

**State of Wisconsin/Department of Transportation**  
 RESEARCH PROGRESS REPORT FOR THE QUARTER ENDING: Sep 30, 2008

<b>Program: SPR-0010(36) FFY99</b>		<b>Part: II Research and Development</b>	
<b>Project Title:</b> Implementation of Equivalency of Alternative Working Platforms and Their Pavement Design Strength Contribution		<b>Project ID:</b> 0092-06-08	
<b>Administrative Contact:</b> James McDonnell		<b>Sponsor:</b> WHRP	
<b>WisDOT Technical Contact:</b> Bob Arndorfer		<b>Approved Starting Date:</b> 8/11/2006	
<b>Approved by COR/Steering Committee:</b> \$15,000		<b>Approved Ending Date:</b> 8/10/2007	
<b>Project Investigator (agency &amp; contact):</b> Geo Engineering Consulting LLC - Tuncer B. Edil		<b>Current Ending Date:</b> 9/30/2008	
		<b>Number of Extensions:</b> 1	

**Percent Complete:**

95%

**Project Description:**

Implementation of research results is an emphasis area of the Wisconsin Highway Research Program (WHRP) Steering Committee. The WHRP Geotechnical Technical Oversight Committee decided in their November 15, 2005 meeting to complete implementation work on two items. These are: (1) Determining the equivalent thicknesses of the eight select material alternatives and (2) Determining the pavement design strength contribution of these same eight select material alternatives. This will pull information from four, separate, completed projects. For the objective of establishing equivalency as a working platform, the California Bearing Ratio (CBR) test will be used as the basis of comparison and for structural contribution, the resilient modulus test/value will be used to compare the materials. Materials that were not specifically used in the research projects will be evaluated on the basis of their CBR and modulus relative to the materials used in the projects. These properties will be specified based on direct test data, but the test results will be moderated based on experience and published references for these materials. The alternative select material thicknesses recommended for inclusion in the FDM will be based on either a specified minimum material property or as a function of the specific CBR/modulus. The intent is to have 'standardized' material values so that site-specific material testing will not be required on projects. Appropriate procedures for including the strength contribution of these materials into the pavement design process will also be provided.

**Progress This Quarter:**

(Includes project committee mtgs, work plan status, contract status, significant progress, etc.)  
 A draft final report containing the implementation recommendations was completed and submitted in September 2008.

**Work Next Quarter:**

The testing program has been completed. Writing of the procedures will be completed for inclusion in FDM.

**Circumstances Affecting Progress/Budget:**

None

**Gantt Chart:**

100% progress