

# TRANSPORTATION PLANNING

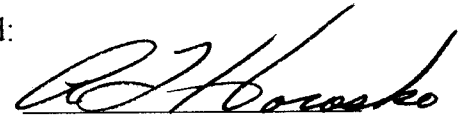
Policy / Standard: TP 5 / 98

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Date: February 2, 1998

**Subject: SHOULDER EDGE  
TREATMENT POLICY**

Approved:

  
Deputy Minister

<b>POLICY</b>	Shoulder end treatment is the recommended standard for all highways to provide for a smooth change in cross fall from shoulder slope to side slope.
<b>PURPOSE</b>	<p>To enhance vehicle safety, prevent edge wash out, increase lateral support, eliminate pavement drop off, facilitate future overlay without grade widening, and ease the construction of fully paved shoulders.</p> <p>The methodology and reasoning behind the development of Policy TP 5 / 98 is explained in Appendix B of the Transportation Planning Manual (<i>Basic Design and Cross-section Standards - Background / Reference Material associated with Transportation Planning Policy: TP 2 / 98</i>).</p>
<b>PROCEDURE</b>	<p><b>Gravel Shoulder Edge Treatment</b> Cross-section (<b>see attached diagram</b>) provides for a 0.25 m extension of the shoulder to allow for natural rounding over time.</p> <p><b>Paved Shoulder Edge Treatment</b> Two paved shoulder options (<b>see attached cross-section diagrams</b>) are acceptable. Option chosen at the discretion of the project engineer.</p> <p><i>Option 1</i> Extending the paved shoulder with 0.5 m of gravel to allow for natural rounding.</p> <p><i>Option 2</i> Providing for an additional 0.5 m of paved shoulder, tapered as required.</p> <p><b>Note:</b> In the case of both gravel and paved shoulder edge treatments associated with rehabilitation projects, the shoulder extension could be lowered to 0.2 m.</p>