

Public Road Approach	Appropriate Design Vehicle
<p>Type A</p> <ul style="list-style-type: none"> • Paved or unpaved shoulder width < 8 ft. • Approach radius starts from edge of travel lane. • Right-turn lane along mainline is not warranted. • Serves residential, light-commercial, or light-industrial area. 	<p>WB-50 or smaller</p>
<p>Type B</p> <ul style="list-style-type: none"> • Paved shoulder width \geq 8 ft. • Approach radius starts from edge of shoulder. • Right-turn lane along mainline is not warranted. • Serves residential, light-commercial, or light-industrial area. 	<p>WB-50 or smaller</p>
<p>Type C</p> <ul style="list-style-type: none"> • Paved shoulder width \geq 8 ft. • Approach radius starts from edge of shoulder. • Auxiliary right-turn lane along mainline is warranted. • Serves residential, light-commercial, or light-industrial area. 	<p>WB-50 or smaller</p> <p>WB-65 if adjoining traffic lanes are utilized.</p>
<p>Type D</p> <ul style="list-style-type: none"> • Paved shoulder width \geq 8 ft. • Approach radius starts from edge of shoulder. • Auxiliary right-turn lane along mainline is warranted. • Used at intersection of two Department-maintained routes. • Serves commercial area, heavy-industrial area, or truck stop. 	<p>WB-65 or smaller</p>

Note: If one of these standard public road approach types cannot be used at a particular intersection site, the public road approach should be designed and the intersection details should be shown on the plans.

**PUBLIC ROAD APPROACH TYPES
AND CORRESPONDING DESIGN VEHICLES**

Figure 46-1C(1)