

**AASHTO** American Association of State Highway Transportation Officials.

**Abandoned Facilities** Those facilities located within WSDOT right of way, on an easement or other property right of the utility, that remain in the right of way after the utility has given the state a quitclaim deed to the property right. The utility is no longer responsible for the facility, and all costs for future impacts created by the facility are now borne by the state.

**Acceptance of Assignment** See [Transfer of Ownership](#).

**Access Break** Creation of an ingress or egress point at a location other than a designated interchange or intersection, such as the construction or installation of a utility.

**Access Control Tracking System** A database system used to determine the access level of highway right of way and identify existing approach rights, which is managed by the HQ Design Office, Access and Hearings Section.

**Accommodation Application** An application submitted by a utility, or a utility's agent working on behalf of the utility, requesting permission to install a utility within the operating highway right of way.

**Accommodation Document** A generic term denoting a utility franchise, Franchise Amendment, Franchise Renewal, Franchise Consolidation, or permit. Accommodation documents are legal and binding agreements between the utility and WSDOT that describe in detail the terms and conditions under which a utility organization will be allowed to install a utility within the operating highway right of way.

**Accommodation Process** The process of receiving, reviewing, approving, inspecting, and accepting a utility installation.

**Addenda/Addendum** An addendum is any document or plan that revises, modifies, or supplements a previously approved utility accommodation document, becoming part of the approved utility installation.

**Agreement Execution Date** The signature date of the final party to sign the agreement.

**Alternate Measures** Alternatives to the relocation of nontraversable utility objects to outside the Control Zone; methods used to protect, reduce, or eliminate Location I or II Objects.

**Alternative Countermeasures** See [Alternate Measures](#).

**Annexation** The process of expansion of a city's boundaries to include land previously outside its jurisdiction.

**Approval as to Form** Verification of the legality of a document by the Attorney General's Office.

**ASCE** American Society of Civil Engineers.

**Assistant Attorney General (AAG)** An attorney assigned to WSDOT by the Attorney General's Office.

**At-Risk Utility Object** A fixed-surface utility object considered to be installed in a location where the probability of collision by a motor vehicle is high. Examples include a rural Location 1 utility object located within the Control Zone or an urban utility installation located within 10 feet of the face of curb.

**Auxiliary Lane** That portion of the roadway adjoining the traveled way for parking, speed change, turning, storage for turning, weaving, truck climbing, or for other purposes supplementary to the main line traveled way. (See also [Traveled Way](#).)

**Backslope** See [Slope](#).

**Best Management Practice (BMP)** Generally accepted standards of operation that have been tested and proven desirable for future use.

**Best Practice** See [Best Management Practice](#).

**Betterment** Any upgrading of the facility being relocated that is not attributable to the highway construction or to meeting current requirements or standards, and that is made solely for the benefit of and at the election of the utility.

**Biological Assessment** The process used to evaluate the potential impacts of project work on listed and proposed wildlife, fish, plant species, and critical habitats in the vicinity of the project area.

**Bore Pit** Defined as both a receiving and a launching pit for trenchless construction methods.

**Bottom of Ditch** The bottom of an open, natural, or constructed drainage route, which may be adjacent to the roadway structure, with the purpose of directing stormwater away from the roadway.

**Carrier Pipe** A pipe used to transmit a fluid, liquid, gas, or other nonstatic material.

**Casing** A larger pipe enclosing a carrier pipe, conduit, or duct.

**Category** The installation category as determined by the impact a proposed utility installation will have upon the operating highway right of way and the transportation facilities located there.

**CDF** See [Controlled Density Fill](#).

**Classification Criteria** Criteria used to define how utilities are documented and managed on highway right of way. (See also [Utility Classification Criteria](#).)

**Clear Zone** See [Control Zone](#).

**Compensatory Rights** The right of a utility owner to be compensated for impacts to a utility that may need to be modified or relocated as a result of a WSDOT highway improvement project or other work. (See also [Property Right](#).)

**Completion of Construction** The date when authorized utility work within the operating right of way is completed to the satisfaction of WSDOT as defined by the provisions of the approved accommodation document.

**Conduit** A tubular enclosure for protecting wires or cables. (See also [Duct](#).)

**Consolidated Franchise** A utility franchise that results from the consolidation of multiple utility accommodation documents into a single utility franchise based on the Utility Classification Criteria.

**Consolidation** The process of combining two or more utility accommodation documents into a single utility franchise.

**Consolidation Plan** A plan developed cooperatively between a utility and WSDOT for researching and combining all utility accommodation documents into a single consolidated franchise based on the Utility Classification Criteria.

**Construction** For *highway purposes*, the actual building and all related work, including utility relocation or adjustments, incidental to the construction or reconstruction of a highway project, except for preliminary engineering or right of way work programmed and authorized as a separate phase of work.

For *utility purposes*, the installation of approved utility facilities on highway right of way.

**Construction Permit** A temporary right of entry to construct highway improvements on local agency rights of way. WSDOT has no property rights or utility accommodation approval authority within construction permit areas.

**Continuing Contract** A contract where a consultant or contractor performs specific services at an agreed price for an organization for a specific time period. The time period would normally be for one year or more.

**Control Zone (CZ)** The roadside area defined by a calculated Control Zone distance where the placement of utility objects is controlled or prohibited. In this manual the term is used interchangeably with clear zone (see Chapter 9).

**Control Zone Alternative Countermeasures** See [Alternate Measures](#).

**Control Zone Guidelines** A guide jointly developed by the utility industry and WSDOT defining the safe placement of aboveground utility objects within the highway right of way.

**Control Zone Variance** Any aboveground utility installation installed or proposed to be installed inside the Control Zone as an exception to policy. Variance request documentation must be submitted by the utility and reviewed and approved by WSDOT.

**Controlled Density Fill (CDF)** A lean concrete mixture that may be broken and removed easier than regular concrete mixes and frequently cures rapidly. CDF is used for certain trench backfill applications.

**Controlled Low-Strength Material (CLSM)** See [Controlled Density Fill](#).

**Corrective Action Plan** A document that identifies utility objects located in Location I or II areas to define *where*, *how*, and *when* noncompliant utilities will be relocated or mitigated. A Corrective Action Plan shall be required when a utility reconstruction project is proposed or when a franchise is being renewed or consolidated. The plan and schedule shall be developed cooperatively between the utility and WSDOT. Corrective Action Plans are to be attached to a Franchise Renewal or Consolidation document as an exhibit. The plan correction period will not exceed five years.

**Corrective Measures Plan** See [Corrective Action Plan](#).

**Cost-Effective Selection Procedure** See [Cost-Effectiveness Selection Procedure](#).

**Cost-Effectiveness Selection Procedure (CESP)** A rational methodology developed by AASHTO for comparing roadside improvement alternatives. AASHTO's methodology, published as [Appendix A](#) to its 2002 (see current version) *Roadside Design Guide*, can be used manually or through a computer program (ROADSIDE or the newer Roadside Safety Analysis Program-RSAP). Refer to Chapter 9, Control Zone, for detailed information.

**Cost to Cure** Value of real property or rights to which a damaged party is entitled.

**Cover** The depth of material above the top of a buried utility installation up to the finished surface, either ground line or roadway surface.

**Critical Fill Slope** See [Slope](#).

**Deactivated Facilities** Those facilities that are no longer active, but remain in WSDOT right of way. They are still owned by the utility and the utility is responsible for all costs for impacts caused by these facilities to a project or to another utility's relocation efforts. At the discretion of the state, the utility will still be required to relocate or remove deactivated facilities.

**Deactivated Utility** A utility facility no longer being used by the utility owner. The utility owner continues to maintain ownership and responsibility for the facility's future disposition.

**Department Policy** In this manual, those policies established by WSDOT for the use of the highway right of way based on applicable federal and state laws, codes, and other accepted guidelines.

**Direct Bury** Placement of a utility without the protection of a conduit or similar protection; or, a cable or conduit placement method where a vibrating hollow tooth creates a void area and the cable or conduit, fed from a spool, is placed at the lower portion of the ripper without excavating material.

**Disconnected Facilities** See [Deactivated Facilities](#).

**Drop Service Connection** A utility service connection, usually originating from an overhead distribution line that drops from the pole line and continues underground to the service location.

**Duct** A tubular enclosure for protecting wires or cables. (See also [Conduit](#).)

**Easement** A legal document transferring a defined property right to a third party for a specific purpose. WSDOT generally does not grant easements for utility installations within the operating right of way.

**Edge of Traveled Way** The outside edge of the roadway designated for normal vehicular travel (also referred to as the fog line).

**Emergency Repair** Damage to a utility that requires immediate repair. Immediate repair is defined as work that, if not undertaken as soon as possible, will cause severe or catastrophic damage to a utility's facilities or its customers, or place the general public in danger of being harmed.

**Encasement** A structural element surrounding a pipe.

**Entity Pool** See [Governmental Entity Pool](#).

**Environmental Documents** Documents prepared by a project owner acknowledging impacts that will result from a proposed project. Documents are reviewed and approved by regulatory agencies prior to any work being performed. They include Environmental Assessments (NEPA), SEPA Threshold Determinations, (Determination of Significance or Determination of Non-Significance) and associated Environmental SEPA Checklists, Draft and Final Environmental Impact Statements (EISs), Section 4(f) Evaluations, Section 106 Reports, Environmental Justice Reports, and other documents prepared in response to state or federal environmental requirements.

**Environmental Permit** A document required by law that authorizes a specific type of activity under certain environmental conditions. If required, environmental permits are generally needed prior to the start of any highway construction work, including utility work. Such work is to be included under WSDOT's environmental permits.

**Extension of Time** An extension of the one-year allotted time period to begin construction of an approved utility installation.

**Facilities** A general term referring to *highway appurtenances* necessary for the operation of the highway, such as structures, drainage facilities, traffic signals, and similar objects or devices.

For *highway real estate purposes*, the term does not include pit sites, park & ride lots located outside the highway right of way, or other sundry sites.

For *utility purposes*, the term refers to delivery lines and all appurtenances necessary or incidental to the operation of the utility system, such as poles, valves, junction boxes, conduits, and so on.

**FHWA** The U.S. Department of Transportation Federal Highway Administration, which oversees federal funding to the states. The FHWA controls all full control limited access Interstate freeways and has oversight for NHS highways.

**Fill Slope** See [Slope](#).

**Fixed Object** A fixed feature that, when struck, can result in unacceptable impact forces on a vehicle's occupants. A fixed feature can be either natural or constructed.

**Fog Line** The outside edge of the roadway designated for normal vehicular travel (also referred to as the edge of traveled way or edge stripe).

**Foreslope** See [Slope](#).

**Franchise Consolidation** A franchise that has combined all franchises, franchise amendments, and permits into a single franchise document based on the Utility Classification Criteria.

**Franchise Period** The amount of time a franchise is authorized before it expires: usually 25 years or as determined by WSDOT.

**Full Access Control, Limited Access Right of Way** Highways or freeways wherein access rights have been acquired by WSDOT, where the facility is accessible only from designated locations (interchanges).

**Geographic Information System (GIS)** An electronic mapping system used by WSDOT to detail boundaries of tribal organizations, environmentally sensitive areas, and numerous other items using global positioning techniques.

**Governmental Entity Pool** A group of public agencies joined together for the purpose of sharing risk and reducing insurance expenses.

**High-Risk Utility Object** A fixed-surface utility object that has documented collision history.

**HMA** Hot Mix Asphalt (also known as ACP or Asphalt Concrete Pavement).

**Holder Table** A part of the UFP database table that contains the names of utility owners that have utility accommodation documents with WSDOT (also known as the UFP Holder Table).

**Horizontal Directional Drilling (HDD)** A trenchless construction method allowing a driller to “steer” the drill head and thus place pipe material along a desired path (also used as an alternative to open cutting). Allows utilities to be installed and avoid obstacles such as structure elements or environmentally sensitive areas.

**Initial Franchise** The first franchise issued to a utility for a particular installation.

**Initial Franchise Period** The period of time—up to, but not exceeding, 25 years—for which an initial franchise is issued.

**Innerduct** A multitubular enclosure for protecting wires or cables, located inside a larger conduit or duct.

**Joint-Use Agreement** An agreement between two utility organizations defining the terms of use of one utility’s facilities by a third party; for example, attachment of fiber optic cable to an existing aerial utility pole plant.

**Letter of Understanding** A letter prepared by WSDOT and countersigned by the utility owner that describes the scope of, schedule, and responsibility for utility relocation work associated with a highway project.

**Level Playing Field (LPF) Software** WSDOT’s currently adopted and installed computer software facilitating statewide communications.

**Limited Access Right of Way** Right of way for which ingress and egress rights to the highway facility have been purchased by WSDOT. For the purposes of utility accommodation, the term limited access includes partial and modified levels of access control.

**Location I Utility Objects** Aboveground fixed (unyielding, nontraversable) objects located within the Control Zone in the following areas:

- Outside of horizontal curves where advisory speeds for the curve are 15 mph or more below the posted speed limit of that section of highway (the Control Zone is established using the posted speed limit of the highway, not the advisory speed limit).
- Within the turn radius area of public road grade intersections.
- Where a barrier, embankment, rock outcropping, ditch, or other roadside feature is likely to direct a vehicle into a utility object.
- Closer than 5 feet horizontal beyond the edge of the usable shoulder.

**Location II Utility Objects** Fixed utility objects located within the Control Zone that are not classified as Location I or Location III Objects.

**Location III Utility Objects** Fixed utility objects that are:

- Located outside the Control Zone.
- Within the Control Zone and mitigated by an Alternate Countermeasure.
- Location II Objects that have been classified as Location III Objects using the Cost-Effective Selection Procedure (see [900.10](#).)

**Maintenance Plan** A plan defining maintenance methods, frequencies, environmental considerations, and traffic control proposals for utility facilities installed within the highway right of way.

**Managed Access Right of Way** Highway right of way that has no specified access control measure planned or in place.

**Mitigated Object** An aboveground utility object within the Control Zone located in an inaccessible area or behind a protective device, or that utilizes breakaway design. The location and design of mitigation must be acceptable to and approved by WSDOT.

**MUTCD** *Manual on Uniform Traffic Control Devices*, published by the Federal Highway Administration (FHWA).

**NEPA** National Environmental Policy Act: The Policy that requires assessment and publication of environmental impacts related to any federally funded project.

**NHS** National Highway System: Federally funded highways that are part of the National Defense Highway System.

**Non-Operating Right of Way** Property owned by WSDOT not strictly used for highway purposes, such as pit sites, park & ride lots, transit facilities, and other sundry sites located outside of operating right of way.

**Nonrecoverable Slope** See [Slope](#).

**Nonstandard Agreement** An agreement (1) prepared not using a preprinted standard form, which is developed to meet the specific needs of a particular project, (2) utilizing a preprinted standard form that has been modified, or (3) utilizing a preprinted standard form where the language in Exhibit A contradicts language in the standard form agreement. These agreements require review by the Headquarters [\(HQ\) Utilities, Railroad, and Agreements Section](#) and approval as to form by the Attorney General's Office prior to execution by the regions.

**Open Cut** Cutting of the existing paved roadway surface as a construction method for open trench placement of a utility.

**Open Trench** Trenched construction method for placement of a utility (also referred to as trenched construction).

**Operating Highway Right of Way** WSDOT property set aside strictly for highway purposes, and may include rest areas, view points, and turn-outs.

**Overhead Costs** Those utility costs that are not readily identifiable with one specific task, job, or work order. Such costs may include indirect labor, benefits, taxes, insurance, and general office expenses.

**P.E.** Licensed Professional Engineer (also the general title of Project Engineer).

**Parent Franchise** See [Initial Franchise](#).

**Participation** To the extent provided by law, funds may be used to reimburse or to make payments to the utility on projects. It also refers to the sharing of expenses proportioned in relation to the legal responsibility of the parties.

**Pipeline** Any pipe, regardless of material, that conveys a utility across or along the highway operating right of way. This includes innerducts, conduit, carrier pipe, and encasement pipe.

**Plowed Installation** See [Direct Bury](#).

**Preliminary Engineering** Locating; surveying; preparing Plans, Specifications, and Estimates (PS&E); and other related preparatory work in advance of construction operations.

**Prescriptive Right** A property right, granted by a court of law, that provides certain property rights to an individual, company, or corporation. If no judgment has been issued, there is no Prescriptive Right, only a Prescriptive Claim. The claim must be brought and argued before a court for a judgment to be issued. For a Prescriptive Claim to be valid, it must be open, notorious, and adverse. Contact [HQ Utilities](#) for additional guidance.

**Private Facilities** Those facilities that are privately owned, located on the owner's land, devoted exclusively to private use, and that do not directly or indirectly serve the public. When relocation of private facilities is necessary, the relocation shall be handled as part of the right of way negotiations, using the provisions of 23 CFR Part 645A as a guide to establish a cost to cure.

**Project** In this manual, may refer to a highway improvement project or a utility installation project.

**Property Right** The right or interest that a party (grantee) has in a parcel of real property. (See also [Compensatory Rights](#).)

**Public Utility** A "not for profit" public, locally regulated utility service provider.

**Quitclaim Deed (QCD)** A legal document that transfers a grantor's interest in a land parcel to a second party, a grantee. The QCD must be signed by the state and the utility/grantor and recorded with the appropriate jurisdiction. It conveys the rights, title, and interest of the utility/grantor in a particular piece of property or property right, owned by the utility/grantor on the effective date of the deed, as fully and effectively as a Warranty Deed (may also convey rights from the state to others).

**Recoverable Slope** See [Slope](#).

**Recovery Area** In reference to the Control Zone, the Recovery Area is the minimum target value used in utility object location when a fill slope between 4H:1V and 3H:1V starts within the Control Zone.

**Region** As used in this manual, the region shall refer to WSDOT's seven organizational areas: Northwest-NWR in Seattle; Olympic-OR in Olympia; North Central-NCR in Wenatchee; Southwest-SWR in Vancouver; South Central-SCR in Yakima; Eastern-ER in Spokane; and Urban Corridors Office-UCO in Seattle.



**Region Utilities Engineer** Region WSDOT representative responsible for oversight and coordination of the state Utilities Accommodation Policy within a designated region of the state. Coordinates with local transportation engineering elements, utility representatives, the State Utilities Engineer, and others as needed.

**Reimbursable Costs** Any expended costs the state or utility is legally entitled to recover from the other party. Utility reimbursable agreements, both preliminary engineering and construction, are limited to those costs incurred subsequent to the state's written authorization to proceed.

**Relocation** The adjustment of utility facilities required by the highway project. This includes removing and reinstalling the facilities; acquiring necessary property rights on the new location; moving or rearranging existing facilities; or changing the type of facility, including any necessary safety and protective measures. It shall also mean constructing a replacement facility functionally equal to the existing facility, where necessary, for continuous operation of the utility service, the project economy, or staging highway construction.

**Relocation Reconstruction Criteria** Defines when proposed utility reconstruction must include relocation of the aboveground utility to meet Control Zone Guidelines (related to WSDOT's Control Zone Policy).

**Replacement in Kind** A replacement that satisfies the design specifications.

**Road Approach** An access point from a public road or private property adjacent to the highway. Access permits are issued by WSDOT for some types of road approaches.

**Roadbed** See [Roadway Prism](#).

**Roadside** The area between the edge of the roadway shoulder and the right of way line and unpaved medians on multilane highways. (See [WAC 468-34-110\(9\)](#) for roadside and [WAC 468-34-110\(13\)](#) for clear roadside policy.)

**Roadway** The portion of a highway, including shoulders, for vehicular use. A divided highway has two or more roadways, per [WAC 468-34-110\(7\)](#).

The portion of the right of way within the outside limits of the sideslopes (see the [Construction Manual](#)).

**Roadway Prism** The area within the right of way that supports the paved roadway between the bottom of ditch and the toe of slope. Includes subgrade, base courses, surfacing courses, pavement, and roadway sideslopes.

**Roadway Structure** See [Roadway Prism](#).

**Route Jurisdiction Transfer (RJT)** A roadway whose jurisdictional ownership is transferred from a local agency to WSDOT or from WSDOT to a local agency.

**Salvage Credit** The amount received by the utility from the sale of any portion of a utility's facility that has been removed or the amount at which the recovered material (if retained for reuse) is credited to the utility's accounts.

**Same-Side Service Connection** A connection from a utility main to a customer service that does not involve a roadway crossing.

**Scenic Classification** A visual scaling system that defines the scenic quality of various portions of a roadway and limits, to varying degrees, the ability to install an aerial utility upon the right of way.

**SEPA** State Environmental Policy Act: The policy that directs state and local decision makers to consider the environmental consequences of actions. The Environmental Policy Act Rules ([WAC 468-12](#)) integrate the procedures of SEPA into the programs, activities, and actions of WSDOT.

**Service Connection** A connection from a utility main to a customer service.

**Service Stub-Out** Preinstalled service connection from a utility main at a predetermined location that allows the utility to make a service connection to the main without the need to access the main itself. They are usually associated with longitudinal utility installations within the roadway that would otherwise involve an open cut for the connection.

**Shoulder (shld)** That portion of a roadway beyond the normal travel width.

**Shoulder, Usable** That portion of the roadway extending beyond the traveled way or auxiliary lanes that can be used for emergency parking by motorists. Usable shoulder is the average width being used as a shoulder along a section of highway, exclusive of intermittent widened areas, but not to exceed 10 feet in width.

**Sideslope** The foreslope or backslope. See [Slope](#).

### **Slope**

- **Backslope** A sideslope that goes up as the distance increases from the roadway (cutslopes).
- **Critical Fill Slope** A slope on which a vehicle is likely to overturn. Slopes steeper than 3H:1V are considered critical fill slopes and are not allowed in the Control Zone.
- **Cross Slope** Transverse slope or superelevation described by the roadway section geometry.
- **Fill Slope** That portion of the roadway built upon existing ground to support the structural roadbed. Extends from the top of the shoulder to a point where the slope meets existing ground.
- **Foreslope** A sideslope that goes down as the distance increases from the roadway (fill slopes and ditch slopes).
- **Nonrecoverable Slope** A slope on which an errant vehicle will continue until it reaches the bottom, without having the ability to recover control. Fill slopes steeper than 4H:1V, but no steeper than 3H:1V, are considered nonrecoverable.
- **Recoverable Slope** A slope on which the driver of an errant vehicle can regain control of the vehicle. Slopes of 4H:1V or flatter are considered recoverable.
- **Toe of Slope** The point where the roadway structure meets existing ground line—usually related to a fill section or fill slope.

**Spill Prevention, Control, and Countermeasures (SPCC) Plan** A project-specific plan to prevent, control, and correct possible contamination from spills of “Hazardous Substances” as defined in [RCW 70.105.010](#).

**Standard Form Agreement** An agreement prepared using one of the preprinted standard forms available, containing language that complies with applicable state law and WSDOT policy. The agreement form is not to be revised, directly or indirectly, in any manner.

**Standard Specifications** As used in this manual, shall refer to the current edition of and amendments to WSDOT's *Standard Specifications for Road, Bridge, and Municipal Construction*.

**State Highway Log** A planning report (available online) prepared by WSDOT's Traffic Data Office that provides statewide roadway data.

**State Highway Viewer** A computer system (available online) that displays a photo log of highways; it is generally updated every two years.

**State Utilities Engineer** State representative responsible for management, oversight, and coordination of the state Utilities Accommodation Policy, who works with region representatives, state utility representatives, federal government representatives, and WSDOT executives.

**Stormwater Pollution Prevention Plan (SWPP)** The proposed efforts to reduce the downstream quality and quantity impacts of stormwater. May include TESC and SPCC plans.

**Structural Roadbed** See [Roadway Prism](#).

**Subsequent Franchise Period** That period of time (up to, but not exceeding, 25 years) for which an initial franchise is renewed.

**Subsurface Utility Engineering (SUE)** To collect, identify, and depict existing underground utility facilities, recognizing the risks at precision levels A through D, with A being the most precise.

**Surety Agent** The bonding company or banking institution where the surety amount is held in trust.

**Surety Duration** The period during which a surety is held before release.

**Surety Holder** The utility owner who has engaged a Surety Agent to hold a surety on the Holder's behalf.

**Temporary Erosion and Sediment Control (TESC) Plan** A formal plan designed for an individual project for erosion and sediment control.

**Toe of Slope** See [Slope](#).

**Transfer of Ownership** The process that transfers ownership of a utility from one entity to another. This process was previously known as Acceptance of Assignment.

**Transmittant** Of, or relating to, a transmission; the object being transmitted, such as electrical current, gas, water, and so on.

**Traveled Way** The portion of the roadway intended for the movement of vehicles, exclusive of shoulders and lanes for parking, turning, and storage for turning. The beginning point for measuring the Control Zone, it does not include shoulders, parking lanes, turning lanes, storage for turning lanes, bike lanes, or adjacent pedestrian paths. Generally described as the area between the outer edge stripes (also known as fog lines). (See also [Auxiliary Lane](#).)

**Trenched Construction** Cutting an open trench for direct placement of a utility. (See also [Open Trench](#).)

**Trenchless Construction** Installation of an underground utility that does not require the need to use open trench construction methods. Trenchless construction may include, but is not limited to, boring, jacking, auguring, horizontal directional drilling, slip-lining, pipe bursting, or other methods.

**Trust Agreement** Generally associated with federal agencies such as the Bonneville Power Administration (BPA), U.S. Army Corps of Engineers, and U.S. Forest Service. An agreement that establishes a trust account funded by WSDOT and accessed by the federal agency to pay for ongoing costs associated with the relocation of existing facilities or environmental documentation for a highway improvement project. For use only when the federal agency has property rights or regulatory responsibilities.

**Turnback Area** New or existing rights of way belonging to WSDOT that are planned to be transferred to a local agency once highway construction is complete. The department maintains utility accommodation approval and oversight authority for these areas prior to completion of the turnback procedure.

**UFP Holder Table** See [Holder Table](#).

**Usable Shoulder** See [Shoulder, Usable](#).

**Utility** A term denoting electric power, communication, cable television, water, gas, oil, petroleum products, steam, chemicals, sewage, drainage, irrigation, fire or police signal systems, and similar lines. Also, the term “utility” includes those utility-type facilities that are owned or leased by a government agency for its own use or otherwise dedicated solely to governmental use. The term utility does not include utility-type facilities required for the support, control, operation, and maintenance of the highway system if they are owned and controlled by the highway authority. The facilities may be privately, publicly, or cooperatively owned.

**Utility Accommodation** A generic term describing an allowance for a utility installation within the operating highway right of way.

**Utility Classification Criteria** The four elements of the Utility Classification Criteria are: Highway Number, County, Utility Type, and Utility Owner.

**Utility Classification Criteria Consolidation** The process by which all existing utility accommodation documents are combined into a single utility Franchise based on the Utility Classification Criteria.

**Utility Franchise and Permit (UFP)** A database maintained by WSDOT to track existing utility accommodation documents and existing utility facilities located within and abutting highway right of way.

**Utility Installation Project** Any authorized utility installation within the operating highway right of way.

**Utility Maintenance** Routine or other work necessary for the continued operation of a utility. Some highways require a preapproved Utility Maintenance Plan.

**Utility Mitigation Plan** A plan that identifies and provides for mitigation of various utility installations within the operating highway right of way. (See also [Corrective Action Plan](#).)

**Utility Object** Utility objects are defined for the purpose of these guidelines as utility facilities that exist aboveground and are located within state highway right of way.

**Utility Object Relocation Record (UORR)** A document that provides the location and identification of aboveground utility objects, their relation in respect to Control Zone requirements, and planned adjustment if needed.

**Utility of Record** The utility company documented in WSDOT records as the current entity responsible for a specific utility installed within the operating highway right of way.

**Utility Reconstruction** Replacement work where more than 25% of poles, towers, or other aboveground utilities are replaced within any 1 mile of highway. Does not include individual poles or towers replaced for cause.

**Variance** Proposal that varies from, or is contrary to, applicable laws, codes, or policies.

**Warranty Deed** A deed that conveys the title to property whereby the seller guarantees the title to be good and unencumbered, except as stated, and agrees to defend and protect the purchaser against any loss that may arise in the future from any defect in the title at the time of conveyance.

**Washington State Department of Transportation (WSDOT)** State transportation agency headquartered in Olympia. (See also [Region](#).)

**Work Authorization Date** Date utility work is authorized to begin.

**Zone of Influence** The area under and around a structure generally considered to be influenced by the load of that structure.

