

State DOT: Wisconsin DOT

State Report Questions on NDT Testing

1. What NDT testing methods for concrete materials, concrete pavements, and overlays are you trying?

WisDOT has experimentally tried for a couple years using the MIT SCAN device for determining dowel and tie bar positioning accuracy in newly constructed PCC pavements.

WisDOT also plans to try in 2012 to experimentally use the MIT SCAN T2 device for determining PCC pavement thickness.

2. In your experience, how does the reliability of NDT testing methods compare to traditional testing methods?

MIT SCAN for dowel positioning: When compared to ground truth coring, our results were not as accurate as we had hoped—not accurate enough to use this instrument as a referee device for determination of pay adjustments. We have since abandoned further evaluation of this instrument. One main reason we had difficulty is that on projects where dowels were placed using baskets, our contractors do not cut the basket cross-ties that span the joint, and this significantly impairs the ability of this instrument to provide accurate data.

MIT SCAN T2 for pavement thickness: We installed numerous reflector plates on 2011 PCC paving projects, but we have not yet borrowed the device from FHWA to perform our evaluation.