intermittent repair of PCP pavements.	Scott Nussbaum Utah DOT snussbaum@utah.gov Lonnie Marchant Utah DOT Region 2 lmarchant@utah.gov
Virginia	The Virginia Department of Transportation (VDOT) used posttensioned PCP to replace three mainline lanes and an HOV shoulder lane on a long section of pavement on I-66 in Northern Virginia, west of the beltway around Washington, DC. VDOT also used jointed PCP to replace one lane of a nearby 3,900-ft exit ramp from I-66.	David Shiells Virginia DOT david.shiells@vdot.virginia.gov
Wisconsin	SHRP2 Implementation Assistance Program – The Wisconsin Department of Transportation is utilizing technical and funding assistance from FHWA to offset construction costs of jointed PCP for full-depth repairs on the Madison Beltline highway.	David Layton Wisconsin DOT david.layton@dot.wi.gov

To access guidance for using precast concrete pavement, visit
http://www.fhwa.dot.gov/goshrp2/Solutions/Renewal/R05/Precast_Concrete_Pavement.



SAVE LIVES



SAVE MONEY



SAVE TIME