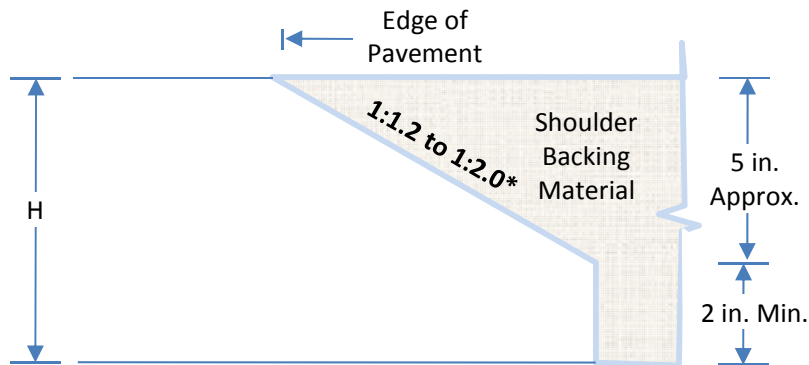


## Guide Specification for Safety Edges<sup>SM</sup>

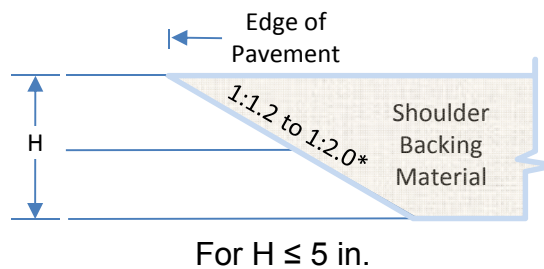
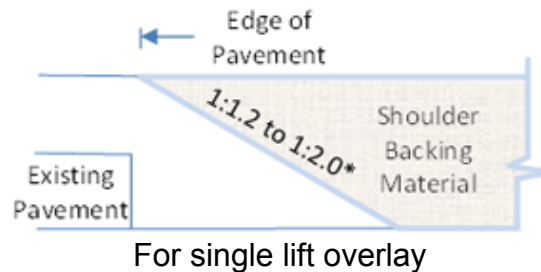
### DESCRIPTION

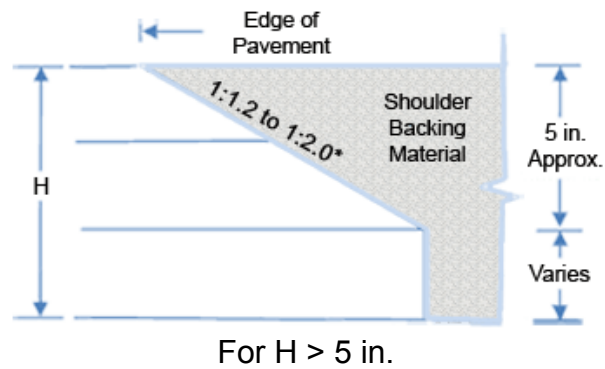
Incorporate a Safety Edge<sup>SM</sup> to the dimensions shown and at locations designated on the contract documents. The finished shape of the Safety Edge<sup>SM</sup> shall conform to the cross-section drawings shown in Exhibit A and Exhibit B.



Note 1\*: Recommended Rise to Run ratio range 1:1.2 to 1:2.0. The range of slope is equal to 26° to 40°.

Exhibit A. Safety Edges<sup>SM</sup> configuration for concrete pavements and concrete overlays.





Note 1\*: Recommended Rise to Run ratio range 1:1.2 to 1:2.0. The range of slope is equal to 26° to 40°.

Exhibit B. Safety Edge<sub>SM</sub> configurations for asphalt pavements and asphalt overlays.

## EQUIPMENT

### A. Asphalt Concrete Pavement (AC)

Utilize an approved Safety Edge<sub>SM</sub> system to create a sloped edge profile onto the roadway shoulder. Utilize an approved Safety Edge<sub>SM</sub> system that compacts the AC and provides a sloped wedge equal to 1:1.2 to 1:2.0 measured from the pavement surface cross slope extended. The use of a single plate strike off is not allowed. The Safety Edge<sub>SM</sub> shall be constructed monolithically with the AC pavement.

Utilize an approved Safety Edge<sub>SM</sub> system that is adjustable to accommodate varying paving thicknesses.

All Safety Edge<sub>SM</sub> systems to be used for the purpose of creating a Safety Edge<sub>SM</sub> must meet the approval of the Engineer. The Engineer may require proof that the system has been used on previous projects with acceptable results or may require a test section constructed prior to the beginning of work to demonstrate the edge shape and compaction to the satisfaction of the Engineer.

### B. Portland Cement Concrete

Modify paver screed to create a Safety Edge<sub>SM</sub> that meets the final cross-section as detailed on the plans.

## CONSTRUCTION METHODS

### A. Shoulder Preparation

Prior to placing asphalt or concrete pavement, prepare the shoulder material where the Safety Edge<sub>SM</sub> will be placed to provide a foundation that will support the placement of the Safety Edge<sub>SM</sub> in accordance with the owner agency's standard practice.

### B. AC Density Adjacent to Safety Edge<sub>SM</sub>

For AC pavements and overlays, the percent compaction of the AC adjacent to the Safety Edge<sub>SM</sub> shall be in accordance with the owner agency unconfined longitudinal edge specification.

### C. Shoulder Backing Material

Furnish, place and compact shoulder backing material to the top of the Safety Edge<sub>SM</sub> as shown in Exhibits A and B in accordance with the owner agency specifications.

### D. Handwork

#### AC

Obtain approval in advance from the Engineer for short sections of handwork such as transitions at driveways, intersections, interchanges, and bridges.

#### Portland Cement Concrete

In areas that do not require a Safety Edge<sub>SM</sub>, e.g., intersections, bridges, etc., it is acceptable to saw cut and remove the Safety Edge<sub>SM</sub> after paving operations are completed. In areas where it is not possible to place the Safety Edge<sub>SM</sub> in conjunction with mainline paving but where the Safety Edge<sub>SM</sub> is desired, the Engineer may allow handwork for short sections, for example at driveway transitions, intersections, interchanges, etc.

## METHOD OF MEASUREMENT

Safety Edge<sub>SM</sub> will not be measured for payment.

## BASIS OF PAYMENT

No separate payment will be made for the construction of the Safety Edge<sub>SM</sub>. All work associated in the Safety Edge<sub>SM</sub> construction shall be integral to the pavement work and shall be included in the contract pricing for those pay items.