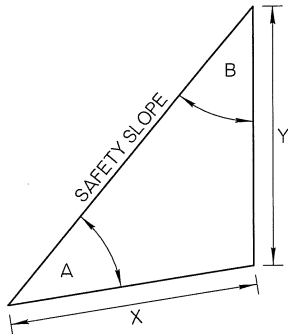
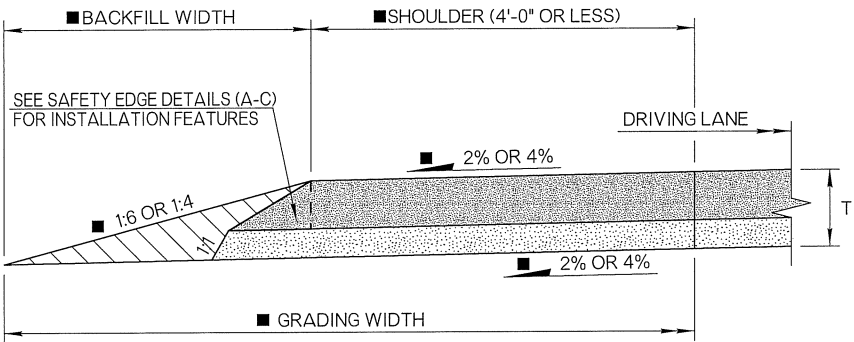


X - ASPHALT PAVEMENT SAFETY EDGE WIDTH			
Y	X (2% SLOPE)		X (-4% SLOPE)
	2%	-2%	
IN	IN	IN	IN
0.50	0.86	0.88	0.89
0.75	1.28	1.31	1.33
1.00	1.71	1.75	1.77
1.50	2.57	2.63	2.66
2.00	3.42	3.50	3.54
2.50	4.28	4.38	4.43
3.00	5.14	5.26	5.31
3.50	5.99	6.13	6.20
4.00	6.85	7.01	7.08
4.50	7.70	7.88	7.97
5.00	8.56	8.76	8.85



$$X = \frac{Y \cdot \sin(B)}{\sin(A)}$$

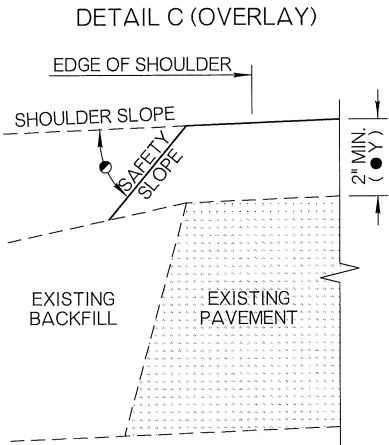
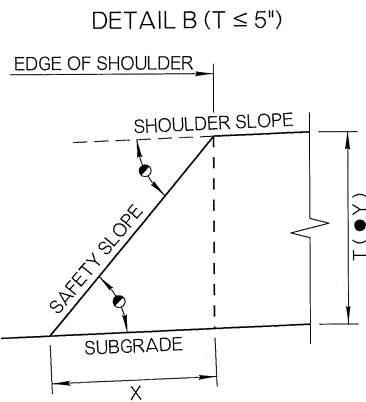
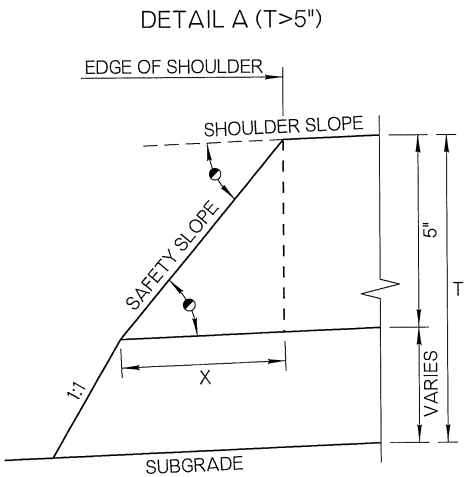
CALCULATE X USING
30° FOR ANGLE A.



TYPICAL SECTION VIEW OF AN ASPHALT PAVEMENT SAFETY EDGE

NOTE: SAFETY EDGE SHALL BE INSTALLED ON SHOULDERS OF WIDTH 4'-0" OR LESS.

■ SEE TYPICAL SECTION FOR DIMENSIONS AND SLOPES.



SAFETY EDGE DETAILS (A-C)

- VARIES BETWEEN 2" AND 5" WITH A 5" MAXIMUM HEIGHT.
- 30°±5° (ANGLE IS MEASURED FROM SLOPED EDGE OF SHOULDER.)

GENERAL NOTES

- ALL CONSTRUCTION AND MATERIAL REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE 2009 ODOT STANDARD SPECIFICATIONS.
- SAFETY EDGE SHALL BE CONSTRUCTED IN UNION WITH THE ASPHALT CONCRETE PAVEMENT.
- THE SAFETY EDGE, AS SHOWN, CAN BE APPLIED TO NEW CONSTRUCTION AND TO OVERLAYS OF AT LEAST 2".
- INSTALLATION OF SAFETY EDGE IS NOT REQUIRED IN CURB AND GUTTER AREAS.
- ALL SAFETY EDGES 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 THAT A TEST SECTION BE CONSTRUCTED PRIOR TO THE BEGINNING OF WORK TO DEMONSTRATE THAT THE EDGE SHAPE AND COMPACTION IS TO THE SATISFACTION OF THE ENGINEER.
- PRIOR TO PAVING SAFETY EDGE, GRADE AN AREA 10" WIDE BEGINNING AT EDGE OF PAVED SHOULDER TO PROVIDE A LEVEL SURFACE FREE OF VEGETATION.

APPROVED BY
ROADWAY ENGINEER: *Caleb F. A.* DATE: *04/14/15*

ROADWAY DESIGN DIVISION STANDARD

DOT

PAVEMENT SAFETY EDGE

OKLAHOMA DEPARTMENT OF TRANSPORTATION
2009 SPECIFICATIONS

PSE-1	0
R-21	