SUPERSEDES EXAMPLE RELEASED 7/18/08

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

GENERIC TYPICAL CROSS SECTION SHEET, RELEASED 1/17/2013

REVISED BY | DATE REVISED

CALCULATED-DESIGNED BY | CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

NOTES:

FT=3, TX=8.75, WT=2, LV=60, CO=0

1. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTIONS) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATIONS ARE SHOWN ON THE SUPERELEVATION DIAGRAMS.

NOTES 1 AND 2 (AC=NOTE40 AND NOTE41 IN THE CTCELLIB.cel) ARE REQUIRED ON THE FIRST SHEET OF TYPICAL CROSS SECTIONS IF A PAVEMENT STRUCTURE IS TO BE CONSTRUCTED. FT=3, TX=7, WT=1, LV=60, CO=0

Include a generic note regarding location of dikes, curbs, guard railing, concrete barrier, retaining walls, etc. shown on the typical cross sections sheets. An example of this note would be: "EXACT LOCATIONS AND TYPES OF DIKES, CURBS, GUARD RAILING, AND CONCRETE BARRIER ARE SHOWN ON THE LAYOUTS AND THE SUMMARY OF QUANTITIES SHEETS." If the project has no layout sheets, delete the words "THE LAYOUTS AND" from this note. In this note, list only those construction items shown on the layouts or wall plans (dikes, curbs, underdrains, guard railing, concrete barrier, retaining walls, etc.) that appear on the typical cross section sheets. Do not include the pavement structure items in this note.

See "Generic Project Border Sheet" for basic border sheet information not shown on this sheet.

FT=3, TX=8.75, WT=2, LV=60, CO=0

DESIGN DESIGNATION

ADT (2013)	130,000	D	67%
ADT (2033)	194,000	T	13%
DHV	25,000	V	70 mph
ESAL	4,500,000	TI_{20}	16

PAVEMENT CLIMATE REGION

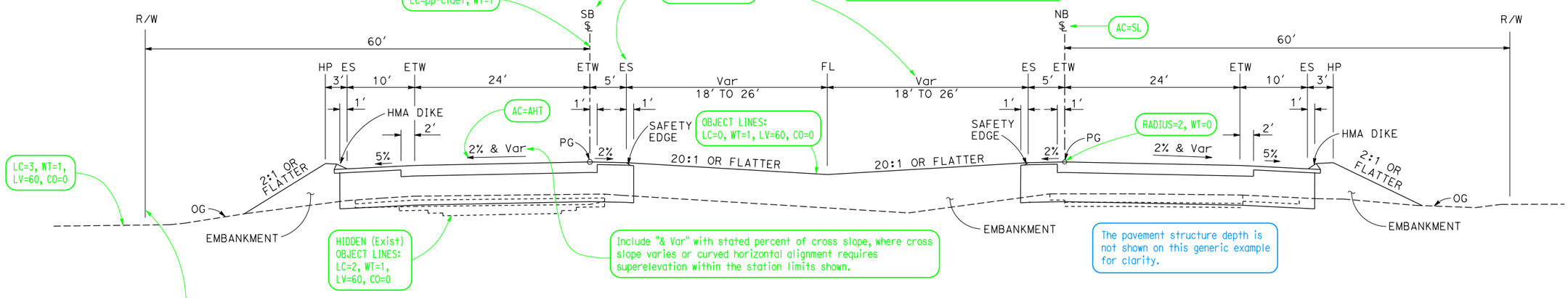
INLAND VALLEY

FT=3, TX=7, WT=1, LV=60, CO=0

The Caltrans Cell Library (CTCELLIB.cel) has cells available for the Design Designation table and Pavement Climate Region. AC=DDCLIM, CLIM1 and CLIM2

The design designation information should appear for new, reconstruction, widening or rehabilitation projects. Refer to the Highway Design Manual Topic 103 for additional information. Design designation information is typically not required for pavement preservation projects (seal coat, surface course, CAPM, etc.). The Pavement Climate Region (HDM Topic 615) is required for all projects.

LEADER LINES, DIMENSION LINES AND EXTENSION LINES: LC=0, WT=0, LV=60, CO=0



Include "& Var" with stated percent of cross slope, where cross slope varies or curved horizontal alignment requires superelevation within the station limits shown.

The pavement structure depth is not shown on this generic example for clarity.

Typically, right of way lines should be shown if the right of way is constant enough to be shown with one distance or a range. If a range is shown, give minimum and maximum values. Right of way lines are to be shown as a reference when 15 feet or less from the catch point (toe of fill or top of cut). Showing the right of way indicates that the project construction will take place within state right of way.

The only time the right of way note (which is shown on all plan view sheets where the right of way line is shown) is to appear on the typical cross sections is when there are no plan view sheets of any type in the contract plans.

Pavement structure textural symbols, such as patterns or hatching, are not to be used on the typical cross section for clarity.

SOUTHBOUND
Sta 224+56 TO Sta 290+57

FT=43, TX=12, WT=0, LV=60, CO=0

ROUTE XX

NORTHBOUND
Sta 224+56 TO Sta 301+77.55

STATION TEXT: FT=3, TX=8.75, WT=2, LV=60, CO=0

Stationing to be shown to the nearest whole foot or to hundredths of a foot (e.g. 10+07.20, 10+89.21) where detailed accuracy is necessary

If more detailed information is necessary for a portion of a typical cross section, a breakout (enlarged view of that area) may be shown on the typical cross section sheet.
Construction details should not generally be shown on the typical cross section sheets, but on the appropriate detail sheet.

The number of typical cross sections shown for any project is determined by changes to the pavement structure (thickness, width, type of material, etc.). Construction items such as concrete barrier, walls, dike, guard railing, cut and fill, underdrains, etc., are shown as an overall representation of items on the layouts or wall sheets. But these items do not dictate the number of typical cross sections.

NOTE:

When there are multiple typical cross sections to be shown on the sheet, the section with the lowest stationing limits is shown on the bottom portion of the sheet and the additional sections are to advance up the sheet in the direction of greater stationing. Where a typical cross section covers more than one range of stationing, stationing is to be stacked one above the other, with the lowest stationing at the top of the stack. If the typical cross sections for a route or road can be displayed in columns, start typicals in the left column, then proceed to the right column.

For those occasional small projects on minor routes where there is no stationing, post miles are to be used in the same way as stationing to identify typical cross sections.

BORDER: CTCELLIB.cel AC=FULPLN LV=10, CO=0

SHEET NAME AND ID CODE: FT=43, TX=14.5, WT=0, LV=10, CO=0

GENERIC TYPICAL CROSS SECTION SHEET, BASIC REQUIRED INFORMATION

TYPICAL CROSS SECTIONS

TEXT: FT=3, TX=8.75, WT=2 LV=10, CO=0, centered below sheet name.

NO SCALE

X-1

LAST REVISION 00-00-00 | DATE PLOTTED => 17-JAN-2013 | TIME PLOTTED => 08:21

BORDER LAST REVISED 7/2/2010 | USERNAME => s116122 | DGN FILE => Generic Project Plan Typical Cross Section Sheet.dgn | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001