



6-25-10



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Traffic Infraction Detector Placement and Installation Specifications

Section 1.0 General

The “Mark Wandall Traffic Safety Act” was signed into law with an effective date of July 1, 2010. The law authorizes the use of Traffic Infraction Detectors, commonly known as red light running cameras, on state, county, and municipal roads, streets, and highways in the State of Florida.

Section 316.0776, Florida Statutes, was created and directs that placement and installation of Traffic Infraction Detectors must be in accordance with placement and installation specifications developed by the Florida Department of Transportation (FDOT).

The specifications described below establish such requirements for placement and installation of Traffic Infraction Detectors. (Placement on state roadways will also be subject to FDOT general use permit requirements and special provisions.)

Section 2.0 Placement and Installation Requirements

The following requirements apply to placement and installation of Traffic Infraction Detectors:

1. The placement and installation of Traffic Infraction Detectors or the required signs shall not reduce, impede, restrict, or obscure driver view of any existing traffic control device placed at or on the approach to signalized intersections.
2. Traffic Infraction Detectors are not permitted on the approach to a traffic signal that is interconnected to railroad active warning devices (railroad preemption). This restriction does not apply to railroad pre-signal stop line monitoring (where traffic signal and stop line are in advance of the railroad tracks).
3. The placement of above ground structures must either be located outside the clear zone or must meet crash worthiness standards of the American Association of State Highway and Transportation Officials’ Manual for Assessing Safety Hardware (MASH) 2009 publication. Hardware evaluated and accepted prior to the adoption of MASH –using criteria contained in National Cooperative Highway Research Program (NCHRP) Report 350, may be used. For state roads, meet FDOT Clear Zone requirements. For local roads, meet the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and

Highways (Commonly known as the "Florida Greenbook") Roadside Clear Zone requirements.

4. Traffic Infraction Detectors should be installed with adequate lightning suppression and be properly grounded to reduce the possibility of lightning strikes to the Traffic Infraction Detectors, which could affect the operation of the traffic signal cabinet and controller.
5. Yellow change intervals and all-red clearance intervals shall be established as prescribed in Section 3.6 of the FDOT Traffic Engineering Manual and be set at or greater than those intervals calculated using FDOT procedure set forth in that section. Intersection approach speed (85th percentile or Posted Speed limit, whichever is greater) and the corresponding yellow and all-red timings for each signal phase shall be indicated on the construction plans.
6. Signs meeting FDOT standards (see Attachment A) and compliant with the Federal Highway Administration's - *Manual on Uniform Traffic Control Devices* (MUTCD) shall be posted in advance of each intersection approach and shown on the construction plans. The supplemental panel with the legend "INCLUDES RIGHT TURN" shall be included on all approaches at intersections with a Traffic Infraction Detector except approaches where the right turn lane is not controlled by the traffic signal. On such approaches, the supplemental panel is to be omitted and only the "PHOTO ENFORCED" sign is to be used.
7. Traffic Infraction Detectors shall not affect the traffic signal indication display or the operation of the traffic signal.
8. Operation or photographic activation of the Traffic Infraction Detectors shall not in any way adversely affect the driver's field of view while approaching, within, or exiting the intersection.

Section 3.0 Public Awareness Campaign

Any County, Municipality, or the Department of Highway Safety and Motor Vehicles installing Traffic Infraction Detectors for the first time or beginning a Traffic Infraction Detector program must make a public announcement and conduct a public awareness campaign of the proposed use of Traffic Infraction Detectors at least 30 days before commencement of the enforcement program.

The Federal Highway Administration – Office of Safety has detailed information, guidance, and suggestions on how to conduct a red light camera public awareness campaign.

Below is a link to information from that technical resource:

<http://safety.fhwa.dot.gov/intersection/redlight/>

Outreach Support: Implementing a Stop Red-Light Running Program

Provides educational and outreach materials to help raise awareness about the dangers of red-light running including a Step-by-Step Guidebook for implementing a Stop Red-Light Running program or campaign, some ideas for how communities can support National Stop on Red Week, and supporting marketing materials such as presentations; public service announcement (PSA) scripts for radio and television; sample press releases; letters to support coalition-building and media support materials. <http://safety.fhwa.dot.gov/intersection/redlight/outreach/>

ATTACHMENT A

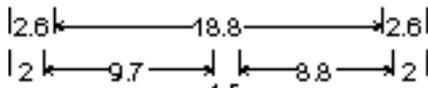
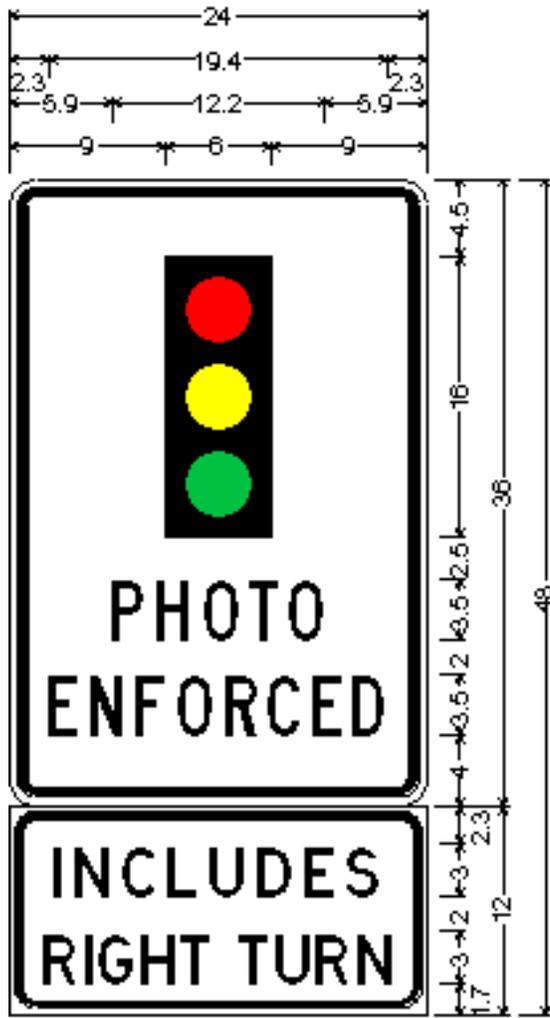


Photo Enforced Minimum & Standard Assembly;
 1.5" Radius, 0.5" Border, 0.5" Indent, Black on White;
 Signal Symbol (W3-3) Red Yellow Green Retroreflective;
 PHOTO C; *ENFORCED* C;
 1.5" Radius, 0.4" Border, 0.4" Indent, Black on White;
 INCLUDES D;
 RIGHT TURN D 50% spacing;

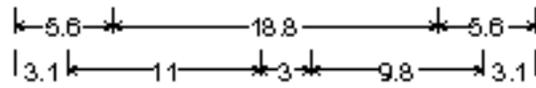
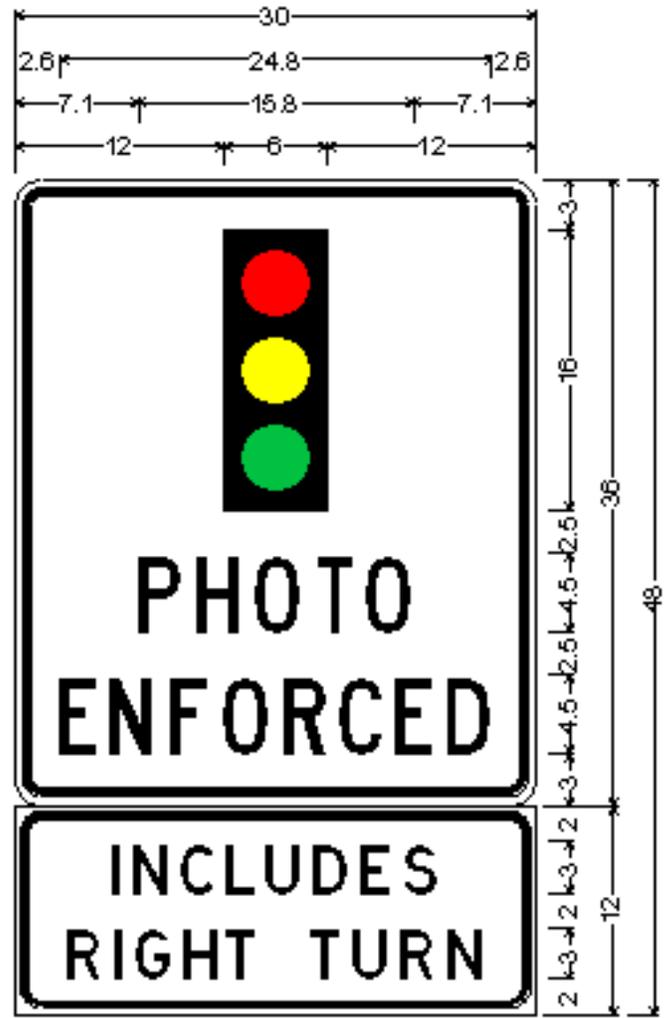


Photo Enforced High Speed Alternate Assembly;
 1.5" Radius, 0.5" Border, 0.5" Indent, Black on White;
 Signal Symbol (W3-3) Red Yellow Green Retroreflective;
 PHOTO C; *ENFORCED* C;
 1.5" Radius, 0.4" Border, 0.4" Indent, Black on White;
 INCLUDES D; *RIGHT TURN* D;