

Groundline elevations are to be shown in the last block on the right end of the sheet. Groundline elevations should be shown every 5' or 5 meters for Urban projects and 10' or 5 meters for Primary and Interstate projects.

An index is to be shown on the first cross section sheet showing sheet numbers assigned to the mainline, connections, ramps, frontage roads, etc.

Cross section sheets are to reflect all applicable project numbers in the appropriate blocks and are numbered in order beginning with "1".

## **DETERMINING WIDTH OF PAVEMENT**

Preliminary design typical sections are to be thoroughly checked for compliance with the applicable Geometric Design Standards (see [Appendix A](#)). Interchange Ramp typical section geometrics are to be checked for adequate pavement widths for the curvature used as explained in AASHTO's [A Policy on Geometric Design of Highways and Streets](#). [Minimum ramp pavement widths](#) are to be as shown in the Geometric Design Standards (see [Appendix A](#)).

## **DETERMINING AREAS AND QUANTITIES**

Earthwork areas are computed to the bottom-most line of pavement trenching. End Areas are shown immediately below ground lines with the cut area in the third block to the left of the construction baseline preceded by the letter "C" and the fill area in the third block to the right preceded by the letter "F".

Earthwork quantities are computed as follows:

Metric: Add the areas of adjacent cut or fill, multiply by the distance between stations along the Construction baseline, and divide by 2.

(See [Appendix D, Section D – 1 – QUANTITY TABLES](#)):

English: Add the areas of adjacent cut or fill, multiply by the distance between stations along the Construction baseline, and divide by 54.

(See [Appendix D, Section D – 1 – QUANTITY TABLES](#)):

The **Volume\*** Quantity is shown centered vertically between sections and in the second block to the left (for cut) and to the right (for fill) of the construction baseline.

On projects where the typical section and cross sections indicate a base or subbase material extended beyond the proposed pavement, curb, or curb and gutter in cut sections, the regular excavation will be computed to a vertical plane bounded by the farthest point.

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\* Rev. 7/06