

TAPER METHOD OF LAYOUT

TAPER METHOD OF LAYOUT IS NOT RECOMMENDED WITH CORNER ANGLES LESS THAN 80° OR GREATER THAN 100°, NOR IS IT RECOMMENDED FOR DRIVEWAYS WITH A DRIVEWAY OFFSET (OUTER TRAVEL LANE + PAVED SHOULDER) LESS THAN 16', UNLESS IT CAN BE FIELD VERIFIED THAT THE DRIVEWAY ENTRANCE WIDTH WILL ACCOMMODATE THE VEHICLES THAT USE THE DRIVEWAY ON A REGULAR BASIS.

- STEP 1— SCRIBE A LINE (LAYOUT LINE) OFFSET THE APPROPRIATE 'LAYOUT DISTANCE' (SEE TABLE 1) FROM THE INSIDE EDGE OF THE OUTERMOST OF TRAVEL LANE.
- STEP 2— LOCATE THE TAPER LAYOUT POINT, WHICH IS AT THE INTERSECTION OF THE EDGE OF DRIVEWAY AND THE LAYOUT LINE.
- STEP 3— SCRIBE A 1:'T' (SEE TABLE 1) TAPER FROM THE LAYOUT POINT TO THE EDGE OF PAVEMENT (WITH 'T' BEING PERPENDICULAR TO THE EDGE OF TRAVEL LANE).
- STEP 4— FIND THE DRIVEWAY OPENING LIMIT POINT WHICH IS WHERE THE TAPER INTERSECTS THE EDGE OF PAVEMENT.
- STEP 5— REPEAT STEPS 1–4 FOR THE OTHER SIDE OF THE DRIVEWAY OPENING.

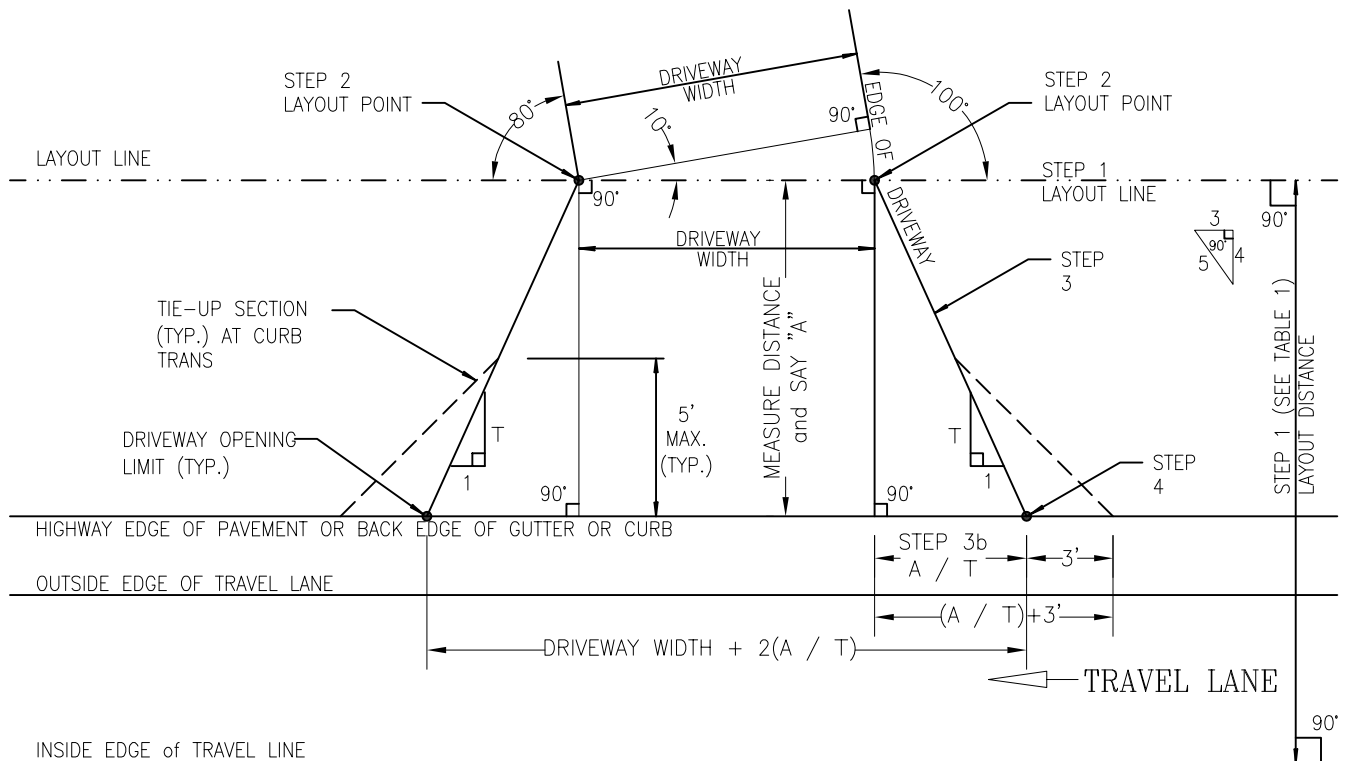


TABLE 1
TAPER METHOD VALUES

DRIVEWAY CLASSIFICATION	DRIVEWAY WIDTH	DRIVEWAY TAPER (1:'T') (SEE NOTE 1)	LAYOUT DISTANCE (SEE NOTE 2)
RESIDENTIAL	10'(Min.)–20'(Max.)	1:2	28 FT.
MINOR COMMERCIAL	30' (Max.)	1:1–1/2	41 FT.

NOTES :

1. HEADER CURB FOR RESIDENTIAL DRIVEWAYS SHOULD NOT EXCEED 24' UNLESS MATCHING EXISTING OPENING WIDTH (UP TO 30').
2. LAYOUT DISTANCE IS MEASURED FROM THE INSIDE EDGE OF OUTERMOST TRAVEL LANE (FOR A MULTI-LANE ROADWAY), OR FROM THE CENTERLINE OF A TWO-LANE ROADWAY.

DRIVEWAY TAPER LAYOUT

NOT TO SCALE – REVISED: 05/16/24