

Specification Section 632

Subarticle 632-3

ORIGINATION

Date: 6-29-25

Name: Ronald Meyer

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COMMENTARY

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

INDUSTRY COMMENTS AND RESPONSES

(Please note all comments and responses are verbatim as received. The Specifications Office does not alter typos or grammar.)

BLACK = Comment **BLUE** = Specifications Response **GREEN** = Change Made to Specification

Name: Kevin Micocci

Date: 7-17-25

COMMENT: I am currently administering a contract that has a dispute over the method of measurement/method of payment for LF pay items for Signal Cable. Ped signal heads and Ped push buttons require entirely separate cables (4 ct conductor vs 7-ct conductor) all the way to the controller on our project. This spec change removes the language we as the CEI are relying on to pay this as one run of signal cable. The Contractor argues he is due double the amount due to 2 separate cables being run. If this language is removed, the language for measurement and payment of the LF pay item MUST be clarified for both designers and contractors to understand.

RESPONSE: Specific project designs may or may not require entirely separate cables due to local rules and regulations, including standard requirements and practices of local traffic engineering offices and maintaining agencies. The “PI” and “LF” pay items have been in use over 10 years (effective January 2014). The Plans and their use of notes, details, and the existing pay items should not be dependent upon, or impacted by, the proposed deletion.

ACTION TAKEN: No additional change at this time.

Name: Nick Spatola

Date: 7-17-25

COMMENT: Is the intention of removing this line from the specification that pedestrian signal cable and pedestrian detector cable can now be routed from the pole back to the signal cabinet in the same conduit?

RESPONSE: The intent of this change was to remove the ambiguity that led many to believe that 2 conduits between the signal and cabinet were always needed. Specific project designs may or may not require entirely separate cables due to local rules and regulations, including standard requirements and practices of local traffic engineering offices and maintaining agencies. The Plans and their use of notes, details, and the existing pay items should be done in a manner that clearly describes the expected outcome.

ACTION TAKEN: No additional change at this time.

Name: Ray Marlin

Date: 7-22-25

COMMENT: I'm glad to see the requirement for using separate cable and conduit/pull boxes for pedestrian signals and pedestrian detectors is being removed. My main comment is regarding spare or slack signal cable for pedestrian signals and other items that use signal cable. I don't see where the Standard Spec's or Standard Plans require any spare signal cable to be stored in the pull boxes adjacent to the items they are powering. It is common practice to wrap a loop of signal cable around the pull box before exiting into the conduit to the device, but I think it should be in writing.

RESPONSE: You are correct. While providing slack is good practice and often done with various cables, there is no explicit requirement for following this practice as it relates to signal cable. We will consider and research this suggestion as a possible future revision.

ACTION TAKEN: No additional change at this time.