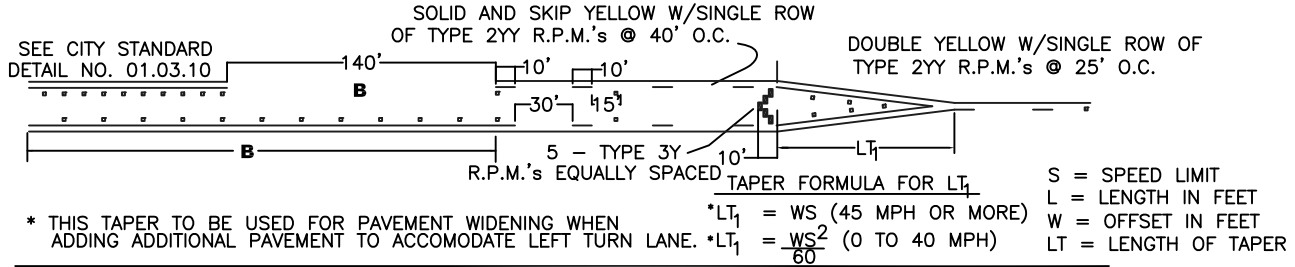
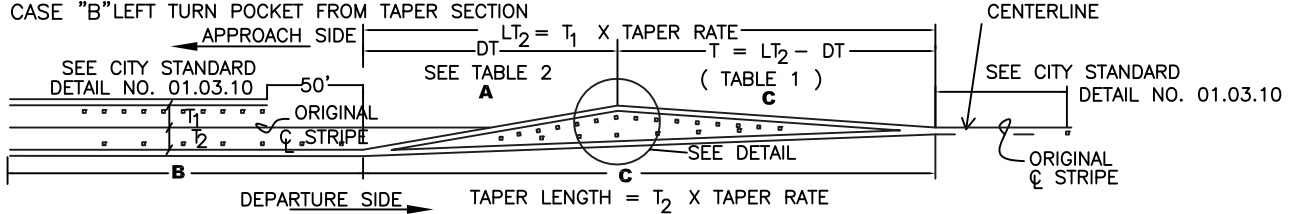


CASE "A" LEFT TURN POCKET FROM TWO-WAY LEFT TURN LANE



CASE "B" LEFT TURN POCKET FROM TAPER SECTION



POSTED SPEED	TAPER RATE
50 MPH	50:1
45 MPH	45:1
40 MPH	40:1
35 MPH	35:1
30 MPH	30:1
25 MPH	25:1

POSTED SPEED	TAPER RATE
50 MPH	150'
45 MPH	135'
40 MPH	120'
35 MPH	105'
30 MPH	90'
25 MPH	75'

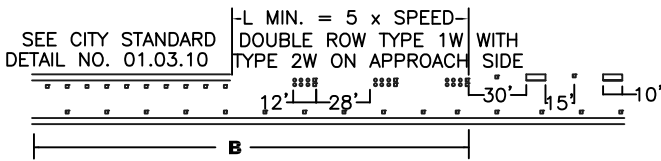
SEE TABLE 1
 ON APPROACH SIDE OF C STRIPE
 W_1 = WIDTH OF APPROACHING THROUGH LANE
 T_1 = WIDTH OF LEFT TURN LANE
 ON APPROACH SIDE OF ORIGINAL C STRIPE
 T_2 = WIDTH OF LEFT TURN LANE
 ON DEPARTURE SIDE OF ORIGINAL C STRIP
 W_T = TOTAL WIDTH OF CHANNELIZATION
 ($W_1 + W_2 + T_1 + T_2$)
 DT = DECEL. TAPER
 LT_2 = OVERALL LENGTH

A: DOUBLE YELLOW W/SINGLE ROW OF TYPE 2YY R.P.M.'s @ 10' O.C.

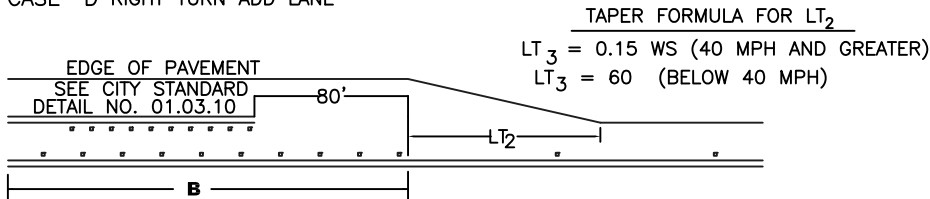
B: DOUBLE YELLOW W/SINGLE ROW OF TYPE 2YY R.P.M.'s @ 20' O.C.

C: DOUBLE YELLOW W/SINGLE ROW OF TYPE 2YY R.P.M.'s @ 40' O.C.

CASE "C" LEFT OR RIGHT TURN POCKET FROM TWO THRU LANES



CASE "D" RIGHT TURN ADD LANE



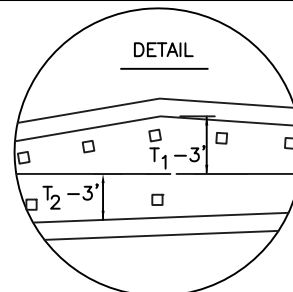
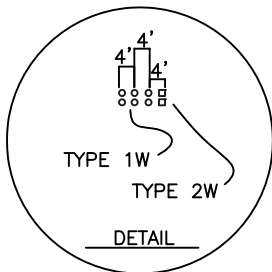
NOTES:

- STOP BAR IS TO BE INSTALLED ONLY WHERE A TRAFFIC STUDY DETERMINES THEY ARE WARRANTED.
- SPACING OF ARROW MARKINGS FOR LEFT/RIGHT TURN POCKETS SEE CITY STANDARD DETAIL NO. 01.03.06

3. TURN LANE STORAGE LENGTH TO BE DETERMINED BASED ON TRAFFIC VOLUMES.

- ABSOLUTE MIN. ---80 FEET
- DESIRABLE MIN. ---100 FEET
- DESIRABLE -----125 FEET TO 150+ FEET

SCALE: 1:100



CITY OF PUYALLUP

DEVELOPMENT ENGINEERING and PUBLIC WORKS DEPARTMENTS

LEFT TURN POCKETS

DRAWN BY JIM ERWIN-SVOBODA

CHECKED BY LINDA LIAN

APPROVED BY COLLEEN HARRIS

REVISED BY XXXX

CITY STANDARD

FILE NAME F:\DWG\COMMON\STDS\CITY\2009\01_STR\01.03\01.03.09

DATE APPROVED 07/01/2009

DATE REVISED XX/XX/XX

SCALE VARIES

01.03.09