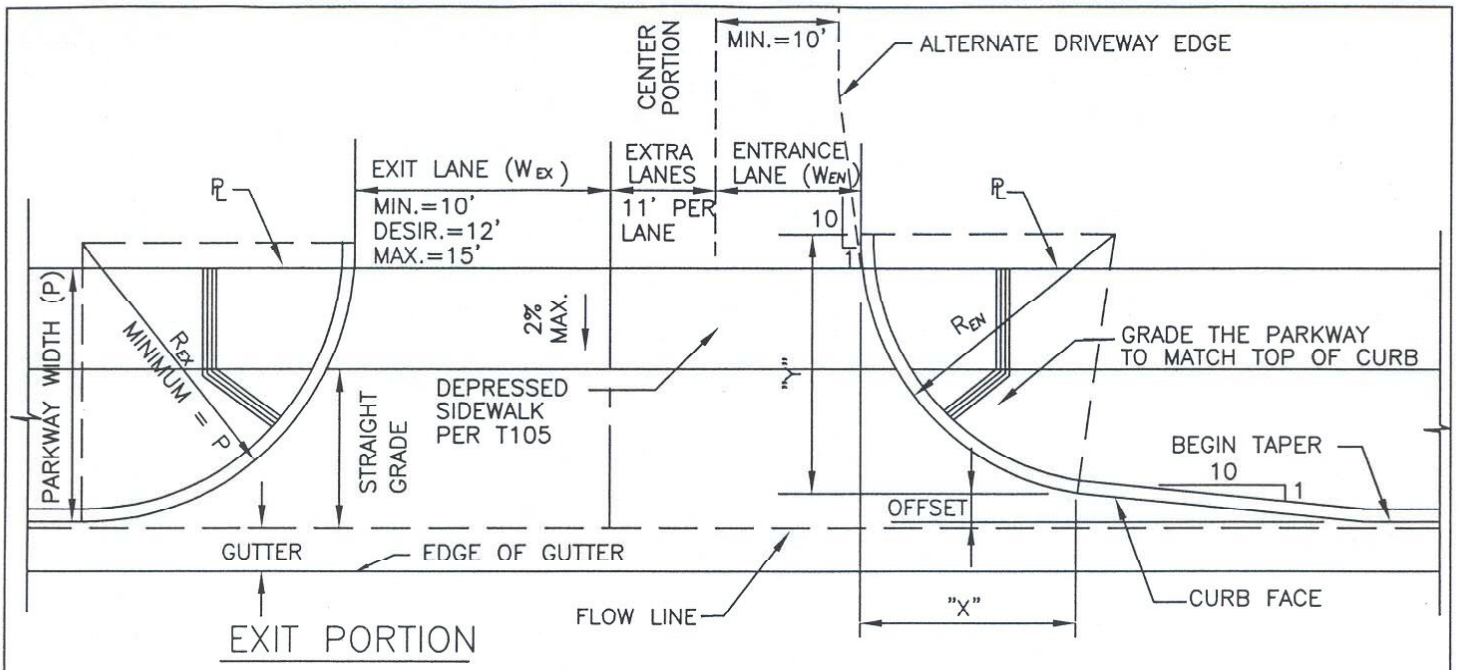


## EXIT PORTION

| $R_{EX}$ | $W_{EX}$ |
|---|---|
| 8' | 15' |
| 10' | 14' |
| 12' | 12' |
| 14' | 11' |
| 15' | 10' |

## ENTRANCE PORTION

| $R_{EN}$ | "X" | "Y" |
|---|---|---|
| 5' | 4.50' | 4.98' |
| 10' | 9.00' | 9.95' |
| 15' | 13.51' | 14.93' |
| 20' | 18.01' | 19.90' |
| 25' | 22.51' | 24.88' |
| 30' | 27.01' | 29.85' |
| 35' | 31.52' | 34.83' |
| 40' | 36.02' | 39.80' |

## TABLE OF $W_{EN's}$ WITH VARIOUS $R_{EN's}$ AND OFFSETS

| | OFFSET OF | | | | | |
|---|---|---|---|---|---|---|
| $R_{EN}$ | 1' | 2' | 3' | 4' | 5' | 6' |
| 5' | 47' | 43' | 40' | 34' | 32' | 30' |
| 10' | 43' | 39' | 35' | 31' | 29' | 26' |
| 15' | 42' | 38' | 32' | 26' | 24' | 22' |
| 20' | 35' | 29' | 25' | 22' | 21' | 19' |
| 25' | 28' | 25' | 22' | 19' | 17' | 15' |
| 30' | 23' | 20' | 18' | 15' | 15' | 14' |
| 35' | 20' | 18' | 16' | 14' | 13' | 12' |
| 40' | 18' | 15' | 14' | 12' | 12' | 12' |

NOTES:

1. SEE T105 FOR OTHER DETAILS OF CONSTRUCTION.
2. CRITERIA SHOWN HEREON ARE DESIRABLE AND WILL GENERALLY APPLY TO NEW CONSTRUCTION. PHYSICAL CONTROLS MAY PREVENT USE OF THIS EXACT DESIGN WHEN MODIFYING EXISTING FACILITIES AND JUDGEMENT MUST BE USED TO PROVIDE OPTIMUM RESULTS AT REASONABLE COST.
3. MAXIMUM OFFSET = P−6'.
4. $W_{EN}$ SHALL BE MEASURED PARALLEL TO STREET WHERE $R_{EN}$ BECOMES TANGENT TO EDGE OF DRIVEWAY.

# CITY OF TORRANCE

| DATE ISSUED | TAPERED DRIVEWAY WITH DEPRESSED SIDEWALK | STANDARD NO. |
|---|---|---|
| FEB 15, 2007 | ROBERT J. BESTE<br>PUBLIC WORKS DIRECTOR<br>R.C.E. NO. 50737 | T107 |
| | | SHEET 1 OF 1 |

TT/T107