Traffic Safety in Indiana

ITT Safety Summit, 2025

Dan McCoy, P.E., INDOT, Director of Traffic Engineering
Taylor Ruble, P.E., RSP_1, INDOT, Traffic Safety Engineer

December 2025

Outline

- Indiana Statewide Safety Trends
- Speed Kills & Angle Matters
- Safety Project Examples
- Call to Action

The Office of Traffic Safety Mission

"Reduce motor-vehicle crashes which result in fatalities or serious injuries for all road users on state and local roadways."

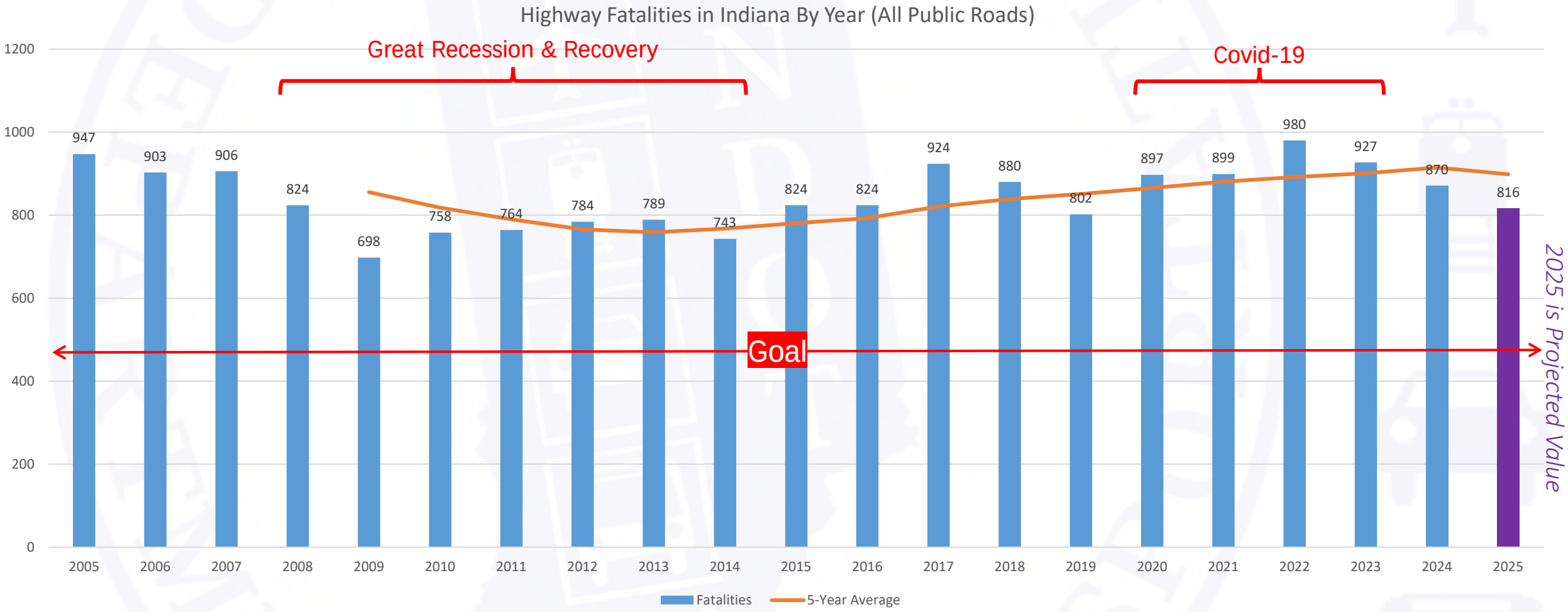
How Are We Doing?

Someone is killed or seriously injured in a crash in Indiana every 93 minutes (2024)

$21.5 Billion Cost to Indiana (2023)

in Medical Bills, Property Damage & Lost Wages (FHWA Crash Costs, Preliminary)

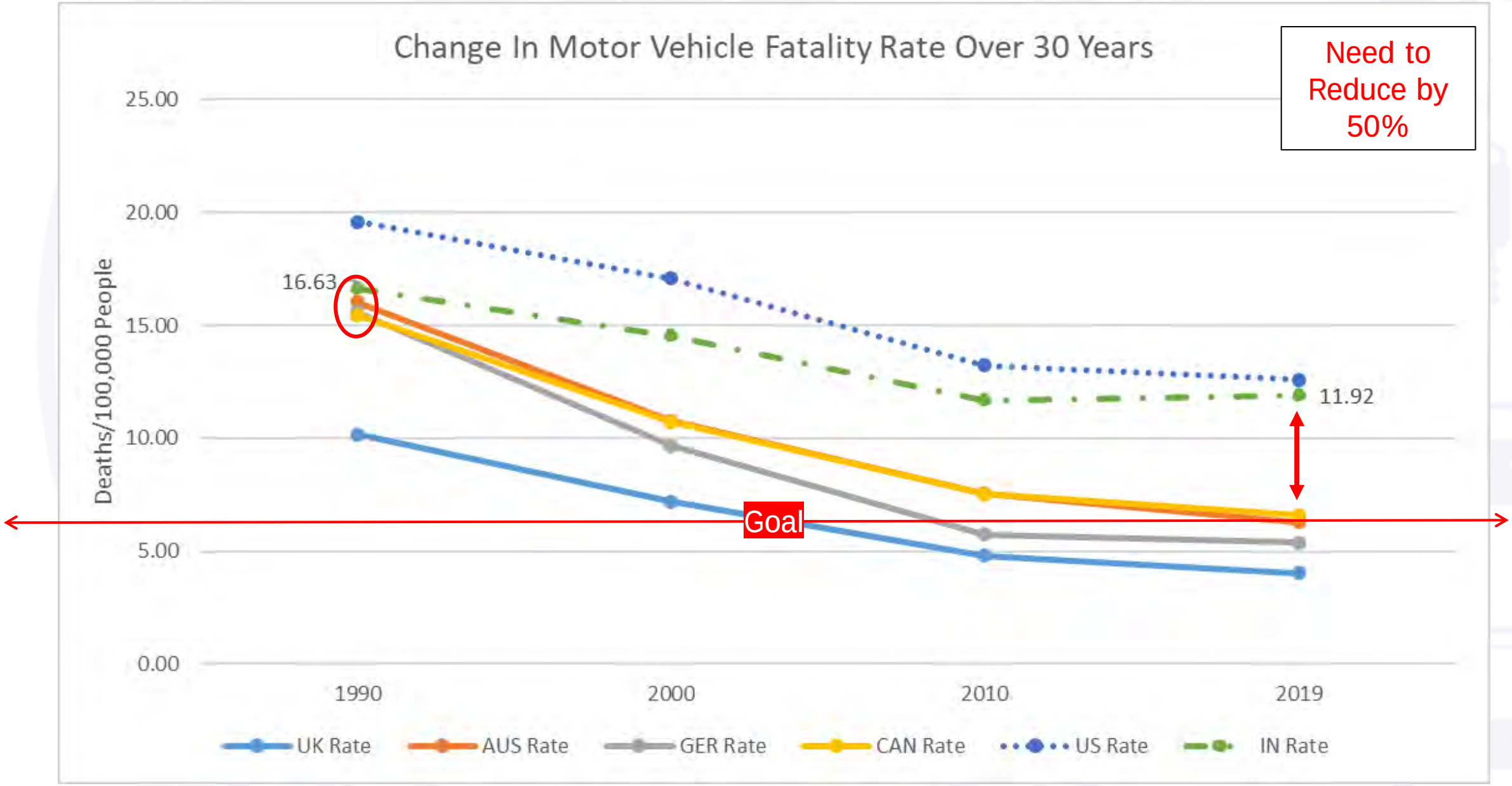
Indiana Safety Performance



16,812 Hoosiers Killed by Motor Vehicles Over 20 years

Is This Good Performance?

How Does Indiana Compare?



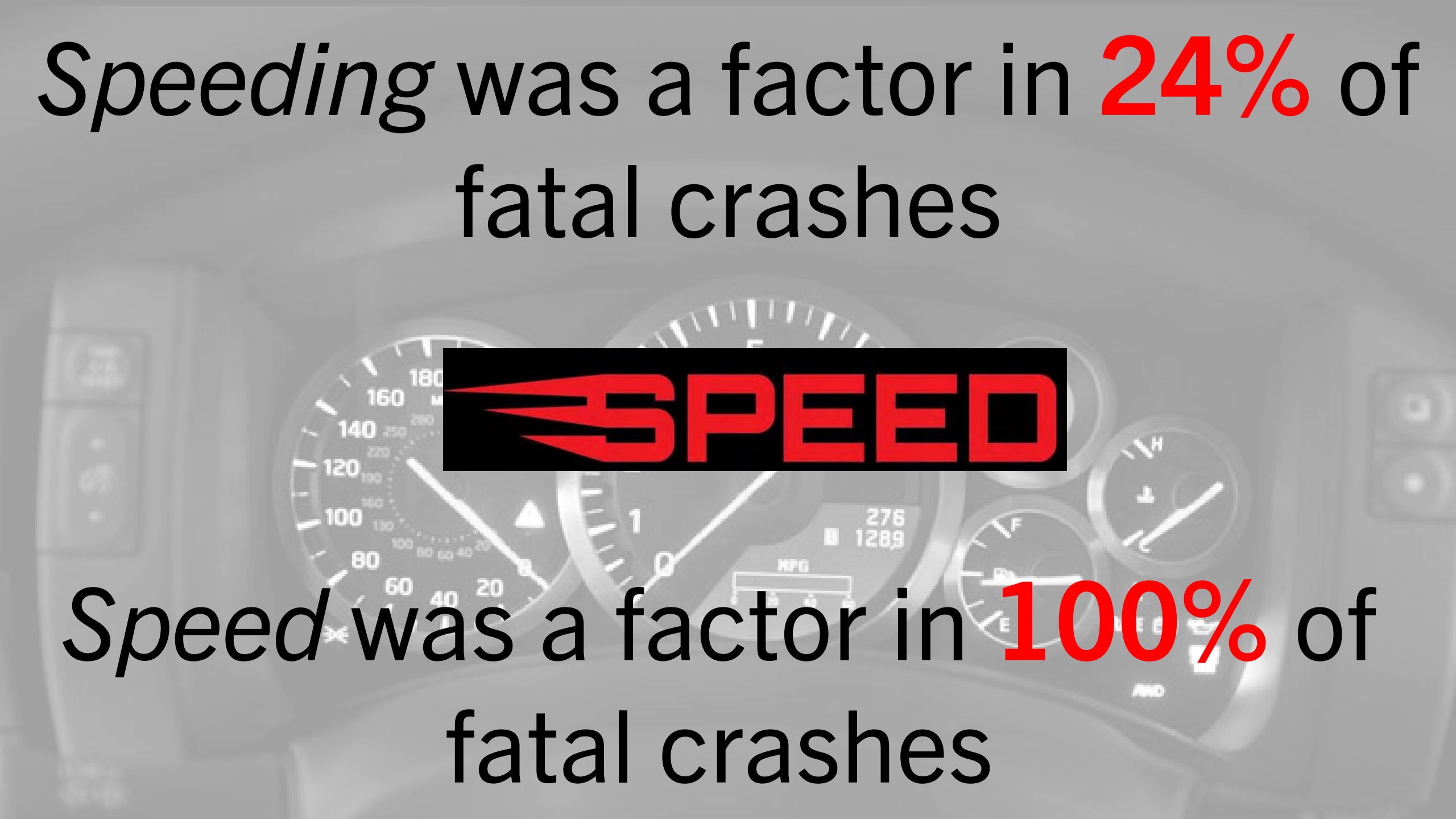
Outline

- Indiana Statewide Safety Trends
- Speed Kills & Angle Matters
- Safety Project Examples
- Call to Action

<u>The Office of Traffic Safety Mission</u>

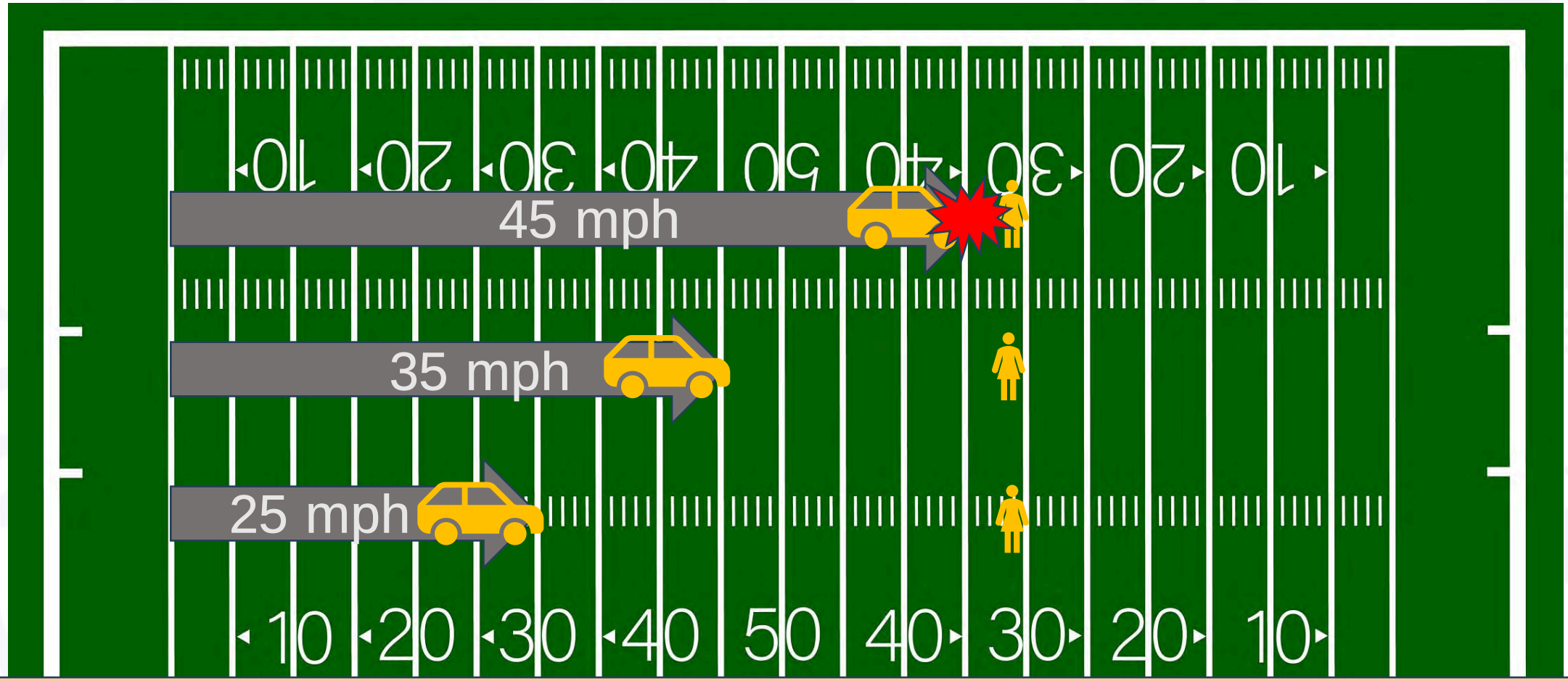
"Reduce motor-vehicle crashes which result in fatalities or serious injuries for all road users on state and local roadways."

Speeding was a factor in **24%** of fatal crashes



Speed was a factor in **100%** of fatal crashes

What Determines Risk of a Crash?



$$Stopping\ Distance\ = 1.47 * \boldsymbol{speed} * reaction\ time + 1.075 * \frac{\boldsymbol{speed}^2}{deceleration}$$

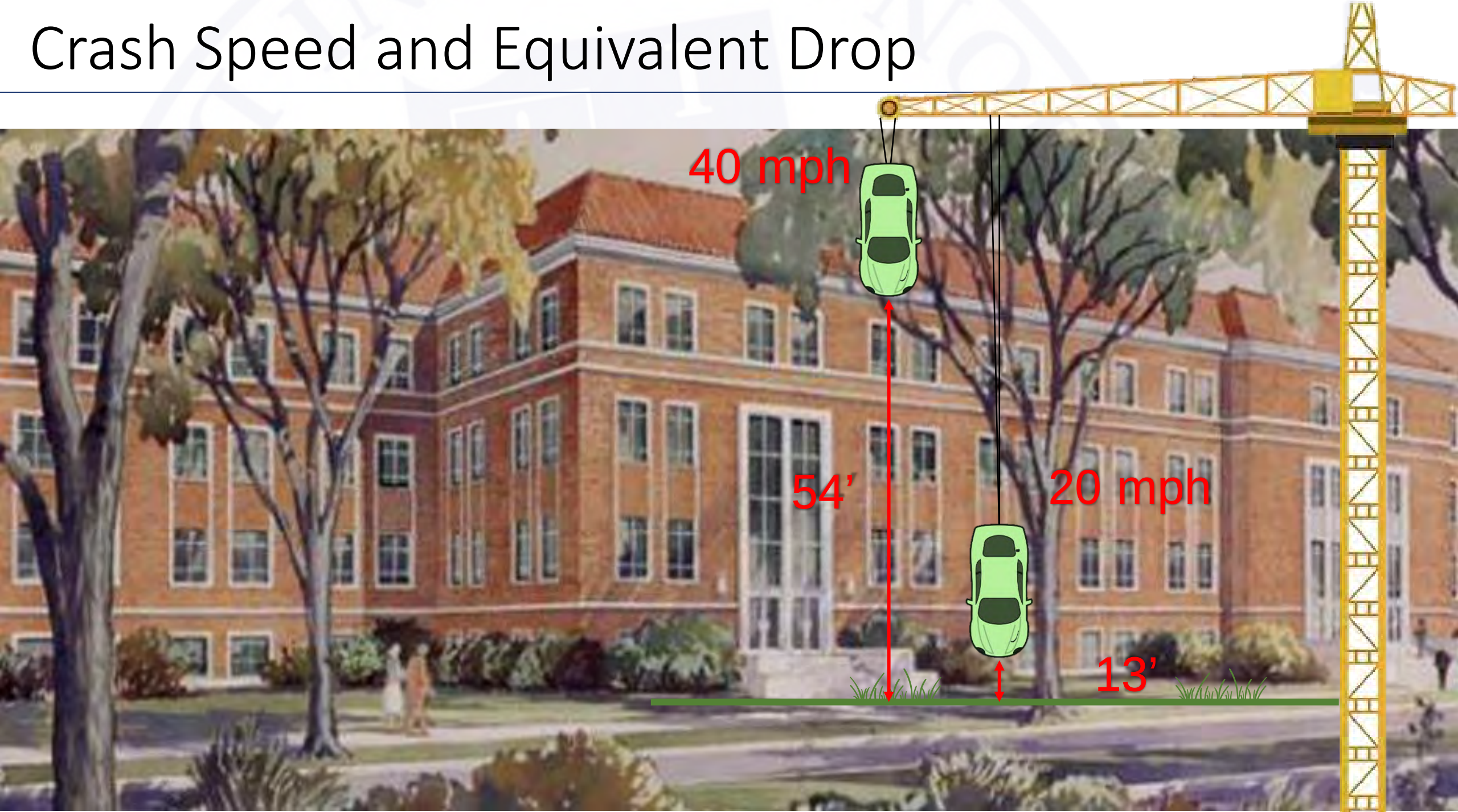
(Chance of Crash)

What Determines Risk of Injury or Death in a Crash?

$$Energy = 0.5 * mass * \boldsymbol{speed^2}$$

(Chance of Injury)

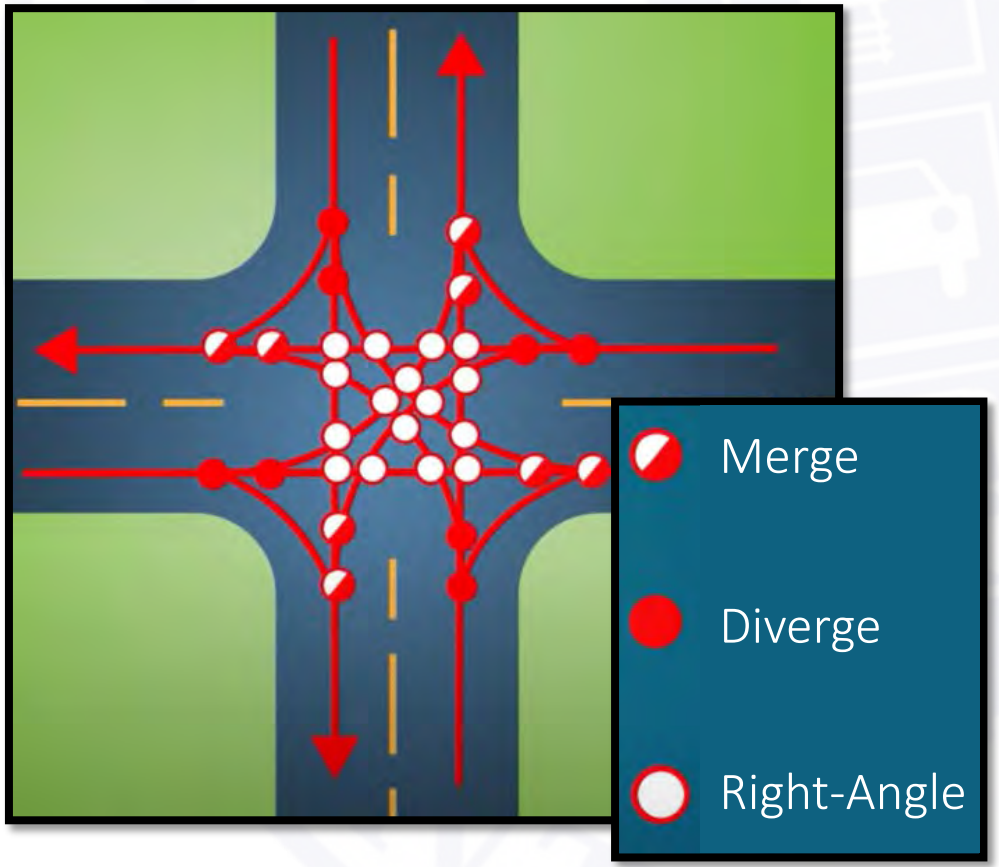
Crash Speed and Equivalent Drop



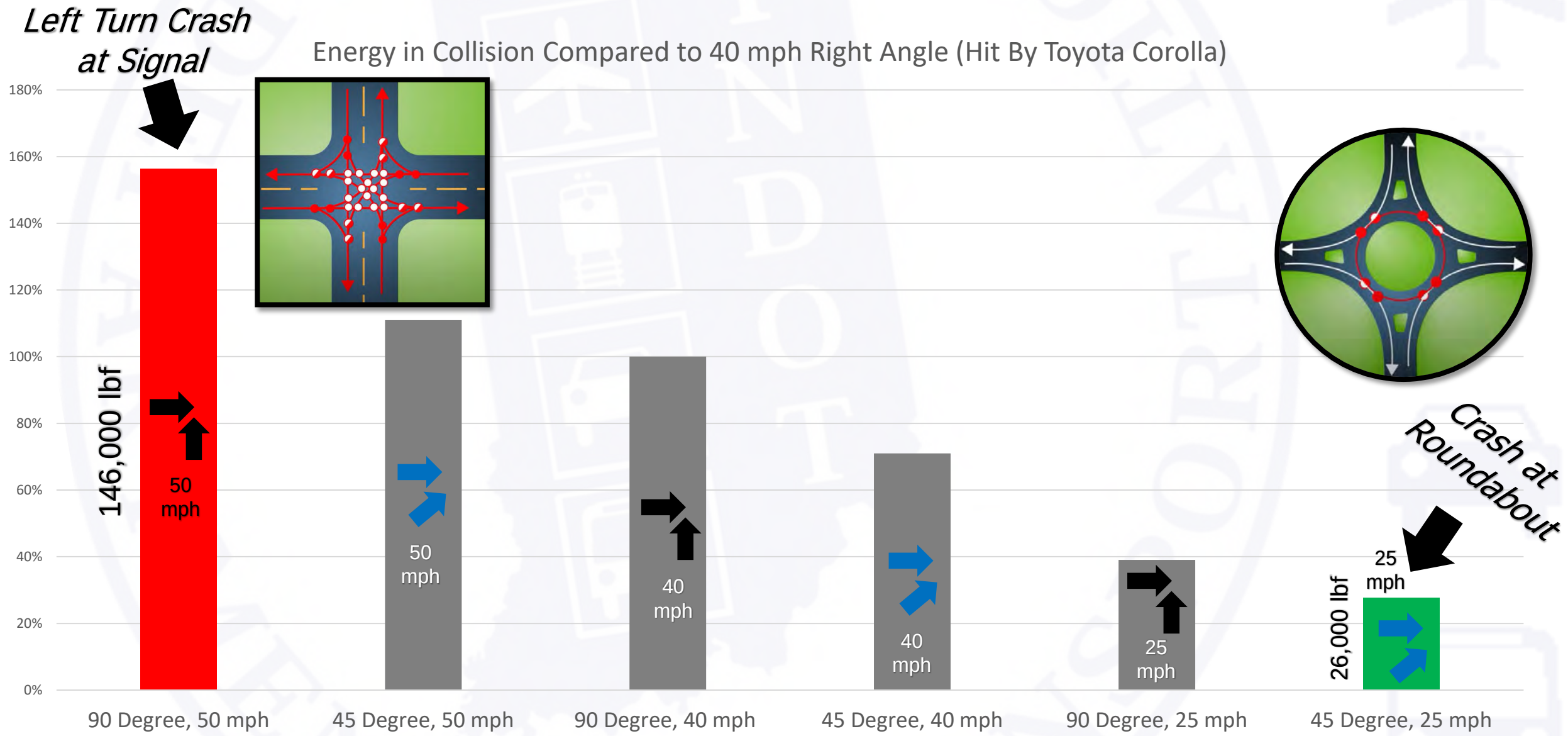
Intersection Safety

Conflict Point

Definition: A location in the roadway where two vehicle paths could cross.



ANGLE MATTERS



Front-End Impact

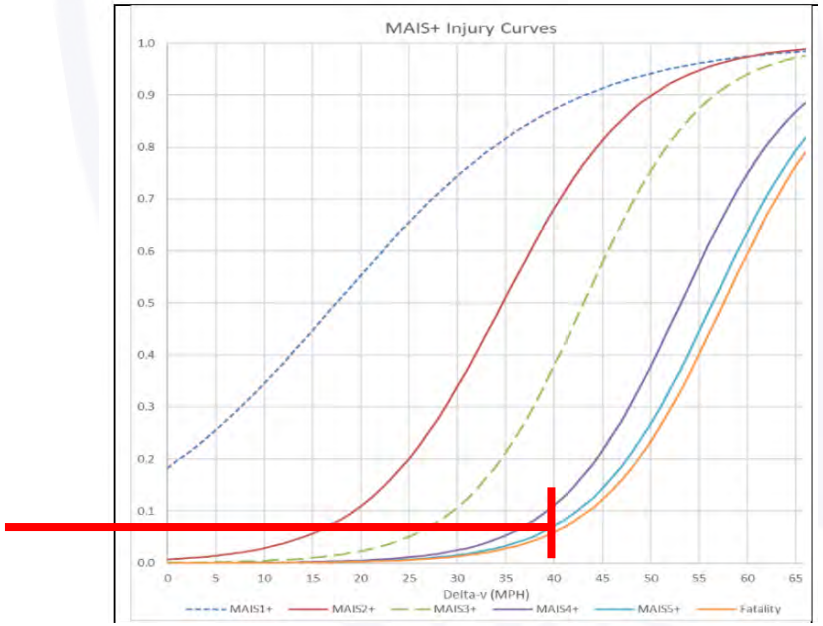
40 mph

8% Chance of Death

Protected by crumple zone and seat belts.

Motorist Risk (Frontal Impact)

Belted!



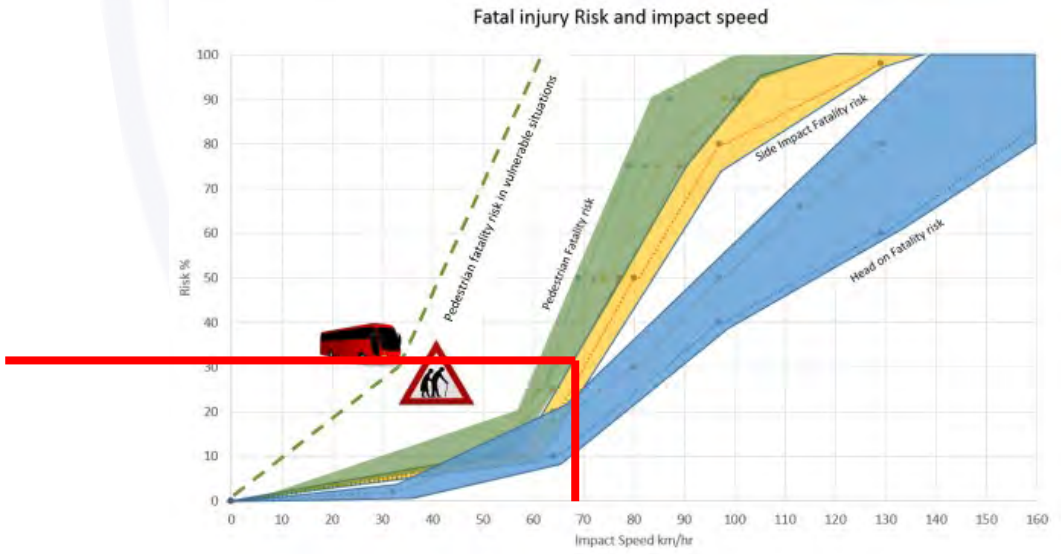
Right-Angle Impact

37 mph

30% Chance of Death

Little crumple zone
and less effective seat belts.

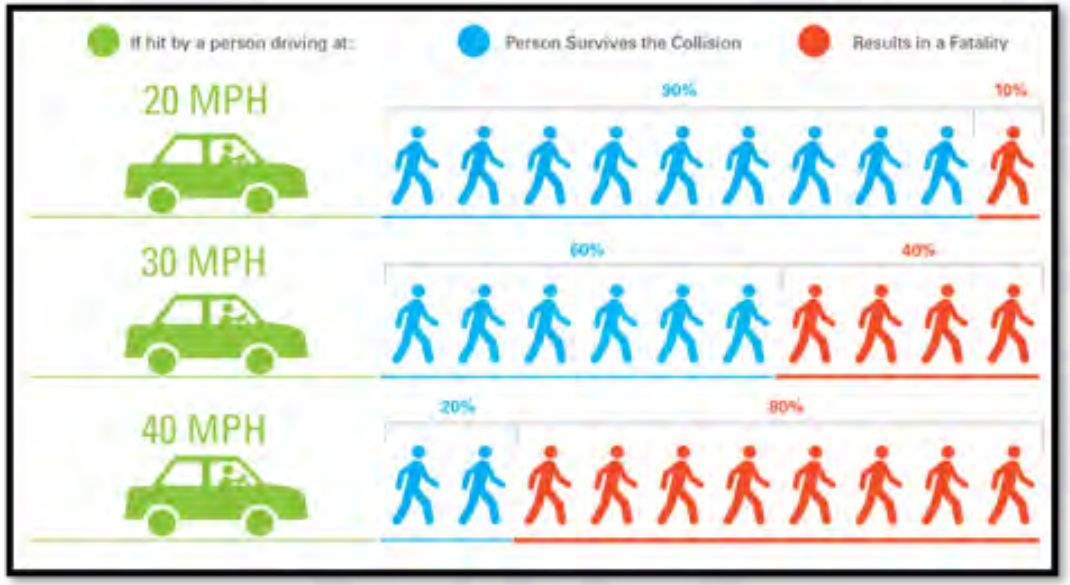
Motorist Risk (Side Impact)



Pedestrian Collision

55 mph

99% Chance of Death



Why are vehicles not tested at higher speeds?

- Crashes at 45+ mph are more likely to be non-survivable regardless…
- Crashes at 45+ mph are too likely to damage the test dummy…

“What was your fastest speed coming to this conference?”

Outline

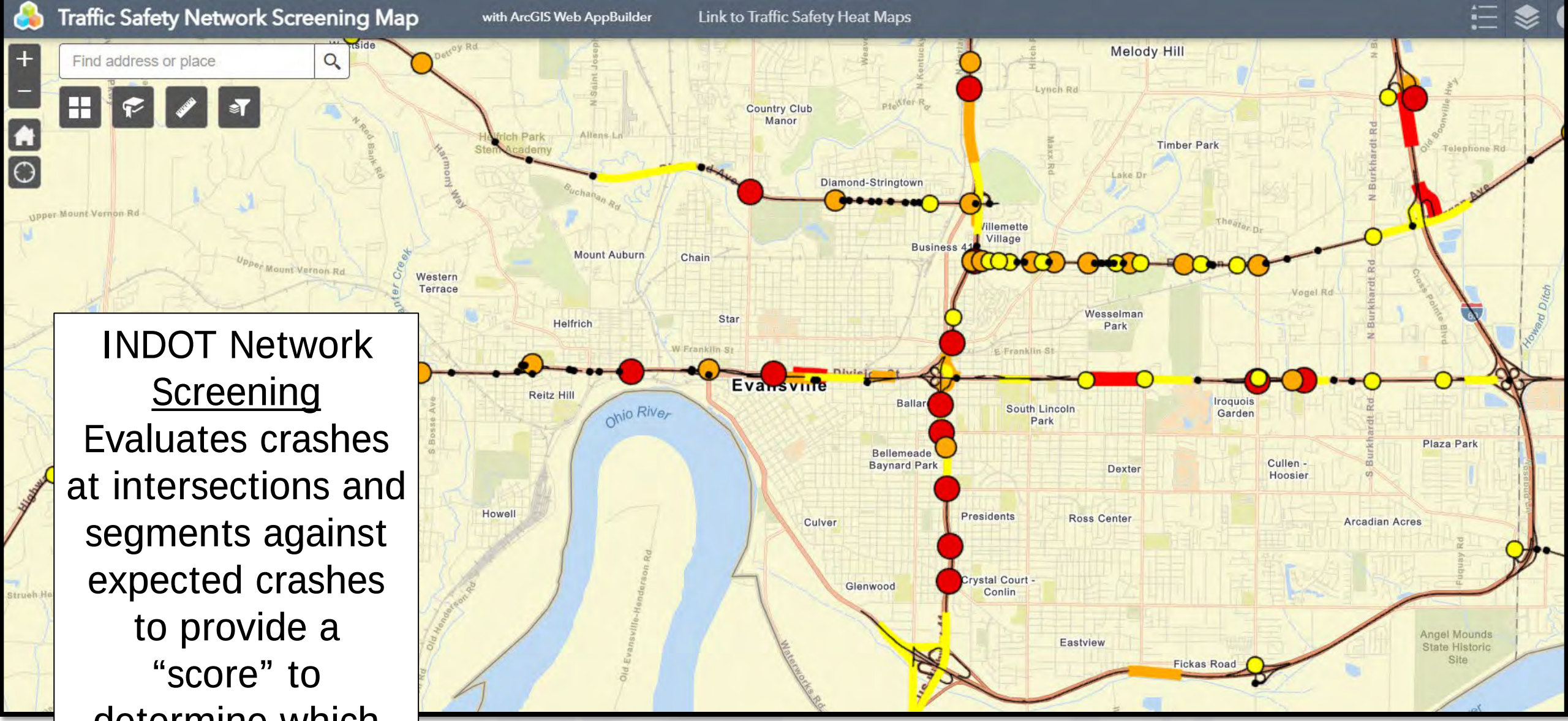
- Indiana Statewide Safety Trends
- Speed Kills & Angle Matters
- Safety Project Examples
- Call to Action

<u>The Office of Traffic Safety Mission</u>

"Reduce motor-vehicle crashes which result in fatalities or serious injuries for all road users on state and local roadways."

How are Safety Issues Identified

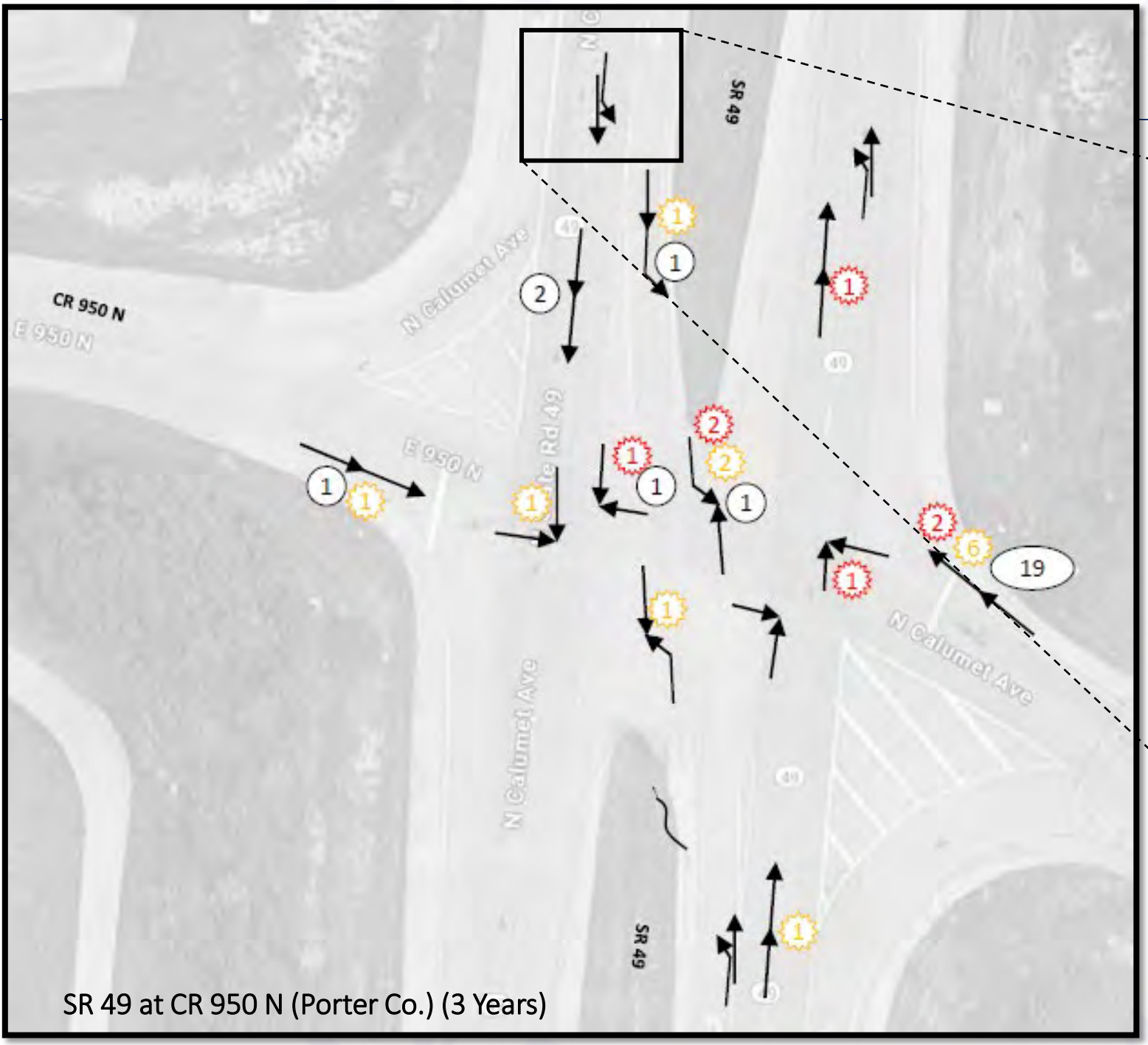
Every Crash Results in a Police Report



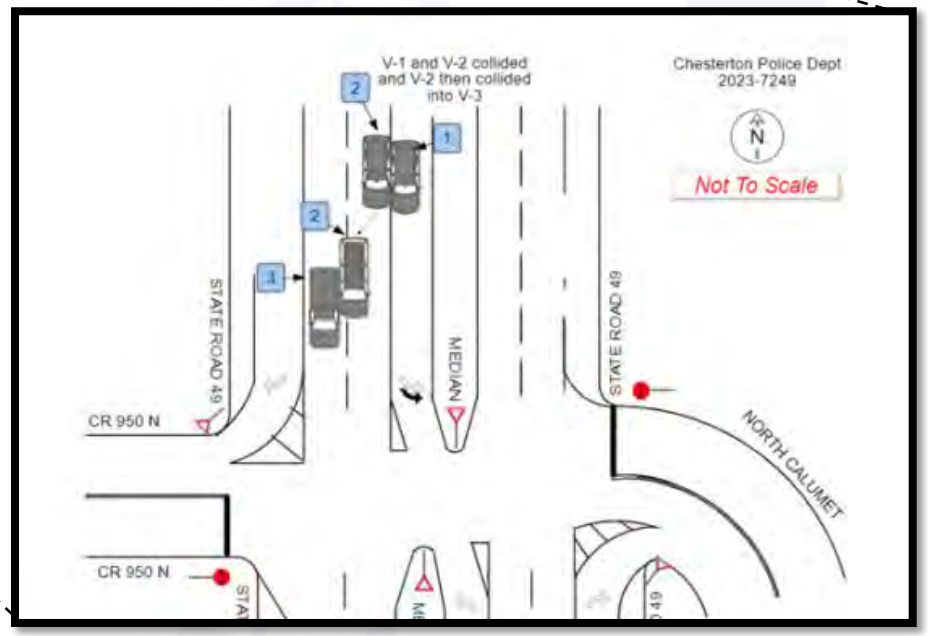
INDOT Network Screening

Evaluates crashes at intersections and segments against expected crashes to provide a "score" to determine which intersections are studied each year.

Every police report can be diagramed to identify patterns at a location



SR 49 at CR 950 N (Porter Co.) (3 Years)



1 Serious Injury

1 Other Injury

(1) Property Damage

Median U-turns

100% Reduction in Serious Injury & Fatality

Before:

Proven Safety Countermeasure

Case Study

US 231 at SR 62 S JCT (2016)

- Before Serious Crashes/year: 2.25
- After Serious Crashes/year: 0
- Project Cost: $2,832,000
- 20-Year Net Benefit: $471M
- Benefit/Cost Ratio: 100:1

After:

Road Diet

83% Reduction in Serious Injury & Fatality

Before:

Proven Safety Countermeasure

Case Study

SR 46 Bloomington (2019)

- Before Serious Crashes/year: 12
- After Serious Crashes/year: 2
- Project Cost: <$100k (w/ Paving)
- 20-Year Net Benefit: $190M
- Benefit/Cost Ratio: 1547:1

After:

2025 INDOT Traffic Safety Award Winner

Roundabouts

100% Reduction in Serious Injury & Fatality

Before:

Proven Safety Countermeasure

Case Study

SR 60 Intersection at Salem Bypass (2021)

- Before Serious Crashes/year: 2.33
- After Serious Crashes/year: 0
- Project Cost: $2,119,870
- 20-Year Net Benefit: $44M
- Benefit/Cost Ratio: 13:1

After:

Access Control

58% Reduction in Serious Injury & Fatality

Before:

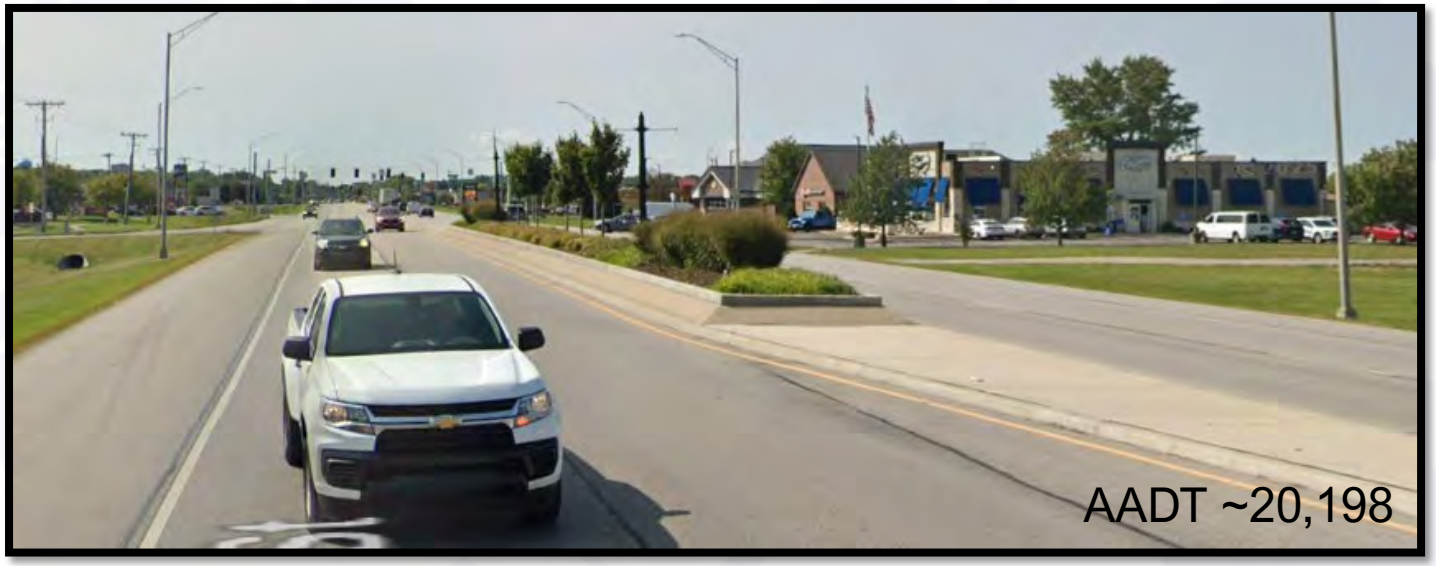
Proven Safety Countermeasure

Case Study

SR 9 Greenfield (2020)

- Before Serious Crashes/year: 16
- After Serious Crashes/year: 6.67
- Project Cost: $965k (w/ Paving)
- 20-Year Net Benefit: $168M
- Benefit/Cost Ratio: 174:1

After:




Fatal crash *locations* might be random…
but fatal crash *patterns* are not.

Systemic Safety

1. Low Cost
2. Multiple Locations
3. Can Be Based on Geometrics

16% Reduction in Injury and Fatality

Curve Treatments

Options

Chevrons
Delineators
Clear Zone
Curve Warning Signs
Advisory Speeds
Correcting Crown/Super Elevation (More Costly)
HFST (More Costly)

Rumble Strips / Stripes

44.2% Reduction in Injury and Fatality

Stop Controlled Intersection Visibility Improvement

27% Reduction in Injury and Fatality

Double Stop Signs
Flashing Stop Signs (optional)
Stop Ahead Signs
Reflective Strips
Side Road Centerline
Side Road Stop Bar

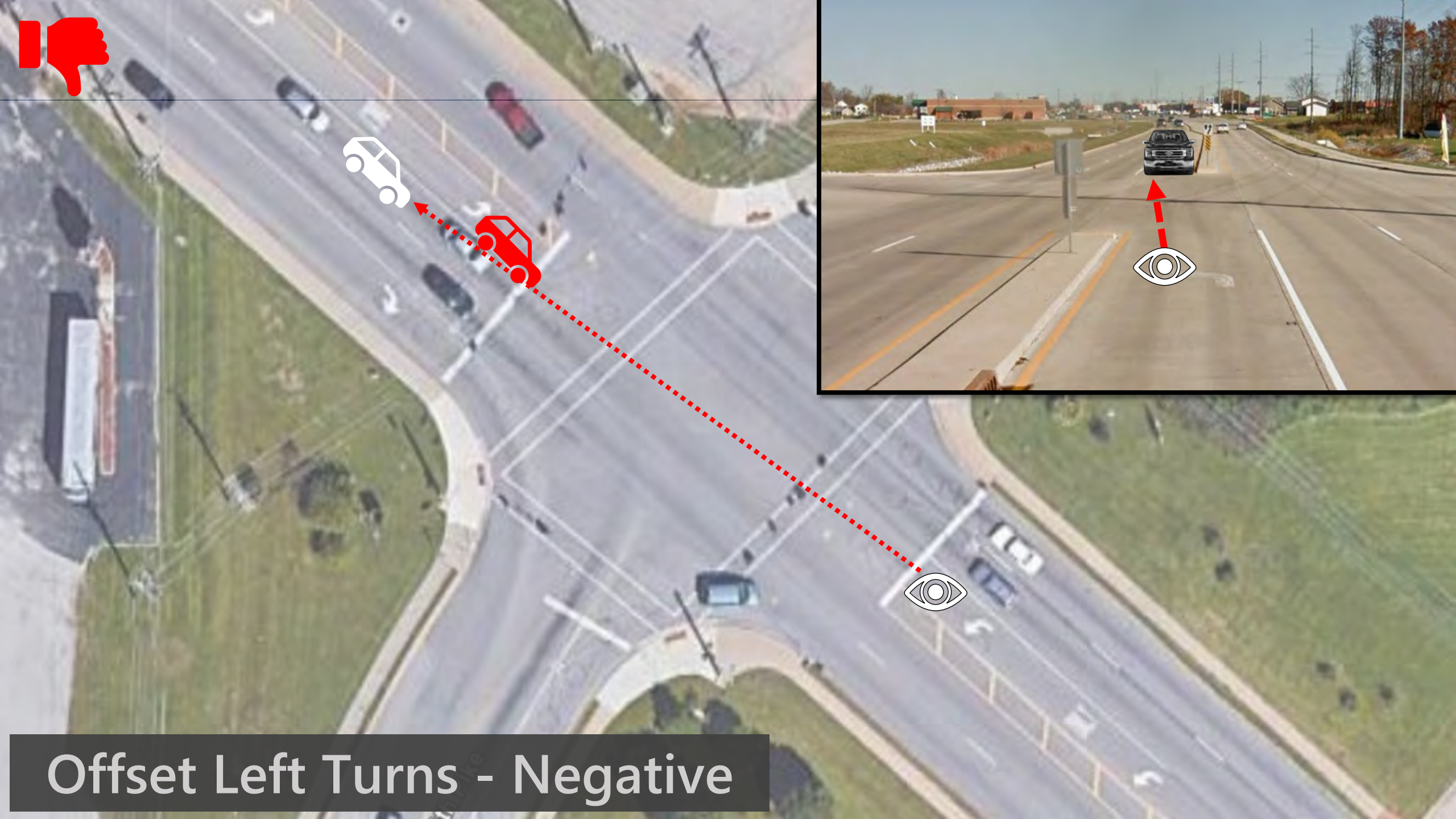
All-Way Stop Conversion

92% Reduction in Severe Injury & Fatality

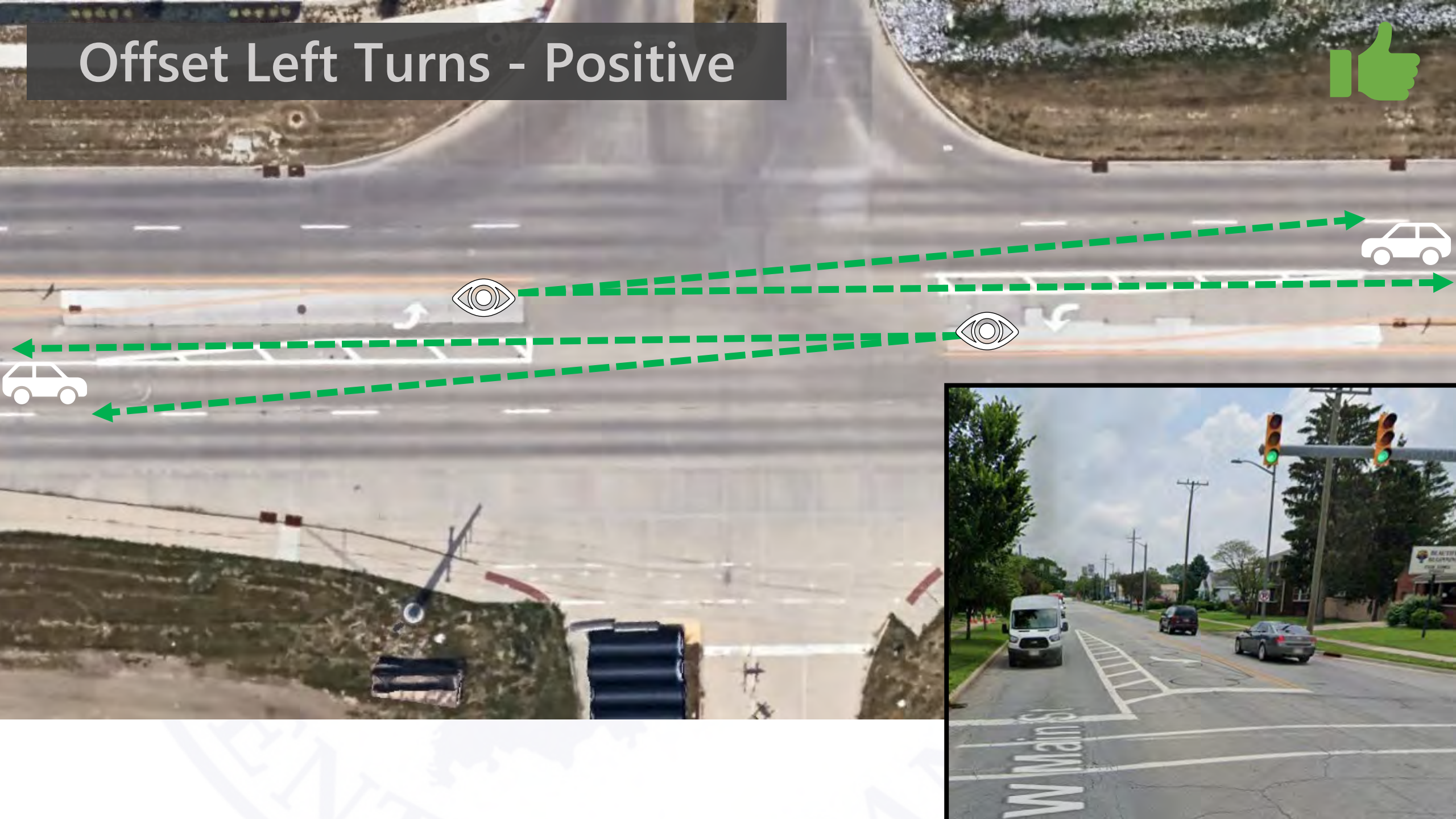
2023 National Safety Award Winner

Offset Left Turns (w/ markings)

35.6% Reduction in Injury and Fatality


Offset Left Turns - Negative

Offset Left Turns - Positive



How Can Paving Projects Improve Safety?

How Can Paving Projects Improve Safety?

Outline

- Indiana Statewide Safety Trends
- Speed Kills & Angle Matters
- Safety Project Examples
- Call to Action

<u>The Office of Traffic Safety Mission</u>

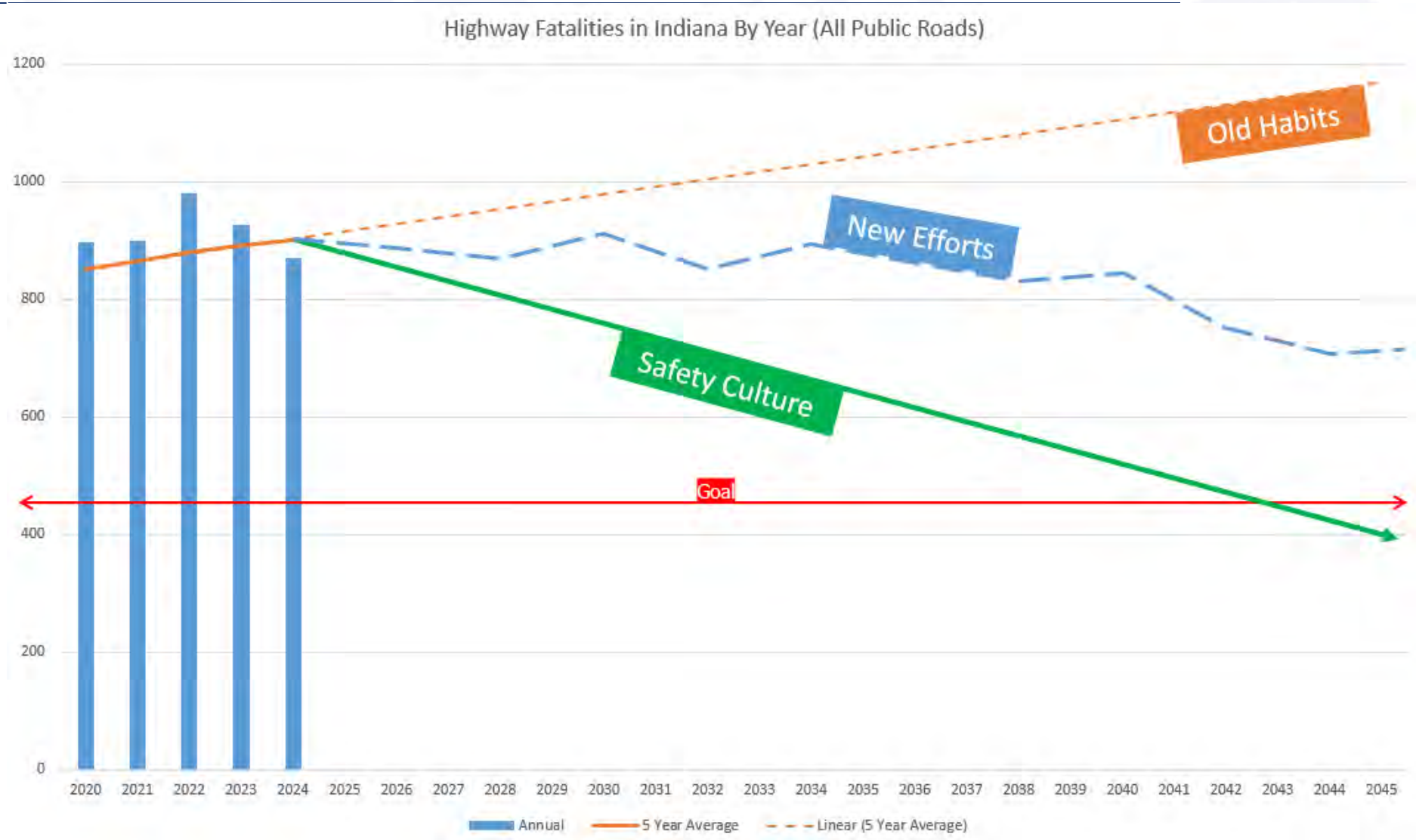
"Reduce motor-vehicle crashes which result in fatalities or serious injuries for all road users on state and local roadways."

How Do We Reach Our Goal?

Do We Prioritize Safety when Money and Schedule are Tight?

- Spot Location
- Systemic
- Major Safety Projects

- Every Project Improves Traffic Safety Performance
- Leveraging the ENTIRE Program



A *Safety Culture* Makes Safety the Highest Priority and Base Expectation

Questions?

Taylor Ruble – truble@indot.in.gov

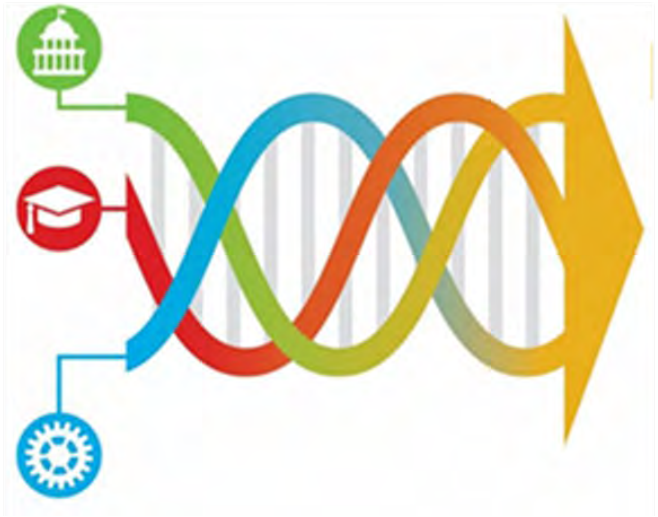
Dan McCoy- dmccoy@indot.in.gov

Probe Data

Government

Academia

Industry



IMPACT

Darcy Bullock
Purdue University
darcy@purdue.edu

INDIANA DEPARTMENT OF TRANSPORTATION
INDOT

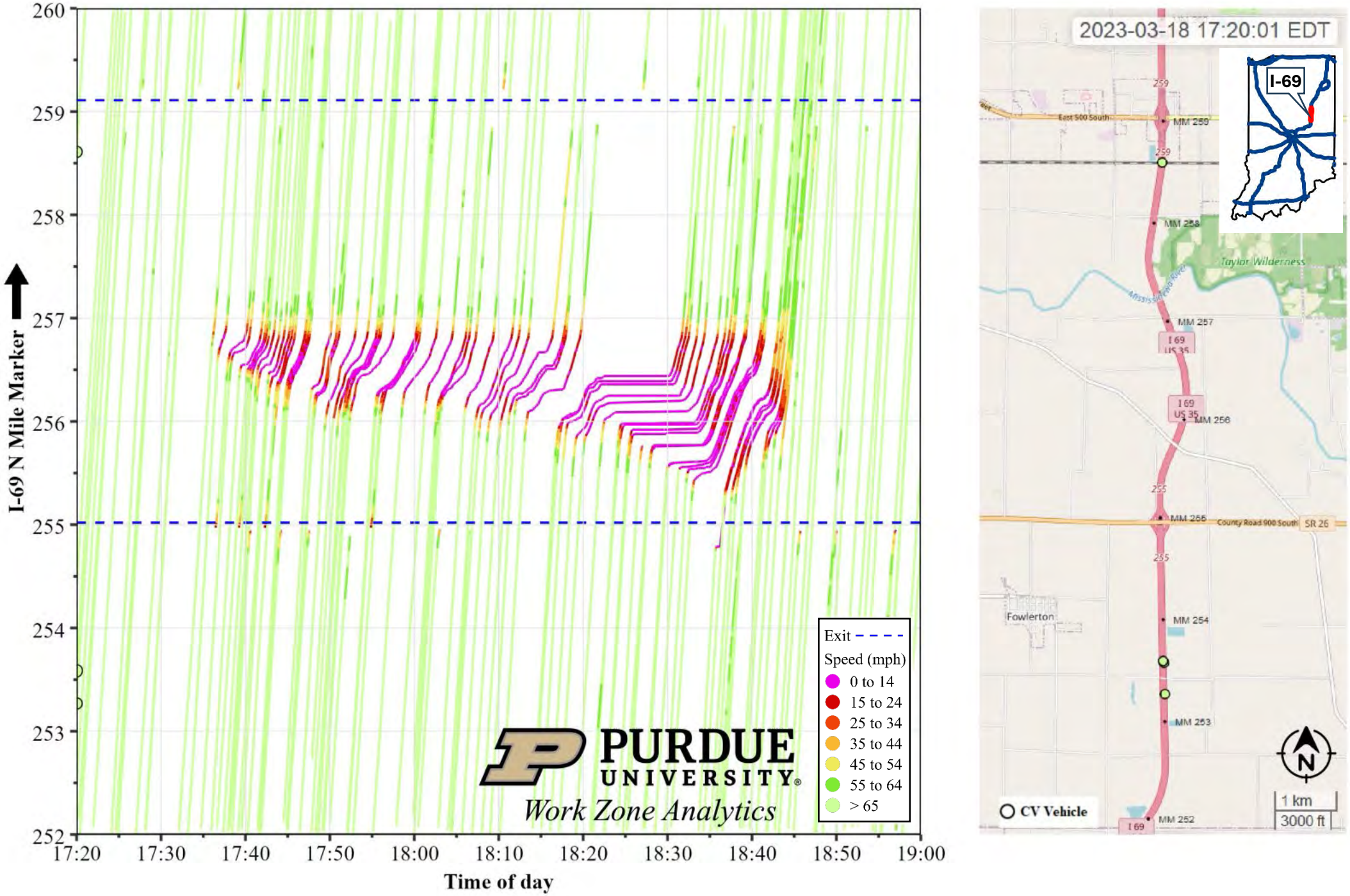
PURDUE UNIVERSITY®

JOINT TRANSPORTATION RESEARCH PROGRAM
Discovery with Delivery
Since 1937
JTRP

Message

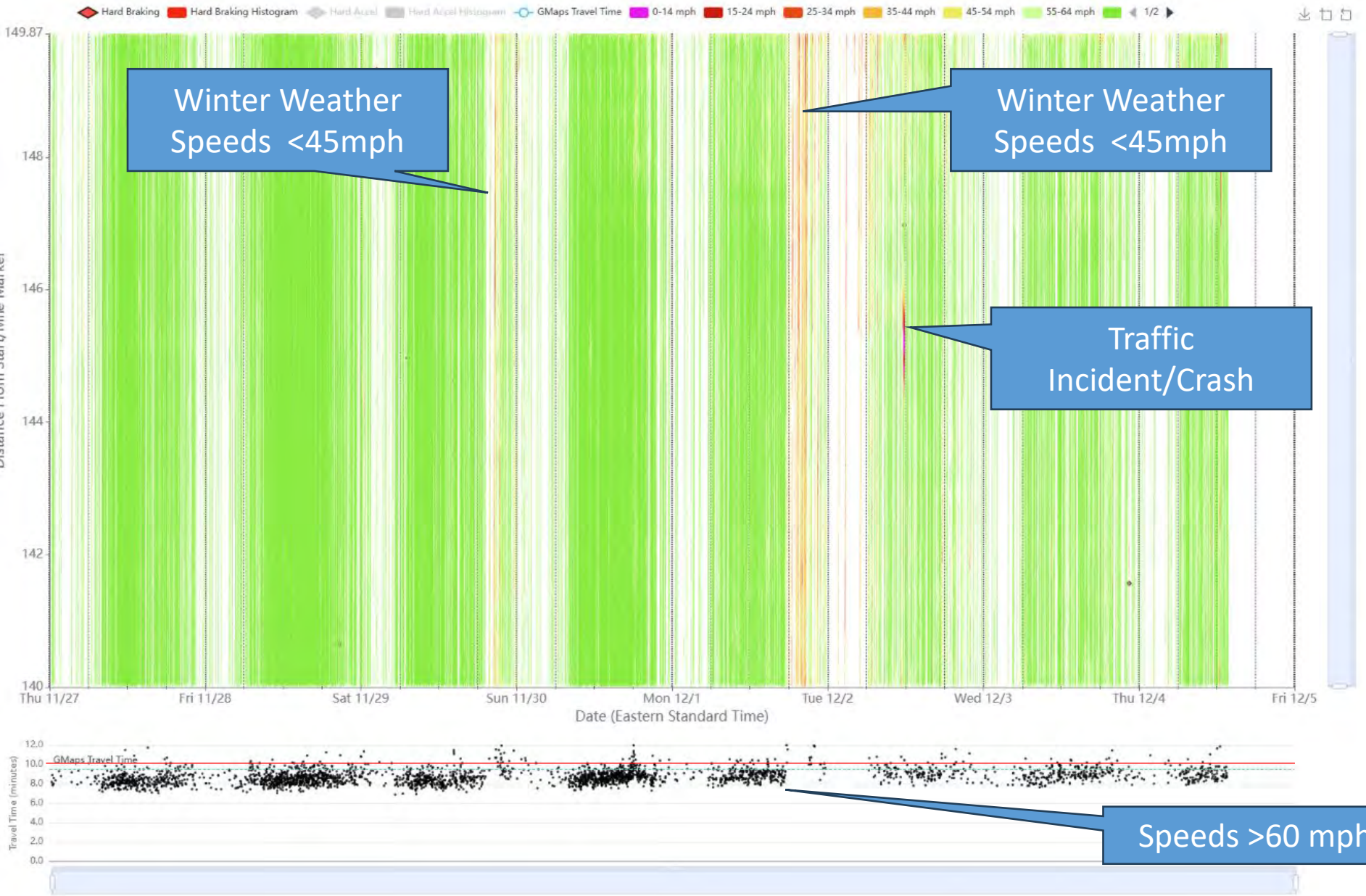
- What is crowdsourced data
- Application
  - Fish finder (Dan and Taylor)
  - Outcome Assessment (John M)
- Demonstrate through a series of slides v

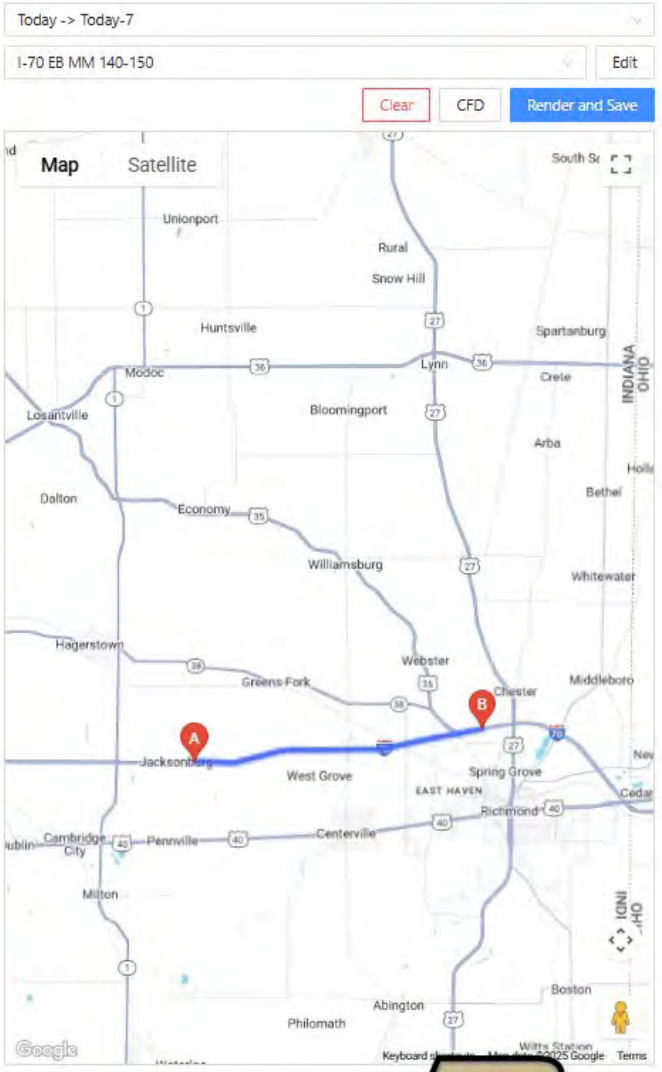
A Beginner's Guide to Choosing & Using a Fishfinder


I-69 N Mile Marker
260
259
258
257
256
255
254
253
252
17:20
17:30
17:40
17:50
18:00
18:10
18:20
18:30
18:40
18:50
19:00
Time of day
Exit
Speed (mph)
0 to 14
15 to 24
25 to 34
35 to 44
45 to 54
55 to 64
> 65
PURDUE UNIVERSITY
Work Zone Analytics
2023-03-18 17:20:01 EDT
I-69
MM 259
MM 258
Taylor Wilderness
MM 257
I 69
US 35
MM 256
MM 255
County Road 900 South
SR 26
Fowlerton
MM 254
MM 253
MM 252
CV Vehicle
1 km
3000 ft
N

Recent FTW WZ with Diversion

I-70 EB Near Richmond first week in December





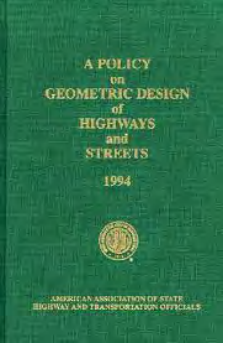
PURDUE UNIVERSITY

Hard Braking is a replacement for old school skid marks

Hard Braking/ g force context

- ~0.54 g

We use ~0.27g from CV Data



AASHTO g force for Stopping Sight Distanc

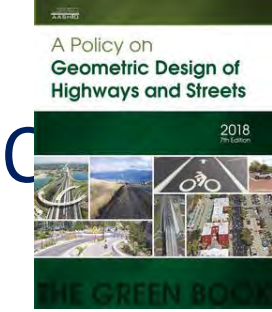


TABLE 6.11 Stopping sight distances for different design speeds

Design Speed (mph)	Reaction Time (sec)	Reaction Distance (ft)	Coefficient of Friction	Braking Distance on level terrain (ft)	Computed Stopping Sight Distance (ft)
20	2.5	73	0.40	33	107
25	2.5	92	0.38	55	147
30	2.5	110	0.35	86	196
35	2.5	128	0.34	120	249
40	2.5	147	0.32	167	314
45	2.5	165	0.31	218	383
50	2.5	183	0.30	278	462
55	2.5	202	0.30	337	538
60	2.5	220	0.29	415	635
65	2.5	238	0.29	487	725
70	2.5	257	0.28	585	841

Comp with previous test

Hard Braking correlates well with Interstate Crashes

Journal of Big Data Analytics in Transportation (2021) 3:27–41
https://doi.org/10.1007/s42421-020-00024-x

ORIGINAL PAPER

Correlating Hard-Braking Activity with Crash Occurrences on Interstate Construction Projects in Indiana

Jairaj Desai[1] · Howell Li[1] · Jijo K. Mathew[1] · Yi-Ting Cheng[1] · Ayman Habib[1] · Darcy M. Bullock[1]

Received: 4 August 2020 / Revised: 23 October 2020 / Accepted: 27 October 2020 / Published online: 16 November 2020

Abstract
The Federal Highway Administration (FHWA) reported between 2016 and 2017, fatal crashes in work zones increased by 3%, while fatal crashes outside of work zones decreased by 1.5%. The FHWA also reported that work zones account for approximately 10% of the nation's overall congestion and 24% of unexpected interstate delays. This paper reports on a study of 23 construction work zones that covered approximately 150 centerline miles of Indiana interstate roadway in the summer of 2019. Approximately 50% of all interstate crashes for the period of May to September 2019 occurred within or in an approach upstream or downstream of one of these work zones. Commercially available vehicle hard-braking event data is used for the study and geofenced to the work zone approaches and limits. This research examined 196,215 hard-braking events over a 2-month period in the summer of 2019 and 3132 crashes over the same 2-month period in 2018 and 2019 for the 23 interstate work zones. The study found there were approximately 1 crash/mile for every 147 hard-braking events in and around a construction site. The R^2 was approximately 0.85. The paper concludes by recommending that hard-braking event data be used by agencies to quickly identify emerging work zone locations that show relatively large number of hard-braking events for further evaluation.

Keywords Braking · Crash rate · Highway safety · Vehicle probe data

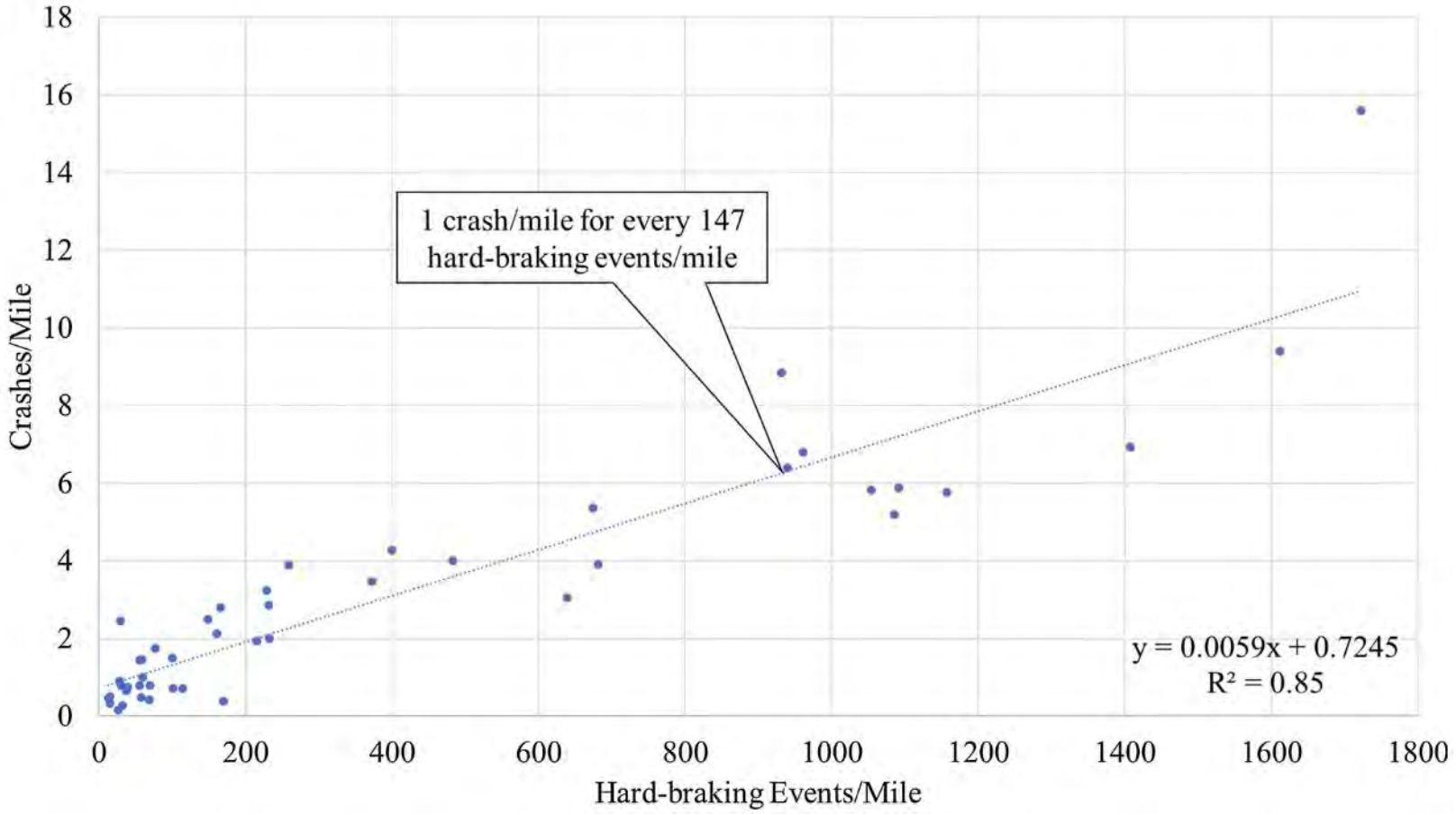
Introduction

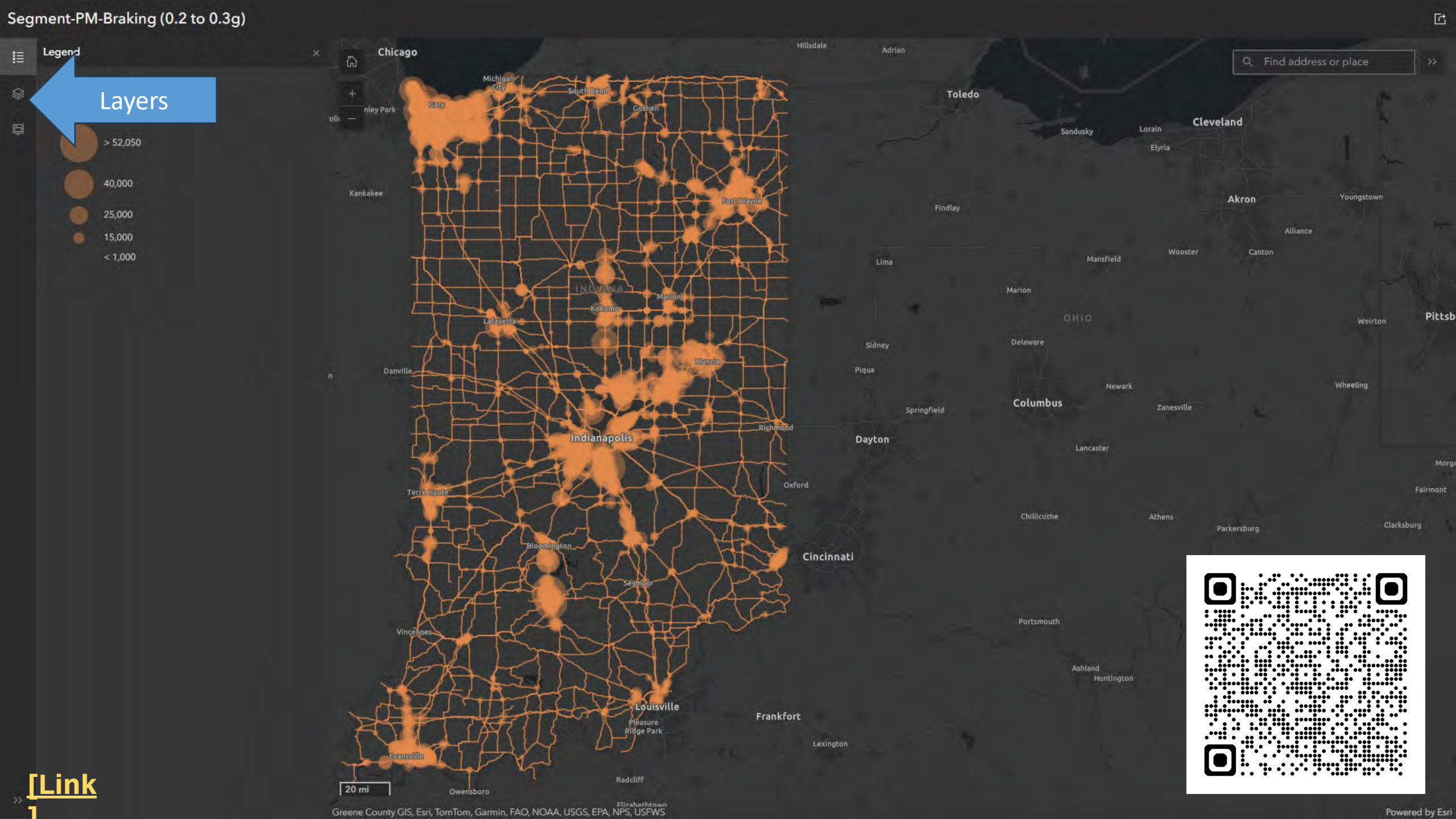
Motivation

There are approximately 800 fatal work zone crashes in the US annually, most of which occur in the summer and fall, and over 25% of those crashes involve large trucks or buses (FHWA, 2018). The Federal Highway Administration (FHWA) reported between 2016 and 2017 (FHWA, 2018) fatal crashes in work zones increased by 3%, while fatal crashes outside of work zones decreased by 1.5%. The FHWA also reported that work zones account for approximately 10% of the nation's overall congestion and 24% of unexpected interstate delays (FHWA 2018). Historically, crash report data has been used to identify opportunities to improve the design of future construction zones. However, the infrequency of crashes and the time it takes for personnel to read crash narratives makes it difficult and infeasible to use crash data for tactical monitoring of work zones. Furthermore, crash reports are often reported with a time delay due to associated investigation time, and the exact location and time reported in the crash reports varies by investigating agency. In contrast, hard-braking event data can be obtained daily from commercial providers with a precise timestamp and geo-location information. This paper investigates the feasibility of using hard-braking event data to identify opportunities to improve the safety and operating efficiency of construction work zones.

✉ Jairaj Desai
desaij@purdue.edu
Howell Li
howell-li@purdue.edu
Jijo K. Mathew
kjijo@purdue.edu
Yi-Ting Cheng
cheng331@purdue.edu
Ayman Habib
ahabib@purdue.edu
Darcy M. Bullock
darcy@purdue.edu

[1] Joint Transportation Research Program, Purdue University, West Lafayette, IN, USA




Segment-PM-Braking (0.2 to 0.3g)
Legend
Layers
> 52,050
40,000
25,000
15,000
< 1,000
Find address or place
Chicago
Hillsdale
Adrian
Toledo
Cleveland
Sandusky
Lorain
Elyria
Akron
Youngstown
Alliance
Wooster
Canton
Mansfield
Findlay
Lima
Marion
Kankakee
Gary
Michigan City
South Bend
Goshen
Fort Wayne
INDIANA
Kokomo
Lafayette
Muncie
Danville
Richmond
Indianapolis
Terre Haute
Bloomington
Seymour
Vincennes
Evansville
Louisville
Pleasure Ridge Park
Frankfort
Lexington
Radcliff
Owensboro
Dayton
Springfield
Sidney
Piqua
Delaware
Columbus
Newark
Zanesville
Lancaster
Oxford
Cincinnati
Chillicothe
Athens
Parkersburg
Portsmouth
Ashland
Huntington
Weirton
Wheeling
Clarksburg
Fairmont
20 mi
Greene County GIS, Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, NPS, USFWS
Powered by Esri

[Link]

Hard Braking is better then looking for Damage/Shiny Guardrail

A Beginner's Guide to Choosing & Using a Fishfinder


May 6th, 2025

FIGURE 6.3 Venn diagram showing factors by percentage involved in US road crashes. Lum and Reagan 1995


May 6th, 2025
Tire tracks


May 6th, 2025
Damage from previous incident
TITAN TRAILERS INC
TITAN TRAILERS INC
J.B. HUNT


May 6th, 2025
Truck is tracking close!

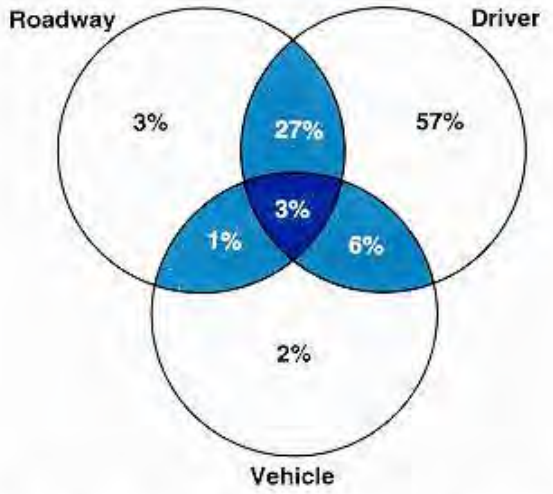


FIGURE 6.3 Venn diagram showing factors by percentage involved in US road crashes. Lum and Reagan 1995

Comment on all 3

Commercial Vehicle Dash-Camera Images

60,000+ trucks

Data Provider: Vizzion


PU992802 IN I-65N MM 235.8 America/Chicago Time: 2025-07-12 11:40:41 (57 mph)
NOTICE
WORKSITE
NOTICE
WORKSITE


PU992802 IN I-65N MM 235.8 America/Chicago Time: 2025-07-12 11:40:42 (57 mph)


PU992802 IN I-65N MM 235.8 America/Chicago Time: 2025-07-12 11:40:43 (57 mph)


PU992802 IN I-65N MM 235.8 America/Chicago Time: 2025-07-12 11:40:44 (57 mph)


PU992802 IN I-65N MM 235.9 America/Chicago Time: 2025-07-12 11:40:45 (57 mph)


PU992802 IN I-65N MM 235.9 America/Chicago Time: 2025-07-12 11:40:46 (57 mph)


PU992802 IN I-65N MM 235.9 America/Chicago Time: 2025-07-12 11:40:47 (56 mph)


PU992802 IN I-65N MM 235.9 America/Chicago Time: 2025-07-12 11:40:48 (55 mph)


PU992802 IN I-65N MM 235.9 America/Chicago Time: 2025-07-12 11:40:49 (53 mph)
Well travelled shoulder!


PU992802 IN I-65N MM 235.9 America/Chicago Time: 2025-07-12 11:40:50 (53 mph)
Well travelled shoulder!

Message

- What is crowdsourced data
- Application
  - Fish finder (Dan and Taylor)
  - Outcome Assessment (John M)
- Demonstrate through a series of slides what crowdsourced data can tell us

Worksite Automated Enforcement / Worksite Speed Control System (WSCS) Pilot Program

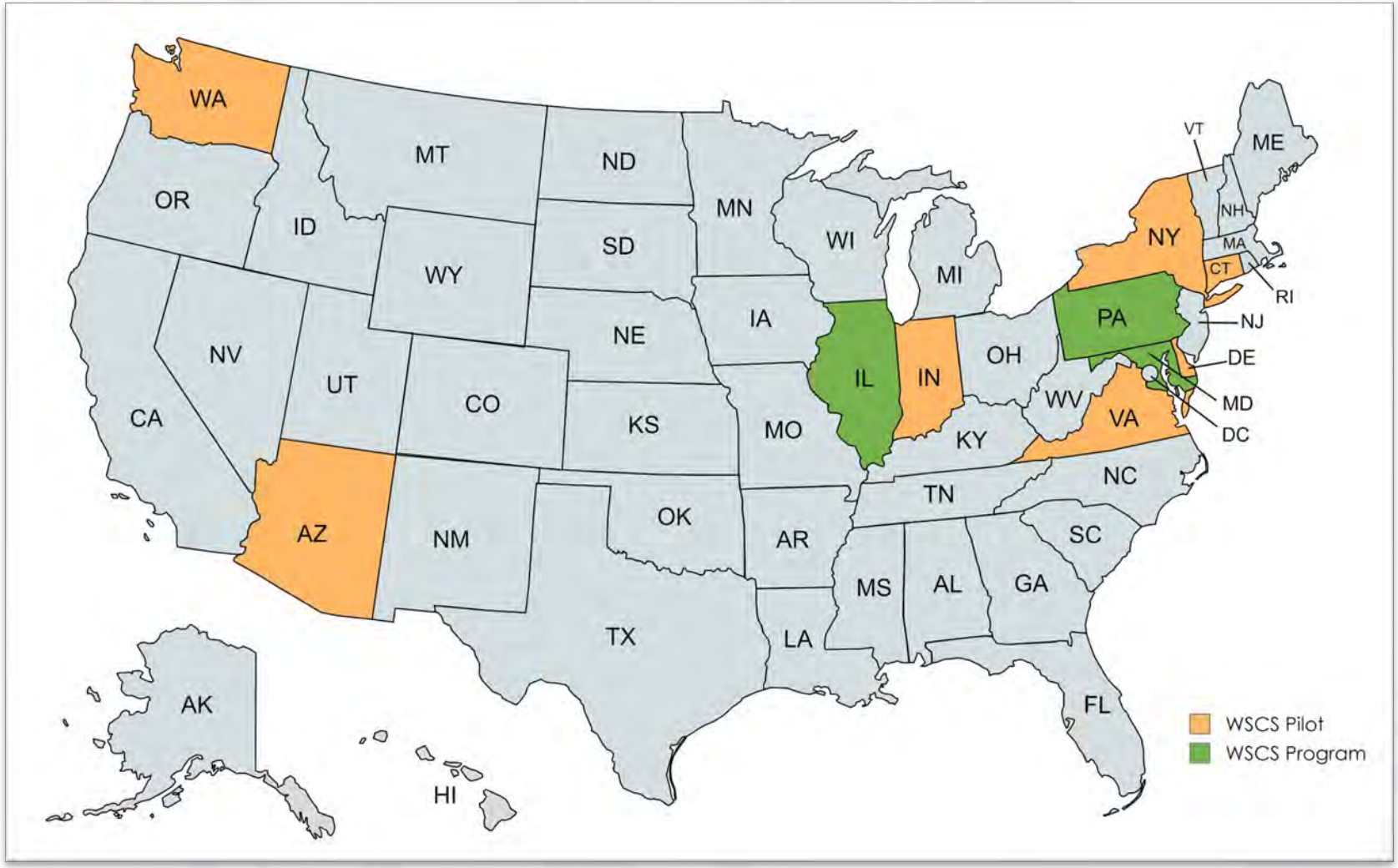
Prepared by: John D. McGregor, P.E.

INDOT Traffic Management Division

Fort Wayne District ITT Safety Summit

October 24, 2025

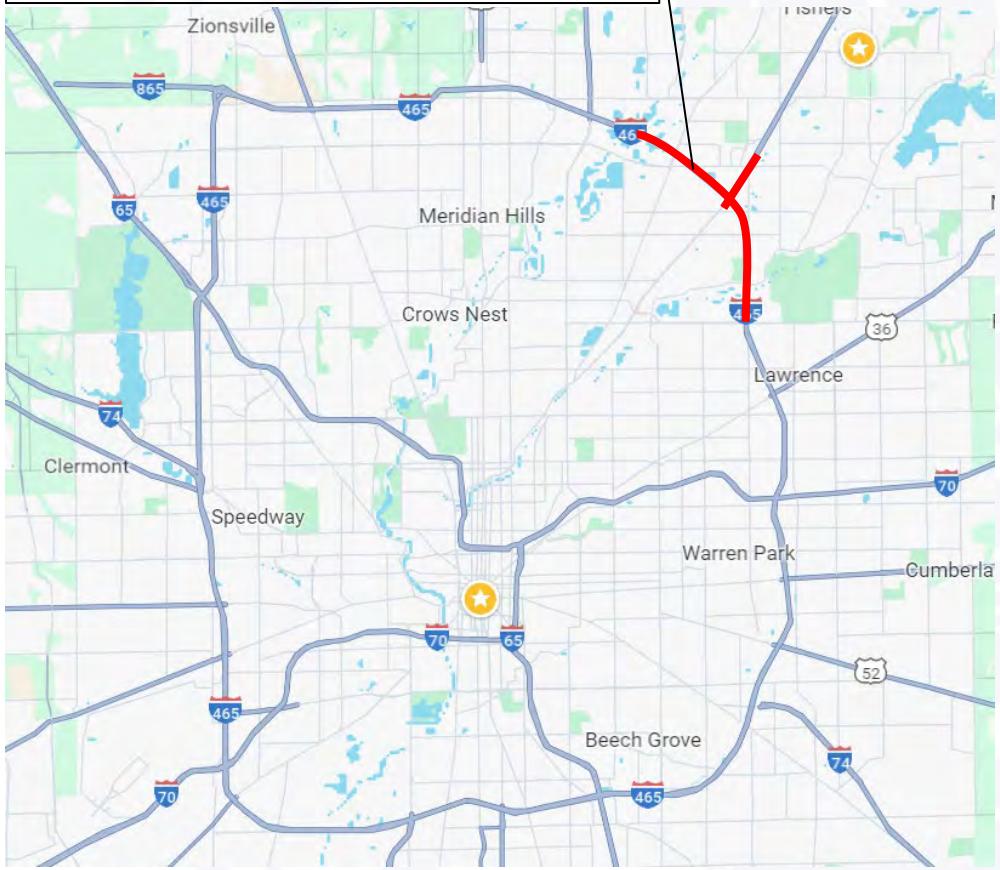
Worksite Speed Control Systems in the US

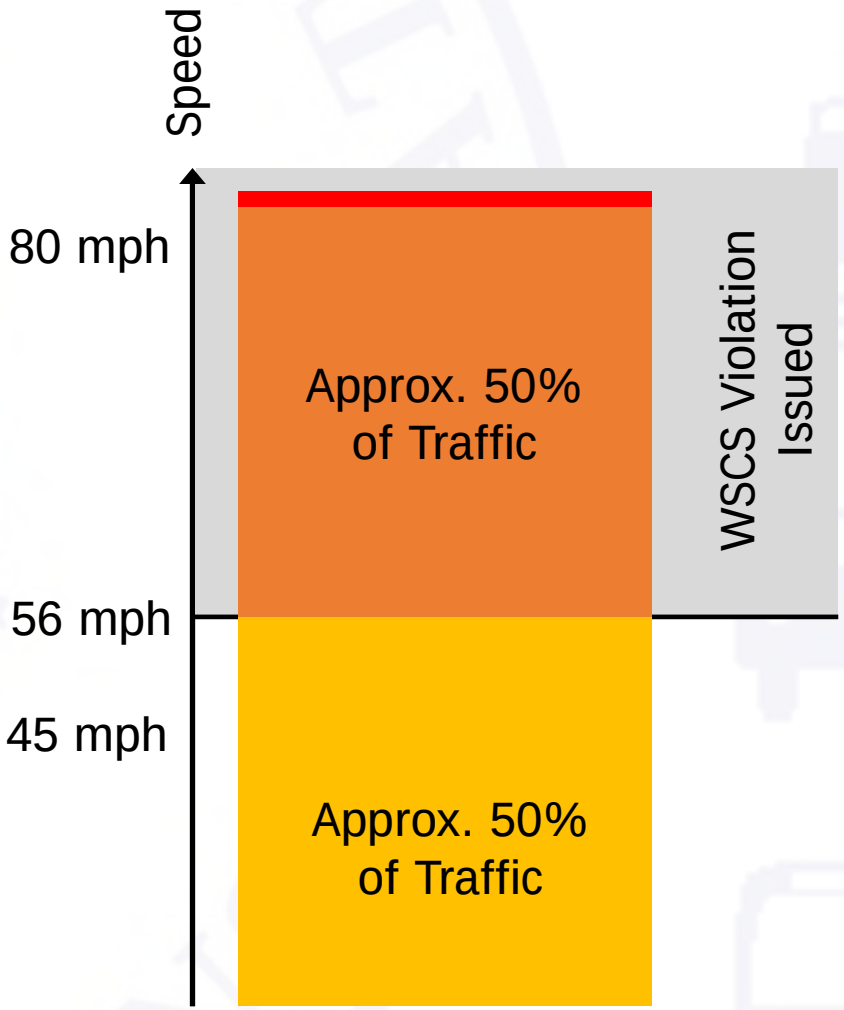


In 2023, there were only a handful of programs active. Indiana legislation mirrored Pennsylvania's, following Maryland's.

Is speeding in work zones an issue in Indiana?

Speeds monitored on I-465
in Clear Path 465 Work Zone





What to do about it?

- HEA 1015 enacted July 1, 2023
  - Required INDOT to establish a Worksite Speed Control Pilot Program
- Program Goals:
  - Slowing vehicles down
  - Saving lives of motorists and workers
  - Reducing crashes
- INDOT program similar to those in Pennsylvania and Maryland

How do we achieve these goals? By deterring motorists from speeding at 11 MPH or more over the posted speed limit, we are normalizing speeds by reducing the volume of motorists speeding excessively. Less variability in speed combined with greater adherence to the posted speed limit has enhanced work zone safety for all stakeholders – motorists and workers.

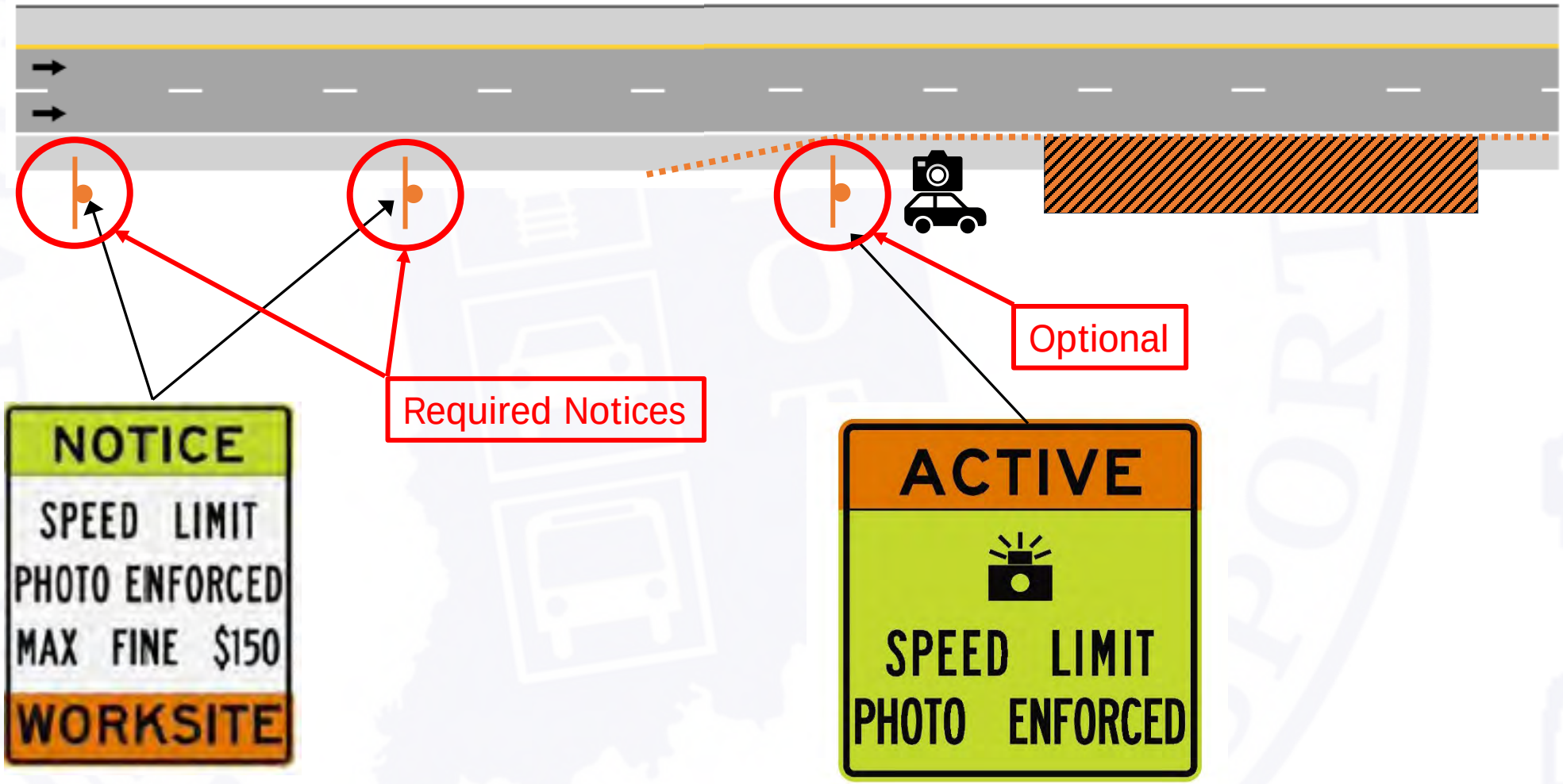
Worksite Speed Control Pilot Program (basics)

- Four (4) systems may be in operation at any time.
- The following must be true to issue violations:
  - The motorist must be driving at 11 mph over the posted work site speed limit.
  - Contractors must be present, and it must be documented in the Deployment Log.
  - Signing must be present advising motorists of the Speed Camera Zone.
- The penalty structure increases as a function of frequency:
  - 1st Event: Warning; no fine is enacted.
  - 2nd Event: $75 Fine; this is only allowed for events that occur 18 or more days after the warning is mailed.
  - 3rd & Additional Events: $150 Fine (per event).
- Only photos of the rear of the vehicle are allowed. This means that most commercial trucks are exempted from speed camera enforcement.

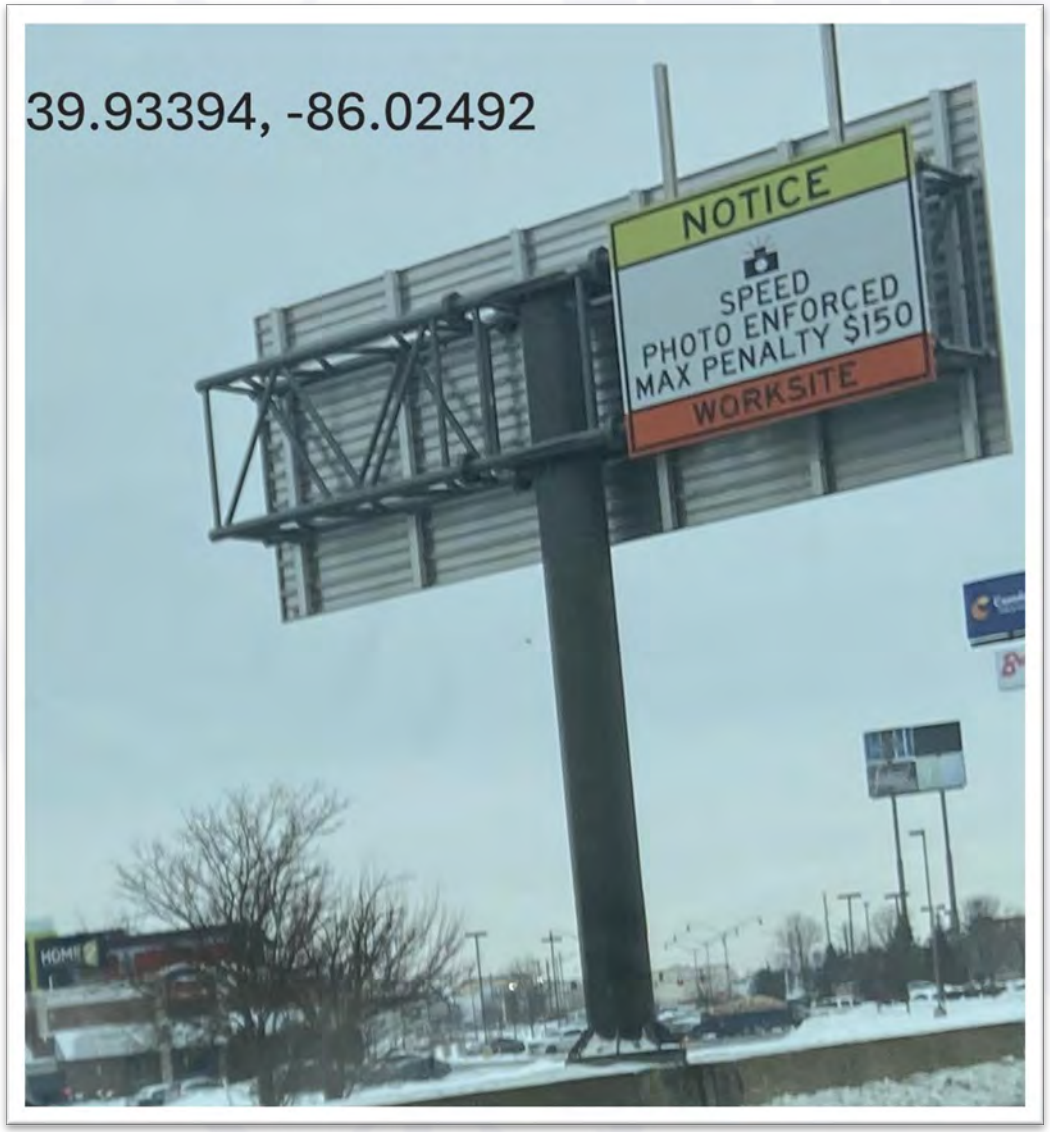
Worksite Speed Control Pilot Program (basics)

- **All revenue collected goes into the state's General Fund; neither INDOT nor ISP are financially incentivized although we are seeing results from the delivery of this program**
- Annual reports must be made and provided to the Indiana Legislative Assembly.
- INDOT Operators are engaged in:
  - Planning, delivering, and operating of the speed camera systems
  - Reviewing violations
  - Ensuring deployment logs and court packets are compliant and prepared for legal
- Customers may appeal violation. Statewide Administrative Law Court – OALP, *Office of Administrative Legal Proceedings*, is the venue. Litigation occurs virtually.

How Will I Know if WSCS is Present?

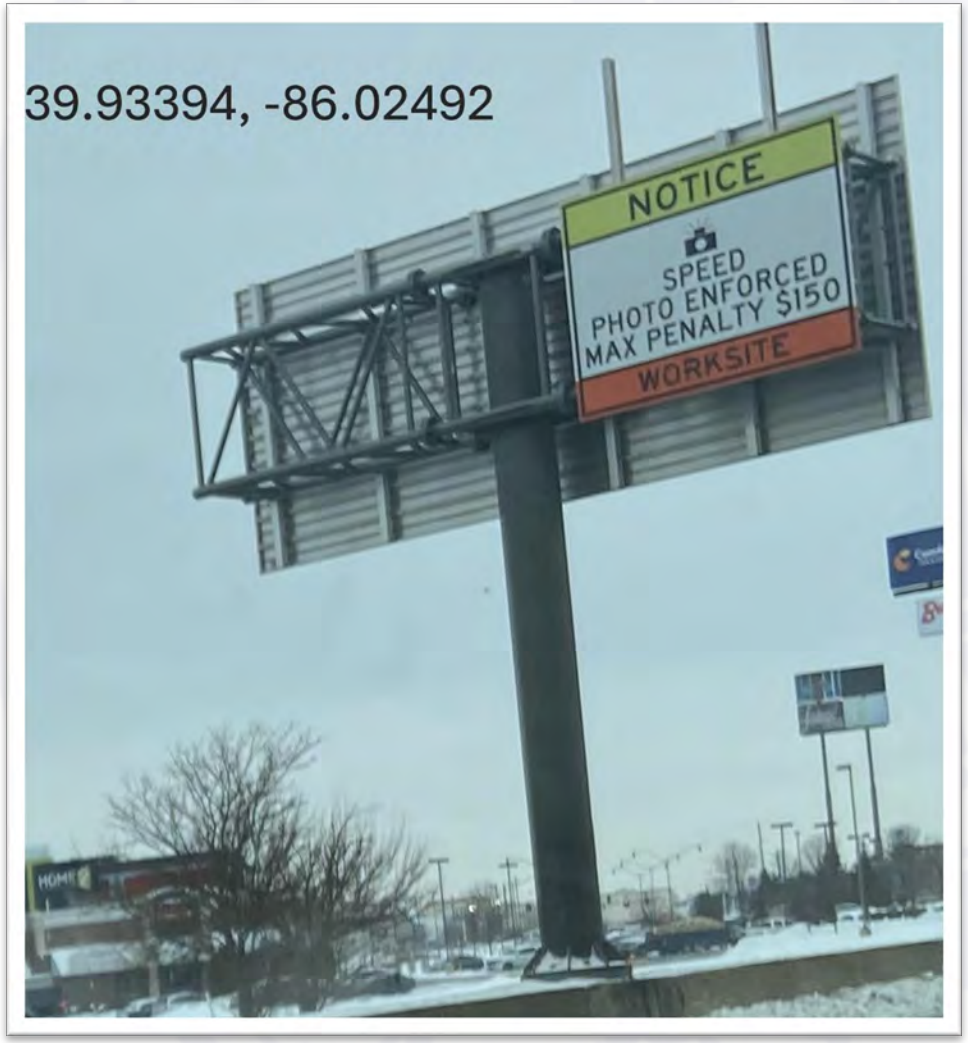


Signing


39.93394, -86.02492
NOTICE
SPEED
PHOTO ENFORCED
MAX PENALTY $150
WORKSITE

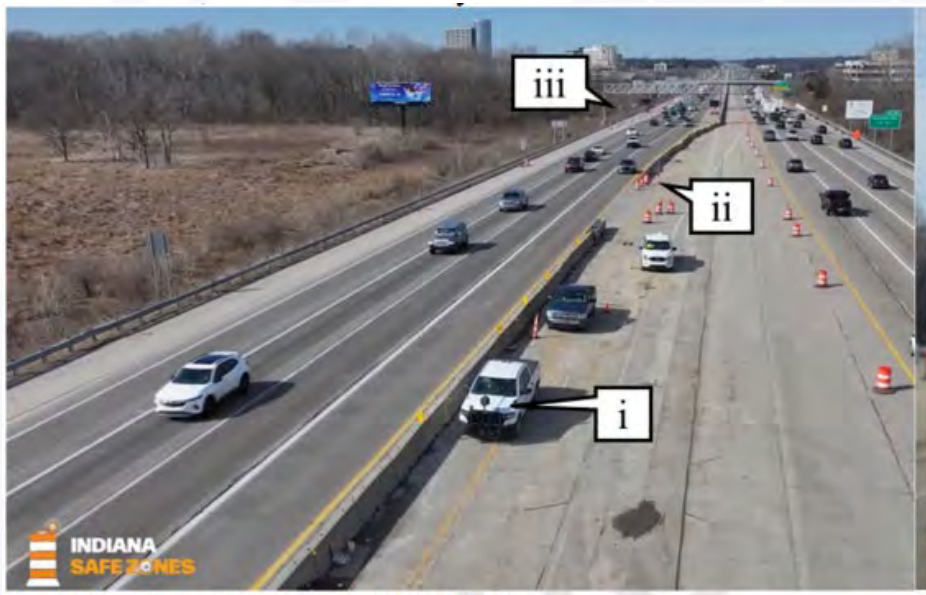

NOTICE
SPEED
PHOTO ENFORCED
MAX PENALTY $150
WORKSITE

Signing



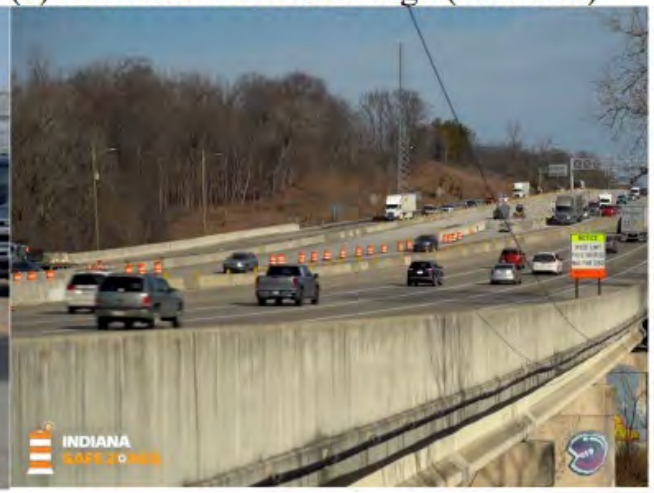
INDOT was 1st in the nation, to the best of our knowledge, to use overhead panel signs to notify motorists of photo enforcement zone.

INDOT Deployments



(a) Active SSC on I-465 Worksite

(c) Active SSC Portable Sign (callout ii)

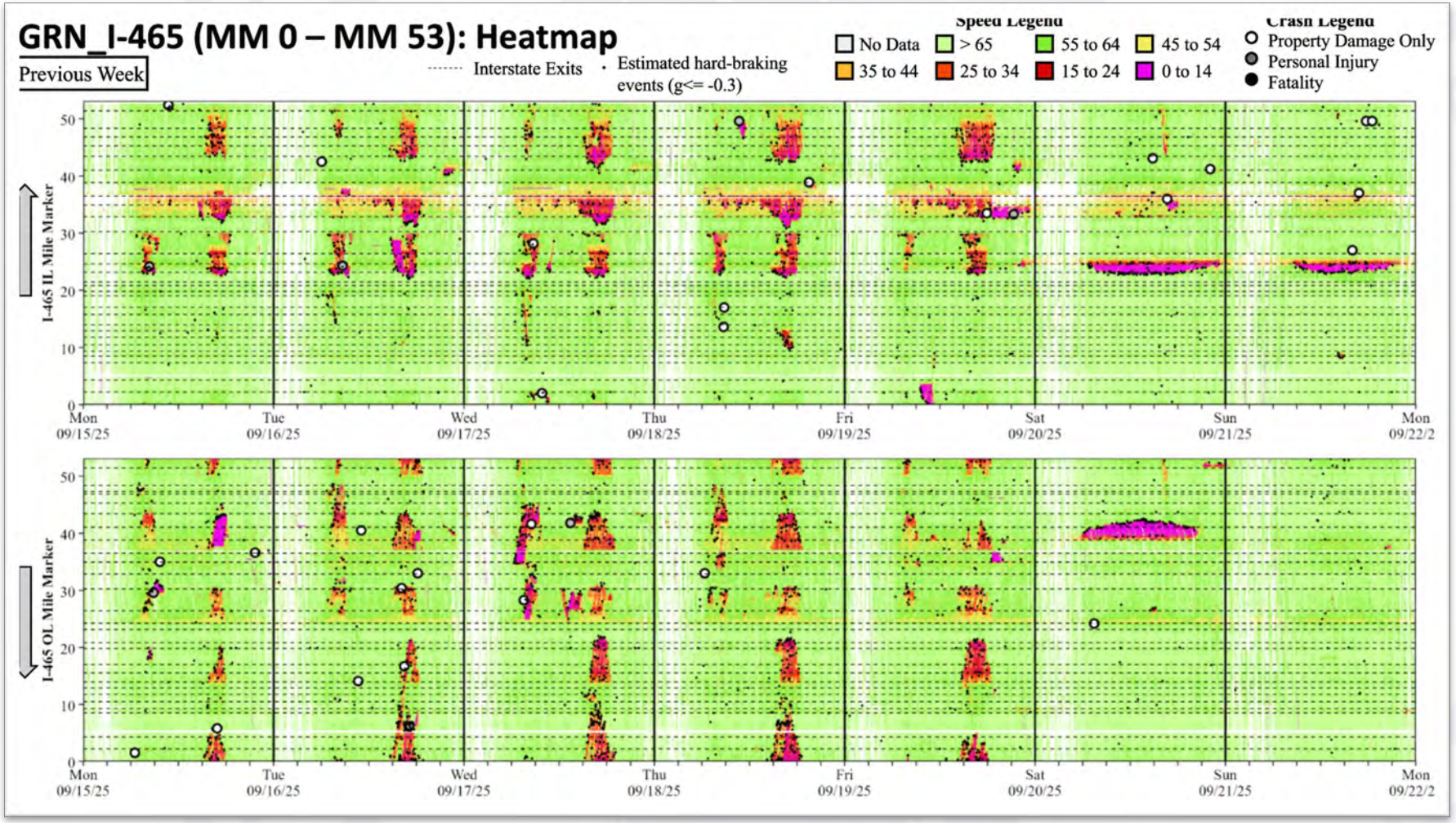


PURDUE UNIVERSITY

JOINT TRANSPORTATION RESEARCH PROGRAM
Discovery with Delivery
Since 1937
JTRP

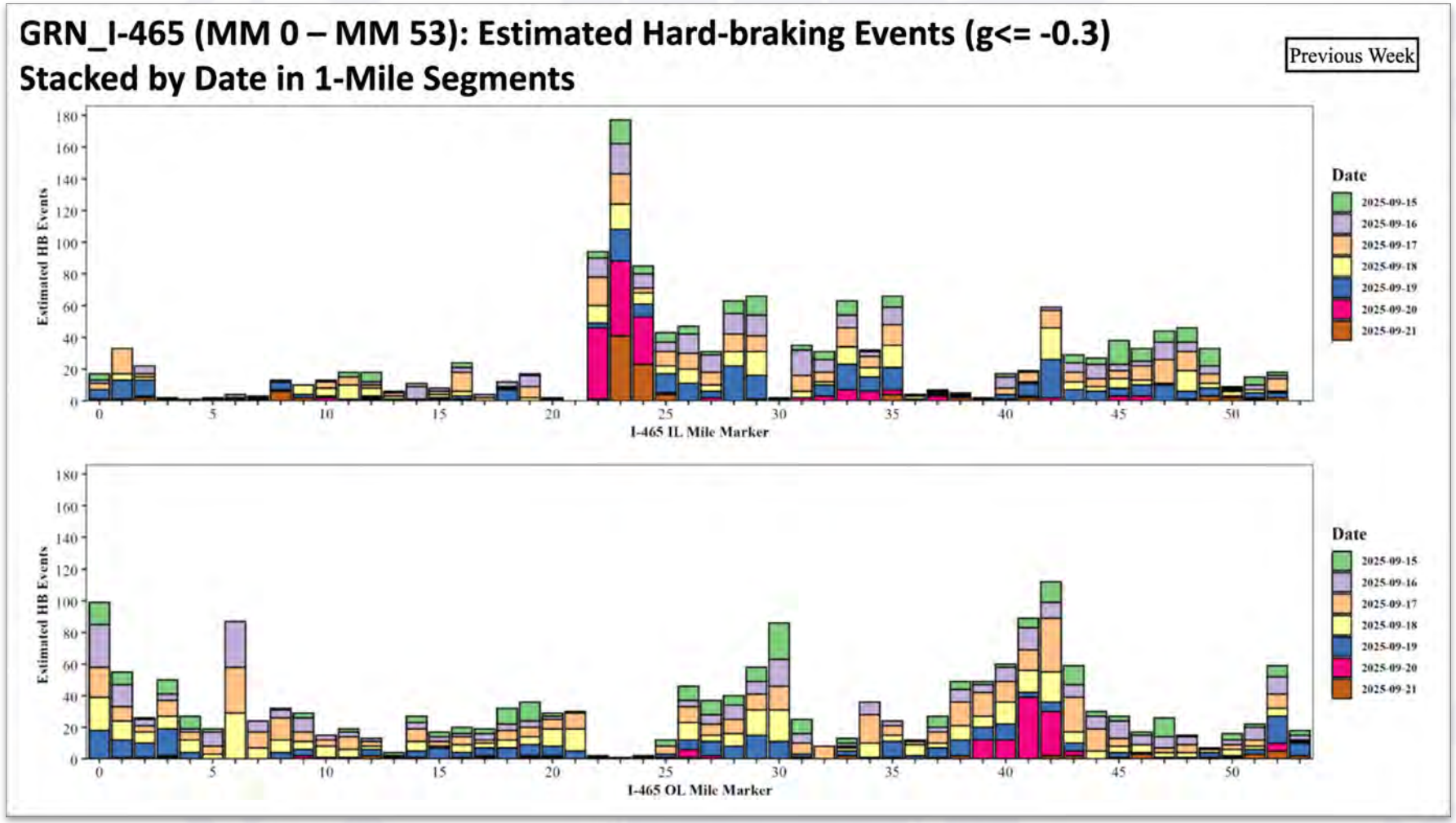
Many of the images shared were authorized to be shared in this presentation by Purdue JTRP.

Purdue University Speed Analysis



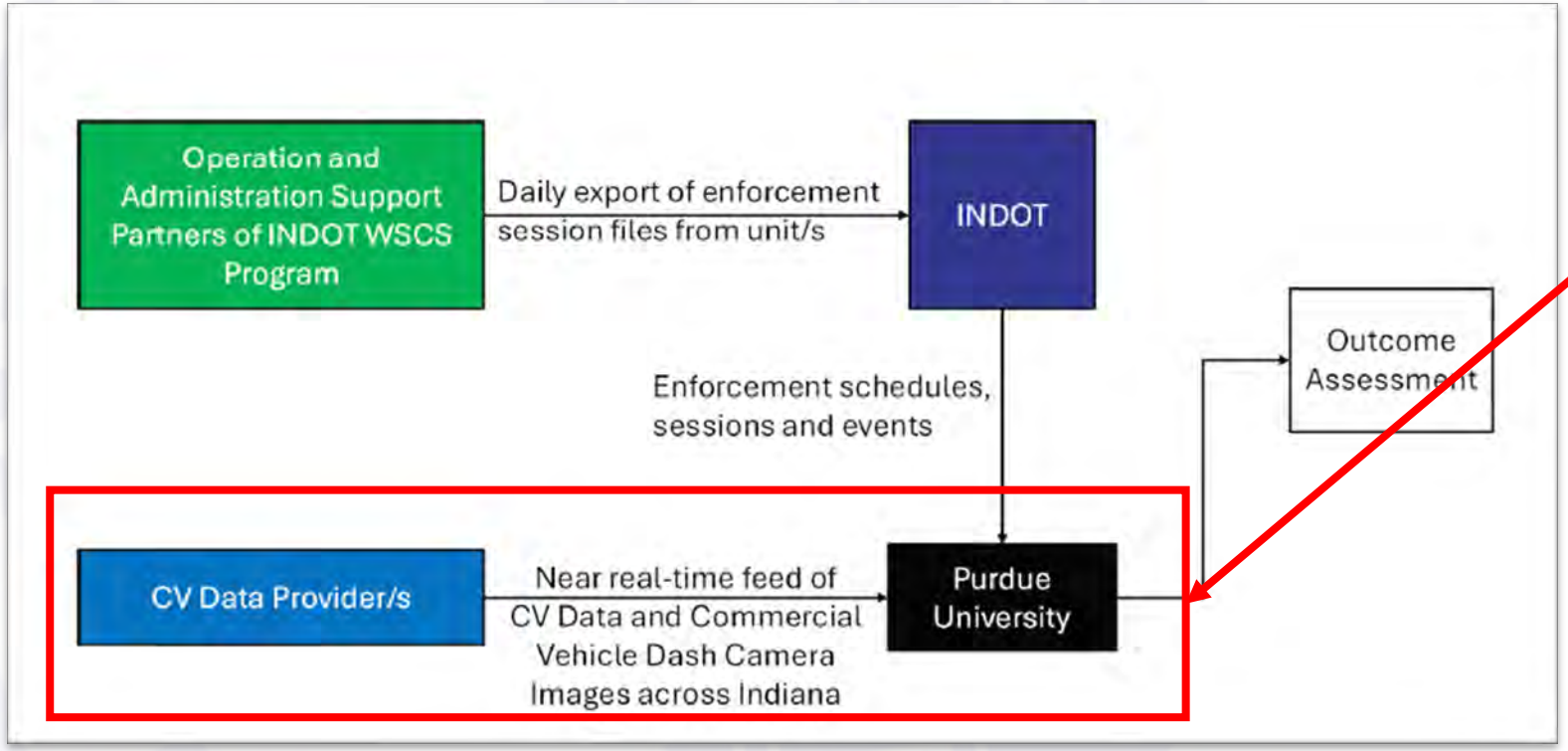
Purdue JTRP is capitalizing on research available to other states in Transportation Pooled Fund Study #TPF-5(514).

Purdue University Speed Analysis



Purdue JTRP is capitalizing on research available to other states in Transportation Pooled Fund Study #TPF-5(514).

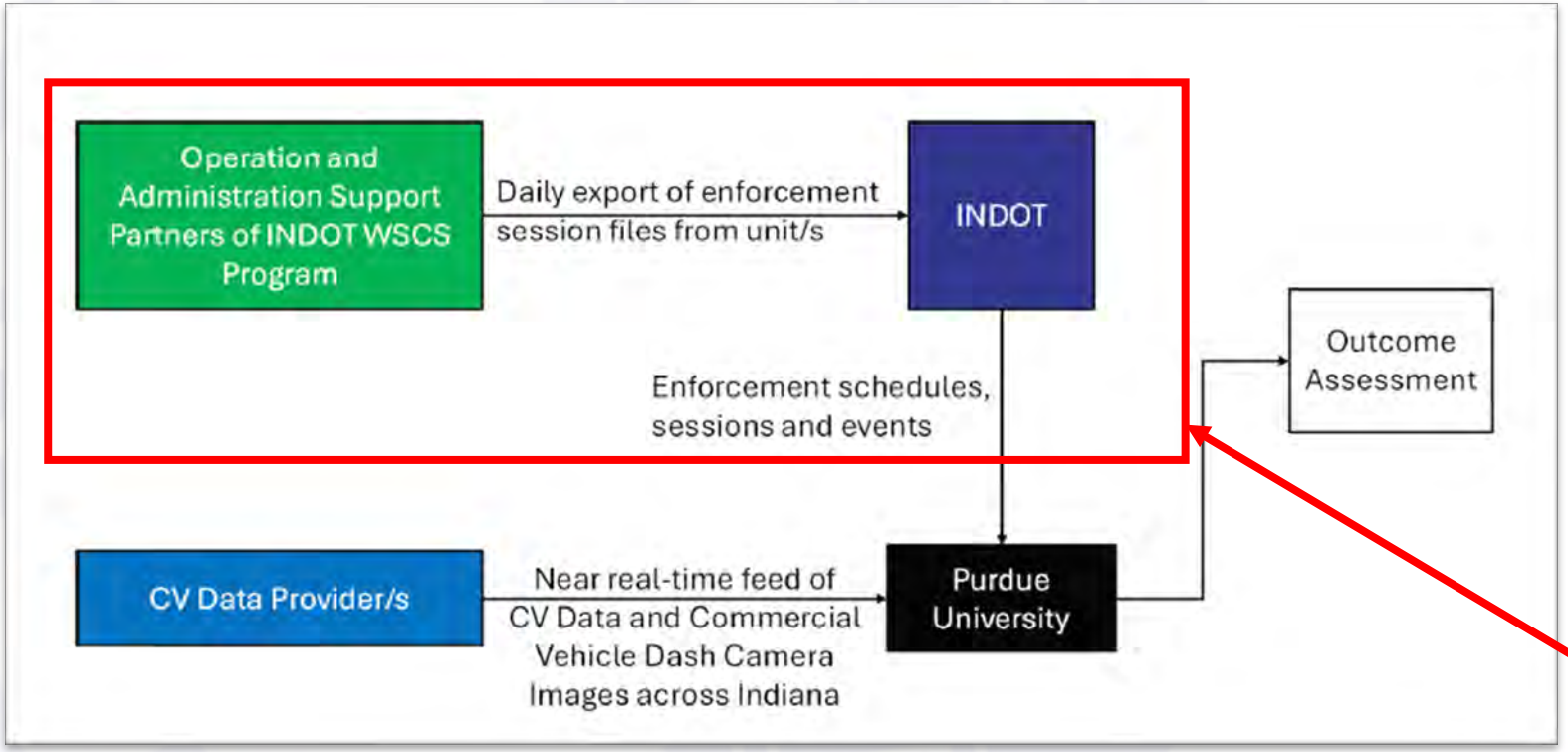
Purdue University Speed Analysis



This is the portion shown above...

Previously established, but ongoing, research methods.

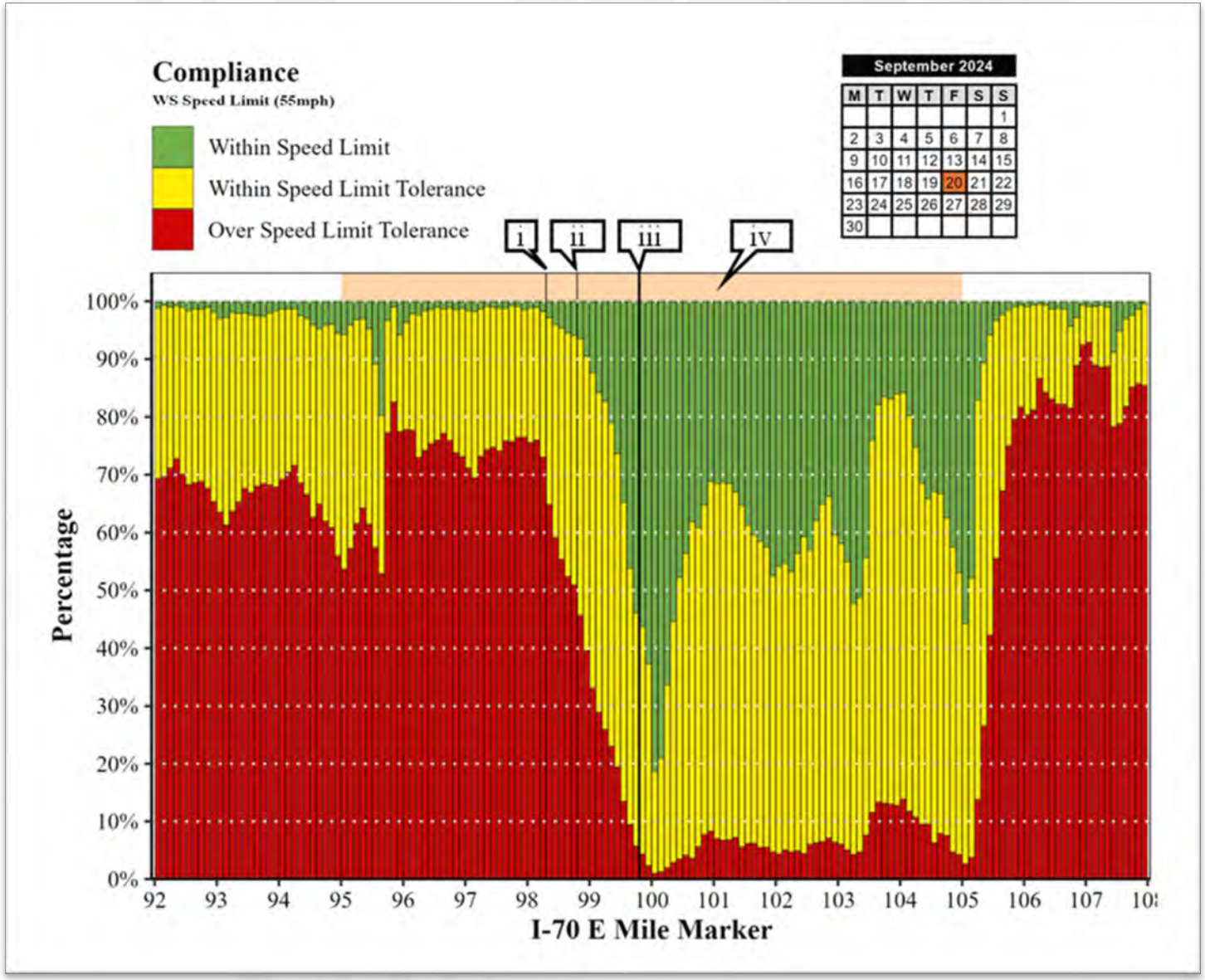
Purdue University Speed Analysis



Deployment Time, Sign Placement, Vehicle Placement from Deployment Log.

Important but minimal extra data.

Results, Across the Work Zone

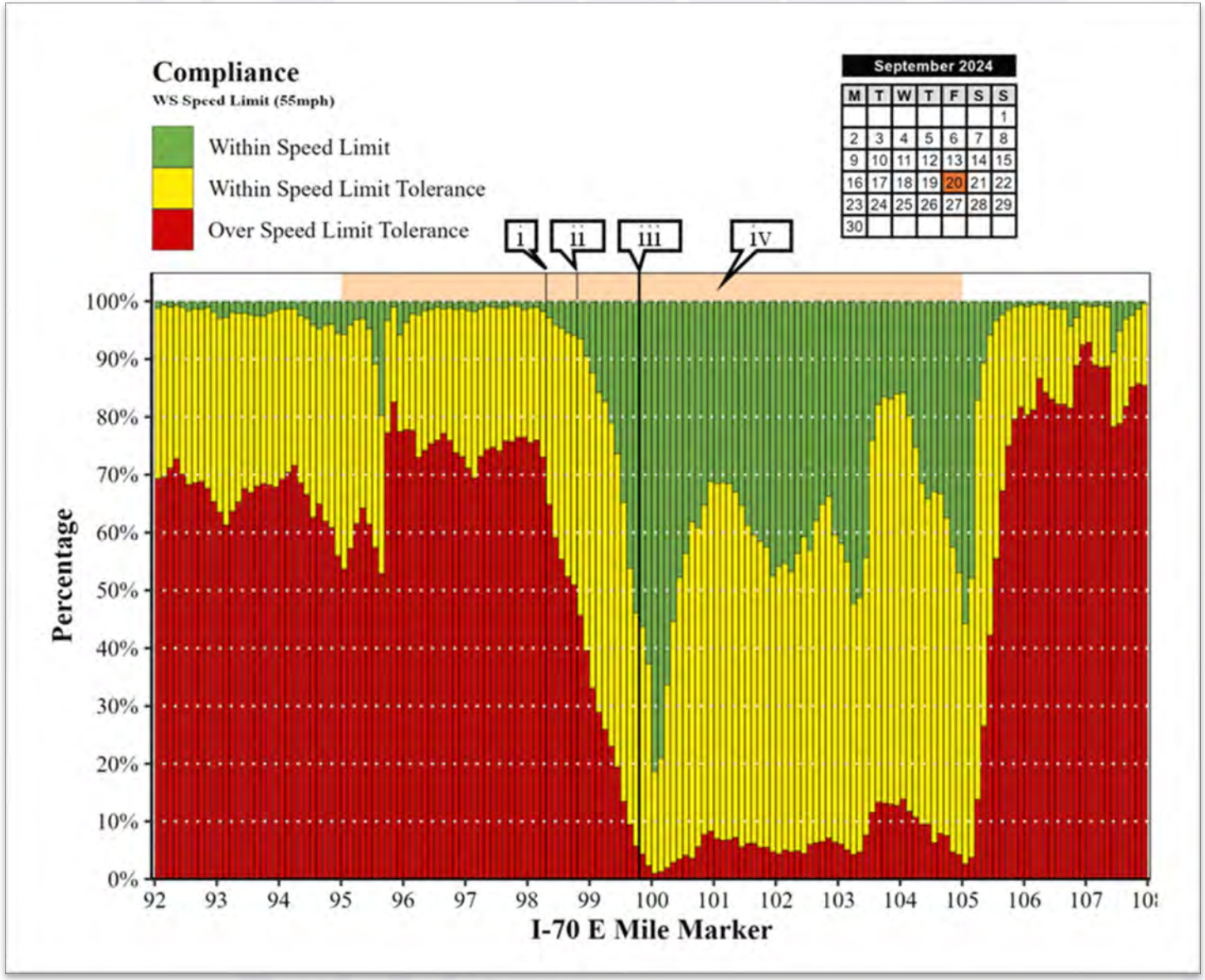


And…

VOILA!

So, what's that all about???

Results, Across the Work Zone



Percent Reductions in Excessive Speeders of greater than 80% have been observed with a 70% reduction of excessive speeders being about average of all sites. Let's talk about what that means...

PURDUE UNIVERSITY

JOINT TRANSPORTATION RESEARCH PROGRAM
Discovery with Delivery Since 1937
JTRP

Results, At Signs and Enforcement Vehicle

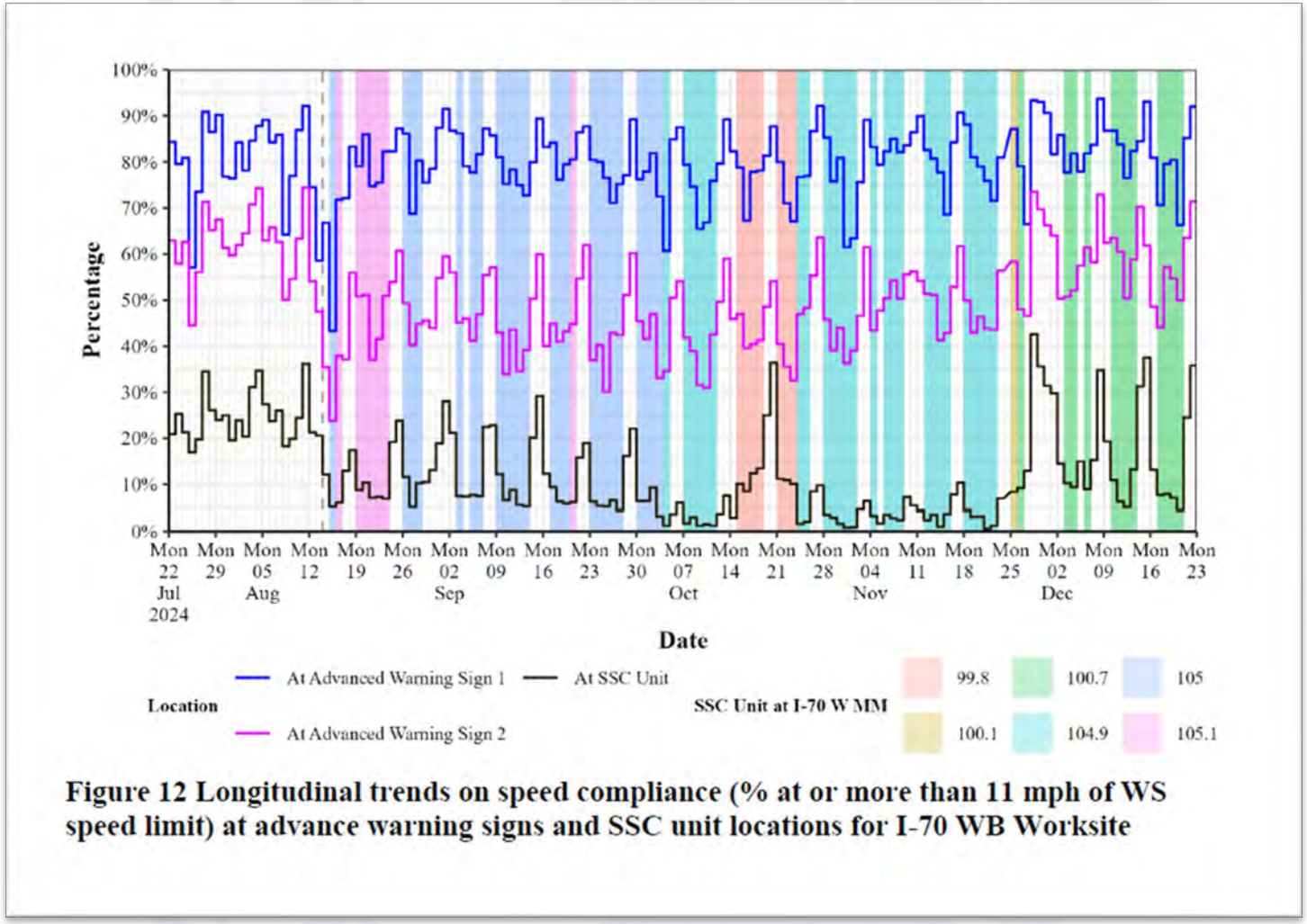


Figure 12 Longitudinal trends on speed compliance (% at or more than 11 mph of WS speed limit) at advance warning signs and SSC unit locations for I-70 WB Worksite

This shows, along the corridor, the excessive speed compliance at the advance signs and the unit. It also shows the effect of the presence of active deployments and continued presence.

Speed Results, At the Enforcement Vehicle

Percent Change in Excesssive Speeders with Presence of Speed Camera System Compared to Prior to Deployment of Signing and Speed Camera Systems

Date Range	I-69 SB, Clear Path	I-465 EB, Clear Path	I-465 NB, Clear Path	I-65 NB, MM 236-238	I-65 SB, MM 236-238
5/5/2025 – 5/11/2025	-83%	-76%	N/A	N/A	N/A
5/12/2025 – 5/18/2025	-79%	-64%	-51%	N/A	N/A
5/19/2025 – 5/25/2025	-76%	-76%	N/A	N/A	N/A
5/26/2025 – 6/1/2025	-70%	N/A	-49%	N/A	N/A
6/2/2025 – 6/8/2025	-73%	-86%	-49%	N/A	N/A
6/9/2025 – 6/15/2025	-76%	-76%	-60%	N/A	N/A
6/16/2025 – 6/22/2025	-77%	-76%	-57%	N/A	N/A
6/23/2025 – 6/29/2025	-82%	-78%	-76%	N/A	N/A
6/30/2025 – 7/6/2025	-74%	-69%	-64%	N/A	N/A
7/7/2025 – 7/13/2025	-72%	-69%	N/A	N/A	-68%
7/14/2025 – 7/20/2025	-73%	-69%	N/A	N/A	-60%
7/21/2025 – 7/27/2025	-78%	-67%	N/A	N/A	-65%
7/28/2025 – 8/3/2025	-81%	N/A	N/A	-90%	-60%
8/4/2025 – 8/10/2025	N/A	-69%	N/A	-83%	-67%
8/11/2025 – 8/17/2025	N/A	N/A	-64%	-85%	-83%
8/18/2025 – 8/24/2025	-80%	N/A	N/A	-85%	-61%
8/25/2025 – 8/31/2025	-78%	-69%	-64%	-83%	-62%
9/1/2025 – 9/7/2025	-81%	-65%	-57%	N/A	N/A
Average	-77%	-72%	-59%	-85%	-66%

Average of a 70% excessive speed reduction (all sites) – meaning % of volume more than 11 MPH over worksite speed limit.

Results, Across Work Zones, Throughout Work Zone

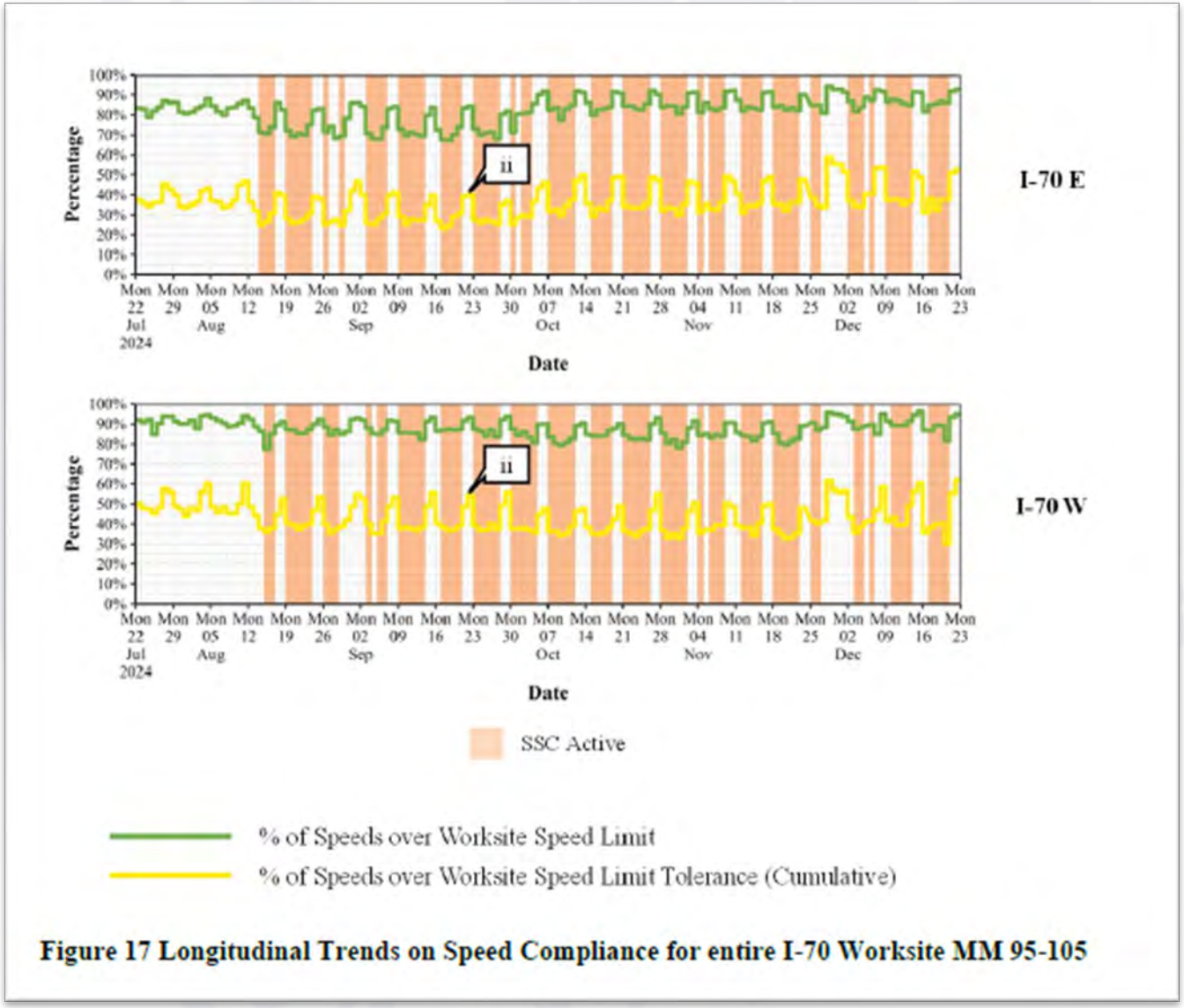


Figure 17 Longitudinal Trends on Speed Compliance for entire I-70 Worksite MM 95-105

"In addition to this temporal spillover, the study also found spatial spillover impacts of the SSC unit at reducing speeds across the worksite and not just at the SSC location ."

Results, Across Work Zones, Passenger Cars, All Times

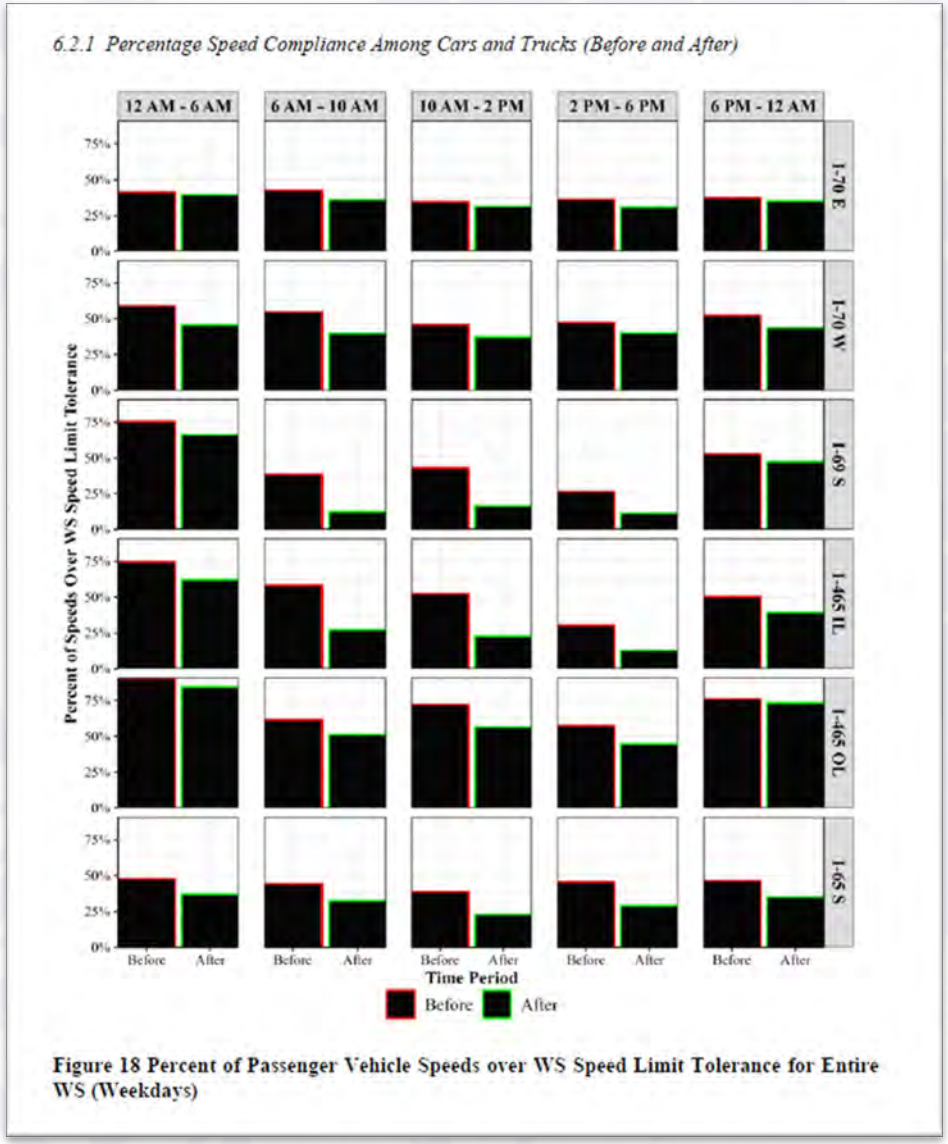


Figure 18 Percent of Passenger Vehicle Speeds over WS Speed Limit Tolerance for Entire WS (Weekdays)

"The analysis found a 34% reduction on average in the percentage of passenger vehicle speeds exceeding the worksite speed limit by 11mph or more on weekdays between 6AM-6PM."

Results, Across Work Zones, Commercial Vehicles, All Times

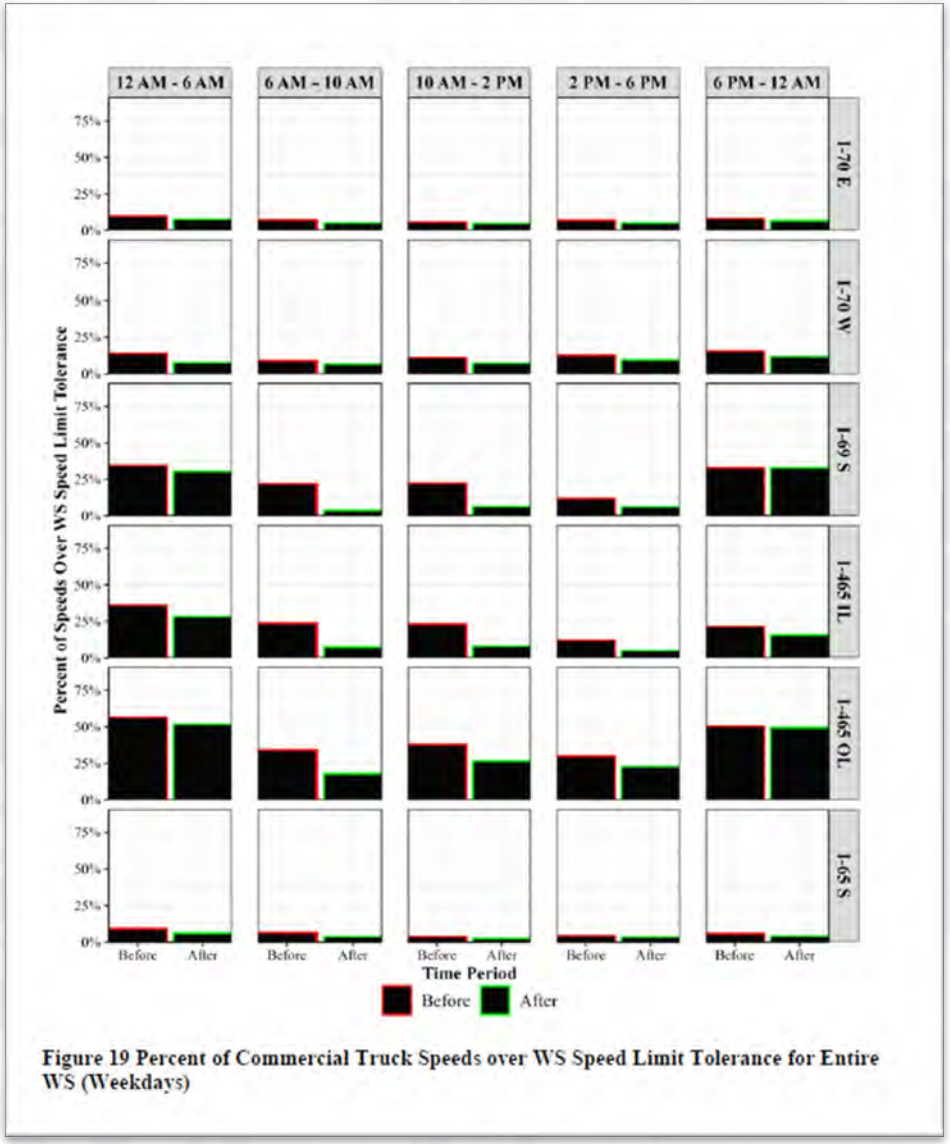


Figure 19 Percent of Commercial Truck Speeds over WS Speed Limit Tolerance for Entire WS (Weekdays)

"For commercial trucks, there was a 41% reduction on average between 6AM-6PM across the four study sites."

PURDUE UNIVERSITY

JOINT TRANSPORTATION RESEARCH PROGRAM
Discovery with Delivery Since 1937
JTRP

Results, Cite-Web Results (Overall)

Client Summary Report By Location

INDOT SP

From 5/5/2025 to 12/15/2025

Location: All Locations

Days of Enforcement in Period	446		
Hours Enforcement in Period	2429:47:14		
Events	469956		
Possible Violations / % of Events	469665		99.94%
Violations Mailed	244674	52.10%	
Speed Violations	244674	52.10%	
In Process	8573	1.83%	
Elovate & Police Rejects	216418	46.08%	
Non Violations	300		0.06%

(5) 469,956

(4)

(3)

(2)

(1) TEST SHOT

Results, Cite-Web Results (Controllable Rejects)

Elovate/Police Rejects (Controllable)	Count	% of Total
Return	1	0.00%
No Violation	1	0.00%
Old Issue Date Expired	8	0.03%
Cropped Vehicle	22	0.07%
Equipment Malfunction	572	1.87%
Reject - Elovate error	1935	6.31%
Blurry Image	6702	21.85%
Operator Error - Template Height	21427	69.87%
TOTAL:	30668	

Results, Cite-Web Results (Uncontrollable Rejects)

Elovate/Police Rejects (Uncontrollable)	Count	% of Total
No Hit	1	0.00%
Go Live Clean Up	1	0.00%
New Catagory	2	0.00%
Technician Testing	2	0.00%
No Hit	21	0.01%
Nixie NCOA	37	0.02%
Emergency Vehicle	189	0.10%
Temporary Tag	232	0.12%
Multiple Vehicle	11643	6.27%
Rental/Leasing Vehicle	14041	7.56%
Obstructed Tags	14397	7.75%
DMV No Hit - In State	15218	8.19%
Within 18 Day Buffer	23165	12.47%
Semi / Trailer	25078	13.50%
Company/Commercial Vehicle	63918	34.41%
TOTAL:	185741	

Results, Cite-Web Results (In Process)

In-Process	Count	% of Total
Nixie	1	0.01%
IPS Review	2	0.02%
Within 18 Day Buffer	2	0.02%
Admin Void	4	0.05%
Admin Void Letter	8	0.09%
VR No Hit	57	0.66%
Verify Review	166	1.94%
Initial Research	497	5.80%
Verify Research	524	6.11%
ISSUANCE	2293	26.75%
Deployment Log	2449	28.57%
VR Lookup	2570	29.98%
TOTAL:	8573	

Results, Cite-Web Results (Mailed)

Violation Mailed	Count	% of Total
No fine reduction or FTA	1	0.00%
Within 18 Day Buffer	2	0.00%
Refund	3	0.00%
Agency action is Ov		
Issued		
Accept		
Court Scheduled		
Reminder Two TN		
Reminder One TN		
Reminder Two SN		
Pre Conference		
Reminder One SN		
Reminder Three SN		
Third Notice	1397	0.57%
Second Notice	2483	1.01%
Paid	14131	5.78%
Nixie	14154	5.78%
First Notice	204197	83.46%
TOTAL:	244674	

Violations Mailed as % of Controllable Rejects **86.18%**

12/15/2025 04:33:06

Results, Cite-Web Results (Payments Received)

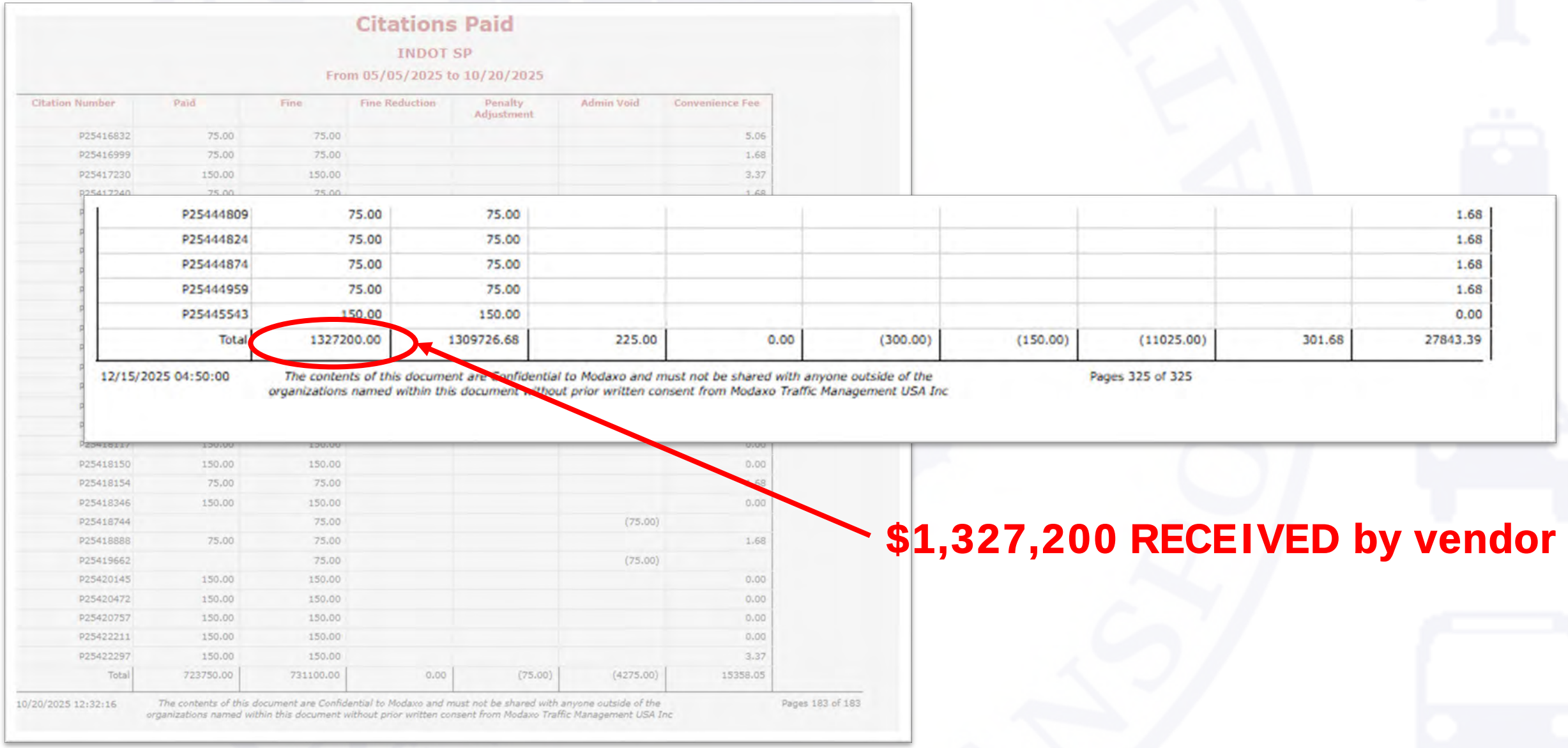
Citations Paid

INDOT SP

From 05/05/2025 to 10/20/2025

Citation Number	Paid	Fine	Fine Reduction	Penalty Adjustment	Admin Void	Convenience Fee
P25416832	75.00	75.00				5.06
P25416999	75.00	75.00				1.68
P25417230	150.00	150.00				3.37
P25417240	75.00	75.00				1.68
P25417319	75.00	75.00				5.06
P25417392	75.00	75.00				1.68
P25417575	150.00	150.00				3.37
P25417576	75.00	75.00				1.68
P25417610	75.00	75.00				1.68
P25417625	75.00	75.00				1.68
P25417654	75.00	75.00				1.68
P25417773	75.00	75.00				1.68
P25417842	75.00	75.00				1.68
P25418007	75.00	75.00				1.68
P25418035	75.00	75.00				1.68
P25418058	150.00	150.00				0.00
P25418117	150.00	150.00				0.00
P25418150	150.00	150.00				0.00
P25418154	75.00	75.00				1.68
P25418346	150.00	150.00				0.00
P25418744		75.00			(75.00)	
P25418888	75.00	75.00				1.68
P25419662		75.00			(75.00)	
P25420145	150.00	150.00				0.00
P25420472	150.00	150.00				0.00
P25420757	150.00	150.00				0.00
P25422211	150.00	150.00				0.00
P25422297	150.00	150.00				3.37
Total	723750.00	731100.00	0.00	(75.00)	(4275.00)	15358.05

Results, Cite-Web Results (Payments Received)



Citations Paid

INDOT SP

From 05/05/2025 to 10/20/2025

Citation Number	Paid	Fine	Fine Reduction	Penalty Adjustment	Admin Void	Convenience Fee	
P25416832	75.00	75.00				5.06	
P25416999	75.00	75.00				1.68	
P25417230	150.00	150.00				3.37	
P25417240	75.00	75.00				1.68	
P25444809	75.00	75.00				1.68	
P25444824	75.00	75.00				1.68	
P25444874	75.00	75.00				1.68	
P25444959	75.00	75.00				1.68	
P25445543	150.00	150.00				0.00	
Total	1327200.00	1309726.68	225.00	0.00	(300.00)	(150.00)	(11025.00)	301.68	27843.39

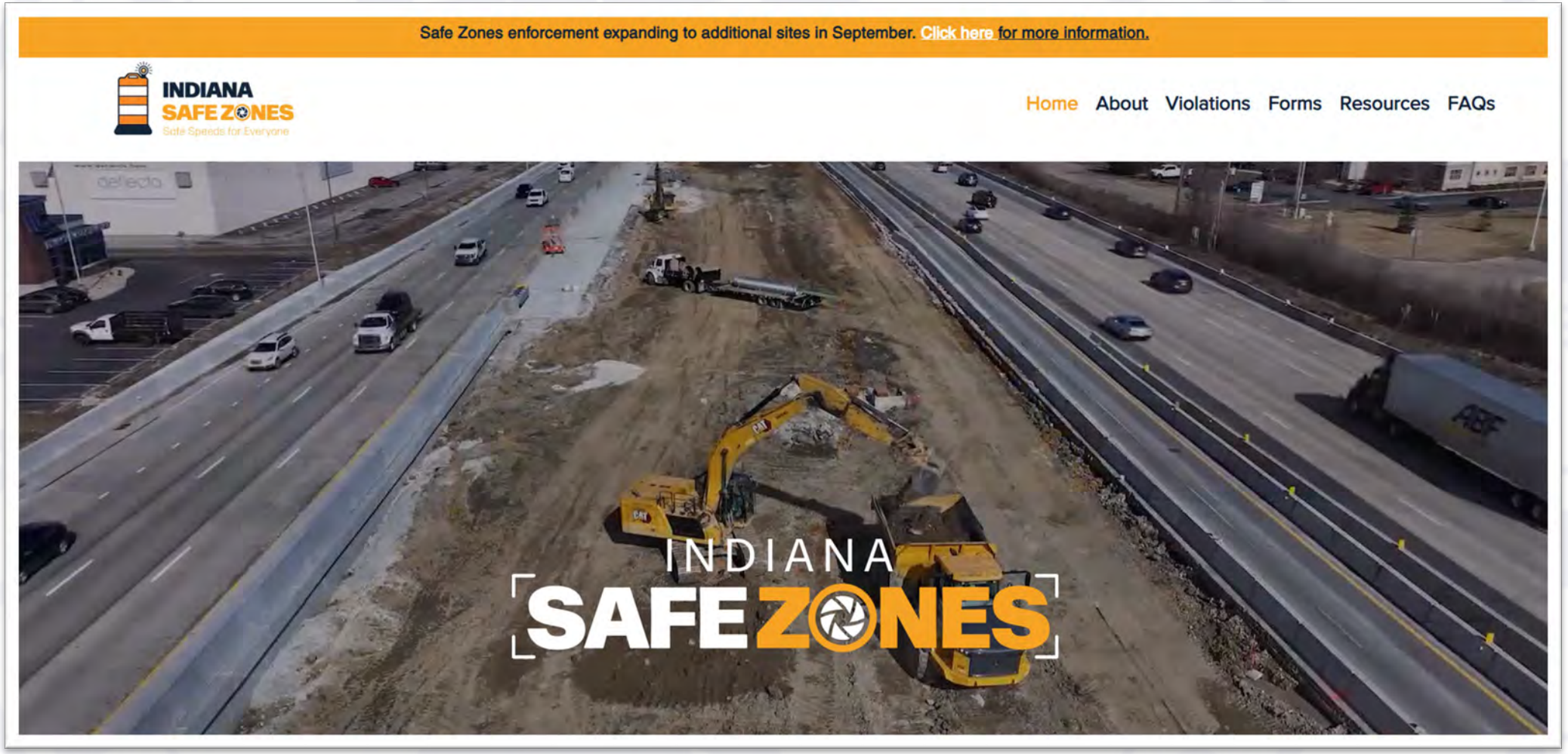
12/15/2025 04:50:00 *The contents of this document are Confidential to Modaxo and must not be shared with anyone outside of the organizations named within this document without prior written consent from Modaxo Traffic Management USA Inc* Pages 325 of 325

P25418117	150.00	150.00				0.00
P25418150	150.00	150.00				0.00
P25418154	75.00	75.00				1.68
P25418346	150.00	150.00				0.00
P25418744		75.00			(75.00)	
P25418888	75.00	75.00				1.68
P25419662		75.00			(75.00)	
P25420145	150.00	150.00				0.00
P25420472	150.00	150.00				0.00
P25420757	150.00	150.00				0.00
P25422211	150.00	150.00				0.00
P25422297	150.00	150.00				3.37
Total	723750.00	731100.00	0.00	(75.00)	(4275.00)	15358.05

10/20/2025 12:32:16 *The contents of this document are Confidential to Modaxo and must not be shared with anyone outside of the organizations named within this document without prior written consent from Modaxo Traffic Management USA Inc* Pages 183 of 183

$1,327,200 RECEIVED by vendor

For More Information…



For more information about Indiana's Automated Enforcement, Speed Camera Program, please visit: www.safezonesin.com

Thanks for listening!

Presented by:

John D. McGregor, P.E.

Traffic Operations Director

INDOT Traffic Management Division

jmcgregor@indot.in.gov

(317) 753-6647

This presentation would not have been possible without the contributions of my friends and colleagues at Purdue University's Joint Transportation Research Project. Special thanks to **Dr. Jairaj Chetas Desai, PhD**; **Dr. Rahul Suryakant Sakhare**, **PhD**; and **Dr. Darcy Bullock, P.E., PhD** for their tireless dedication to supporting INDOT's Safe Zones, Speed Camera Program and many other programs at the Indiana Department of Transportation