

Ramp exit pavement shall be the same thickness as mainline pavement.

Ramp exit pavement shown by shaded area is 1345 square meters.

Special shaping of area between lines A and B may be required to assure proper drainage.

- ① For header construction details at the beginning of taper, refer to the appropriate Typical 7101 or 7102.
- ② Ramp Exit subbase shall be the same thickness as mainline subbase.
- ③ The loop pavement cross slope between (K) and (M) is determined by superelevation rotated about Line C. Refer to Standard Road Plan RP-3 and plans for superelevation transition requirements.

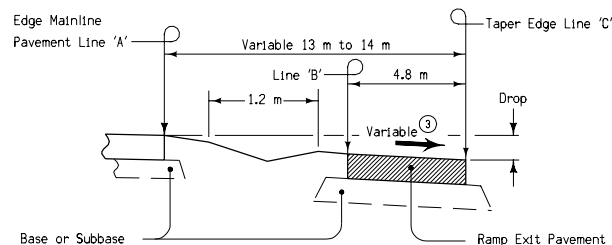
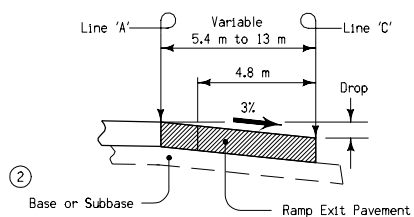
For jointing layout, see
Standard Road Plan RV-10.

This design is based on 100 km/h
design speed at "e" max = 6%.

For location equivalent stations,
see Tabulation 101-15.
Equate Point 'M' (Ramp stationing)
to Point 'C' (Mainline Stationing).

TABLE OF OFFSETS AND DROPS FOR 4.8 m RAMP TAPER																			
Distance (m) From Point C Along Line A	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30
Offset (m) From Line A To Line C	0	0.667	1.333	2.000	2.667	3.333	4.000	4.667	5.333	6.000	6.667	7.333	8.000	8.667	9.333	10.000	10.667	11.333	12.000
Drop (mm) From Line A To Line C	0	20	40	60	80	100	120	140	160	180	200	220	240	260	280	300	320	340	360

NOTE: The elevations at edge of taper from BEGIN TAPER to POINT (M) are established by a constant 3% slope across the appropriate taper widths based on the Taper Ratio of 15:1, Drop = (0.03) x (Offset).



All dimensions given in millimeters unless noted.

METRIC VERSION	Iowa Department of Transportation Highway Division	
	STANDARD ROAD PLAN	RV-4
	REVISION: Change Detail Sheet 550-5 to Standard Road Plan RV-10.	REVISION NO. 4
	APPROVED BY: <i>William J. Sten</i> DESIGN METHODS ENGINEER	REVISION DATE 04-19-05

DECELERATION TAPER
FOR 4.8 m EXIT RAMP