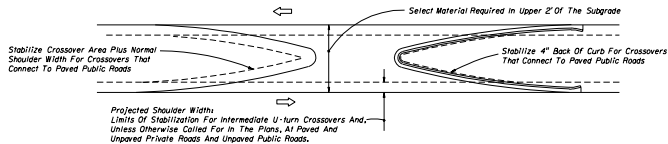


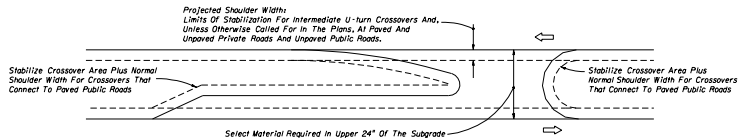
NOTES

1. All material in the shaded area is excess base to be removed.
2. The cost for removal of excess base material shall be included in the contract unit price for base.
3. Payment for base shall be calculated using normal width.

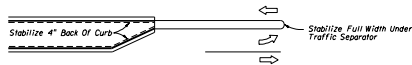
REMOVAL OF EXCESS BASE MATERIAL



Projected Shoulder Width:
Limits Of Stabilization For Intermediate U-turn Crossovers And, Unless Otherwise Called For In The Plans, All Paved And Unpaved Private Roads And Unpaved Public Roads.



Projected Shoulder Width:
Limits Of Stabilization For Intermediate U-turn Crossovers And, Unless Otherwise Called For In The Plans, All Paved And Unpaved Private Roads And Unpaved Public Roads.



NOTES

1. When the median has curb or curb and gutter, stabilize 4" back of curb.
2. When the median has shoulder with no curb or curb and gutter, stabilize to normal shoulder width.
3. See the details above for stabilizing requirements at crossroads.
4. Stabilize entire area under all paved traffic islands.
5. Stabilize full width under all traffic separators.
6. Select material as defined on index No. 505. For minor collectors and local facilities the depth of select material thickness may be reduced from 24" to 18".

MEDIAN STABILIZING DETAILS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
ROAD DESIGN

**MISCELLANEOUS
EARTHWORK DETAILS**

DESIGNED BY	DATE	APPROVED BY	SCALE	REVISIONS	DATE
AMT	05/07	<i>[Signature]</i>	1" = 1'		
DRAWN BY	AMT	DATE	00	1 of 1	506