

SB 3 Flood Warning Systems — Submittal Information for Local Governments

Companion to the SB 3 Flood Warning Siren and Bridge Attachment Installation SOP. The following information is required for each installation location. Where this document and the SOP differ, the SOP governs.

Item

- Local government name
- Site / device ID
- County and TxDOT district
- Highway / control-section
- RULIS permit number
- Prepared by / date

1. Before You Apply

1.1 Pre-application information

- Confirmed that a location outside TxDOT right of way is not feasible, understanding that the local government bears all cost and responsibility for the life of the installation, including relocation.
- Identified the correct TxDOT district(s) by county (see SOP for contact list).
- Held early coordination with the District or Area Office on proposed corridors and candidate sites, before developing detailed plans.
- Confirmed the local government is the signatory and responsible party; consultant, if any, is documented as its authorized agent.
- Obtained the local government resolution or equivalent documentation designating the consultant/agent.
- Confirmed coverage of the blanket Multiple Use Agreement (MUA) with the District signatory.
- Registered for a RULIS account (or confirmed the existing organization profile) with District Permit Coordinator assistance.
 - [RULIS Utilities login and registration for external users](#)
 - [RULIS Utilities login and registration for external users -- Spanish](#)

- Screened each candidate site against clear zone, sight distance, drainage, utility, and maintenance access constraints.
- Evaluated run-off-road crash history and considered alternate siting where crash patterns exist.
- Confirmed a separate site-specific RULIS application will be submitted for each installation location.
 - [*RULIS Create a utility permit application*](#)

2. Application Content

2.1 Required application information in RULIS

- Project description — purpose of the flood warning device installation and scope of work within the right of way or on the structure.
- Operating agency — entity responsible for monitoring, operating, and activating the system.
- Applicant contact — name, organization, email, and phone of the primary contact.
- Consultant information — firm and contact for the consultant managing the project, if applicable.
- Project location — roadway, corridor, community, watershed, county, or general project area.
- Site-specific location for each device — GPS coordinates, roadway reference, and offset.
- Bridge identification, if applicable — bridge layout, Permanent Structure Number, GPS coordinates, facility carried, feature crossed, control-section references.
- Device type — warning siren, sensor, gauge, beacon, dynamic message sign, or other approved device.
- Manufacturer and model number for the device and all associated system components.
- Installation type — pole, structure, bridge, foundation, or other support system.
- Coverage area — roadway segments, crossings, and flood-prone locations intended to receive warning coverage, with support for the effective warning range.
- Communications method — cellular, radio, satellite, fiber optic, or other.
- Power source — primary and backup source and backup duration.
- Maintenance responsibility — entity responsible for inspection, maintenance, repair, replacement, and operational readiness.
- Testing frequency — routine testing schedule and procedures.

- Inspection frequency — schedule, criteria, and responsible entity for correcting deficiencies.
- Traffic impact information — anticipated lane or shoulder closures and other work affecting the traveling public.

2.2 Required supporting documentation — all installations

- Local government resolution(s), including designation of the consultant acting as its agent.
- Warning device location maps.
- Site exhibits.
- Installation procedures.
- Equipment specification sheets.
- Equipment access information.
- Operations and maintenance information, including emergency contacts.
- Traffic control information / Traffic Control Plan, when applicable.
- Evidence of utility coordination, including any utility owner approvals, conflict assessments, and correspondence.

2.3 Required supporting documentation – bridge attachments

Bridge attachment information is required only if the local government wishes to install equipment onto a TxDOT bridge. The bridge attachment document review and approval process will be handled through the RULIS application process.

2.3.1 Suitability evaluation (before detailed design)

- Warning system visibility evaluated.
- Accessibility for maintenance evaluated.
- Impacts to bridge inspection evaluated.
- Conflicts with future bridge work evaluated.
- Utility conflicts evaluated.
- Exposure to flooding, debris impact, and hydraulic forces evaluated, including overtopping frequency.
- Alternate mounting locations outside the bridge structure considered and documented as infeasible or less reliable.
- Preliminary attachment concept reviewed with the TxDOT District and the Bridge Division Project Manager; as-built bridge information and layout obtained from the District.

2.3.2 Preferred attachment configuration

- Downstream-side installation.
- Equipment concealed behind the bridge railing.
- Attachments anchored to the exterior face of concrete railings or barriers where structurally appropriate.
- No attachment extends above the elevation of the bridge rail.
- Impacts to inspection, maintenance, and future bridge work minimized.

2.3.3 Engineering and agreement package

- Bridge attachment details document consists of a bridge location map, plan and elevation view of the bridge layout, with offset dimensions and mounting locations.
- Bridge attachment details document — equipment type and dimensions; attachment installation and drilling procedures; notes to the contractor; safety features.
- Bridge attachment details document — installation instructions, traffic control requirements compliant with the TMUTCD, and equipment access needs.
- Plans prepared, signed, and sealed by a Professional Engineer licensed in the State of Texas.
- Structural calculations, load and stress analyses, and serviceability evaluations provided if requested by Bridge Division.
- Any additional information requested by Bridge Division.

3. Siren Installation in TxDOT Right of Way

3.1 Siting and safety

- Installation does not create an unacceptable fixed-object hazard; pole, cabinet, pedestal, and foundation sizing and placement minimize impact potential and crash severity.
- Located outside the clear zone; if inside, it meets crash-testing standards, is behind approved barrier protection, or is justified by site-specific review (Roadway Design Manual, Ch. 17).
- Stopping sight distance is preserved.
- Installation is outside intersection sight triangles and does not obstruct driveway sight distance (Roadway Design Manual, Sec. 13.5).
- Does not block or reduce the effectiveness of signs, signals, or pavement markings, or obscure curves, lane transitions, merge areas, or other decision points.

- Does not resemble, imitate, obstruct, or conflict with an official traffic control device, warning beacon, signal, or ITS device.
- Does not obstruct drainage patterns, impair stormwater conveyance, or restrict access to roadway infrastructure.
- Does not conflict with programmed transportation projects or planned maintenance activities.
- Site allows safe access for inspection, testing, maintenance, repair, replacement, and emergency response with minimal worker exposure to traffic.

3.2 Utilities, power, and communications

- All affected utility owners identified and coordinated with; conflicts evaluated and adjustments, relocations, or protective measures completed before installation.
- Required clearances from overhead electric facilities maintained and coordinated with the electric utility provider.
- Electrical service, power drops, and meters arranged with the serving utility; all utility-owned equipment meets the utility owner's requirements.
- Backup power provided; method and anticipated duration of operation during primary power failure documented.
- Communications infrastructure identified (cellular, radio, fiber, satellite, or wireless) and independent of TxDOT systems.
- No use of TxDOT electrical service, ITS power, traffic signal service, roadway lighting circuits, communications or network infrastructure, or monitoring systems.
- No cameras or image capture capability included in the system.

4. Construction and Closeout

4.1 Before construction

- RULIS permit approved and all permit conditions reviewed.
- Traffic Control Plan approved; lane closures approved by the District; shoulder closures minimized and coordinated.
- Work hours approved; after-hours, night, weekend, or holiday work separately authorized.
- Site access routes and locations approved by the District.
- Notifications, scheduling updates, and coordination meetings completed with the District and affected agencies, local governments, utility owners, and contractors.

4.2 During and after construction

- Work performed in accordance with approved plans and permit conditions.
- Existing infrastructure, utilities, drainage systems, and vegetation protected; any damage repaired at the permittee's expense.
- All disturbed areas restored to a condition equal to or better than pre-construction, including vegetation, drainage features, pavement, and shoulders.
- Emergency work, if any, preceded by District notification (or notification as soon as practicable) and documented.
- Permit closed out in RULIS.
- As-built location, coordinates, and photographs uploaded to RULIS.
- Operations and maintenance information and emergency contacts provided and kept current.
- Local government has assumed operations, testing, inspection, and maintenance responsibility.

5. Relocation

5.1 Relocation required by a TxDOT project

- Written relocation notice received from the District Utility Coordinator and receipt acknowledged.
- Conflicting project or operational need, affected facilities, required schedule, and District coordination contacts confirmed.
- Relocation coordinated with the District.
- New or updated RULIS application submitted with the purpose "Siren Relocation."
- Replacement site verified against Utility Accommodation Rules, clear zone, safety and traffic, drainage, and maintenance access requirements.
- Bridge Division review obtained for any bridge-mounted installation.
- District approval issued before construction begins.
- RULIS records updated after completion: GIS location, coordinates, photographs, ownership and contact information, and revised plans and attachments.
- All relocation costs, including applicable traffic control, borne by the local government.