

Safety Edge Plan Note

In addition to the requirements of 401.12, attach a device to the screed of the paver that confines the material at the end gate and extrudes the asphalt material in such a way that results in a compacted wedge shape pavement edge of approximately 30 degrees (not steeper than 40 degrees). Ensure the device maintains contact with the existing surface, and allow for automatic transition to cross roads, driveways and obstructions. Do not use conventional single plate strike off.

Construction of safety edge can be omitted at locations where existing width of graded shoulder or berm is less than 12". Projects with varying conditions should use safety edge where possible. Plan preparation has made every reasonable attempt to identify possible safety edge locations.

Use the TransTech Shoulder Wedge Maker, the Carlson Safety Edge End Gate, the Advant-Edger, the Ramp Champ Series II with Safety Edge Shoe, the Troxler SafeTSlope, or a similar approved-equal device that produces the same wedge consolidation results. Contact information for these wedge shape compaction devices is the following:

TransTech Systems, Inc.
1594 State Street
Schenectady, NY 12304
1-800-724-6306
www.transtechsys.com

Advant-Edge Paving Equipment LLC
33 Old Niskayuna Rd.
Loudonville, NY 12211
814-422-EDGE (3343)
www.advantedgepaving.com

Carlson Safety Edge End Gate
18425 50th Avenue East
Tacoma, WA 98446
253-875-8000
www.carlsonpavingproducts.com

Troxler Electronic Laboratories, Inc.
3008 E. Cornwallis Rd.
PO Box 12057
Research Triangle Park, NC 27709
1-877-TROXLER (876-9537)
www.troxlerlabs.com

If electing to use a similar device, provide proof that the device has been used on previous projects with acceptable results or construct a test section prior to the beginning of work and demonstrate wedge compaction to the satisfaction of the Engineer. Short sections of handwork will be allowed when necessary for transitions and turnouts or otherwise authorized by the Engineer.

In addition to the requirements of 401.16, make the first roller pass 8 to 12 inches (200 to 300 mm) away from tapered edge. Do not roll the taper.

Item 209 Preparing Subgrade for Shoulder Paving, As Per Plan.

Prepare the shoulder for paving a consistent safety edge in both thickness and width.

Prior to paving the safety edge, grade an area 10 inches (250 mm) wide, beginning at the edge of the paved roadway, to provide a level surface free of vegetation for construction of the safety edge. If necessary, excavate the graded area to the depth needed to construct the safety edge. Compact the graded shoulder according to 617.05, or as directed by the Engineer.

A quantity of ___ Miles (Stations) has been carried to the general summary for Preparing Subgrade for Shoulder Paving, As Per Plan.

Designer Notes:

Plans should indicate by station where the safety edge will be constructed. Locations with graded shoulder beyond the paved surface less than 12 inches wide due to steep ditches or hillsides are not candidates for the safety edge. Acceptable candidates for the safety edge should have a graded berm or shoulder beyond the paved surface with a 6:1 or flatter fore-slope for at least 1 foot. Include the asphalt quantities for the safety edge with the asphalt items specified for the overlay. Separate calculations should be included. Driveways and other obstructions to the safety edge need not be located by station, but should be deducted in quantity calculations.

Item 209 Preparing Subgrade for Shoulder Paving is required beyond the limits of the existing paved area to allow for proper construction of the safety edge. A separate plan note is included.

Embankment, compacted aggregate, or other material must be included in the plans to transition from the safety edge to the existing ground. The safety edge is not intended to be left exposed, but rather to prevent a vertical drop-off if the embankment/aggregate erodes or ruts.