

1. Report No. ND 92-05	2. Report Date January 1997	3. Contract No. N/A	4. Project No. CM-6-002(039)318
5. Title and Subtitle Evaluation of a Permeable Asphalt Stabilized Base Beneath an Asphalt Pavement		6. Report Type Work Plan <input type="checkbox"/> Construction <input type="checkbox"/> Evaluation <input checked="" type="checkbox"/> Final <input type="checkbox"/>	7. Project No. 8. Project No. 9. Project No. 10. Project No.
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12. Performing Organization Name and Address NDDOT M+R <input checked="" type="checkbox"/> North Dakota DOT NDDOT OTHER* <input type="checkbox"/> Materials and Research Division NDSU <input type="checkbox"/> 300 Airport Road UND <input type="checkbox"/> Bismarck ND 58504-6005 UGPTI <input type="checkbox"/> OTHER* <input type="checkbox"/> *see supplementary notes		13. Sponsoring Agency Name and Address North Dakota DOT Materials and Research Division 300 Airport Road Bismarck ND 58504-6005	
14. Supplementary Notes			
15. Abstract Purpose and Need The normal practice to correct cracking, rutting, and patching is to mill and overlay or to reconstruct the section. There is need to determine if one rehabilitation method outperforms the other. Objective The objective of this study is to determine if a permeable asphalt stabilized base can be as effective as other established methods in preventing alligator and transverse cracking, rutting, and patching. Scope The scope of this study is to compare the performance of an asphalt roadway constructed with a permeable asphalt stabilized base (PASB) with edge drains to the three sections: dense Graded Base (DGB) with Edge drains, Dense Graded Base (DGB) without Edge drains, and Mill and Overlay. The project will visually evaluate the distresses in the pavement for a period of five-years on an annual basis. The project was located in Grand Forks County on US Highway 2. The test sections are located in reference miles 320 and 321 of the west bound lane and in reference miles 319 and 325 of the east bound lane. Summary The drainage system in the dense grade base and PASB sections is working. This is evidenced by water lines as seen from the video inspection of the edge drains. The Pavetech distress report indicates that the overall ride rating is in the good to excellent category for both directions of US Highway 2 from mile point 319 to mile point 327. However, there are four 100-foot sections in the westbound lanes where distress scores fall into the poor category. These scores may account for "roughness" felt when the project was evaluated. There were also seven 100-foot sections over the entire project where the scores were in the fair category. These may also explain the "roughness" in the roadway. Another factor, which may influence the observed ride, would be the amount of cracking in the sections. At this time the milled and overlaid eastbound roadway has 25.4 and 37.9 cracks per 1000 feet at MP 319 and MP 325 respectively, the PASB test section has 22.9 cracks per 1000 feet, the dense graded base with edge drains section has 19.7 cracks per 1000 feet, and the dense graded base without edge drains has 14.8 cracks per 1000 feet. The average rut from the Pavetech distress report was less than 0.19 inches, which is in the good to excellent category.			
16. Key Words Base sub-bases Treated Asphalt Permeable Base	17. Distribution Statement No restrictions. This document is available by request from: North Dakota Department of Transportation Materials and Research Division: 300 Airport Road Bismarck ND 58504-6005 Office: (701) 328-6900		18. No. of Pages 63 19. File type/Size pdf/2.6 MB