

# *Antigo Construction Family of Companies*



## **Modified Rubblization Specification**

## Description

(1) This section describes modified rubblization and the rolling and seating of existing concrete pavement to create a stable construction platform for a pavement overlay either with or without an intermediate base layer.

## General

(1) Use a self-contained, self-propelled multi-head breaker. Use 10-ton or heavier rollers and roll at 6 feet per second or slower. Run vibratory rollers at an engineer-approved frequency and amplitude. A roller pass is defined as down and back in the same path.

(2) Before rubblizing, saw full-depth joints and completely sever load transfer devices to isolate the rubblized area from areas not to be rubblized. Saw jointed pavements at an existing transverse joint. Do not damage adjacent pavement during rubblization. Repair damage to the adjacent pavement caused by contractor operations as the engineer directs.

## Modified Rubblization

(1) Fracture the concrete full-depth and uniformly across the pavement width. The engineer will designate one of the two subcategories of modified rubblization as described below.

### Modified Rubblization – significant spalling

Achieve 12-inch minus size pieces at the surface, significant surface spalling, and a surface appearance that ranges from smooth to pulverized. 75% of the pieces at the bottom of the slab shall be 15-inch minus in size. The pavement surface should look similar to the surface in the following two pictures:



Modified Rubblization – significant spalling



Modified Rubblization – significant spalling

**Modified Rubblization – occasional spalling**

Achieve 12-inch to 18-inch sized pieces identified with clearly visible cracks at the surface. Occasional surface spalling may occur. The pavement surface will typically look similar to the surface in the following two pictures:



Modified Rubblization – occasional spalling



### Modified Rubblization – occasional spalling

(2) The engineer may direct or allow larger maximum piece dimensions if existing pavement or subgrade conditions require larger pieces in order to create a stable construction platform.

(3) Do not damage pipes, valve boxes, manholes, and other fixtures. Repair any damage that occurs as the engineer directs.

(4) Remove any reinforcing steel exposed at the surface by cutting below the surface and disposing of the steel. Do not remove unexposed reinforcing steel.

### **Rolling/seating**

(1) Roll the rubblized area using two passes with a vibratory steel roller. The engineer may adjust the number of passes to achieve the desired seating and stability.

(2) Remove loose asphaltic patching material, joint fillers, expansion material, or other similar materials from the compacted surface. Also remove pavement or patches that have a maximum dimension greater than or equal to 6 inches that are either not well seated or are projecting more than one inch above the surface. Dispose of removed material.

(3) If paving with no intermediate base layer, roll the entire surface additionally, unless the engineer directs or allows otherwise, as follows:

1. One pass with a pneumatic-tired roller.
2. One pass with a vibratory steel roller.

**Measurement**

(1) The owner will measure Modified Rubblization by the square yard acceptably completed.

**Payment**

(1) The owner will pay for the measured quantity at the contract unit price under the following bid item:

<b>DESCRIPTION</b>	<b>UNIT</b>
<b>Modified Rubblization</b>	<b>SY</b>

(2) Payment is full compensation for rubblizing; removing exposed steel; rolling; disposing of removed material and repairing damage to pipes, fixtures, and the adjacent pavement.

(3) The owner will pay separately for sawing under a Sawing Concrete bid item.

*NOTE: This specification is a modification of a Wisconsin DOT standard specification, Section 335 Rubblized Pavement. This specification was created by Antigo Construction, Inc. to assist those interested in specifying modified rubblization.*

## What can Antigo do for you?

In addition to providing quotations and answering any questions you may have, Antigo is prepared to provide a wide range of information on concrete pavement rubblizing, cracking/breaking & seating, and breaking for removal. Examples of available materials are videos of various breaking processes and project scenarios, lists of owner and contractor contacts familiar with Antigo's capabilities, long-range pavement performance surveys, rubblizing and cracking/breaking & seating specifications, and project histories.

Antigo's experienced staff is always available to provide consultation to owners, engineers, and contractors as they plan concrete pavement rehabilitation and reconstruction projects.

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