

Antigo

Rubblization & HMA Overlay



*Presented by Jason Jansen, Antigo Construction, Inc.
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Presentation Outline

- ⇒ Rubblization & HMA overlay overview
- ⇒ History of Antigo's rubblization in West Virginia
- ⇒ Rubblization best practices
- ⇒ Sustainability
- ⇒ Questions & answers

Reflective Cracking of Asphalt Overlay



Before rubblization



After rubblization



Antigo

MHB Badger Breaker



Z-Grid Roller



PTR & Smooth Vibratory Rollers



HMA Overlay



Rubblization Best Practices

- ⇒ Reuse existing asphalt overlay as intermediate base layer
- ⇒ Use crushed aggregate as intermediate base layer
- ⇒ Modified rubblization when weaker base/subgrade support
- ⇒ Break & seat and crack & seat with MHB
- ⇒ Partial-depth milling of rubblized concrete to control final elevation of asphalt overlay

Mill overlay, crush, & windrow on shoulder



Rubblize 1st lane



Blade crushed millings over rubblized concrete



Pneumatic-tired roller on crushed millings



Rubblize 2nd lane



Blade crushed millings on 2nd lane



Crush aggregate layer over rubblized concrete



Rubblization & HMA = Sustainability

1. Existing concrete pavement and base recycled in-place reduces need for new materials.
2. Reduction in truck movements and equipment usage when compared to full-depth reconstruction reduces emissions.
3. Good long-term performance of asphalt overlay.
4. Asphalt surface can be replaced as needed over time leaving rubblized layer as is (perpetual pavement).
5. Accelerated construction reduces impact on travelling public and reduces associated emissions.

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