

Loop exit pavement shall be the same thickness as mainline pavement.
 Loop 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.
 For jointing layout, see Standard Road Plan RV-10.
 This design is based on 100 km/h design speed at e max = 6%.

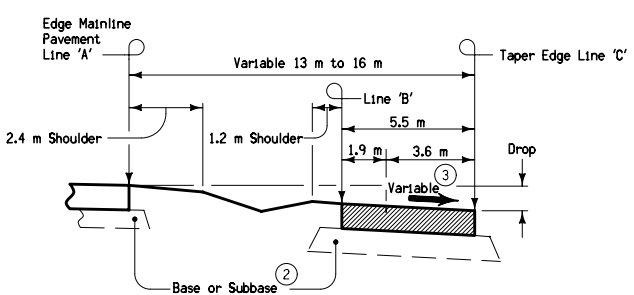
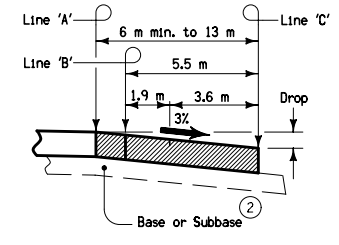
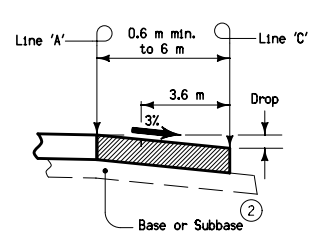
- ① For header construction details at the beginning of taper, refer to Typical 7101 or Typical 7102.
- ② Subbase for loop exit pavement shall be the same thickness as mainline subbase.
- ③ The loop pavement cross slope between (K) and (M) is determined by superelevation rotated about line C. Refer to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

W ₀	Shoulder Width beyond Edge of Mainline Pavement		
	2.4m	3m	3.6m
3.6m	NA	18m	27m
4.2m	9m	18m	NA

NOTE: W₀ is the width of the outside lane to the Edge of Pavement.

Distance (m) From Point C Along Line A	240	230	220	210	200	190	180	170	160	150	140	130	120	110	100	90	80	70	60	50	40	30	20	10	0
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	12.667	13.333	14.000	14.667	15.333	16.000
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	380	400	420	440	460	480

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.

M METRIC VERSION	 Iowa Department of Transportation	REVISION 5 [04-21-09]
		STANDARD ROAD PLAN
		RV-8 SHEET 1 of 1
		REVISIONS: Corrected circle note 2. Removed mainline pavement and shoulder widths. Added table for shoulder transition distance. (Metrics Re-instated.) <i>Deanna Mifflin</i> APPROVED BY DESIGN METHODS ENGINEER
DECELERATION TAPER FOR 5.5 m EXIT LOOP		