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Standard Guide for Design and Construction of Expanded Metal Security Fences and Barriers¹

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1. Scope

1.1 This guide provides assistance for the site security designer to select the proper components required to design a site specific expanded metal physical security perimeter barrier.

1.2 This standard does not purport to address all of the physical protection security concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish the appropriate design for the level of physical protection required and determine the applicability of regulatory requirements or limitations prior to use.

1.3 It is recommended that Specification [F2548](#) to be used in conjunction with this guide.

1.4 The values stated in inch-pound units are to be regarded as standard.

2. Referenced Documents

2.1 *ASTM Standards*:²

[A121](#) Specification for Metallic-Coated Carbon Steel Barbed Wire

[A123/A123M](#) Specification for Zinc (Hot-Dip Galvanized) Coatings on Iron and Steel Products

[A307](#) Specification for Carbon Steel Bolts and Studs, 60 000 PSI Tensile Strength

[F626](#) Specification for Fence Fittings

[F1043](#) Specification for Strength and Protective Coatings on Steel Industrial Fence Framework

[F1083](#) Specification for Pipe, Steel, Hot-Dipped Zinc-Coated (Galvanized) Welded, for Fence Structures

[F1910](#) Specification for Long Barbed Tape Obstacles

[F2200](#) Specification for Automated Vehicular Gate Construction

[F2548](#) Specification for Expanded Metal Fence Systems for Security Purposes

[F2656](#) Test Method for Vehicle Crash Testing of Perimeter Barriers

2.2 *US Dept. of Defense:*

[UFC 4-010-01](#) United Facilities Criteria, DoD Minimum Antiterrorism Standards for Buildings

[UFC 4-020-01](#) United Facilities Criteria, DoD Security Engineering Facilities Planning Manual

2.3 *US Dept. of State:*

[SD-STD-02.01](#) Revision A, March 2003 Test Method for Vehicle Crash Gate Testing of Perimeter Barriers and Gates

2.4 *General Services Administration:*

[The Site Security Design Guide, U.S. General Services Administration \(GSA\)](#)

2.5 *American Society of Civil Engineers (ASCE):*

[ASCE/SEI 7-05](#) Minimum Design Loads for Buildings and Other Structures (Manufacturer shall demonstrate framework design for wind load criteria for the selection of line posts and line post spacing)

3. Terminology

3.1 *Definitions of Terms Specific to This Standard:*

3.1.1 *access control*—for the purposes of these standards, any combination of barriers, gates, electronic security equipment, or guards, or a combination thereof, that can deny entry to unauthorized personnel or vehicles.

3.1.2 *active barrier*—a barrier that requires manual or motorized action to operate. Action barriers may be command or sensor activated to prevent or impede unauthorized passage.

3.1.3 *anti-ram vehicle barrier*—a device or barrier that prevents vehicle access to provide pedestrian protection and/or building security. Anti-Ram vehicle barriers may be either active or passive barriers. A rated anti-ram barrier is a Department of State-approved perimeter barrier that does not exceed the defined penetration level for a 15,000-lb gross weight vehicle traveling perpendicular to the barrier at nominal speeds of 50, 40, or 30 mph. Reference Test Method [F2656](#) for performance criteria.

¹ This guide is under the jurisdiction of ASTM Committee [F14](#) on Fences and is the direct responsibility of Subcommittee [F14.50](#) on High Security Fences and Perimeter Barriers.

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² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

3.1.4 *asset*—tangible or intangible items, personnel, or outdoor gatherings, (in whole or in part), which may be subject to manmade or natural hazards.

3.1.5 *barrier*—an object used to separate or impede the movement of a vehicle or pedestrian.

3.1.6 *design basis tactics*—identify the specific acts and methods that the building and site’s countermeasures must protect against and form the basis for the site security design. (U.S. General Services Administration)

3.1.7 *design criteria*—defines the design direction that emerges, based on inputs from the risk assessment, consideration of the design basis tactics, and the required level of protection. (U.S. General Services Administration)

3.1.8 *level of protection*—the degree to which an asset (for example, a person, a piece of equipment, or an object, etc.) is protected against injury or damage from an attack.

3.1.9 *passive vehicle barrier*—stationary barriers creating perimeter or edge protection, such as fixed bollards, concrete walls, concrete jersey barriers, concrete planters, boulders, excavations and ditches, vehicle restraint cable systems, king tut blocks, bastion barriers, bin barriers, reinforced masonry walls, berms, ponds/basins, existing trees, intrusion detection devices, and reinforced streetscape elements sculpture etc. Passive vehicle barriers have no moving parts. A passive vehicle barrier system consists of a permanent or portable structure positioned to slow, delay or deny access to a protected site or restricted area.

3.1.10 *perimeter barrier*—a fence, gate, bollard, wall, fence, planter, other structure, or natural topographic feature that provides protection against a vehicle gaining access to a compound or facility.

3.1.11 *physical security*—the part of security concerned with physical measures designed to safeguard personnel; to prevent unauthorized access to equipment, installations, material, and documents; and to safeguard against espionage, sabotage, damage and theft. (U.S. Army)

3.1.12 *portable barrier*—a passive or active barrier designed to be removed and relocated as required. Includes any movable object that can be moved in place to stop the movement of vehicles and/or people.

3.1.13 *risk acceptance*—the degree of risk associated with an asset or endeavor that a decision-maker perceives and will accept under a given set of circumstances and with associated costs.

3.1.14 *standoff*—the area between a protected structure and the perimeter protecting the asset against potential attacks. Sometimes referred to as setback. Distance from the inside edge of a barrier to the nearest surface of the building being protected.

4. Summary of Guide

4.1 It is the responsibility of the design team to consider the design criteria, understand the design basis tactics, and levels of protection that shaped them, and provide effective and balanced design solutions that respond to the threat.

4.2 Concerns for security throughout the design process will identify the need for appropriate levels of protection around the site perimeter, site access, required standoff distances, parking, and other specific assets. All of these areas may require some form of physical security to equally balance the level of security with an acceptable risk.

4.3 Perimeter barriers are used to define the limits of a perimeter, standoff, activity, or area, to define ingress and egress points, to form a psychological deterrent, and to establish an acceptable level of protection. They delay unauthorized individuals to facilitate their apprehension by response forces, direct traffic along designated routes of travel for enhanced surveillance and control, and can preclude visual compromise by unauthorized individuals.

5. Design Criteria for Perimeter Fences and Barriers

5.1 *Cost Effectiveness*—Budgetary allotments for security plans should be set after the performance requirements for fences and barriers have been determined.

5.2 Determine the threat and risk acceptance. This standard guide should be used in conjunction with site-specific risk assessments as necessary to attain an appropriate level of protection from natural and or manmade hazards.

5.3 Determine the level of security for the fence system required based on acceptable risk. Part of this determination would be the height of the fence. Fences used for the purpose of security shall be a minimum of 8-ft high.

5.4 Determine the function for the fence or barrier based on the application icons listed in Fig. 1.

5.4.1 Expanded metal barriers may take different forms and provide perimeter security and access control to protect assets. Expanded metal fencing can be mounted on moveable K Rated concrete highway barriers creating active barriers that are also

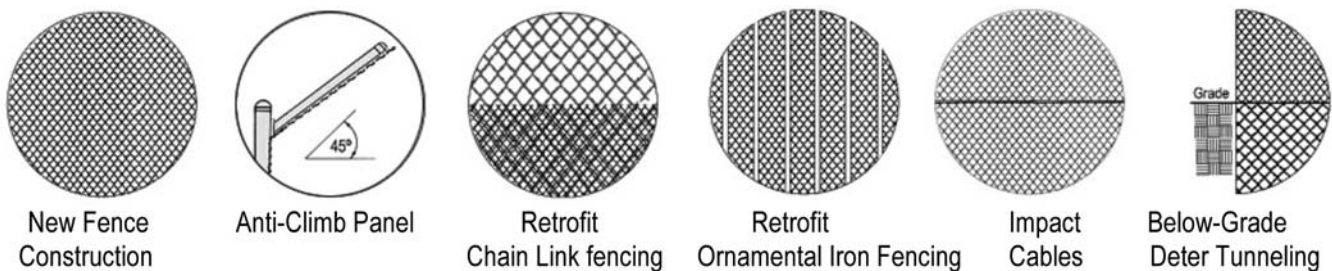


FIG. 1 Applications