



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DESIGN DIVISION**  
SUITE 1300 JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-3848  
(615) 741-2221

**JOHN C. SCHROER**  
COMMISSIONER

**BILL HASLAM**  
GOVERNOR

**INSTRUCTIONAL BULLETIN NO. 12-17**

**Regarding Safety Edge**

**Effective for the December 2012 letting (October 3 turn-in)**, the following sections of the Design Guidelines are revised. This Instructional Bulletin revises and voids sections 4-416.00 and 6-150.00 in Instructional Bulletin 12-14.

4-416.00 is revised regarding Safety Edge  
6-150.00 is revised to include note 3 concerning Safety Edge.

---

Carolyn Stonecipher, P.E.,  
Civil Engineering Director  
Design Division

August 15, 2012  
CAS:ARH:MWC

Attached:

#### **4-416.00 SAFETY EDGE**

A safety edge is a sloped (25 to 30 degree) asphalt edge that more easily allows vehicles that have run off the road to regain the roadway than a standard vertical face.

On all new construction projects involving asphalt paving without curbs, a safety edge will be applied to the edge of all layers of mix.

For resurfacing projects, a safety edge will be applied only when identified on the Resurfacing Safety Review Checklist completed by the Regional Resurfacing Coordinator.

Pavement General Note 3 (Section 6-150.00) shall be added to the plans on all projects that specify safety edge.

#### **6-150.00 PAVEMENT**

**NOTE: NOTES (1), (2), (4), (5), (6), AND (9) ARE TO BE PLACED ON ALL RESURFACING PROJECTS ON ROADWAYS WITH SHOULDERS AND DITCHES (NO CURB AND GUTTER).**

**NOTE: NOTES (1), (2), (4), (7), (8), AND (9) ARE TO BE PLACED ON ALL RESURFACING PROJECTS ON ROADWAYS WITH URBAN CURB AND GUTTERS.**

**NOTE: NOTE (3) SHALL BE PLACED ON ALL NEW CONSTRUCTION PROJECTS WITH SHOULDERS AND DITCHES (NO CURB AND GUTTER) OR ON RESURFACING PROJECTS WHERE SAFETY EDGE IS SPECIFIED.**

#### **6-150.01 PAVING**

(1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

(2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

(3) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

#### **6-150.02 RESURFACING**

**NOTES (4) THROUGH (9) FOR RESURFACING ONLY**

(4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID

FOR OTHER ITEMS OF CONSTRUCTION.

(5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

(6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

(7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.

(8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.

(9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.