

CITY OF AUSTIN
DEPARTMENT OF AVIATION
AUS UTILITY
MANAGEMENT PROGRAM

July 2024

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SUMMARY OF REVISIONS

Revision History

REVISION	DATE	AUTHOR	APPROVER	DESCRIPTION
0.0	October 2017	CDM Smith		First version of ABIA Utility Corridor Management Program Guidance Manual
1.0	July 2024	AUS		Update processes, utilities, links, and format

1. UTILITY MANAGEMENT POLICY

1.1. Purpose Of Utility Management Procedures

The City of Austin Department of Aviation (DOA) operates the Austin Bergstrom International Airport (AUS) as central Texas’ primary commercial airport. As part of the National Plan of Integrated Airport Systems, AUS is a significant component of the national air transportation system. The airport complex is always open and operations are conducted around the clock. The AUS property contains buried utility lines which carry domestic water (including firewater), wastewater, reclaimed water, storm water, electrical and airfield lighting wiring, FAA nav aids, natural gas, fuel, telecommunications cable, and other consumables. Many of the utilities are owned and maintained by the specific resource provider, most are not confined within traditional public utility easements but are located in an AUS utility corridor. The AUS utility corridors are in place to help protect the utility infrastructure. Maintaining this protection requires collaboration from all airport stakeholders. Maintaining properly functioning utilities is critical to the DOA’s primary task of operating a commercial aviation facility.

The DOA has adopted policies and procedures intended to prevent the interruption of utility service due to construction and to minimize the length of planned service interruptions. The policies are also intended to allow for cost effective future expansion of the AUS facility with minimal disturbance to the existing infrastructure through the efficient use of available space and to minimize future utility relocations through proactive utility planning.

1.2. Definitions

For the purposes of this document, specific terms are defined as follows:

TERMINOLOGY	DEFINITION
Common Infrastructure	Any buried pipe, conduit, wire or similar utility Improvement external to a facility that serves multiple users and is located within a defined utility corridor. Improvements may be owned by AUS or by a utility provider (and could be referred to as public infrastructure.)
Project Developer	Any person or other legal entity intending to develop an improvement on a parcel of land contained within the boundaries of the AUS property. Also referred to as the “developer”.
Site Specific Infrastructure	Any buried pipe, conduit, wire or similar Utility Component exterior to a facility that serves a single user and is typically located outside of defined utility corridors. These improvements could also commonly be referred to as “private” infrastructure.

TERMINOLOGY	DEFINITION
Service Demarcation	The point in space at which a utility line serving a Single User transitions from utility provider ownership to the user’s ownership. The service demarcation is often delineated by a meter, disconnect, or similar service component.
Single User	An entity that occupies an individual development parcel that is typically operated and maintained as a single commercial operation, is typically characterized as an end user of utility products and receives a service bill(s) from utility providers.
Utility Component	Any physical component of a utility system used to extend, convey and/or provide service to customers. Typical utility components include pipe, conduit, manholes, vaults, valves, pull boxes, wire, meters, transformers, poles, concrete encasement, fire hydrants, cleanouts, pedestals, concrete pads and similar items and are external to a facility.
Utility Corridor	A specifically defined area of land, typically linear in shape, that is intended to contain common infrastructure improvements. Utility corridors effectively function as easements (with formal, defined legal descriptions) under the direct control of the DOA, but are not necessarily defined by a legally recorded dedication document.

1.3. General Review and Approval Processes

All property within the AUS boundaries is owned by the City of Austin. All proposed demolition, modifications and/or improvements therefore fall under the direct jurisdiction of the Department of Aviation and should follow the process detailed in the latest updated version of the [AUS Design Standards Manual](#).

The project developer will be required to submit a preliminary estimate of utility requirements needed to serve the proposed development. The estimate shall include, but is not limited to, the following information:

- A. Proposed electrical demand and primary and secondary preliminary layouts.
- B. Estimated domestic water, irrigation and fire flow demands, including preliminary layouts.
- C. Estimated wastewater flows and preliminary layouts.
- D. Estimated telecommunications requirements, along with preliminary layouts.
- E. Estimated natural gas load and preliminary layouts.
- F. Estimated site impervious cover expressed in square feet and as a percentage of the overall tract of property being developed and a proposed drainage pipe layout.

Following the Preliminary Planning Meeting, DOA will provide the project developer with the latest campus utility information surrounding the subject tract and a list of the utility providers

who may have utility components in the area. The DOA may also elect to define a specific assignment for any given utility component within a utility corridor. Note that the project developer's design team will be responsible for contacting and verifying utility information with individual utility providers and for obtaining approvals and/or permits from said providers. The AUS Utility Program Manager or identified AUS staff member should be included in any meetings with utility providers to ensure the airport's overall utility management goals are met. A list of utility providers currently servicing AUS is included as Attachment 1.

1.4. Common and Site Specific Infrastructure

All utility development at AUS is governed by the codes and regulations adopted by the City of Austin, as amended from time to time. In general, utility components can be divided into two categories: Common Infrastructure and Site Specific Infrastructure. Common Infrastructure is generally described as utility components that serve more than one user and are in a defined utility corridor. Site Specific Infrastructure is made up of utility components which generally serve a single building or other development and lie outside of prescribed utility corridors.

In addition to City codes, all new utility installations within utility corridors shall comply with the design requirements of the entity that will own and operate the proposed improvement. The developer's design team is responsible for preparing plans for domestic water (including firewater), wastewater, reclaimed water and drainage improvements. These plans are subsequently reviewed and approved by the utility provider. Common utility components for electricity (unless served via AUS owned electric power distribution system), gas and telecom lines are generally designed by the utility provider under a contract with the project developer.

The project developer's consulting team, except in isolated circumstances, designs most site-specific utility components outside of utility corridors. These utility components are generally governed by the building, electric, plumbing and mechanical codes as adopted and amended by the City of Austin and are inspected under a trade permit.

Attachment 2 contains a sample site layout graphically depicting the difference between common and site-specific infrastructure.

1.5. Service Demarcations

The service demarcation for any given utility line represents the point at which utility ownership ends and private ownership begins. For domestic water and irrigation, this point is the meter location, typically situated on the edge of a utility corridor or roadway. For wastewater, the service demarcation is the point at which the service line exits the subject development tract and is usually accompanied by a cleanout. Electric demarcation also occurs at the meter, which may be situated on the building face or may be located on an independent service rack. Similarly, the

gas meter is typically located adjacent to the building face but may also be situated remotely. Finally, all telecommunications provider services are delivered and terminate at the AUS campus demarcation (3011 Employee Avenue). The final utility layout should attempt to minimize the overall utility footprint by concentrating private, site specific utility lines within a centralized alignment at any given project site.

1.6. Coordination with Other Improvements

As detailed in Section 1.1, AUS contains a variety of buried utilities. The placement of any given improvement therefore has the potential to interrupt a number of services to any given building and/or structure. In planning for utility improvements, the designer must consider the location of existing lines in the vicinity and must attempt to accommodate future utility expansions that can be reasonably anticipated. This process is discussed in more detail in the following sections.

2. UTILITY CORRIDORS

2.1. Definition and Purpose

Due to the age of AUS and its prior use as an Air Force Base, the property contains a wide variety of utility installations, including utility components currently in service in addition to abandoned lines. Numerous utility corridors have been established to contain the common infrastructure within the airport. These corridors are characterized by a variety of widths and lengths based upon the anticipated number of utilities each is intended to contain. The project developer will request the latest utility corridor map(s), depicting the location of all existing corridors with AUS boundaries, from the AUS project manager. All proposed common infrastructure must be placed in established corridors unless the project developer can demonstrate that it is not feasible to service a given parcel from an existing corridor. In such a case, the establishment of a new corridor may be considered by the DOA. Because each new corridor limits the options for future development on the AUS site, reducing the value of the affected parcel, the DOA wishes to minimize the number of corridors necessary to operate the airport. For this reason, purely economic arguments (i.e., "this route is cheaper") will not be considered as justification for establishing new corridors.

The DOA may also consider allowing the relocation of existing utilities and reducing and/or eliminating existing utility corridors if the designers of a given project can provide a compelling justification to do so. This process is discussed in more detail in Section 3.3.

2.2. Planning for Future Expansion

All common utility components shall be designed and constructed in a manner that allows for the installation and/or extension of future utilities to the maximum degree possible. Attachment 4, the General Utility Assignment Sketch, provides an example of an efficient utility layout. In addition to code compliance, the designer shall also observe the following generalized guidelines:

- A. The improvement installed must consider the potential service requirements of surrounding future development parcels in sizing calculations. For instance, a single tract may only require an 8-inch water line for service, however, the same line will ultimately serve three parcels which in total will justify a 12-inch water line. In such a case, a 12-inch water line shall be installed. The DOA may require oversizing of domestic water, wastewater and reclaimed water lines at the developer's sole expense for all lines smaller than 16-inches in (nominal) diameter.

- B. All drainage infrastructure shall be sized and aligned for the fully developed condition of the entire drainage basin it serves.
- C. In general, gravity lines (wastewater and primary storm drains) shall be laid at the lowest elevation possible to maximize the ability to extend service into upstream areas and to leave space above them for installation of crossing utilities. Design consideration shall be given to both near-term service needs and the maximum buildout condition in the service area.
- D. All utilities shall be installed along a uniform alignment to the maximum extent possible. For example, bowing a 2-inch telecom conduit around a curb ramp in a crowded utility corridor will not be allowed because it increases the space encumbered by the conduit. In such a case, the ramp shall be removed and replaced at the developer's expense to keep the utility in alignment with the utility corridor.
- E. All pressure piping shall be restrained in accordance with adopted City of Austin design criteria current at the time of design. Restrained joints shall be utilized; thrust blocks are not allowed because they encumber additional space and significantly increase the complexity of future excavation operations. The City of Austin maintains a tabulation of approved restraint systems in a Standard Products List from the [City of Austin Municode Library web page](#).
- F. Concrete encasement for duct banks shall contain the minimum dimensions required by the governing code, plus up to a four-inch allowance on either side of a given section. If a duct bank excavation is over trenched in any dimension, the contractor shall use temporary forms while pouring concrete to minimize the footprint. The practice of "filling the hole" with concrete inhibits the ability to install future utilities and will not be allowed.
- G. Areas requiring fast setting backfill (such as streets) shall utilize Controlled Low Strength Material (flowable fill) for trench backfill up to the top of subgrade; do not backfill trenches with concrete below the top of subgrade as it complicates future excavation. Concrete may be used in lieu of compacted base material, but the creation of underground "walls" by the wholesale backfilling of trenches with concrete is prohibited.

3. DESIGN STANDARDS

3.1. Efficient use of Utility Corridor Space

All utility components within Utility Corridors shall be designed and installed to encumber the least amount of space possible. Spacing between utility lines laid at the same approximate depth shall be the minimum necessary to allow for future excavation without removing the adjacent line, the minimum required to protect the pipe, or the minimum required by applicable codes and regulations, whichever is greater. Electric, gas and telecom lines shall be placed to comply with industry standard minimum clearances. In accordance with State law, spacing between potable water lines and reclaimed water lines, wastewater lines and/or manholes shall be a minimum of nine feet clear. Due to the width of a standard wastewater manhole (almost five feet outside diameter), water lines paralleling wastewater lines are typically installed with a minimum offset of about twelve (12) feet. All manhole joints shall be wrapped. In relatively clear utility corridors, new lines shall be placed in a manner that maximizes the remaining clear space available. Attachment 5 contains exhibits which provide graphic guidance on utility placement intended to encourage the efficient use of utility corridor space.

3.2. Establishing New Utility Corridors

As discussed in Section 2.1, new utility corridors will be established only when the DOA determines that existing corridors are not suitable or sufficient for a planned development. In this case, the project developer shall submit to the DOA a request, in writing, to establish a new Utility Corridor. The request shall include the following:

- A. A clear justification stating why the proposed utility components cannot be placed within an existing corridor.
- B. A summary of the utility lines proposed for the new corridor to serve the subject tract, plus a list of additional utilities which might be added in the future.
- C. A description of the required length and width of the new corridor, plus a to-scale exhibit depicting the corridor.

The DOA will review the request and will provide a response back to the project developer within 10 business days. The DOA may request additional information prior to rendering an approval or denial decision. If approved, the project developer shall proceed with design of the subject utilities and in securing a review from the affected utility provider(s). Once the utility provider(s) have consented to the proposed layout, the developer shall provide drawings and survey data in a format compliant with the AUS Digital Governance and COA CAD Standards. The DOA will then proceed with executing required documents necessary to create the corridor.

3.3. Modifying Existing Utility Corridors

The designers of a proposed project may discover that the placement of existing utilities significantly encumber a given project site and may determine that relocation of existing utilities, along with the associated corridor, will result in a superior finished product and/or more efficient use of land. In such cases, the designers may petition the DOA, in writing, for the modification and/or abandonment of a utility corridor using the [AUS Design Standards Manual Variance Request Form](#). Such petition shall include the following information:

- A. A clear statement of the benefits of the proposed modification, including detailing why the end product will be superior, improvements to public access, increased traffic (vehicular and pedestrian) circulation, an enhanced drainage and water quality condition, improved utility service to surrounding installations, and other factors.
- B. A summary of the utility lines to be relocated, included a preliminary opinion of probable construction costs for doing so.
- C. A description of the portion of the existing corridor to be modified, plus a to-scale exhibit depicting the changes.
- D. A summary of the approach to be used for providing temporary service to affected existing facilities while existing utilities are taken out of service for relocation.
- E. A statement signed by the design professional licensed in the State of Texas that the proposed modifications will not adversely affect the drainage condition, potable water supply and fire flow potential for surrounding facilities and/or capacity of any existing common service utility in the utility corridor.

The DOA will review the request and will provide a response back to the project developer within 10 business days. The DOA may request additional information prior to rendering an approval or denial decision. If approved, the project developer shall proceed with design of the subject utility relocations and in securing a review from the affected utility provider(s). Once the utility provider(s) have consented to the proposed layout, the developer shall provide drawings and survey data in a format compliant with the AUS Digital Governance and COA CAD Standards. The developer shall also obtain required permits, install the new utility lines, place them into service and properly abandon the old utility lines. Once the abandonment has been completed, the DOA will provide a written certification that the subject corridor has been abandoned. All costs associated with utility relocation shall be the responsibility of the developer of the project requesting utility corridor changes.

3.4. Utility Specific Standards

The following sections are intended to provide general guidance on the design of specific utility components. The information provided below was considered accurate at the time of creation of

this document, however, individual utility providers may update standards from time to time. The designer shall therefore verify the design requirements of any given improvement with the utility provider at the time drawing preparation is undertaken. Generally, utility costs are the responsibility of the developer or entity who requested the service. A consolidated table of applicable design codes is included in Attachment 7.

3.4.A. Water, Wastewater and Reclaimed Water

Water, wastewater and reclaimed water utility components shall be designed in accordance with the requirements of the *City of Austin Utilities Criteria Manual (UCM)*, in addition to state and federal regulations. Additional requirements pertaining to pipe materials, bedding, trenching, valves, manholes and methods can be viewed in the *City of Austin Standard Specifications Manual*. Note that the City of Austin does not utilize the CSI numbering format. Numerous standard details can be viewed in the [City of Austin Standards Manual](#).

3.4.B. Natural Gas

Natural gas service to the AUS site is provided by Texas Gas Service, a division of ONEGas. This provider generally provides in-house designs for main line extensions and coordinates with the mechanical, electrical, and plumbing (MEP) and Civil designers on gas plumbing design, meter locations, availability of services, etc. All utility components must meet the requirements of Texas Gas Service and the adopted Plumbing Code, where applicable. Information on the Plumbing Code and other City adopted codes (Building, Electrical, Mechanical, etc.) can be viewed in the [Building Criteria Manual](#) and in the [AUS Design Standards Manual](#)

Contact information for Texas Gas Service is included in Attachment 1.

3.4.C. Electricity

Electrical service to the AUS property is provided by Austin Energy. Service from Austin Energy's Bergstrom Substation is provided as a Secondary electric service at 480V to each facility. Service from Austin Energy's Timber Creek Substation is provided as a Primary electric service at 12.5kV to the AUS Primary Distribution Centers and then distributed by AUS to each facility. Developers shall coordinate with Austin Energy and the AUS project manager to determine if the project will be served by Secondary or Primary service.

- A. Secondary Service: Austin Energy provides in-house design for line extensions and other equipment which will be owned and maintained by the utility. Contact information for Austin Energy is included in Attachment 1. Utility components beyond the electric meter are designed and constructed by the developer and governed by the electric code. The code can be viewed in the [City of Austin Standards Manual](#).

- B. Primary Service: Developers are responsible for designing, permitting, and constructing all AUS owned electric service for each project per AUS Division 26 standards (currently under development as of the date of this revision, until available coordinate with AUS Project Manager).

3.4.D. Telephone, Cable And Communications

All telecommunication services must be delivered to the Airport at the designated point of entry. All new building entrance cabling shall be coordinated with DOA Information Systems. Telecommunications services can be obtained from any service provider capable of delivering service to the AUS campus telecommunications demarcation.

Project Owner shall not enter into any agreement with a telecommunications provider that may impair the declaration of a Minimum Point of Entry (“MPOE”) for the Airport, the designation of the demarcation point, or the implementation or operation of the airport’s Premise Distribution System (PDS). The PDS is composed of fiber optics and copper cable that is installed, owned, operated and managed by the Airport. The PDS provides connectivity from the AUS campus telecommunications demarcation (3011 Employee Ave) to all campus facilities. Under no circumstances shall Project Developer make, or engage any contractor or vendor to make, any changes, modifications, or repairs to the PDS.

3.4.E. Drainage Infrastructure

Drainage improvements, including inlets, pipe, manholes, junction boxes, headwalls and appurtenances may be located within or outside of utility corridors as site restrictions dictate. Most commonly, drainage infrastructure may cross corridors. All drainage infrastructure must be designed in accordance with the [City of Austin Drainage Criteria Manual](#).

Additionally, all drainage infrastructure must be designed in accordance with the [AUS Master Development Plan Ordinance \(No. 20230914-101\)](#).

3.4.F. Specialty Utilities

Specialty utility components (airfield lighting conduit, deicing liquid discharge lines, hydronic water systems, Federal Aviation Administration (FAA) nav aids, FAA duct banks, etc.) are generally owned and maintained by the DOA or others. Any projects requiring a specialty utility should discuss design and construction approaches and constraints with DOA personnel at the time of the preliminary planning meeting.

3.5. Best Design Practices

The DOA requires certain design and construction practices intended to minimize the impact of any given project on the operations of AUS.

3.5.A. Minimize Interruption of Traffic

Wherever possible, utility components shall be designed and installed in a manner that does not disrupt pedestrian and/or vehicular traffic. For projects that must impact sidewalks, roadways and/or other transit corridors, the developer must provide detailed traffic control plans that are compliant with the *Texas Manual on Uniform Traffic Control Devices* and are signed and sealed by a Texas Licensed Professional Engineer. For critical access routes, the DOA may require contractors to utilize trenchless methods for utility installation. City of Austin standard details for traffic control can be viewed at [City of Austin Municode Library](#).

3.5.B. Provide Sleeves for Future Crossings

The DOA may require the installation of sleeves in locations where the extension of an existing utility under a large or deep utility line proposed by the developer is anticipated with a high degree of confidence. Similarly, the DOA may require sleeves under pavement and/or structures (vaults, pull boxes, manholes, etc.) where the location of a future line extension can be anticipated.

3.5.C. Avoid Structural Conflicts

Careful consideration shall be given to the location and size of required below grade structures. Vaults, manholes and valve casings completely block the subgrade window from the ground surface to the bottom of the pipe or conduit. For this reason, below grade structures should not be unreasonably oversized and should, where possible, be located away from areas that are likely to be congested with utilities. Backfill for all structures below existing or proposed pavement must achieve a minimum density of 95% of standard proctor and shall also comply with the requirements of [City of Austin Standard Specification](#) Section 201.S.

3.5.D. Other Corridor Limitations

Utility corridors are intended to provide protection for installed infrastructure and to provide for the efficient and safe extension of utility services to all facilities located within the AUS boundaries. To assure these goals are met, the DOA restricts the type of site related infrastructure that can be constructed in or over utility corridors. All site related infrastructure proposed within corridors must be approved by the DOA prior to installation. Restrictions may vary somewhat with the configuration of any specific corridor and the utilities contained within,

however, a general list of “acceptable” and “unacceptable” site related infrastructure are provided in Sections 3.5.E and 3.5.F below.

3.5.E. Commonly Acceptable Site Specific Infrastructure Within Corridors

Site specific infrastructure that can be easily removed and does not unreasonably impact the ability to operate, access, maintain and/or repair utilities within corridors includes the following:

- Pavement (asphalt and concrete less than eight inches thick)
- Sidewalks and Walkways (concrete and graveled)
- Simple Landscaping (small, easily removed plants, including grass)
- Irrigation Heads
- Irrigation Piping (perpendicular to the easement only)

Although the site specific infrastructure listed above may be allowed within utility corridors, damage to such items caused by the operation, maintenance and/or repair of common infrastructure will not be repaired by the utility provider nor by the DOA. In placing site specific infrastructure within a utility corridor, the developer acknowledges that those items may be damaged from time-to-time and that repair responsibility for any damage lies solely with the developer and its successors. Prior to the installation of any such site specific infrastructure, the DOA may elect to require the site operator to execute a *License Agreement* specifying the terms and conditions governing the construction, maintenance and removal of site specific infrastructure within utility corridors.

3.5.F. Unacceptable Site Specific Infrastructure Within Corridors

Site specific infrastructure that cannot be easily removed and/or unreasonably impact the ability to operate, access, maintain and/or repair utilities within corridors include, but are not limited to, the following:

- Building Structures (including concrete foundations exceeding 8” thick)
- Trees and Shrubs (and similar “woody” vegetation)
- Roof and/or Structure Overhangs (with less than a 20-foot clearance below)
- Monument Signs
- Irrigation Piping (running along the corridor)
- Irrigation Valves and/or Wiring
- Buried Utility Lines (not considered common infrastructure)
- Utility and/or Lighting Poles
- Private Vaults or Other Buried Structures

4. UTILITY DESIGN AND CONSTRUCTION

4.1. Permitting

All construction activity, including utility work, on AUS property is under the permitting jurisdiction of the City of Austin Development Services Department (DSD). The project developer must receive DOA approval prior to contacting any permitting authority. The project developer must have an approved permit from DSD prior to initiating construction.

Small scale improvements might be allowed under a *Site Plan Exemption*, a *Site Plan Correction* or a *Site Plan Revision*. Although these are approved by the DSD, Austin Water should also be consulted to verify utility clearances and/or required adjustments. Larger scale improvements will require the approval of a new *Site Plan*. In addition, water, wastewater and/or reclaimed water components will require the approval of Austin Water Utility. For utility components designed by the utilities themselves, such as gas and electric, the site designer should include a depiction of the subject utility line on the site development plans to assure the ground disturbance required by the utility installation is covered under the development permit. During the design phase, a meeting including the DOA, project developer and utility provider is required to discuss and review complex utility designs to limit disruption to airport operations and future expansion.

Permits for Site Specific Infrastructure (which is not utility maintained) are also issued by the Development Services Department as building and trade permits.

4.2. Record Drawings

To aid in future design and planning, the developer shall submit detailed as-built record drawings in electronic formats, compliant with the AUS Digital Governance and COA CAD Standards, for all utility installations (both common and site specific infrastructure) upon completion of construction. The drawings shall clearly depict the location, size, material and depth of all utility components installed. The record drawings shall also document all other utility lines encountered during construction including size, material, depth, location and type of utility (gas, water, etc.)

4.3. Documentation Of Abandoned/Removed Infrastructure

All record drawings shall also clearly indicate any abandoned utility components left in the ground. The beginning and ending of each abandoned segment shall be clearly defined (with state plane coordinates), along with the material, site and depth of the abandoned improvement. All abandoned sections shall be highlighted, in color, on a separate drawing

provided to the DOA. This information will be used to update the DOA's *Utilities Maps* (see Attachment 6) to assist future construction crews in determining when a subsurface utility can simply be removed when in conflict with a new improvement.

4.4. Master File Updates

The record drawings and information on abandoned, added, removed and/or relocated infrastructure will be used by the DOA to update the AUS master files. The information in these files is used as the basis for planning and construction of future projects and accuracy is therefore critical. Upon completion of the master file updates, the DOA will provide the project developer a digital copy of all changes made to the master file as a result of the subject project construction. The developer shall conduct for a review with the design team and provide a redlined copy back to the DOA (in PDF format) of any utility components and/or project improvements which are incorrectly depicted in the master file.

5. ATTACHMENTS

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Attachment 1: List of Utility Providers

The following list is provided by the DOA as a convenience for designers in determining utility requirements for any given AUS improvements. The designer is responsible for contacting each utility directly. Note that although this listing is updated periodically, utility representative contacts may change without the knowledge of the DOA.

Water, Wastewater & Reclaimed

City of Austin Water Utility

Service Extension Requests

625 East 10th Street, Austin, Texas 78701

(512) 972-1000 | SER@austintexas.gov

Electricity

Austin Energy

AE Distribution Design South

Saint Elmo Service Center

4411-B Meinardus Drive, Austin, Texas 78744

(512) 505-7682 | stelmowm@austinenergy.com

Natural Gas

Texas Gas Service

Builders Hub

(866) 206-9587 | slimgas-metroaustin@onegas.com

Telecom

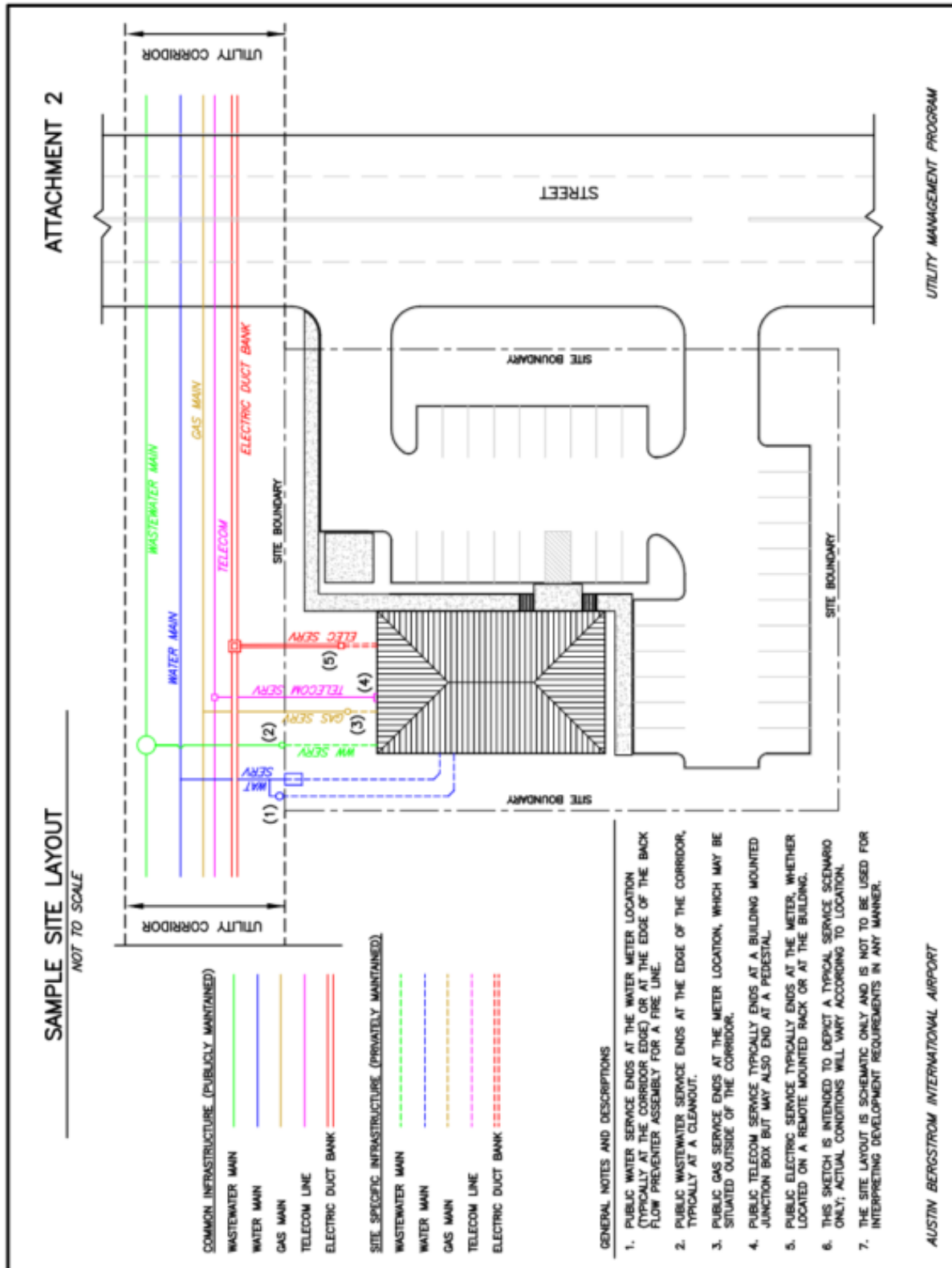
DOA Information Systems

AUS Service Desk

3011 Employee Avenue, Austin, Texas 78719

(512) 530-4357 | servicedesk@flyaustin.com

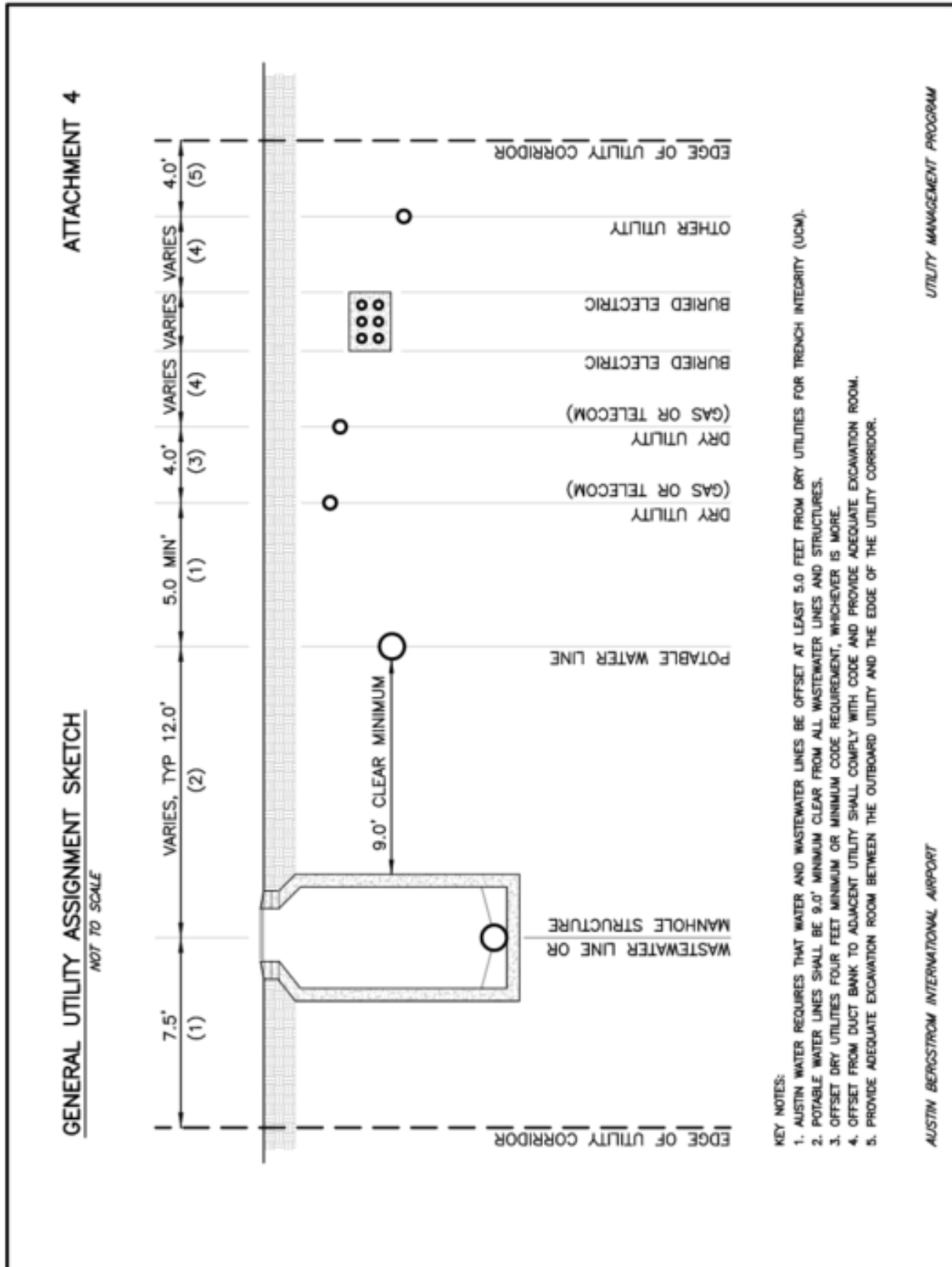
Attachment 2: Sample Site Layout




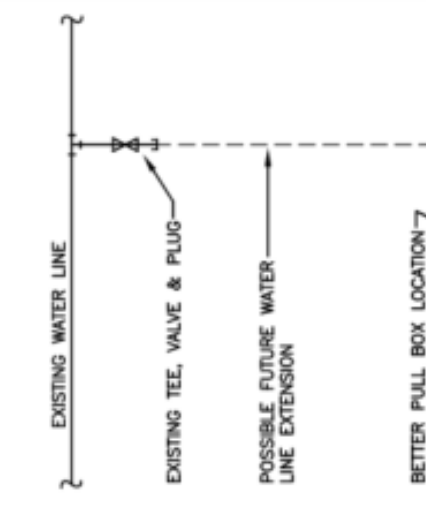
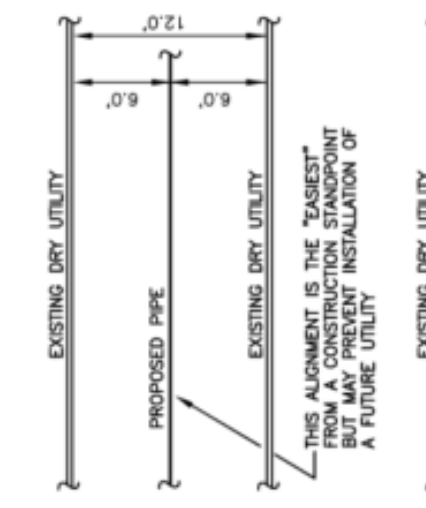
Attachment 3: Utility Corridor Map

(Link to be provided in future revision- until link is established, request current version of drawings from AUS Project Manager)

Attachment 4: General Utility Assignment Sketch



Attachment 5: Guidance on Utility Placement

<p style="text-align: center;">GUIDANCE ON UTILITY PLACEMENT <i>NOT TO SCALE</i></p>	<p style="text-align: center;">ATTACHMENT 5</p>
 <p style="text-align: center;">BEDDING ENVELOPE AND/OR PIPE/CONDUIT MAY FAIL DURING EXCAVATION OPERATIONS</p> <p style="text-align: center;">ACCEPTABLE TRENCH LOCATION</p> <p style="text-align: center;">DEEP UTILITY INSTALLATION</p> <p style="text-align: center;">UNACCEPTABLE TRENCH LOCATION</p> <p style="text-align: center;">ACCEPTABLE TRENCH LOCATION</p>	<p>WHEN INSTALLING A UTILITY ADJACENT TO A DEEPER INSTALLATION, CONSIDER THE EXCAVATION REQUIREMENTS OF THE DEEPER UTILITY WHEN SELECTING AN ALIGNMENT. EXCAVATION OF DEEP UTILITIES MAY REQUIRE BENCHING DUE TO EQUIPMENT LIMITATIONS AND/OR SOIL CONDITIONS.</p> <p style="text-align: right;"><i>UTILITY MANAGEMENT PROGRAM</i></p>
 <p style="text-align: center;">EXISTING WATER LINE</p> <p style="text-align: center;">EXISTING TEE, VALVE & PLUG</p> <p style="text-align: center;">POSSIBLE FUTURE WATER LINE EXTENSION</p> <p style="text-align: center;">BETTER PULL BOX LOCATION</p> <p style="text-align: center;">NEW DUCT BANK</p> <p style="text-align: center;">POOR PULL BOX LOCATION, IF THIS SITE MUST BE USED, PROVIDE A SLEEVE OF ADEQUATE SIZE TO ACCOMMODATE THE FUTURE WATER LINE</p>	<p>WHEN INSTALLING MANHOLES, VAULTS, PULL BOXES AND OTHER STRUCTURES THAT EXTEND TO THE GROUND SURFACE, CONSIDER POSSIBLE FUTURE UTILITY EXTENSIONS IN SELECTING THE EXACT STRUCTURE LOCATION. PROVIDE SLEEVES IF THE CONFLICT IS UNAVOIDABLE.</p> <p>WATER AND WASTEWATER LINES SHALL BE PLACED 7.5 FEET FROM THE EDGE OF A CORRIDOR.</p> <p>DO NOT PLACE VALVES, METERS, MANHOLES AND/OR VAULTS IN SIDEWALKS OR DRIVEWAYS.</p>
 <p style="text-align: center;">EXISTING DRY UTILITY</p> <p style="text-align: center;">PROPOSED PIPE</p> <p style="text-align: center;">EXISTING DRY UTILITY</p> <p style="text-align: center;">THIS ALIGNMENT IS THE "EASIEST" FROM A CONSTRUCTION STANDPOINT BUT MAY PREVENT INSTALLATION OF A FUTURE UTILITY</p> <p style="text-align: center;">EXISTING DRY UTILITY</p> <p style="text-align: center;">PROPOSED PIPE</p> <p style="text-align: center;">IF PROPOSED PIPE CARRIES WATER, USE 5.0 MINIMUM OFFSET</p> <p style="text-align: center;">THIS ALIGNMENT ALLOWS FOR INSTALLATION OF THE PROPOSED UTILITY WHILE STILL ALLOWING FOR A FUTURE INSTALLATION</p>	<p>WHEN SELECTING A UTILITY ASSIGNMENT, MAXIMIZING THE EFFICIENCY OF THE SPACE MUST BE CONSIDERED. THE SELECTED ASSIGNMENT SHOULD BE ONE THAT ALLOWS FOR PROPER INSTALLATION AND MAINTENANCE OF THE PROPOSED UTILITY BUT THAT DOES NOT UNNECESSARILY ENCUMBER SPACE.</p> <p style="text-align: right;"><i>AUSTIN BERGSTROM INTERNATIONAL AIRPORT</i></p>

Attachment 6: Utility Maps

(Link to be provided in future revision- until link is established, request current version of drawings from AUS Project Manager)

Attachment 7: Design Code Table

UTILITY DESCRIPTION	DESCRIPTION OF PRIMARY CODE	CODE RESOURCE
Drainage (Public)	City of Austin Drainage Criteria Manual	City of Austin Municode Library Drainage Criteria Manual
Electricity (Public)	Latest Adopted Version of Adopted Electric Code & Local Amendments	City of Austin Municode Library Land Development Code
Water (Public)	City of Austin Utilities Criteria Manual	TCEQ 30TAC Chapter 290, State & Federal Regulations City of Austin Municode Library Utilities Criteria Manual
Wastewater (Public)	City of Austin Utilities Criteria Manual	TCEQ 30TAC Chapter 217, State and Federal Regulations City of Austin Municode Library Utilities Criteria Manual
Reclaimed Water (Public)	City of Austin Utilities Criteria Manual	TCEQ 30TAC Chapter 210, State and Federal Regulations City of Austin Municode Library Utilities Criteria Manual
Natural Gas (Public)	Texas Gas Service Requirements	Contact Texas Gas Service at 512-465-1134
Fire Code (Public)	Latest Adopted Version of Adopted Fire Code & Local Amendments	City of Austin Municode Library Land Development Code
Telecommunications (Public)	City of Austin Utility Criteria Manual	City of Austin Municode Library Utilities Criteria Manual
CODE REQUIREMENTS FOR SITE SPECIFIC INFRASTRUCTURE		
Drainage (Private)	City of Austin Drainage Criteria Manual	City of Austin Municode Library Drainage Criteria Manual
Natural Gas (Private)	Latest Adopted Version of Adopted Plumbing Code & Local Amendments	City of Austin Municode Library Land Development Code
Water (Private)	Latest Adopted Version of Adopted Plumbing Code & Local Amendments	City of Austin Municode Library Land Development Code
Wastewater (Private)	Latest Adopted Version of Adopted Plumbing Code & Local Amendments	City of Austin Municode Library Land Development Code
Electricity (Private)	Latest Adopted Version of Adopted Electric Code & Local Amendments	City of Austin Municode Library Land Development Code
Building (Private)	Latest Adopted Version of Adopted Building Code & Local Amendments	City of Austin Municode Library Land Development Code
Mechanical (Private)	Latest Adopted Version of Adopted Mechanical Code & Local Amendments	City of Austin Municode Library Land Development Code
Telecommunications (Private)	Latest Adopted Version of Adopted Electric Code & Local Amendments	City of Austin Municode Library Land Development Code

Note: The code references and code resources included in this document are subject to change. The reader shall confirm all current code requirements prior to commencing design on any improvement.

Attachment 8: Telecom Service Request Packet

[Construction and Design Resources for the Airport | AustinTexas.gov](https://www.austintexas.gov/department/construction-and-design-resources-for-the-airport)