



## **Traffic Infraction Detector Placement and Installation Specifications**

July 1, 2010

### **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 obstruct driver view of any existing traffic control device placed at or on the approach to signalized intersections.
2. Traffic Infraction Detectors are not appropriate at certain locations where the approach to a traffic signal is interconnected to railroad active warning devices (railroad preemption), due to close proximity.
3. Above ground structures shall be breakaway and crashworthy in accordance with National Cooperative Highway Research Program (NCHRP) Report 350 or AASHTO's Manual for Assessing Safety Hardware (MASH) 2009 publication.

Traffic Infraction Detectors shall not be located in medians or within sidewalks. For urban curb and gutter intersection approaches and posted speeds of less than or equal to 45 MPH, placement shall be located no closer than 4 feet from face of curb. No less than 2.5 feet from face of curb will be allowed only when all other alternatives are deemed impractical.

For all other intersection approaches, placement shall be located no closer than 12 feet from the travelled way, unless placed behind existing barrier.

4. Traffic Infraction Detectors that are connected to the traffic signal cabinet, traffic signal power service, or roadway lighting power service shall be equipped with lightning suppression and grounding devices.
5. Traffic signal controller timings for the yellow and all-red clearance intervals shall be in accordance with Section 3.6 of the FDOT Traffic Engineering Manual. All traffic signal timings must be prepared by a Florida licensed Professional Engineer qualified to perform traffic signal timing.
6. Signs meeting FDOT standards (see Attachment A) shall be posted in advance of each intersection approach equipped with a Traffic Infraction Detector and shall be shown accordingly on the construction plans. The supplemental panel with the legend "INCLUDES RIGHT TURN" shall be included on all Traffic Infraction Detector approaches where the right turn lane is controlled by the traffic signal.
7. Traffic Infraction Detectors shall not affect the traffic signal indication display or the operation of the traffic signal.
8. If a Traffic Infraction Detector uses a flash or illuminator device, it shall be mounted, positioned, filtered or angled to limit effects on the driver's visual field of view while entering or exiting the intersection.

### **Section 3.0 Public Awareness Campaign**

Any county or municipality (or the Department of Highway Safety and Motor Vehicles) that begins a Traffic Infraction Detector enforcement program for the first time shall 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

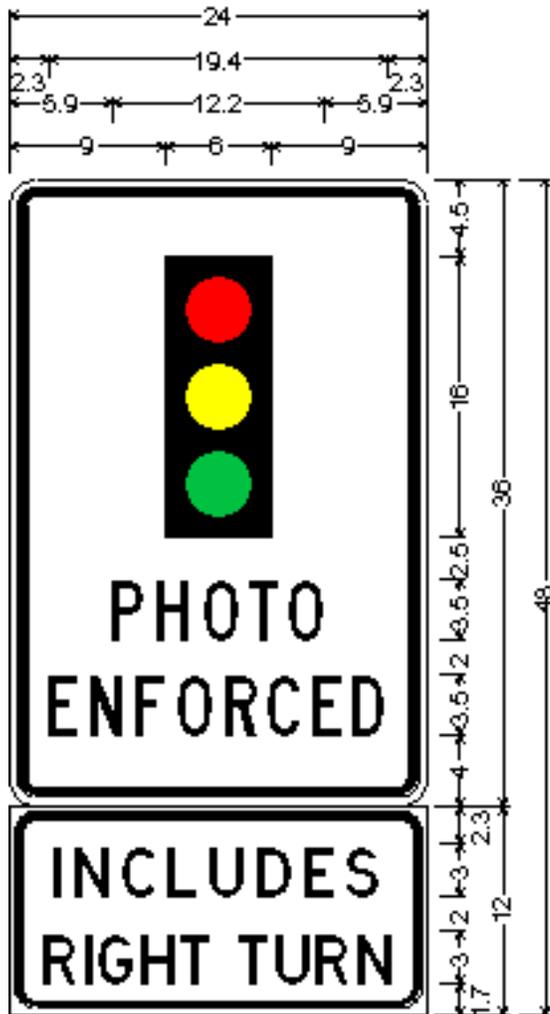


Photo Enforced Minimum & Standard Assembly;  
 1.5" Radius, 0.5" Border, 0.5" Indent, Black on White;  
 Signal Symbol (W3-3) Red Yellow Green Retroreflective;  
 "PHOTO" C; "ENFORCED" C;  
 1.5" Radius, 0.4" Border, 0.4" Indent, Black on White;  
 "INCLUDES" D;  
 "RIGHT TURN" D 50% spacing;

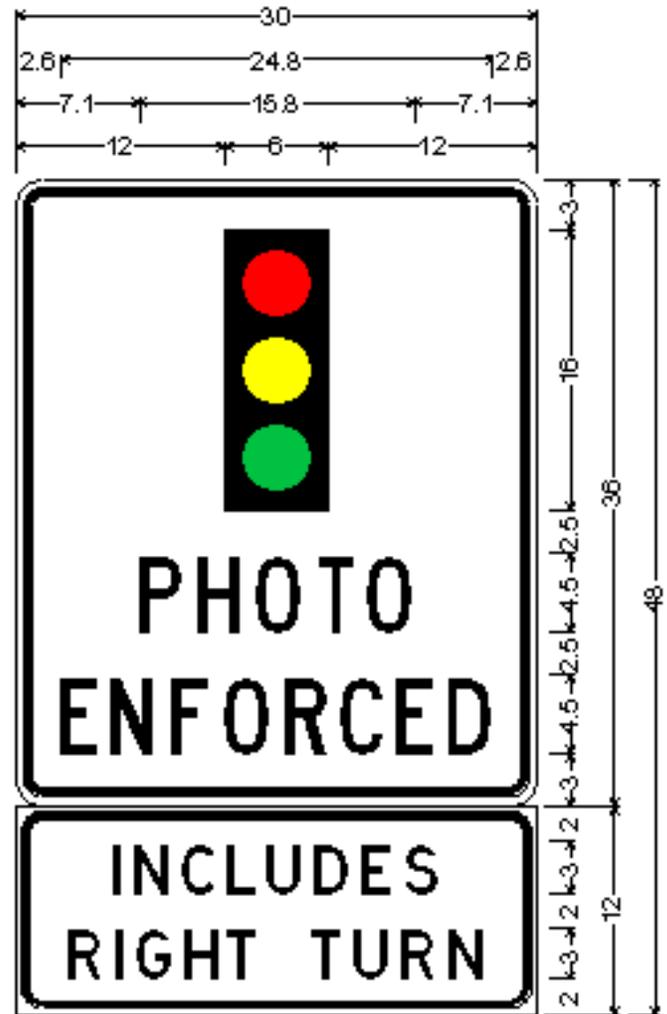


Photo Enforced High Speed Alternate Assembly;  
 1.5" Radius, 0.5" Border, 0.5" Indent, Black on White;  
 Signal Symbol (W3-3) Red Yellow Green Retroreflective;  
 "PHOTO" C; "ENFORCED" C;  
 1.5" Radius, 0.4" Border, 0.4" Indent, Black on White;  
 "INCLUDES" D; "RIGHT TURN" D;