

	Lane width excluding shoulders (m)					
	One lane 1-way operation			Two lane, either 1-way or 2-way operation		
	Design traffic conditions					
Radius on inner edge of lane (m)	A	B	C	A	B	C
15	5.4 (7.0)	5.4 (7.8)	7.0 (9.0)	9.4	10.8	13.0
25	4.4 (6.2)	5.0 (6.8)	5.4 (7.8)	8.4	9.4	11.4
30	4.3 (6.1)	5.0 (6.6)	5.4 (7.6)	8.4	9.3	10.9
45	4.2 (6.0)	4.8 (6.4)	5.2 (7.2)	8.2	9.0	10.0
60	4.2 (5.8)	4.8 (6.4)	5.0 (7.2)	8.2	9.0	9.8
90	4.0 (5.6)	4.8 (6.2)	5.0 (6.9)	8.0	8.8	9.3
120	4.0 (5.2)	4.4 (6.0)	4.8 (6.8)	8.0	8.4	9.0
150	3.7 (5.0)	4.4 (6.0)	4.8 (6.4)	7.8	8.4	8.8
Tangent	3.7 (4.8)	4.4 (5.8)	4.4 (6.4)	7.4	8.2	8.2

NOTES:

Traffic condition A: Predominantly P vehicles with some consideration for SU vehicles.

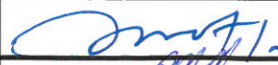
Traffic condition B: Sufficient SU vehicles to govern design with some consideration for Semi-Trailer units (5-10%).

Traffic conditions C: Sufficient semi-trailer, WB12, WB15, or larger to govern design.

Ramp shoulder widths:

- Left shoulder = 0.6 m
- Right shoulder
 - DHV < 300 = 2.0 m
 - DHV > 300 = 2.5 m

1. Barriers (including curbs) shall be located outside of shoulder.
2. Widths in brackets are minimum widths including shoulders.
3. Full pavement structures to be used across entire width.
4. For more information please refer to SKS 2.2.2-B, SKS 2.2.4-A, SKS 2.3.7-A and SKS 2.4.1-B.

 Government of Saskatchewan Ministry of Highways & Infrastructure		DESIGN WIDTHS FOR RAMPS AND TURNING ROADWAYS					
RECOMMENDED BY		DIRECTOR DESIGN & TRAFFIC ENG	DATE	2016-03-21	STANDARD PLAN NO	20720	
APPROVED BY		EXECUTIVE DIRECTOR TECHNICAL STANDARDS BRANCH	DATE	May 5/16	SHEET	1 OF 1	