Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

August 11, 2025

Daniel Holt, PE, PTOE
Director, Project Delivery
Director, Technical Services
FHWA
400 West Washington Street, Suite 4200
Orlando, FL 32801

Re: State Specifications Office
Section: 620
Proposed Specification: **6200207 Grounding and Lightning Protection**

Dear Mr. Holt:

We are submitting, for your approval, two copies of the above referenced Supplemental Specification.

The changes are proposed by Ronald Meyer to clarify that warranty coverage applies to failures due to defect or workmanship and clarify that pedestal poles on t-bases be grounded to a rod connected to the intersection grounding array.

Please review and transmit your comments, if any, within two weeks (10 business days). Comments should be sent via email daniel.strickland@dot.state.fl.us.

If you have any questions relating to this specification change, please call me at (850) 414-4130.

Sincerely,

Signature on File

Daniel Strickland, P.E.
State Specifications Engineer

DS/jb
Attachment
cc: Florida Transportation Builders' Assoc.
State Construction Engineer

GROUNDING AND LIGHTNING PROTECTION
(REV 6-24-25)

SUBARTICLE 620-2.7.4 is deleted and the following substituted:

620-2.7.4 Manufacturer's Warranty: Ensure that the SPD has a manufacturer's warranty covering failures due to defect or workmanship for a minimum of 2 years from the date of final acceptance.

The term "failure" for warranty replacement is defined as follows:

Parallel-connected, power-rated SPD units are considered in failure mode when any of the visual indicators shows failure mode when power is applied to the terminals at the unit's rated voltage, or the properly functioning over-current protective device will not reset after tripping.

Series-connected, low-voltage power, data, or signal units are considered in the failure mode when an open circuit condition is created and no data/signal will pass through the SPD device or a signal lead is permanently connected to ground.

If the SPD, including any component of the unit, should fail during the warranty period, the entire SPD must be replaced by the manufacturer at no cost to the Department or maintaining agency.

SUBARTICLE 620-3.3 is deleted and the following substituted:

620-3.3 Grounding Traffic Control Systems at Signalized Intersections: Ensure that all separately grounded elements at an intersection (signal cabinet, power service, mast arms or strain poles, etc.) are bonded together to form an intersection grounding network array.

For traffic signal poles, including pedestals for pedestrian signals, accommodate the ground connection from signal heads and electrically powered signs through span wires to the ground rod assembly or array located at the pole base in accordance with the details in the Standard Plans. Ground poles, including pedestal poles on transformer bases, to a ground rod assembly that is part of the intersection grounding network array, in a pull box, and no more than 36 inches from the pole foundation.

For span wire assemblies, use the span wire to connect the ground rod assemblies or arrays of the poles. Do not use guy wires for grounding purposes, however, bond any guy wire to the span wire as part of the intersection grounding network.

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