

TYPICAL SECTION SHEET(S) (SEE FIGURE 2E – 18 & 2E-18.1)

All applicable typical sections (mainline, connections, auxiliary lanes, acceleration lanes, deceleration lanes, CD roads, transition areas for either the addition or subtraction of lanes and ramps (all ramps with differing geometric characteristics such as loops, spurs, flyovers and direct connections), bikeways, frontage roads, etc.) are to be shown as a half section cut and half section fill, where applicable.

Dimensions are generally shown below the typical section with the first line showing dimensions of pavement, shoulder, recoverable area, ditch, curb and gutter, buffer strip, sidewalk space, etc., widths. The second line generally shows the roadway width.*

Station to station for each typical section is to be shown beneath the dimension lines. Pavement and shoulder transitions widths are to be shown at begin and end stations. The stations are to be broken for various projects and contracts.

The construction baseline is to be shown and labeled and the point of finished grade is to be clearly labeled with an arrow to the actual point.

If necessary (due to dual lanes, etc.), show existing roadway in dashed lines and label clearly. The existing baseline is to be depicted and labeled.

All slopes (pavement, shoulder, recoverable area, sidewalk space, side slopes, etc.) are to be shown immediately above the applicable line with arrows directed down grade to the slope. Pavement cross slopes for concrete and high type flexible pavement are to be -2% from the inside edge of pavement to the outside edge of pavement for each two-lane section of all four-lane divided highways in tangent sections. Shoulder and ditch slopes are to conform to Design Guidelines (See [Appendix A](#)). Sidewalk or sidewalk space slopes are generally to be 2%. Side slopes, unless specifically recommended otherwise, are to conform to "CS" Standards for the particular roadway classification.

Pavement courses are to be shown in accordance with the latest recommendations. If preliminary recommendations are used, this is to be brought to the attention of the field inspection party with the understanding that the pavement design will be updated accordingly once the soil survey and final pavement design recommendations have been received.

Pavement courses, prime coats, incidentals, etc., are to be denoted with a number within a circle with a line to the denoted item. A legend is to be shown on each typical section sheet with complete descriptions of each item.

The depths of the various courses will be shown in an enlarged section, if necessary, to show detail.

* Rev. 1/10