

- 3 - Recommended by the Field Inspection Report, the **Residency Administrator** or the city/county (where city/county will take over maintenance responsibility.)

Metal fencing adjacent to an airport sometimes interferes with airport traffic control radar by causing erroneous display on the radar screen. In order to avoid this potentially dangerous situation, when a highway project is adjacent to an airport and has proposed fencing, the designer shall contact the [Aircraft Operations Section](#), which will check with the Federal Aviation Administration to ascertain if metallic fencing will be a problem. Should the FAA determine that the metallic fencing will be a problem, then a nonmetallic design will be used.

Unless circumstances dictate otherwise, plus and distance references for fence breaks will only be required on plans where the fence deviates from the proposed right of way line.

TRAFFIC BARRIERS - GUARDRAIL AND CONCRETE BARRIERS

Traffic barriers are to be provided in accordance with the applicable "GR" or "MB" Standards and Appendix A (Section A-3 Traffic Barrier Installation Criteria).

SHY LINE

Shy line offset is defined as a distance beyond which a roadway object will not be perceived as a threat by a driver. In other words, a driver will not react to an object beyond the shy line offset. If possible, the roadside barrier should be placed [beyond the shy line offset](#). See [Appendix A \(Section A-2 Clear Zone Guidelines\)](#).

CLEAR ZONE

Clear zone is defined as the roadside border area, starting at the edge of the through traveled way (edge of pavement), available for safe use by errant vehicles. Previously, 30 feet (9 m) was considered to be standard clear zone, but current guidelines in [Appendix A Section A-2-CLEAR ZONE GUIDELINES](#) and AASHTO's [Roadside Design Guide](#) give values greater or less than 30 feet (9 m), depending on the roadside slopes, operating speed, and traffic volumes.

RUN-ON TERMINALS

[Guardrail terminals](#) are to be provided for all installations, regardless of Functional Classification. The termini of guardrail must be designed and located so there are no exposed rail element ends on which a vehicle could be impaled. With [Std. GR-2](#), the