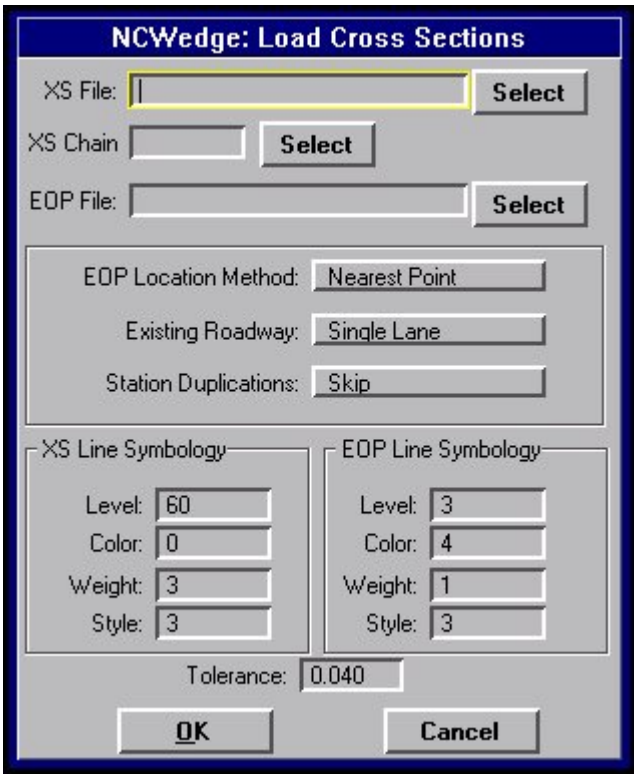
Loading Cross Sections



EOP Location Method

There are two choices on the **EOP Location Method** option button: Nearest Point and Interpolate.

The **Nearest Point** method picks the vertice of the cross section ground line that is nearest (horizontally) to the offset of the EOP element. This method is the default and the recommended.

The **Interpolate** method uses the offset distance of the EOP element to interpolate an elevation on the cross section ground line.

Existing Pavement OverView

Select the appropriate type of **"Existing Roadway"** configuration. Single lane, (which means a two lane roadway as opposed to a divided multiple lane facility) Dual Lane Left Side and Dual Lane Right Side. This option enables the software to determine the true EOP elements in an EOP file with multiple pavements depicted. It should also be noted, here, that in cases where widening both sides of an existing dual lane facility; the left and right sides must be done in separate NCWedge runs.

Station Duplications. This comes into play when loading cross sections from multiple .xsc files. Typically, when a project is broken into more than one .xsc file, the last station in the first file is also the first station in the next file, etc. Therefore when NCWedge begins loading the second file, a duplicate station is encountered. This option button is employed to set the manner in which the program will handle this situation. The choices are **Skip**, **Overwrite** and **Duplicate**. The duplicate option will store the station twice or as many times as it turns up in the xsc files being loaded.

Note that when loading multiple xsc files, it is not necessary to load them in order, though it's obvously a good practice. NCWedge will sort the cross section stations into the project file according to station and region.

XS Line Symbology and **EOP Line Symbology**. These default to the standard values, but can be changed if necessary.

Tolerance. Occasionally, existing ground lines in an xsc file may have points that are very close together, or ‘clustered’. This situation is common in cross sections that were cut from a DTM. The tolerance is used to eliminate clustered points by ignoring points that are closer together than the tolerance value. A value of 0.04 has proven to be a reliable tolerance.