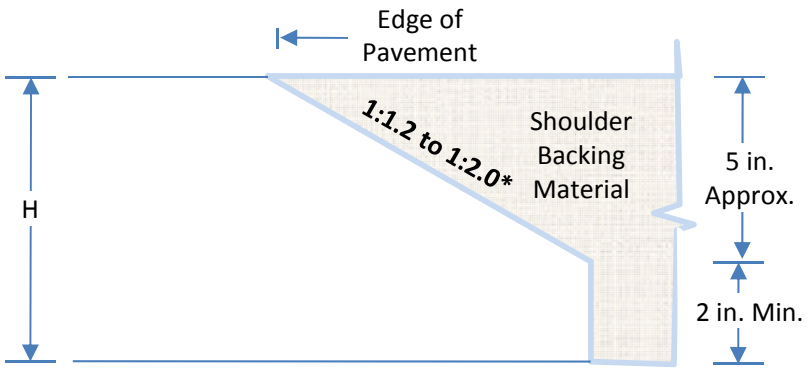
Guide Specification for Safety Edge$_{SM}$

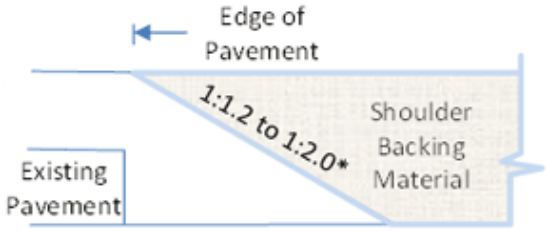
DESCRIPTION

Incorporate a Safety Edge$_{SM}$ to the dimensions shown and at locations designated on the contract documents. The finished shape of the Safety Edge$_{SM}$ shall conform to the cross-section drawings shown in Exhibit A and Exhibit B.

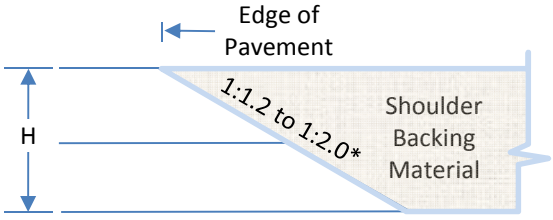


Note 1: Recommended Rise to Run ratio range 1:1.2 to 1:2.0. The range of slope is equal to 26° to 40°.*

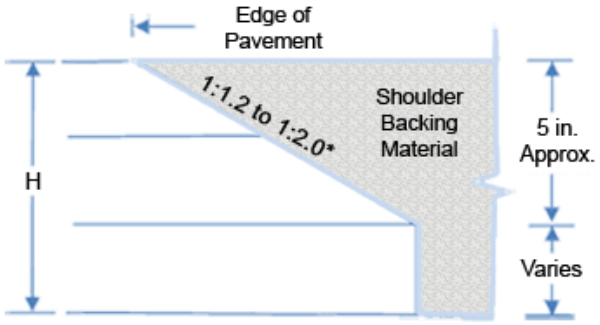
Exhibit A. Safety Edge$_{SM}$ configuration for concrete pavements and concrete overlays.



For single lift overlay



For H ≤ 5 in.



For H > 5 in.

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$_{SM}$ configurations for asphalt pavements and asphalt overlays.

EQUIPMENT

A. Asphalt Concrete Pavement (AC)

Utilize an approved Safety Edge$_{SM}$ system to create a sloped edge profile onto the roadway shoulder. Utilize an approved Safety Edge$_{SM}$ system that compacts the AC and provides a sloped wedge equal to1:1.2 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$_{SM}$ shall be constructed monolithically with the AC pavement.

Utilize an approved Safety Edge$_{SM}$ system that is adjustable to accommodate varying paving thicknesses.

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

B. AC Density Adjacent to Safety Edge$_{SM}$

For AC pavements and overlays, the percent compaction of the AC adjacent to the Safety Edge$_{SM}$ 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$_{SM}$ 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$_{SM}$, e.g., intersections, bridges, etc., it is acceptable to saw cut and remove the Safety Edge$_{SM}$ after paving operations are completed. In areas where it is not possible to place the Safety Edge$_{SM}$ in conjunction with mainline paving but where the Safety Edge$_{SM}$ is desired, the Engineer may allow handwork for short sections, for example at driveway transitions, intersections, interchanges, etc.

METHOD OF MEASUREMENT

Safety Edge$_{SM}$ will not be measured for payment.

BASIS OF PAYMENT

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