

CHAPTER 15: FENCING

CHAIN LINK FENCE PAY ITEMS

When placing new chain link fence the METAL BRACE ASSEMBLIES are included in the cost of the chain link fence unless a separate pay item is included in the SEQ.

However, the ELECTRICAL GROUND is always paid for separately. Be sure to include a pay item for this in the SEQ.

CHAIN LINK FENCE TOP RAIL

Whenever you are doing a project and you have chain link fence in the clear zone you should check that the top rail is cable and not a steel pole. There has been a case where the pole has been known to pierce a motorist. If you need to replace the top rail post with cable use pay item 2557.603 REPAIR FENCE by the LIN FT.

FENCE LOCATION

See the Road Design Manual Figure 11-9.06A for diagrams of where to place fencing.

SNOW FENCING

Blowing and drifting snow for most Minnesotans that phrase conjures up images of windblown landscapes where roadways disappear, weather forecasters warn of life threatening conditions, and highway heroes drive big orange trucks. On an average winter Minnesota taxpayers spend 100 million dollars annually on snow and ice control. MnDOT alone typically spends 41 million dollars annually on snow and ice control.

Blowing and drifting snow is a transportation efficiency and safety concern. The effects have impact on Minnesota's economy as well as its public safety. Within MnDOT a snow control steering committee was established to assess MnDOT's role and internal expectations and advocate the tools available to solve the blowing and drifting snow problem. What are the tools available for solving the blowing and drifting snow problem?

The tools available include living snow fences, structural snow fencing, raising the grade of the roadway, and flattening the backslopes along the roadway. Each one of these choices needs to be balanced among personal, social, economic, and environmental values in order to select the best solution.

A survey of county and state snow plow operators revealed that there are 1,000 mi. of problem roadway, 550 mi. on the county highway system and 450 mi. on the state trunk highway system that require retrofitting to solve the blowing and drifting snow problem. Retrofitting a problem section of roadway after the design and construction of the roadway is completed presents many

challenges. Those challenges deal largely with the logistics having to go back, a second time, to the adjacent landowners and acquire a property right to implement a snow control practice. Also, traffic flow is enhanced for the traveling public when we solve the blowing and drifting snow problem along an entire corridor.

The first step in solving snow deposition problems is to identify sections along the roadways that the highway maintenance crews know are subjected to blowing and drifting snow. Snowplow operators are also helpful because they are familiar with what types of problems are typically encountered on a given section of roadway, such as upwind drifting, downwind drifting, poor visibility, or slush and ice buildup on the road surface.

More information regarding snow fences can be found at...
www.dot.state.mn.us/environment/livingsnowfence/index.html