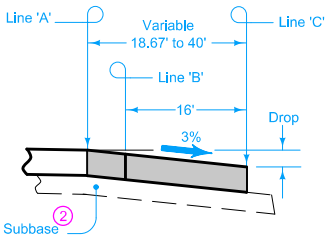


NOTE: The algebraic difference between profile grade for Ramp Base Line at (M) and relative profile grade of Mainline at (C) is 0.2%.

PROFILE

TABLE OF OFFSETS AND DROPS FOR 16' RAMP TAPER

DISTANCE FROM POINT (C) ALONG LINE 'A' (FL)		600	575	550	525	500	475	450	425	400	375	350	320	300	275	250	225	200	175	150	125	100	75	50	25	0		
From Line 'A' To Line 'B'	OFFSET (FL)												2.63	4.00	5.67	7.33	9.00	10.67	12.33	14.00	15.67	17.33	19.00	20.67	23.33	24.00		
	SLOPE (%)												← Constant 3.0% Slope →															
	DROP (FL)												0.08	0.12	0.17	0.22	0.27	0.32	0.37	0.42	0.47	0.52	0.57	0.62	0.70	0.72		
From Line 'B' To Line 'C'	OFFSET (FL)																											
	SLOPE (%)																											
	DROP (FL)																											
From Line 'A' To Line 'C'	OFFSET (FL)	0	1.67	3.33	5.00	6.67	8.33	10.00	11.67	13.33	15.00	16.67	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48		
	SLOPE (%)		← Constant 3.0% Slope →																									
	DROP (FL)	0	0.05	0.10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.56	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		



SECTION A-A

TABLE OF SHOULDER TRANSITION LENGTHS

W	Shoulder Width beyond Edge of Mainline Pavement		
	8'	10'	12'
12'	NA	60'	90'
14'	30'	60'	NA

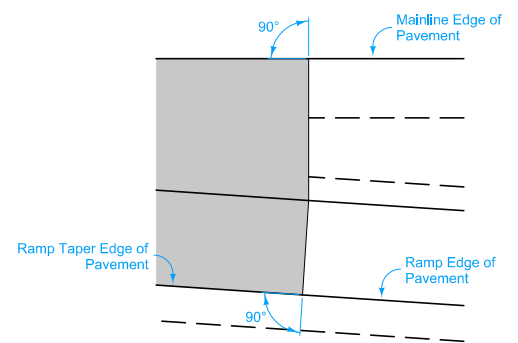
NOTE: W is the width of the outside lane to the Edge of Pavement.

Construct ramp exit pavement the same thickness as mainline pavement.

Ramp exit pavement shown by shaded area is 1332 square yards.

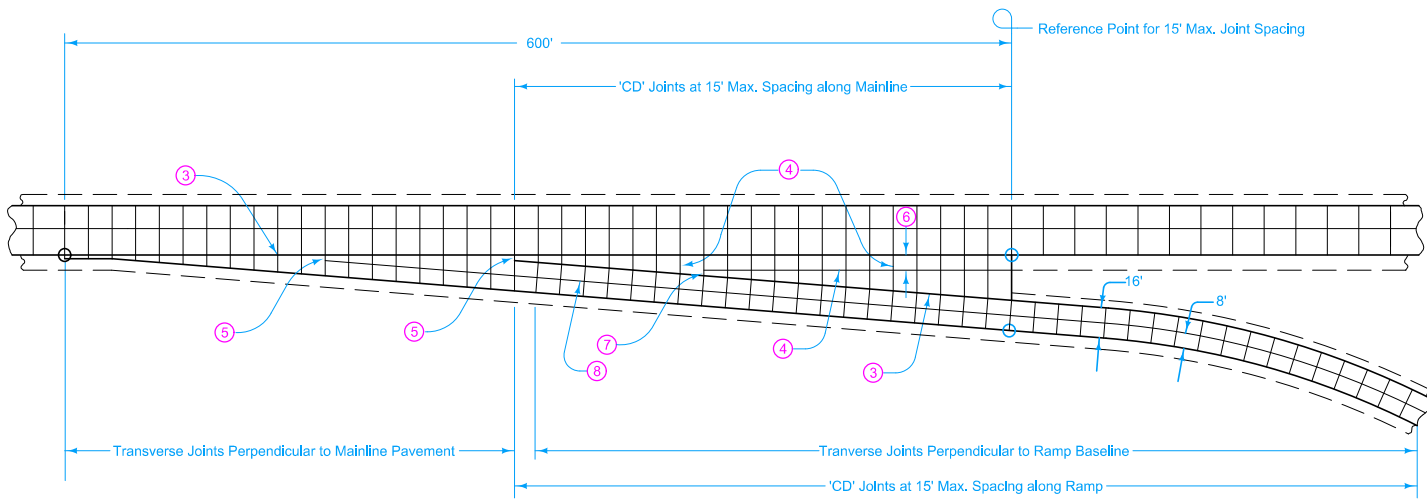
For joint details, see PV-101.

- ① For header construction details at the beginning of taper, see Typical 7101 or Typical 7102.
- ② Construct subbase for ramp exit pavement the same thickness as mainline subbase.



DETAIL A

 <b>STANDARD ROAD PLAN</b>	REVISION		
	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">3</td> <td style="width: 50%;">10-17-17</td> </tr> </table>	3	10-17-17
	3	10-17-17	
PV-410			
SHEET 1 of 2			
REVISIONS: Added centerline 'L-2' Joint. Moved location of Point M. Added Detail A. Modified circle notes on page 2.			
 APPROVED BY DESIGN METHODS ENGINEER			
DECELERATION TAPER FOR 16' EXIT RAMP			



- ③ 'BT-2' or 'KT-2' Joint.
- ④ 'C' Joint.
- ⑤ 'B' Joint, 2' minimum, 4' maximum.
- ⑥ 10' minimum or equal to mainline shoulder width.
- ⑦ 'B' or 'C' Joint, 2' minimum, 4' maximum.
- ⑧ 'L-2' Joint.

**16' EXIT RAMP**

	REVISION	
	3	10-17-17
<b>STANDARD ROAD PLAN</b>		<b>PV-410</b>
		SHEET 2 of 2
<small>REVISIONS: Added centerline 'L-2' Joint. Moved location of Point M. Added Detail A. Modified circle notes on page 2.</small>		
 <small>APPROVED BY DESIGN METHODS ENGINEER</small>		
<b>DECELERATION TAPER FOR 16' EXIT RAMP</b>		