



NOTE:

- REFER TO STANDARD PLAN 6-73 FOR ADDITIONAL INFORMATION ON LANE MARKINGS.
- LENGTH IS THE GREATER OF 95TH PERCENTILE QUEUE LENGTH IN THE DESIGN YEAR OR 100 FEET MIN.

- L.T.S.L. = LEFT TURN STORAGE LENGTH (FEET)
- O.L. = OPENING LENGTH (FEET)
- T.P.T. = TURN POCKET TRANSITION LENGTH (FEET)
- L.O.T. = LENGTH OF TAPER (FEET)
- W.T. = WIDTH OF TURNING LANE (FEET)
- R = RADIUS OF TRANSITION CURVE (FEET)
- S.L. = POSTED SPEED LIMIT (M.P.H.)
- W = WIDTH OF OFFSET

ADDITIONAL LEFT TURN STORAGE FOR TRUCKS AT UNSIGNALIZED INTERSECTIONS						
L.T.S.L. REQ'D	% TRUCKS IN LEFT TURN MOVEMENT					
	10	20	30	40	50	
100'	25'	25'	50'	50'	50'	
150'	25'	25'	50'	75'	75'	
200'	25'	50'	75'	100'	100'	
STORAGE LENGTH TO BE ADDED TO LEFT TURN STORAGE LENGTHS						

L.T.S.L.	LENGTH BASED UPON EXPECTED QUEUE LENGTH (SEE NOTE 2)	
O.L.	OPENING TO BE 100' IN LIEU OF 102' UP TO 35 MPH, INCREASE 20' FOR EACH ADDITIONAL 5 MPH OF POSTED SPEED GREATER THAN 35 MPH	
S.L.	≤ 45 MPH	> 45 MPH
T.P.T. ‡	4 X W.T.	4 X W.T.
R.	150 FEET	300 FEET
L.O.T.	$\frac{W \times S.L.^{(2)}}{60}$	W X S.L.
W.T.	12FT (MIN.)	12FT (MIN.)

‡ BASED ON W.T. = 12'

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION IS KEPT ON FILE AT THE CITY OF KENT. A COPY MAY BE OBTAINED UPON REQUEST.



	CITY OF KENT ENGINEERING DEPARTMENT	
	SYMMETRICAL LEFT TURN POCKET LAYOUT	
DESIGNED: COK	SCALE: NONE	STANDARD PLAN
DRAWN: COK	DATE: 2/2020	6-80
CHECKED: COK	ENGINEER	
APPROVED:		