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.
<table>
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<tr>
<th>State</th>
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<th>Contact</th>
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</table>
| California | The California Department of Transportation has used PCP on numerous projects for rehabilitation of 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. | Mehdi Parvini  
California DOT Sacramento  
mehdi.parvini@dot.ca.gov |
|            |                                                                                                                                                                                                                    | Tinu Mishra  
California DOT District 4  
tinu.mishra@dot.ca.gov |
| California |                                                                                                                                                                                                                    | Kirsten Stahl  
California DOT District 7  
kirsten.stahl@dot.ca.gov |
| California |                                                                                                                                                                                                                    | Debbie Wong  
California DOT District 7  
debbie.wong@dot.ca.gov |
| Colorado   | The Colorado Department of Transportation has limited experience with the use of PCP.                                                                                                                                 | Jim Pappas  
Delaware DOT  
james.pappas@state.de.us |
| 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.                          | Abdenour (Nour) Nazef  
Florida DOT  
abdenour.nazef@dot.state.fl.us |
| 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.                                                   | Andy Casey  
Georgia DOT  
acasey@dot.ga.gov |
| 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.                                           | Steve Gillen  
Illinois Tollway  
sgillen@getipass.com |
| 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. | Pratt Kinimaka  
Hawaii DOT  
pratt.kinimaka@hawaii.gov |
| 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.  | Abdul Dahhan  
Illinois DOT  
Abdul.dahhan@illinois.gov |
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| 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                                                        |
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</table>
| 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.