

JOB A60066
HWY. 367 – HWY. 365 (S)
NOVEMBER 4, 2026

Question:

The plans call for 5,177 tons of Soil Stabilization. The stabilization limits identified in the Typical Sections and Base and Surfacing Quantity Box appear to total approximately 9,760 SY between log mile 2.557 and 3.100. Based on a 12-inch treatment depth, 130 PCF material density, and an assumed 5% cement application rate, the calculated cement requirement for this area is approximately 286 tons. Please identify the stabilization limits, treatment depth, application rate, or other work included in the development of the 5,177-ton plan quantity. Can ARDOT provide the anticipated percentage of cement to be used for soil stabilization to have a consistent basis for estimating and pricing this work?

Answer:

The 5,177 tons was the calculated weight for all of the soil in this section. Cement stabilization is estimated at 5%, so the number should be 256 tons for soil stabilization.

Question:

Please clarify the intended treatment of the existing asphalt pavement within the soil stabilization limits. Our understanding is that all existing asphalt pavement and asphalt materials will be milled and/or removed to the limits required prior to commencing soil stabilization operations.

Answer:

The plan is to mill down 6" From LM 2.557-2.968, 7" from LM 2.968-3.01, and 6" from LM 3.01-3.058. This will remove the majority of the asphalt, but what is left will be mixed in with the soil stabilization.

Question:

Regarding the radar detection schedule on Sheet 13: the location is specified as the intersection of Hwy 365 & Hwy 367, but these highways do not appear to intersect within the project area. Could clarification be provided?

Answer:

The Radar Detection System is going at the intersection of Hwy. 338 and Hwy. 367 at the beginning of the job.

