

Design Vehicle and Turning Radius by Land Use		
Land Use(s) Served by Access	Design Vehicle	Radius (Minimum) *
Office with Separate Truck Access	Passenger Car/Pickup	25
Office without Truck Access	Single Unit Truck SU-30	45
Commercial / Retail with Separate Truck Access	Passenger Car/Pickup	25
Commercial / Retail without Separate Truck Access	WB-67 Truck	50
Industrial with Separate Truck Access	Passenger Car/Pickup	25
Industrial without Separate Truck Access	WB-67 Truck	50
Recreational without Watercraft Access or Camping	Passenger Car/Pickup	25
Recreational with Watercraft Access or Camping	Motor Home/Boat	50
Agricultural Field Access	Single Unit Truck SU-30	45
Municipal and County Roads	WB-67 Truck	50

TABLE 4-3 DESIGN VEHICLE AND TURNING RADIUS BY LAND USE

Note: "with Separate Truck Access" indicates truck prohibition from primary access.

The minimum entrance radius allowed is 25 feet and the minimum exit radius allowed is 25 feet. Entrances into mixed use developments are designed to accommodate the largest design vehicle expected to use that entrance.

Where on-street parking is allowed near the commercial entrance, the *effective* radius for the entrance shall be used. Typically the effective radius will be the actual radius of the entrance curbing plus the width of the parking lane (for example 12.5 ft curb radius plus 8 ft wide parking lane resulting in an effective radius of 20.5 feet).

For subdivision streets, radii width and angle are specified in the Subdivision Street Design Guide in the Road Design Manual, Appendix B (1). See above web link.

Auxiliary Lanes and Tapers: When a land use will generate high traffic volumes, auxiliary lanes and tapers may be required. Auxiliary lanes and tapers shall be located within right-of-way. See Section 3 Turning Lanes for more information.

Angled Entrances: When the property owner desires to construct dual commercial entrances at other than 90 degrees to the centerline of the road, an entrance on the right side as approaching should not have less than a 60 degree angle with the centerline of the road.

Entrance Profile: All commercial entrances are built to a sidewalk elevation at the right-of-way line. Beyond the right-of-way line, the grade should not exceed 8 percent. Entrance configurations are shown starting at Figure 4-8.

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