

**OKLAHOMA DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISIONS
FOR
ASPHALT SAFETY EDGE**

These Special Provisions revise, amend, and where in conflict, supersede applicable sections of the 2009 Standard Specifications for Highway Construction, English and Metric.

411.01 DESCRIPTION *(Add the following:)*

The asphalt safety edge is a beveled pavement edge to help lessen the severity of roadway departures. When a driver drifts off the paved surface, the safety edge provides greater ease for re-entering the roadway, and reduces the risk of over steering and loss of control of the vehicle.

Safety edge is required on asphalt concrete highway construction (permanent or temporary), on all routes, for all design speeds and types of traffic, when the following conditions exists:

- the roadway is an open section (no curb),
- the increase in pavement thickness is 2" or greater, and
- the paved shoulder width is 4 feet or less.

With the Engineer's approval, the safety edge may be constructed when the paved shoulder width is greater than 4 feet.

411.02 MATERIALS *(Add the following:)*

Construct the safety edge using the same material used to construct the adjoining pavement or shoulder.

411.03 EQUIPMENT

C. Paver *(Add the following:)*

Equip the paver to ensure a 30 ± 5 degree wedge along the outside edge(s) of the roadway (measured from the horizontal plane) is in place after final compaction of the final surface course. Use an approved mechanical device that will:

- Apply compactive effort to the asphalt mixture to eliminate objectionable voids as the mixture passes through the wedge device, and
- Produce a wedge with a uniform texture, shape, and density while automatically adjusting to varying heights encountered along the roadway shoulder.

411.04 CONSTRUCTION METHODS

I. Spreading and Finishing *(Add the following:)*

When paving operations result in a drop off of greater than 2 inches at the outside edge(s), or as directed by the Engineer, attach a device to the paver screed to confine material at the end gate and extrude the asphalt material in a wedge shape having an angle between 30 ± 5 degrees. Ensure the wedge is compacted sufficiently as to eliminate objectionable voids. Maintain contact between the device and road shoulder surface; and allow automatic transition to cross roads, driveways, and obstructions. Use the device to constrain the asphalt head, reducing the area and increasing the density of the extruded profile.

The Engineer may allow short sections of handwork when necessary for transitions at driveways, intersections, interchanges, and bridges.

Do not construct the safety edge at longitudinal joints in the pavement section.

Safety edge shape can be constructed on each lift of asphalt, or on the full specified depth on the final lift.

411.05 METHOD OF MEASUREMENT *(Add the following:)*

Asphalt safety edge will not be measured for payment.

411.06 BASIS OF PAYMENT *(Add the following:)*

Include the cost of constructing the asphalt safety edge in the price bid for the asphalt concrete paving pay item(s) included in the contract.