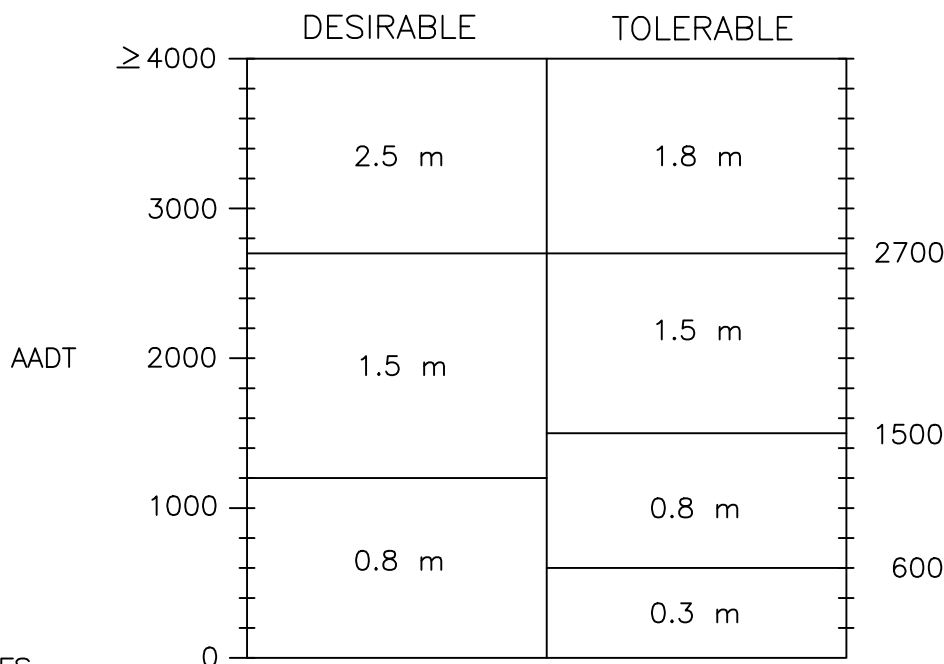


SHOULDER WIDTH



NOTES

1. For additional information, please refer to SKS 4.1–A.
2. Other factors like functional classification, traffic characteristics, system continuity, etc. should be considered in selection of shoulder width.
3. Provision of shoulder width equivalent to new construction standards should be provided where existing surface width permits. If subgrade widening is required, widening to new construction standards is desirable.
4. The design traffic volume for pavement rehabilitation geometric standards is the construction year AADT where the 15–year growth factor is 1.4 or less and the percentage of trucks is 12% or less. For growth factors or truck percentages greater than 1.4 or 12% respectively, the design traffic volume should be adjusted according to Surfacing Manual 830.
5. Shoulder widths are in addition to 3.7m driving lane width.
6. The tolerable inner shoulder width on a four lane divided highway is 0.8 m.
7. Tolerable shoulder width on the National Highway System for two–lane highways and the outer shoulder for four–lane highways is 2.4 m. This does not apply to Highway No. 2 from Prince Albert to La Ronge as it is classified as a Northern Route. If 2.4 m is not achievable, the subgrade should be widened to allow for a 3.0 m shoulder.
8. For high embankments, when $h \geq 8.0$ m, the shoulder width is to be widened to new construction standard, plus 0.9 m, to accommodate the installation of future safety barriers.
9. This standard plan is not applicable to Low Volume Roads, please refer to SKS 4.0–A.



SHOULDER WIDTHS FOR PAVEMENT REHABILITATIONS

RECOMMENDED BY		DIRECTOR DESIGN STANDARDS	DATE		STANDARD PLAN NO	20025
APPROVED BY		EXECUTIVE DIRECTOR DESIGN BRANCH	DATE		SHEET	1 OF 1

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