

Design Standards Letter

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Section/Plan No.: None

Subject: Fencing Policy

Body

ALL DIVISION AND DISTRICT ENGINEERS AND CHIEF COUNSEL:

The following policy for fencing controlled access highways shall be used for the development of fencing plans.

Fencing Policy

1. All fully controlled access or freeway type highways have continuous fencing on either the right-of-way line or at near the access-control line except in areas of precipitous slopes or natural barriers, or where it can be established that such fencing is not necessary to effectively preserve access control.
2. Compensation for fencing to the property owner will not be allowed where the plans provide for fencing.
3. Fencing types should consist of woven wire and barbed wire fence 4' 6" high for rural and some suburban areas and chain link property fence, minimum 60" high, for urban and suburban areas and other developed areas where pedestrian control is desirable. Property fence shall be used through the limits of rest areas.
4. Where outer roadways are provided, the use of guard cable may be considered as a substitute for fencing at the access control line when the primary purpose of fencing is to prevent vehicular movements.
5. Completed sections of freeways should be reviewed and fencing provided in accordance with this criteria. Fencing is to be placed regardless of previous compensation for fencing to property owners.
6. All fence so provided on the plans shall be maintained by the State.
7. Fencing for limited access highways should be determined on each individual project needs but generally will not be required.

8. Where generally acceptable, private fences exist, they may be utilized to develop the necessary continuous fencing, but maintenance shall remain the responsibility of the owner.

It is emphasized that it is not the intent of this policy to provide continuous fencing indiscriminately, and care should be exercised in the selection of the locations requiring fence. In flat terrain considerably more fencing will be required than in rolling and hilly terrain. The primary concern is prohibition of vehicular access to the thruway lanes. A secondary concern in extensive agricultural areas is the use of the right-of-way for the growing of crops, in cultivating operations, and the development of field roads. Fencing should be used to control these features. Fencing will not be provided to control animals. Fencing should be provided for pedestrian control particularly in urban, suburban, and developed areas.

Any fencing provided by this criteria to effectively preserve access control should be work which maintenance forces could not normally be expected to do. Considerable control can be achieved by maintenance forces involving a minimum of work through minor grading, ditching, placement of posts, etc., and is preferable to development of extensive control by fencing. Policing is also an effective control measure for control of infrequent violations which should be explored before control through extensive fencing is utilized.

Attached hereto are sketches illustrating typical treatment of fencing for various situations. The use of drive gates for maintenance purposes has not been illustrated, but minimum usage would be required to facilitate maintenance operations. Drive gates will also be required at crossings of interstate pipe lines to guarantee accessibility for the pipe line companies.

L. V. McLaughlin
Division Engineer
Surveys and Plans