W = WIDTH OF LEFT TURN POCKET
L = LENGTH OF TAPER
X = DISTANCE FROM POINT "A" ALONG BASELINE
Y = OFFSET FROM BASELINE
AB = BC = CD = L/3
AB' AND C'D' ARE PARABOLIC CURVES EXCEPT ON CURVED ALIGNMENTS

SINGLE LEFT TURN POCKET
L=90' W=10'

<table>
<thead>
<tr>
<th>X</th>
<th>0'</th>
<th>10'</th>
<th>20'</th>
<th>30'</th>
<th>40'</th>
<th>50'</th>
<th>60'</th>
<th>70'</th>
<th>80'</th>
<th>90'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Y</td>
<td>0.00'</td>
<td>0.28'</td>
<td>1.11'</td>
<td>2.50'</td>
<td>4.17'</td>
<td>5.83'</td>
<td>7.50'</td>
<td>8.89'</td>
<td>9.72'</td>
<td>10.00'</td>
</tr>
</tbody>
</table>

DOUBLE LEFT TURN POCKET
L=150' W=20'

<table>
<thead>
<tr>
<th>X</th>
<th>0'</th>
<th>10'</th>
<th>20'</th>
<th>30'</th>
<th>40'</th>
<th>50'</th>
<th>60'</th>
<th>70'</th>
<th>80'</th>
<th>90'</th>
<th>100'</th>
<th>110'</th>
<th>120'</th>
<th>130'</th>
<th>140'</th>
<th>150'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Y</td>
<td>0.00'</td>
<td>0.20'</td>
<td>0.80'</td>
<td>1.80'</td>
<td>3.20'</td>
<td>5.00'</td>
<td>7.00'</td>
<td>9.00'</td>
<td>11.00'</td>
<td>13.00'</td>
<td>15.00'</td>
<td>16.80'</td>
<td>18.20'</td>
<td>19.20'</td>
<td>19.80'</td>
<td>20.00'</td>
</tr>
</tbody>
</table>

NOTE:
IN THE CASE WHEN THE BASELINE IS CURVED, THE OFFSETS ARE CALCULATED BY ASSUMING THE BASELINE TO BE A TANGENT, THEN THEY ARE APPLIED TO THE CURVED BASELINE. AB' AND C'D' ARE NO LONGER PARABOLIC AND B'C' IS NO LONGER TANGENT.

CITY OF MISSION VIEJO
PARABOLIC CURB TRANSITION
STANDARD PLAN NO. 310
APPROVED DATE SHT 1 OF 1
RCE 30190 9.23.03