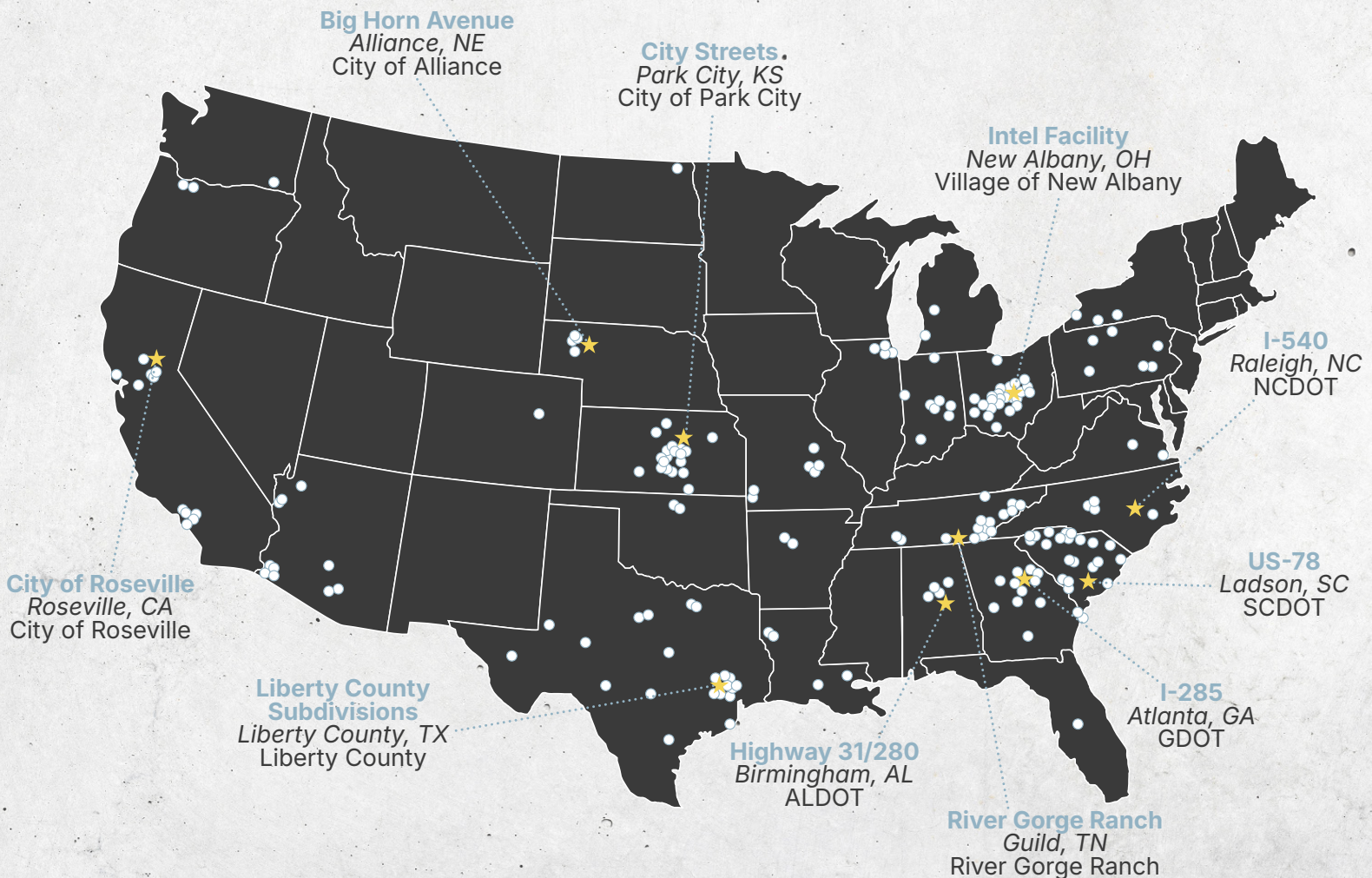


NATIONAL RCC ROADWAY PROJECTS

Roller Compacted Concrete (RCC) Pavement is a plain rigid concrete pavement placed with high density paving equipment and then compacted with vibratory rollers. RCC can be placed quickly, expediting the construction schedule, and has the strength to withstand heavy and specialized loads. Its low cost and durability make it a preferable solution for engineers, owners and construction managers.

Below are some of the publicly funded **roadway** paving projects completed by RCC PC members. Applications include arterial streets, local streets, highways, ramps, shoulders, medians, access roads and parking areas.



rccpavementcouncil.org

PROJECT SPOTLIGHTS

RCC pavement is placed with high-density paving equipment and compacted with vibratory rollers. It is used where owners need fast construction, heavy-load capacity, durability, and lower life-cycle cost.

I-285 GDOT

Atlanta, GA

First U.S. interstate RCC application: more than 35 lane-miles of 6 in. and 8 in. shoulder replacement. With ADT near 200,000 and weekend-only closures, RCC was selected because crews could place roughly 1.5-2 miles each weekend and reopen by Monday.

Highway 31/280 Red Mountain Expressway

Birmingham, AL

ALDOT used RCC to improve structural capacity and ride safety while limiting traffic disruption. The work included median lanes, an acceleration lane, and the first U.S. DOT use of RCC as a footing for a median barrier—important because it showed RCC could solve both pavement and structural support needs.

US-78

Aiken, SC

The SCDOT replaced a 1-mile, 4-lane failed asphalt roadway with 10 inches of RCC. Completed in 2009, this project was the first major U.S. application of diamond-ground RCC on a high-speed roadway, demonstrating that RCC can deliver both durability and smoothness without an asphalt surface.

Intel Facility

New Albany, OH

Intel's \$28 billion Ohio One campus required four surrounding roads to be upgraded into high-capacity truck arterials. The pavement section used cement stabilization, 6 in. aggregate base, 10 in. single-lift RCC, and 3 in. asphalt. Completed in 2024, the project placed more than 80,000 cubic yards of RCC to support one of the nation's largest industrial developments.

City Streets

City of Park City, KS

Park Centre is a 58-acre mixed-use development built to create a downtown district. The site demanded a pavement solution capable of handling both long-term load demands and a curvilinear road layout. Over 181,017 SF of RCC was placed through the development's roadways, illustrating the material's versatility beyond traditional straight-run applications.

City of Roseville

Roseville, CA

These collector, industrial arterial, and residential streets used RCC over compacted subgrade, cement-stabilized base, and reclaimed base. Finishes included traditional, diamond-ground, and troweled surfaces. The key benefit was rapid traffic return, with some intersections reopening within 12 hours; the work also won multiple industry awards.

River Gorge Ranch

Guild, TN

This 7,000+ acre development, planned for about 1,300 homes, needed roads to handle grades up to 17% and multiple 180-degree switchbacks. The 22-foot-wide roads use 5 in. RCC over 6 in. base, and the project will ultimately place more than 45 miles of RCC—important for its durability on steep, difficult terrain.

Big Horn Avenue

Alliance, NE

In 1994, one mile of RCC was placed in a single day. It was one of the first U.S. RCC roadways used as a final riding surface and remains notable because, after 25+ years, the city reports fewer repairs than typical concrete.

Liberty County Subdivisions

Liberty County, TX

Now spanning multiple subdivisions—Bella Vista, Gran San Jacinto, Camino Real, Villa Nueva, Santa Fe and Rancho San Vicente—this area has become one of the nation's largest RCC-street subdivision, with more than 300 miles of 5-inch, 6-inch and 8-inch RCC roads. RCC was selected over asphalt for its durability and lower long-term maintenance costs, offering better value for the county.

I-540

Raleigh, NC

This 2021-2023 project replaced 39 lane-miles of shoulder using 9 in. RCC over 4 in. aggregate base and 7 in. cement-treated subgrade. The project is important because it shows RCC being used at large scale for high-volume highway shoulder work.

ABOUT THE RCC PAVEMENT COUNCIL



The Council is comprised of RCC contractors, equipment suppliers, materials suppliers, consultants, engineers and architects. Research and promotion are the primary objectives of the Members who strive to improve the quality of RCC pavements and expand their use in a responsible and sustainable manner.

The Council is an excellent resource to find qualified RCC Contractors, equipment, materials, and construction best practices expertise as well as resources and support to the design community. The Council collaborates closely with industry promotion and research partners including the American Concrete Pavement Association ([ACPA](#)), the Portland Cement Association ([PCA](#)), and the National Ready Mixed Concrete Association ([NRMCA](#)).

Learn more at rccpavementcouncil.org.