

**Table 6-1: HIR Applicability**

	<b>Condition</b>	<b>Surface Recycling</b>	<b>Remixing</b>	<b>Repaving</b>
Surface Defects	Raveling	Yes	Yes	Yes
	Pot Holes	Yes	Yes	Yes
	Bleeding	No	Possible, see note a	Possible, see note b
	Skid Resistance	No	Possible, see note a	Yes
Deformations	Shoulder Drop Off	No	No	No
	Rutting - Wear	Yes	Yes	Yes
	Rutting - Mix Instability	No	Possible, see notes a & c	Possible, see note d
	Rutting - Deep Structural	No	No	No
	Corrugations	Yes	Yes	Yes
	Shoving	No	Possible, see notes a & c	Possible, see note d
Load Associated Cracking	Fatigue – Bottom Up	No	No	No
	Fatigue – Top Down	Possible, see note e	Possible, see note e	Possible, see note e
	Edge	Possible, see notes b & f	Possible, see notes b & f	Possible, see notes b & f
	Slippage	Possible, see note g	Possible, see note g	Possible, see note g
Non-Load Associated Cracking	Block	Yes	Yes	Yes
	Longitudinal	Yes	Yes	Yes
	Transverse	Yes, see note d	Yes, see note d	Yes, see note d
	Reflective	Yes, see note d	Yes, see note d	Yes, see note d
Combined Cracking	Joint Reflection	Possible, see note b	Possible, see note b	Possible, see note b
	Discontinuity	Possible, see note b	Possible, see note b	Possible, see note b
Base/Subgrade Deficiencies	Swells, Bumps, Sags Depressions	Unlikely, see note b	Unlikely, see note b	Unlikely, see note b
Roughness	Ride Quality	Yes	Yes	Yes
Other Criteria	All Levels of Traffic	Yes, see note h	Yes, see note h	Yes, see note h
	Rural	Yes	Yes	Yes
	Urban	Yes, see note i	Yes, see note i	Yes, see note i
	Stripping	Possible, see notes c & d	Possible, see notes c & d	Possible, see notes c & d
	Poor Drainage	No, see note j	No, see note j	No, see note j

Notes:

- a) Can be corrected with additives such as admixture or new aggregate.
- b) May not correct but will mitigate.
- c) Needs to be verified by a mix design.
- d) Determine severity and depth of existing layers that are affected. May not correct but will mitigate.
- e) Ensure that structural requirements can be met. An asphalt overlay may be needed.
- f) Need to provide shoulder confinement after HIR.
- g) Treatment depth should exceed slippage plane.
- h) As long as proper pavement structural design is undertaken as part of the process to ensure that the effects of future traffic are taken into account.
- i) Geometric constraints may influence the type of recycling units used.
- j) Poor drainage must be improved for HIR, or any other pavement treatment, to ensure adequate performance.