

# Origination Form

## Specifications

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<b>Date:</b>	2025-06-29T12:35:04Z	<b>Associated Specs:</b>	N/A

### Summary:

Removing requirement to separate conductors for pedestrian signals and pushbuttons.

### Justification:

Removing requirement to separate conductors for pedestrian signals and pushbuttons based on further review and District feedback as it is not needed or desired and has caused confusion and constructability issues in the past.

### Do the changes affect other types of specifications?

Neither

### List Specifications Affected:

Other Affected Documents/Offices	Contacted	Yes/No
Other Standard Plans		No
Florida Design Manual		No
Structures Manual		No
Basis of Estimates Manual		No
Approved Product List		No
Construction Office		No
Maintenance Office		No
Materials Manual		No
Traffic Engineering Manual		No

**Are changes in line with promoting and making progress on improving safety, enhancing mobility, inspiring innovation, and fostering talent; explain how?**

Yes. Changes reflect stakeholder needs, update and clarify technical requirements, and improve quality of specification content.

**What financial impact does the change have; project costs, pay item structure, or consultant fees?**

No expected financial impact.

**What impact does the change have on production or construction schedules?**

No expected impacts to production or construction schedules.

**How does this change improve efficiency or quality?**

Changes improve efficiency and quality by updating requirements to address user needs.

**Which FDOT offices does the change impact?**

Traffic Engineering and Operations Office

**What is the impact to districts with this change?**

Districts will benefit from updated requirements that address needs, provide additional clarity, and reflect best practices.

**Does the change shift risk and to who?**

No expected shift in risk.

**Provide summary and resolution of any outstanding comments from the districts or industry.**

Comments and Responses are available on the Track the Status of Revisions hyperlink located on the Specifications landing page: <https://www.fdot.gov/programmanagement/Specs.shtm>

**What is the communication plan?**

Through the established specification revision process (e.g., Internal and Industry Review)

**What is the schedule for implementation?**

The Standard Specifications eBook and Workbook are effective July 1st every year.

## SIGNAL CABLE (REV 6-29-25)

ARTICLE 632-3 is deleted and the following substituted:

### **632-3 Installation Requirements.**

Except for mast arm assemblies, install signal cable in continuous lengths between the traffic signal controller cabinet and the first disconnect hanger (or traffic signal head) on the span and between the traffic signal controller cabinet and each pedestrian signal head and pedestrian detector.

Do not use the neutral return conductor for pedestrian detectors as a neutral return for any other device. ~~Conductors for the pedestrian signal head and the push button must be separated at the base of the pedestal and routed to the detection panel using separate raceways.~~

**632-3.1 Number of Conductors:** Determine the number of conductors required for each signal cable unless specified in the Contract Documents.

Provide three spare conductors for each signal cable used at all signal installations. Install the three spare conductors from the controller cabinet through each disconnect hanger (or traffic signal head) to the furthestmost disconnect hanger (or traffic signal head).

Identify all spare conductors in a controller cabinet and ground them to the controller cabinet ground bus bar. Provide spare conductors within the controller cabinet of sufficient length to reach the furthestmost field wiring terminals in the cabinet.

**632-3.2 Protection of Cable:** Ensure cable drawn through conduit, ducts, drilled holes protected by a rubber grommet, or support structures is installed in such a manner as to prevent damage to conductors or insulation.

**632-3.3 Cabling for Mast Arm Assembly:** Continuous lengths of cable between the traffic signal controller cabinet, signal heads (or disconnect hangers), pedestrian signal heads and pedestrian detectors will be allowed only when specified in Contract Documents.

**632-3.4 Cable Terminations:** Terminate signal cable in the terminal by inserting the bared conductors into a compression type terminal block.

When barrier terminal blocks are specified in the Contract Documents, crimp insulated fork or ring terminals to the bared conductors using a calibrated ratchet-crimping tool and connect the forks or ring terminals to the barrier terminal block.

Neatly form and tie wrap all cable terminations.

If disconnect hangers are specified in the Contract Documents, terminate spare wires at the terminal strip located inside the disconnect hangers. Individually cap or tape any additional spares in the disconnect hanger.

Connect signal cables for a mast arm assembly in the terminal compartment when provided.