

7850300 ITS – INFRASTRUCTURE
COMMENTS FROM INDUSTRY REVIEW

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Comments:

785-3.3 Installation Requirements: (Paragraph 1, Sentence 1) references the PPM for design wind speeds. It should reference the Structures Manual.

Response:

Document has been modified to reference the Structures Manual.

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Comments:

This revised specification 785 shows that the requirement of the precast producer to supply a notarized certification statement and QC signed shipping ticket to the job site has been struck. I offer that you reinstate this requirement or refer to the poles as meeting the requirements set forth in M.M., chapter 8.2.

Response:

No change needed. The second paragraph of 785-3.2.1 refers to Article 105-3. 105-3 addresses the Quality Control Program and the requirements of Chapter 8.2 of Volume II Materials Manual.

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Comments:

This comment concerns Proposed Specification: 7810100 Intelligent Transportation Systems – Dynamic Message Signs, section 3.1.3.3.

Ensure each pixel contains two interlaced circular strings of LEDs powered from a regulated power source providing a maximum of 25 volts of direct current (V_{DC}). Ensure that LED power current is maintained at 25 milliamperes, ±2 milliamperes. Ensure that LED failure in one string within a pixel does not affect the operation of any other string or pixel. Do not exceed 1.5 watts per pixel for power drawn from a direct current (DC) supply, including the driving circuitry.

(25VDC) x (27mA) = 0.675 Watts per LED maximum. If 1.5 Watts per pixel is not to be exceeded then each pixel can only have a maximum of 2 LEDs.

Response:

Comment and response moved to industry review record for 7810100.

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Comments:

The only comment I have is for Spec. revision 7850300. With regards to *785-4.2.9.6.3 Generator Access Panel: Include a generator connection panel consisting of, at a minimum, the manual transfer switch and three-prong, minimum 30-amp twist-lock connector for generator hookup* I feel the appropriate way would be to supply a cord (what is referred to as a pigtail) which would be kept inside the weather proof cabinet and be wired directly into the equipment to be energized. This pig tail should have a standard 110v male end which will plug into any standard generator. The problem with the proposed method is, the current spec would require a pigtail to go from the generator to the equipment. This would be something the Department, Counties or Cities would need to supply and just another item to be misplaced when not being used. Additionally, this spec does not specify a male or female *three-prong, minimum 30-amp twist-lock connector for generator hookup*. If it is a female, then the person supplying would then have a pigtail with 2 male ends. 1 for the generator and a second for the equipment. As the male end would become energized any time the generator is operational, this could become a safety

hazard. If the *three-prong, minimum 30-amp twist-lock connector for generator hookup*, is to be a male end, it needs to be specified. Let me know if you need additional clarification.

Response:

These requirements are identical to those required for generator connections on intersection traffic controller cabinets. The selection of this design has been coordinated and implemented with feedback from various maintaining agencies, manufacturers, system designers, etc. The final consensus and decision was to use the receptacle approach vs. a pigtail, although both were considered. To date, all manufacturers that have submitted cabinets to FDOT for approval are aware of these requirements and meet these requirements already or are in the process of making minor modifications in order to comply. This includes the understanding that the 3-prong receptacle is a recessed receptacle equipped with male contacts. However, the text has been modified to provide additional clarification of this requirement as well.

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Comments:

Recommend that this section include a statement to clarify the requirement that devices described by these specifications be listed on the Approved Product List. While many already understand that this is the case, there have been a number of inquiries to our office on the topic of “is APL required for [insert device here]?”. While Section 780 does already cover the APL requirement, having it stated in the section for each device would be an improvement and would be similar to similar language in other sections of the State Specifications for Road and Bridge Construction that require APL or QPL listing.

Response:

Document modified accordingly.
