

560.01	General
560.02	References
560.03	Design Criteria
560.04	Fencing Types
560.05	Gates
560.06	Procedure
560.07	Documentation

560.01 General

Fencing is provided primarily to discourage encroachment onto Washington State Department of Transportation (WSDOT) highway right of way from adjacent property, to delineate the right of way, and to replace fencing that has been disrupted by construction.

Encroachment onto the right of way is discouraged to limit the presence of people and animals that might disrupt the efficient flow of traffic on the facility. Although not the primary intent, fencing does provide some separation between people, animals, traffic flow, and other features.

560.02 References

(1) Design Guidance

Plans Preparation Manual, M 22-31, WSDOT

Roadside Manual, M 25-30, WSDOT

Standard Plans for Road, Bridge, and Municipal Construction (Standard Plans), M 21-01, WSDOT

Standard Specifications for Road, Bridge, and Municipal Construction (Standard Specifications), M 41-10, WSDOT

560.03 Design Criteria

(1) General

Fencing on a continuous alignment usually has a pleasing appearance and is the most economical to construct and maintain. The recommended practice is to locate fencing on or, depending on the terrain, 12 inches inside the right of way line.

Where the anticipated or existing right of way line has abrupt irregularities over short distances, coordinate with Maintenance and Real Estate Services personnel to dispose of the irregularities as excess property (where possible) and fence the final property line in a manner acceptable to Maintenance.

Whenever possible, preserve the natural assets of the surrounding area and minimize the number of fence types on any particular project.

(2) Limited Access Highways

On highways with full and partial limited access control, fencing is mandatory unless it has been established that such fencing may be deferred. Fencing is not required for modified limited access control areas, but may be installed where appropriate. Fencing is required between frontage roads and adjacent parking or pedestrian areas (such as rest areas and flyer stops) and highway lanes or ramps unless other barriers are used to discourage access violations.

On new alignment, fencing is not provided between the frontage road and abutting property unless the abutting property was enclosed prior to highway construction. Such fencing is normally part of the right of way negotiation.

Unless there is a possibility of access control violation, fencing installation may be deferred until needed at the following locations:

- In areas where rough topography or dense vegetation provides a natural barrier.
- Along rivers or other natural bodies of water.
- In sagebrush country that is sparsely settled.
- In areas with high snowfall levels and sparse population.
- On long sections of undeveloped public or private lands not previously fenced.

When in doubt about fencing installation, consult the Headquarters (HQ) Access and Hearings Engineer.

(3) Managed Access Highways

Fencing is not required for managed access highways. When highway construction will destroy the fence of an abutting property owner (which was originally constructed on private property), the cost of replacement fencing may be included in the right of way payment. When the fences of several property owners will be impacted, it may be cost-effective to replace the fences as part of the project.

If fencing is essential to the safe operation of the highway, it will be constructed and maintained by the state. An example is the separation of traveled highway lanes from adjacent facilities with parking or pedestrian areas (such as rest areas and flyer stops).

(4) Special Sites

Fencing may be needed at special sites such as pit sites, stockpiles, borrow areas, and stormwater detention facilities.

Fencing is not normally installed around stormwater detention ponds. Evaluate the need to provide fencing around stormwater detention facilities when pedestrians or bicyclists are frequently present. Document your decision in the Design Documentation Package.

The following conditions suggest a need to evaluate fencing:

- Children or persons with mobility impairments are frequently present in significant numbers in locations adjacent to the facility, such as routes identified in school walk route plans or nearby residential areas or parks.
- Water depth reaches or exceeds 12 inches for several days.
- Sideslopes into the facility are steeper than 3H:1V.

Fencing proposed at sites that will be outside WSDOT right of way requires that local ordinances be followed if they are more stringent than WSDOT's.

Wetland mitigation sites are not normally fenced. When evaluating fencing for wetland mitigation sites, balance the need to restrict human access for safety considerations (such as the presence of children) with the need to provide animal habitat.

Other special sites where fencing may be required are addressed in the following chapters:

- Chapter 720, Bridges (refers to protective screening)
- Chapter 1510, Pedestrian Design Considerations
- Chapter 1520, Bicycle Facilities

The fencing types and designs for special sites are determined by the requirements of each situation.

560.04 Fencing Types

(1) Chain Link

Installation of chain link fence is appropriate for maximum protection against right of way encroachment on sections of high-volume highways in the following locations:

- Along existing business districts adjacent to a freeway.
- Between freeways and adjacent parallel city streets.
- Where existing streets have been cut off by freeway construction.
- In industrial areas.
- At large residential developments.
- On military reservations.
- At schools and colleges.
- In recreational and athletic areas.
- In developed areas at the intersection of two limited access highways.
- At any other location where a barrier is needed to protect against pedestrian, bicyclist, or livestock encroachment in limited access areas.

For roadway sections in rock cuts, see Chapter 1230.

The *Standard Plans* contains details for the approved types of chain link fence. The recommended uses for each type of fence are as follows:

(a) Type 3

This is a high fence for areas of intensified use, such as industrial areas or school playgrounds. Use this fence for new installations of high fencing. It may be used within the Design Clear Zone.

(b) Type 4

This is a lower fence for special use, such as between the traveled highway lanes and a rest area or flyer stop or as a rest area boundary fence if required by the development of the surrounding area. This fence may be used along a bike path or hiking trail to separate it from an adjacent roadway.

Justify why corrective action is not taken when existing fencing with a rigid top rail will be left in place within the limits of a proposed project. For cases where a more rigid fence is needed, contact the HQ Design Office.

Coated galvanized chain link fence is available in various colors and may be considered in areas where aesthetic considerations are important. Coated ungalvanized chain link fence is not recommended.

(2) Wire Fencing

The *Standard Plans* and the *Standard Specifications* contain details for the two approved types of wire fence. The recommended uses for each type of fence are as follows:

(a) Type 1

This fence is used in urban and suburban areas where improvements along the right of way are infrequent and future development is not anticipated. It may also be used adjacent to livestock grazing areas. The lower portion of this fence is wire mesh and provides a barrier to children and small animals.

(b) Type 2

This fence is used in farming areas to limit highway crossings by farm vehicles to designated approaches. These areas include irrigation districts to prevent ditch riders, maintenance personnel, and farmers from making unauthorized highway crossings, and where new alignment crosses parcels previously enclosed by barbed wire.

(3) Other Considerations

Extremely tall fences (7 to 10 feet high) may be used in areas where there are exceptional conditions such as large concentrations of deer or elk. (See the region Environmental Services Office and the *Roadside Manual* concerning wildlife management.)

Metal fencing can interfere with airport traffic control radar. When locating fencing in the vicinity of an airport, contact the Federal Aviation Administration to determine whether metal fence will create radar interference at the airport. If so, use nonmetallic fencing.

Do not straddle or obstruct surveying monuments with any type of fencing.

560.05 Gates

Keep the number of fence gates along limited access highways to a minimum. On limited access highways, all new gates must be approved as described in Chapter 550.

Usually such gates are necessary only to allow highway maintenance personnel and operating equipment to reach the state right of way without using the highway or freeway main line. Gates may be needed to provide access to utility supports, manholes, and so on, located within the right of way.

Use gates of the same type as each fence, and provide locks to deter unauthorized use.

In highly developed and landscaped areas where maintenance equipment is parked outside the fence, provide the double gate shown in the *Standard Plans*.

Where continuous fencing is not provided on limited access highways, Type C approaches (see Chapter 1340) are normally gated and locked, with a short section of fence on both sides of the gate.

560.06 Procedure

Fencing is addressed in the access report (see Chapter 530) and the Plans, Specifications, and Estimates, in accordance with the *Plans Preparation Manual*.

560.07 Documentation

For the list of documents required to be preserved in the Design Documentation Package and the Project File, see the Design Documentation Checklist:

 www.wsdot.wa.gov/design/projectdev/

