

Origination Form

Specifications

Submittal Information			
Name:	Ronald Meyer	Standard Specification Section:	611
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Date:	2026-06-16T15:33:35Z	Associated Specs:	N/A

Summary:

Updated title of section and content updates to the following subarticles: 611-1, 611-.2.3, 611-2.3.1, 611-5,

Justification:

The proposed changes: 1. Update the section title to better match 603 and 611 (no need to state "Intelligent Transportation System Devices" in the title since 603-3 definitions explain that ITS equipment falls under the definition of Traffic Control Signals and Devices. 2. Remove unnecessary/inappropriate statement "...and for equipment purchase contracts" in 611-1. 3. Update requirements for ITSFM as-built submittals as a result of coordination with FTBA and ITSFM team (i.e., treat submittal requirements and timeframes similar to other as-built documentation per 9-8.1). 4. Update requirements related to entry of ITSFM as-built information electronically into assigned project folders and where to find information and other requirements on the ITSFM cloud-based GPS mapping system. 5. Remove limiting term "ITS" from System Acceptance Test subarticle based on District recommendations. The intent is that these tests are required for all systems governed by Section 611. This will help ensure that all these systems are verified as fully functional and performing as intended prior to acceptance (e.g., communication between ATMS software & controllers, etc.).

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 consistency and 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, fostering consistency, and adhering to standardized formatting styles.

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 and provide additional clarity.

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/specifications/default.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.

**ACCEPTANCE PROCEDURES FOR TRAFFIC CONTROL SIGNALS AND DEVICES,
~~AND INTELLIGENT TRANSPORTATION SYSTEM DEVICES~~**
(REV 7-14-26)

SUBARTICLE 611-2.3 is deleted and the following substituted:

611-2.3 As-Built Documentation: ~~As a condition precedent to acceptance under 611-2.1 or 611-2.2, s~~ Submit as-built drawings for all installations, signed and sealed by a Professional Engineer or Professional Surveyor and Mapper registered in the State of Florida, along with supplemental as-built information ~~using Feature Import Templates and Attribute Forms~~ used for the Department's ITS Facility Management (ITSFM) System. Additional information on the ITSFM cloud-based GPS mapping system, Attribute Forms, and Feature Import Templates can be found on the Department's web site: <https://www.fdot.gov/traffic/itsfm>.

611-2.3.1 Submittal Requirements: Submit as-built plans for review by the Engineer. As-built plans must be PDF files, in the same scale and content as the Plans and formatted on 11-inch by 17-inch sheets. Signing and pavement marking plan sheets may be used instead of signalization plan sheets, if a substantial number of changes from the original Plans must be recorded. If, in the opinion of the Engineer, the changes cannot be clearly delineated on the existing drawings, clearly delineate all changes on 11-inch by 17-inch detail sheets, enlarged 200% from the reproductions.

Submit fiber optic splicing diagrams detailing all cable splices, terminations, equipment port assignments, and optical circuit path names within the communication network. Include cable manufacturer, type, strand count, and cable sequential reading at each pull box entrance/exit, each side of the splice enclosure, and at patch panel terminations.

As-built submittals must include an inventory of all traffic control signals and devices, and support structures. The inventory must include horizontal position geographic coordinate data collected using Differential Global Positioning System (DGPS) equipment. The inventory must include, at a minimum, the manufacturer, model, and serial number for each device or completed assembly. Submit coordinate data for pull boxes as well as conduit and cable at 100-foot intervals including changes in direction. All new and existing support structures, equipment cabinets and other fixed location features must be assigned a unique site ID name to create a common association between the as-built plans, inventory forms, and the ITSFM system. Include data for all components listed in 611-2.3.2 in accordance with the Statewide ITSFM Functional Requirements, except those listed in 611-2.3.2.2 and 611-2.3.2.5.

Aerial photographs may be submitted with as-built plan submittals to provide supplementary information. The aerials should not include extra features such as the right of way, baseline, or roadway edges. The aerials may be used as a base for the as-built plans with mile post and offset dimensions. Make any corrections resulting from the Engineer's review and resubmit final as-built plans ~~as a condition precedent to acceptance of the installation. in~~ accordance with 9-8.1.

Enter as-built information directly in the assigned ITSFM project folder. Submit as-built information that is not directly entered into the ITSFM project folder in ~~Submit the ITSFM electronic files in any of~~ the following software formats:

1. As-built Plans – Design Files (DGN) and Portable Document Format (PDF)

2. Feature Import Templates – Spreadsheet format (XLSX)
3. Feature Attribute Forms – Portable Document Format (PDF)
4. Differentially Corrected GPS files – (COR)
5. GPS Export Files – Comma-Separated Values (CSV)
6. Photos – Joint Photographic Experts Group (JPG)

611-2.3.2 Components: As a minimum, identify all traffic control devices, poles, support structures, cabinets, pull and splice boxes, hubs, conduit duct banks, access points, and power services, and utility demarcation points.

611-2.3.2.1 Conduit and Cable: Identify all conduit and cable with unique line styles for routing (communication, electrical, and joint-use trenched) that are clearly identified in a legend on each plan sheet. Identify the type of cable (example - 7 conductor signal cable) and label the number of conductors, fiber strands or other identifying features of the cable. For conduit duct banks, clearly note conduit and innerduct size, length, material, and number of runs.

611-2.3.2.2 Loops and Detection Zones: Identify the location of all installed loops (including the distance from the stop bar for the advance loops), the path of each loop to the pull box, the loop window and the path of the loop lead-in to the controller cabinet. Identify the device location and the approximate detection area for detection systems that are not embedded in or under pavement.

611-2.3.2.3 Pull Boxes: Label unused and out of service pull boxes clearly. Show distances to each pull box from the nearest edgeline, stop bar, or other permanent feature. If an edgeline is not near a pull box or would not clearly identify its location; a fixed monument may be used (example - FDOT pole or structure).

611-2.3.2.4 Poles: Identify poles from the nearest edgeline of both approaches. If an edgeline is not near a pole or would not clearly identify its location, a fixed monument may be used.

611-2.3.2.5 Signal Heads: As-built plans must show the final location of signal heads. Each signal head shall be identified by its corresponding movement number.

611-2.3.2.6 Cabinet: The type of cabinet and inventory of internal components must be documented. Controller manufacturer along with the controller model number shall be submitted for all traffic signal cabinets. A cabinet corner “blow up” shall be submitted detailing pull box locations with all conduit and cable.

ARTICLE 611-5 is deleted and the following substituted:

611-5 ITS-System Acceptance Test.

After the stand-alone tests have been completed and approved by the Engineer, perform the System Acceptance Test in the presence of the Engineer and, when applicable, a representative of the agency designated to accept maintenance responsibility.

Conduct an approved 30-day System Acceptance Test during which all ITS-Systems, Sub-Systems and, at a minimum, all control, monitoring, and communication functions of the field equipment are evaluated from a Transportation Management Center (TMC). Complete the System Acceptance Test documentation and turn them over to the Engineer for approval.

During the 30-day test period, limit device outages to 10% or less, a minimum of a single unit if less than 10 devices or the allowable threshold required in the Contract Documents, whichever is less. Should an outage of more than 10% of the total number of devices occur, a

single unit or more if less than 10 devices or the allowable threshold in the Contract Documents, then the System Acceptance Test has failed.

Upon the failure of the System Acceptance Test, the 30-day testing window shall pause until all devices are fully functional. In addition to pausing and extending the test period by the number of days lost by failure and repair time, the Engineer has the option of restarting the full 30-day test.

Upon the successful completion of the System Acceptance Test, the Engineer will submit to the Contractor a letter of approval stating the first and last day of the 30-day system test period.