

6300204 CONDUIT  
COMMENTS FROM INTERNAL/INDUSTRY REVIEW

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Comments: (8/9/22, Industry)

David,

I know I'm running a bit behind but I just had the time to review the proposed changes to 630-4. In hearing from others at our convention this past weekend I think there might be a bit of confusion.

Our discussion was always about the fact that the payment measurements ended at the pull box which is generally 6' from the end of the bridge but the conduits went the full length of the approach slab (+/-) before terminating. And generally this is on rural projects where the conduits are spares for the future and not used for highway lighting.

Some think that the pay quantity will be the length of the barrier instead of each run. In reading the re-write I think the addition of the word "run" would go a long way to clearing this up. The paragraph for miscellaneous structures does include "run"

Payment for each conduit run embedded in concrete barriers or traffic railings, as shown in Standard Plans, Index 630-010, will be based on the length of the concrete barrier or traffic railing section that includes the conduit, regardless of the actual length of conduit installed. This length is limited by the begin and end of the concrete barrier or traffic railing run and includes the portions of the conduit exiting the structure towards the ends of the concrete barrier or traffic railing as shown in the Standard Plans. This includes all expansion and expansion/deflection fittings, but no allowance will be made for sweeps or vertical distances below the ground.

Payment for conduit embedded in miscellaneous concrete structures will be based on the length of each conduit run, measured in a straight line between centers of junction boxes, regardless of the length of conduit installed, and will include all expansion and expansion/deflection fittings. Conduit that does not both begin and end at a junction box will be considered incidental to their related items of work.

This goes back to intent, and I think the intent was to reduce, not add, "incidental" work.

I'll be gone for a couple of weeks but will answer emails if you have any questions.

Thanks for your help.



**Keith A. Waugh**

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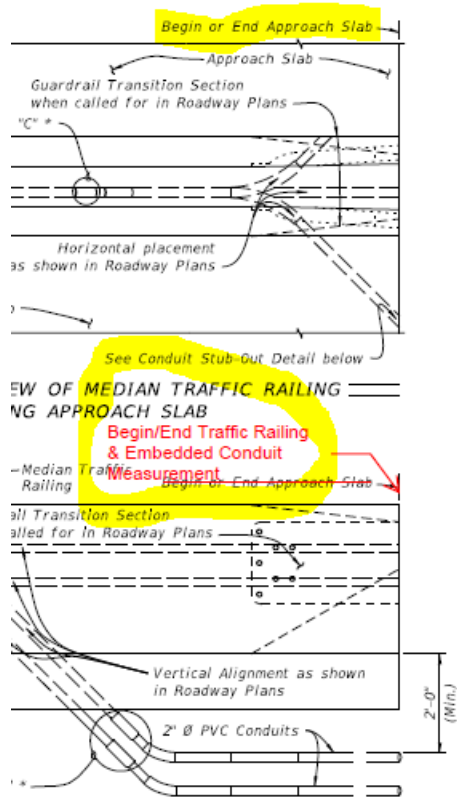
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**Response:**

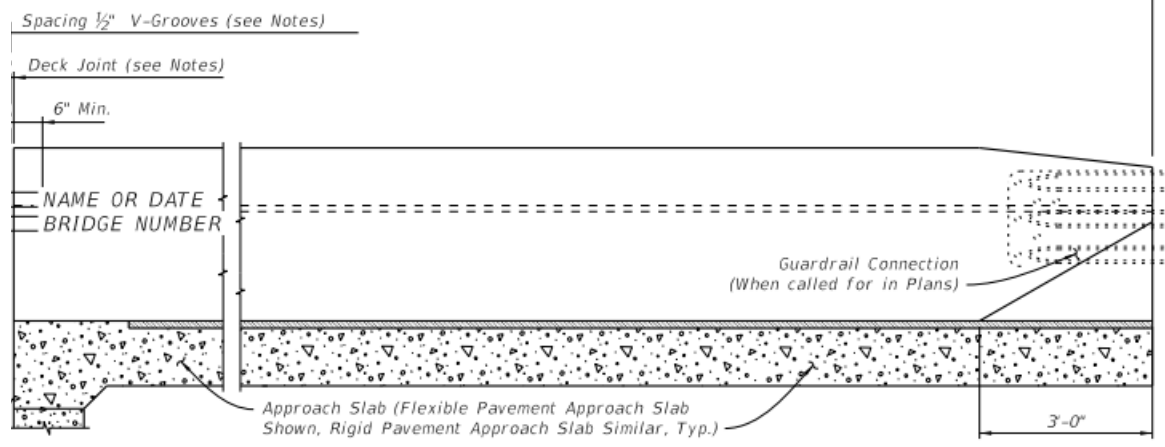
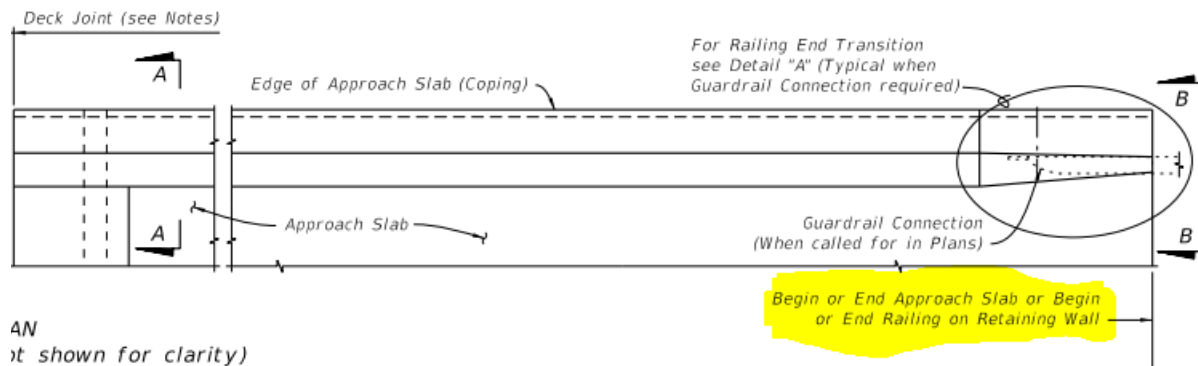
Keith,

>> "Our discussion was always about the fact that the payment measurements ended at the pull box which is generally 6' from the end of the bridge but the conduits went the full length of the approach slab (+/-) before terminating."

Understood. Perhaps the confusion comes from not yet seeing the new Standard Plans, Index 630-010. We will be adding a clarifying statement seen below.



The end of rail and the end of approach slab for new construction will be the same. All current Standard Plans for bridge rail already shows Begin or End of Approach Slab coinciding with Begin or End of Railing.



>> "Some think that the pay quantity will be the length of the barrier instead of each run."

The measured length will be the same. The language states "for each conduit" clarifying that if there are two individual conduit runs within the railing you'll get paid for both, and the length for each will be the length of the railing. If there are three individual conduit runs, you'll get paid for all three and the length of each will be the length of the railing.

>> "In reading the re-write I think the addition of the word "run" would go a long way to clearing this up. The paragraph for miscellaneous structures does include "run""

Initially, during our internal conversation we went back and forth actually wondering the opposite and if putting "run" in there may cause some to think run means the group, wondering if a run of conduit may be thought analogous to a group of conduit placed underground. And in that case if the railing had three lines of conduit in it you'd only get paid for one. The word "run" in the paragraph on miscellaneous structures is also defined with a beginning and end point between two pull boxes. If we were to include the word run and take out the language referring to the railing length (not sure that's what you are asking?) then we'd have open ended spec language which we want to avoid.

We feel the language in the first paragraph is clear, but see as you noted that we weren't consistent with use of "run" and could take "run" out of the second paragraph. If you feel strongly about the necessity of the word "run", how do you feel about modifying to something like:

"Payment for each individual conduit run embedded in concrete barriers or traffic railings...."

"Payment for conduit embedded in miscellaneous concrete structures will be based on the length of each individual conduit run, measured...."

Regards,

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Comments: (date)

630-2.4 – Warning Tape - suggest adding a phone number to call in the event of damage – somewhat an industry standard.....

Response: This will be considered as a possible future update pending additional research and coordination regarding a single preferred number (e.g., Sunshine 811, a main FDOT contact number, etc.). This is a challenge since fiber installed on FDOT projects may be operated and maintained by multiple entities (e.g., local agencies). Please note that 630-2.5 requires that phone numbers be placed on the fiber optic route markers. No change.

630-1 – Installation Requirements – add comma after Schedule 80 PVC.

Use HDPE with an SDR number less than or equal to 11, Schedule 80 PVC, or Schedule 40 PVC for underground installations in earth or concrete for ITS and traffic control signal applications, except, use only HDPE with an SDR number less than or equal to 11 for blown fiber optic cable installations on limited access facilities.

Response: Incorporated recommended edit.

630-3.10 – Route Markers – suggest a comma after level

1. Markers are plumb, level, and the notification information is clearly visible when viewed from the side facing the roadway.

Response: Incorporated recommended edit.

630-5 – Basis of Payment – this is confusing – suggest separating into two items – bore & open trench

Item No. 630- 2- Conduit - per foot.

Item No. 630- 2- Conduit, Under Pavement, Open Trench - per foot.

Response: No Change. The existing reference to the pay item is sufficient. The BOE clearly defines installation method/location as shown below.

630- 2- AB Conduit

A = Operation

1 (Furnish & Install)

6 (Remove) B= 5

9 (Install) B= 1 or 2; item furnished by FDOT or local agency - NOT for "adding" conduit, see details above

B = Installation Method/location- see details above

1 (Open Trench) Underground \*

2 (Directional Bore) Underground or Underpavement\*

4 (Aboveground)\*\*

5 (Bridge Mount)\*\*

6 (Embedded- Concrete Barriers and Traffic Railings) \*\*\*

7 (Open Trench, Under Pavement) Hand Dig\* - PENDING 7/2023

\*Measured as the horizontal length of the trench or bore; no additional payment for multiple conduits in trench.

\*\*Measured as the actual length of each conduit.

\*\*\*Measured from center to center of embedded junction boxes for each run of conduit.

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