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14. Supplementary Notes			
15. Abstract <u>Purpose and Need</u> Historically, bases and subgrade that have high moisture contents reduce the overall life of the pavement structure leading to increased costs associated with increased maintenance. There is a need to determine if the moisture content in the base and subgrade can be reduced by using permeable base with edge drains. <u>Objective</u> The objective of this study is to determine the effectiveness of a permeable base in reducing the moisture levels in the base and subgrade. <u>Scope</u> The scope of this experimental project is to compare the moisture levels in the salvaged base beneath a permeable base, in a dense graded base, and in the subgrade. These sections are beneath a Portland Cement Concrete (PCC) pavement roadway surface. The project location is on Interstate 94 in the eastbound lane near Casselton, ND. The project will evaluate the moisture levels at the sensor locations. The project will be evaluate for a period of five-years on an annual basis. <u>Summary</u> These results are inconclusive at this time. It appears that at joint locations the drainable base is not effective or is only marginally effective in reducing the moisture content in the base material. It is however effective in reducing the moisture content of the subgrade at the joint locations. The mid-panel locations appear to show that the dense graded base is more effective than the drainable base, however the moisture content in the subgrade shows the drainable base to be more effective. The project was terminated due to a traffic accident which damaged one of the multiplexer enclosures.			
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