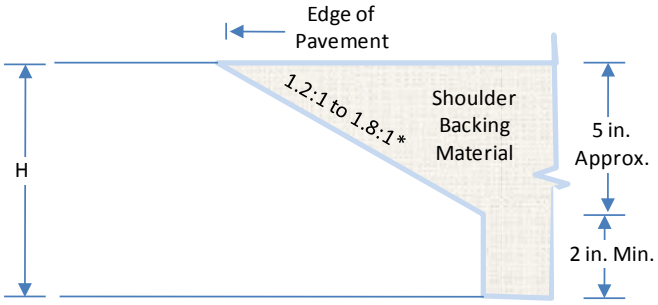
Guide Specification for Safety Edge

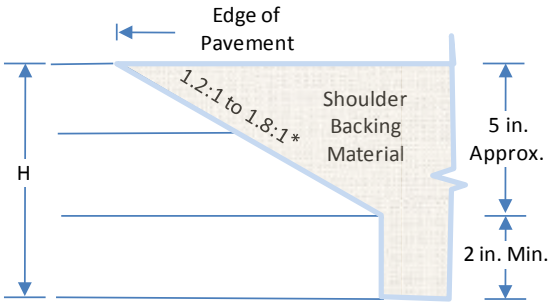
DESCRIPTION

Incorporate a Safety Edge to the dimensions shown and at locations designated on the contract documents. The finished shape of the Safety Edge shall conform to the cross-section drawings shown in Exhibit A and Exhibit B. The Safety Edge shall be constructed monolithically with the pavement.

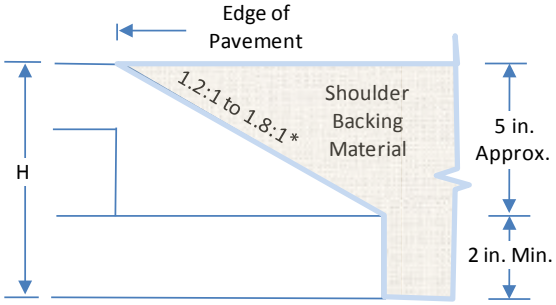


Note 1: The range of slope is equal to 29° to 40°.

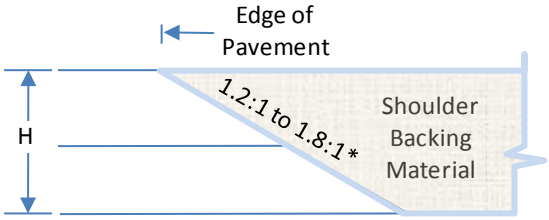
Exhibit A. Safety Edge configuration for concrete pavements and concrete overlays.



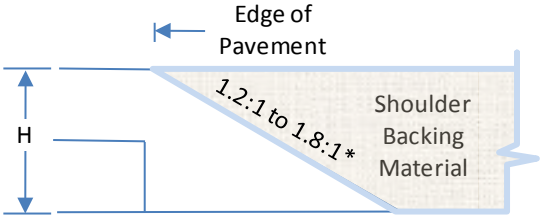
For H > 5 in. Configuration 1



For H > 5 in. Configuration 2



For H ≤ 5 in. Configuration 1



For H ≤ 5 in. Configuration 2

Note 1: The range of slope is equal to 29° to 40°.
Note 2: Configuration 1 depicts constructing the Safety Edge with the final two lifts of asphalt while Configuration 2 (alternate) depicts constructing it with only the final lift of asphalt.

Exhibit B. Safety Edge configurations for asphalt pavements and asphalt overlays.

EQUIPMENT

A. Hot Mix Asphalt (HMA)

Utilize an approved longitudinal Safety Edge system to create a sloped edge profile onto the roadway shoulder. Utilize an approved Safety Edge system that compacts the HMA and provides a sloped wedge equal to1.2:1 to 1.8:1 measured from the pavement surface cross slope extended. The use of a single plate strike off is not allowed.

Utilize an approved Safety Edge system that is adjustable to accommodate varying paving thicknesses.

All Safety Edge systems to be used for the purpose of creating a Safety Edge 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 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 will be placed to provide a foundation that will support the placement of the Safety Edge in accordance with the owner agency's standard practice.

B. HMA Density Adjacent to Safety Edge

For HMA pavements and overlays, the percent compaction of the HMA adjacent to the Safety Edge 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 as shown in Exhibits A and B in accordance with the owner agency specifications.

D. Handwork

HMA

Attain 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, e.g., intersections, bridges, etc., it is acceptable to saw cut and remove the Safety Edge after paving operations are completed. In areas where it is not possible to place the Safety Edge in conjunction with mainline paving but where the Safety Edge is desired, e.g., transitions at driveways, intersections, interchanges, etc., the Engineer may allow handwork for short sections.

METHOD OF MEASUREMENT

Safety Edge will not be measured for payment.

BASIS OF PAYMENT

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