

Full-Depth Reclamation for Urban Streets

We talked somewhat in-depth back in [October](#) about Full-Depth Reclamation (FDR), but many of you have since asked if FDR is as suitable in the urban street environment. It turns out that's an astute question.



In October, we linked you to a couple of FDR [projects](#) we filmed last summer, as well as the resources of the Pavement Preservation & Recycling Alliance ([PPRA](#)). But these most recent projects were on rural roads and there can be some additional challenges in applying FDR to municipal streets.

For example, urban streets are typically curbed and contain water lines, sewer lines, and other utilities that can extend to the surface. Can FDR reclaimers get close to curbs and navigate manhole covers and water valve boxes? The simple answer is [yes](#), but the Minnesota Local Road Research Board (LRRB) took a closer look in a research project that concluded last summer. The deliverables they posted [online](#) address these questions nicely. Their final report is there, along with follow on links to supporting research, such as performance testing. Their short video illustrates FDR in the urban environment and their guidebook provides a concise and honest approach to the pros and cons of FDR with urban streets.

Again, the takeaway from Minnesota's look is yes, FDR is just as important a tool for municipal streets as it is in the urban landscape and while there are some new challenges in the urban environment, they can be readily addressed with good project planning and talented equipment operators.

Obviously, the best strategy is to deploy the full power of the pavement preservation toolkit early in the pavement life, before significant cracking and other distresses set in, and keep that pavement in good condition much longer with a lower life cycle cost. By doing so, you can substantially extend the useful life of the pavement. However, when the pavement section has lost its will to carry on, FDR can be a great alternative to traditional road reconstruction.



The Delaware T2/LTAP Center's Municipal Engineering Circuit Rider is intended to provide technical assistance and training to local agencies and so if you have pavement management questions or other transportation issues, contact Matt Carter at matheu@udel.edu or (302) 831-7236.