



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

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

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'

R_{EN}	OFFSET OF					
	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:

- SEE T105 FOR OTHER DETAILS OF CONSTRUCTION, INCLUDING CURB RAMPS
- 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.
- MAXIMUM OFFSET = $P - 6'$.
- W_{EN} SHALL BE MEASURED PARALLEL TO STREET WHERE R_{EN} BECOMES TANGENT TO EDGE OF DRIVEWAY.

CITY OF TORRANCE

TAPERED DRIVEWAY WITH DEPRESSED SIDEWALK

STANDARD NO.

T107

SHEET 1 OF 1

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