

Loop exit pavement shall be the same thickness as mainline pavement.
 Loop exit pavement shown by shaded area is 1743 square yards.
 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 appropriate Typical 7101 or 7102.
- ② Loop 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.

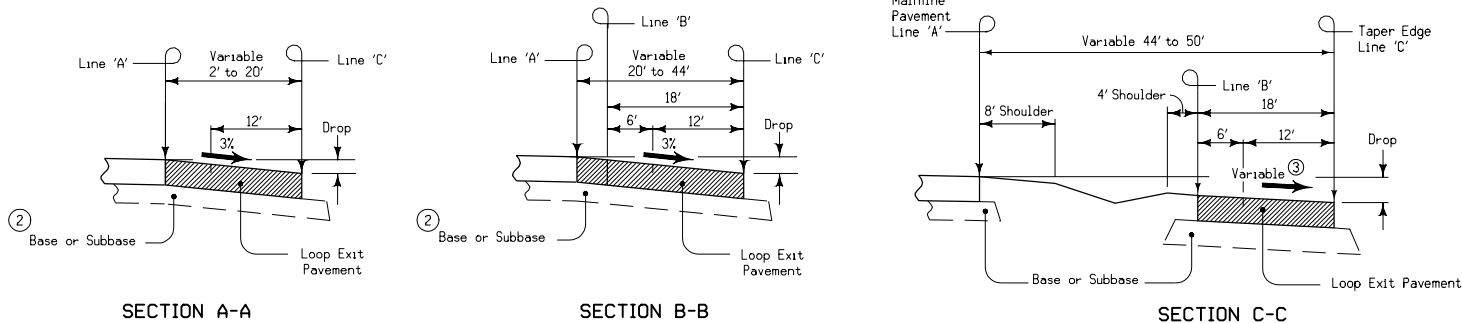
For Jointing layout, see Standard Road Plan RV-11.

This design is based on 60 mph design speed at $e_{max} = 6\%$.

For location equivalent stations, see Tabulation [01-15].
 Equate Point 'M' (Loop Stationing) to Point 'C' (Mainline Stationing).

DISTANCE (Ft.)	750	725	700	675	650	625	600	575	550	525	500	475	450	425	400	375	350	325	300	275	270	250	225	200	175	150	125	100	75	50	25	0
OFFSET (Ft.)	0.00	1.67	3.33	5.00	8.33	10.00	11.67	13.33	15.00	16.67	18.00	18.33	20.00	21.67	23.33	25.00	26.67	28.33	30.00	31.67	33.33	35.00	36.67	38.33	40.00	41.67	43.33	44.00	45.00	46.67	48.33	50.00
DROP (Ft.)	0.00	0.05	0.10	0.15	0.25	0.30	0.35	0.40	0.45	0.50	0.54	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.90	0.95	1.00	1.05	1.10	1.15	1.20	1.25	1.30	1.32	1.35	1.40	1.45	1.50

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).



Iowa Department of Transportation
 Highway Division

STANDARD ROAD PLAN **RV-8**

REVISION: Change Detail Sheet 550-6 to Standard Road Plan RV-11. REVISION NO. 4

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 APPROVED BY DESIGN METHODS ENGINEER

DECELERATION TAPER FOR 18' EXIT LOOP