

Electronic Speed Safety Program

Program Report

December 2025



*Delaware Department of Transportation
Shanté Hastings, Secretary*

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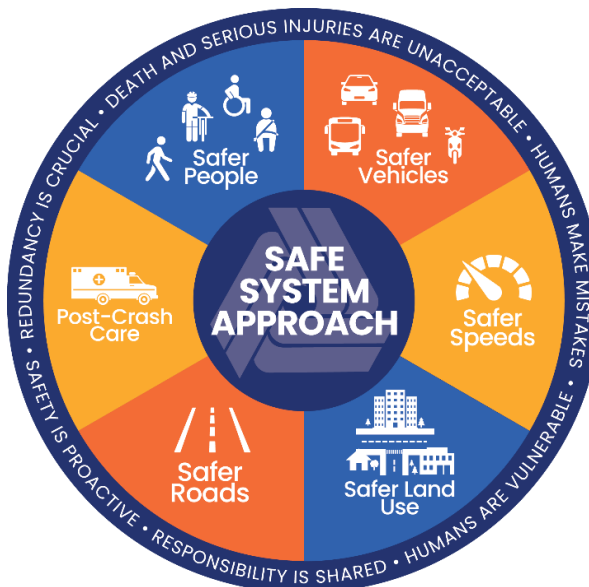
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Introduction

[House Substitute No. 1 for House Bill 94](#) was enacted by the 152nd General Assembly and signed into law by Governor John Carney on June 30, 2023 establishing an Electronic Speed Monitoring System to assist the State, counties, and municipalities in the enforcement of speed limits. This act was codified under [Title 21, § 4170A](#) of the Delaware Code. As such, the Delaware Department of Transportation (DelDOT) created the Electronic Speed Safety Program (ESSP) to fulfill the requirements of this new law, which will sunset after 5 years if not extended by a subsequent act by the General Assembly. Further, [Title 21, § 4170A](#) of the Delaware Code includes annual reporting requirements for DelDOT, which is the intent of this calendar year program summary for the Joint Committee on Capital Improvements.

DelDOT did enter into an agreement with a system vendor selected through an open competitive procurement process for the installation of fixed-location speed enforcement devices within the work zone of the I-95 and SR 896 Interchange project to reduce speeding and crashes and to increase both motorist and worker safety. This technology can only be used within the work zone limits and during construction of the project. The devices were first made operational on July 8, 2024, issuing warnings only. After an initial three-week period, warnings were no longer issued for violations occurring on or after July 30, 2024, even for first-time violations.

DelDOT's number one priority is the safety of all users, motorists, bicyclists, pedestrians, and workers on its roadways. Higher vehicle speeds can be a contributing factor in many crashes increasing the injury severity for persons involved. Reducing speeds is a proven way to reduce the severity of crashes when they do occur, but lower speeds also give motorists more time to react to avoid potential crashes all together. Speed safety cameras are included in FHWA's Proven Safety Countermeasures for speed management, addressing the Safer Roads and Safer Speeds elements of the Safe System Approach, which was formally adopted by DelDOT in early 2025. The goal of the ESSP is to improve roadway safety by enforcing posted speed limits on roadways, both within work zones and residential areas, improve driver behavior, save worker and road users lives, reduce crashes, and complement existing enforcement.



Crash Data Analysis

DelDOT's ESSP has resulted in significant reductions in crashes, and in particular, injury crashes. Analysis was performed to compare crash data through the I-95 and SR 896 Interchange work zone during four time periods with similar operating conditions. Crash and speed data was available and compiled/analyzed through the first quarter of 2025 (i.e., Q1 2025; through March 31, 2025)

- Year prior to construction beginning; 12 months, May 2022 to April 2023
- During construction, with a 65 MPH speed limit; 8 months, May 2023 to December 2023
- During construction, after work zone speed limit reduction to 55 MPH; 6.3 months, December 2023 to July 2024
- During construction, once ESSP monitoring was active; 8.8 months, July 2024 to March 2025

During the 8.8 months of the deployment of the ESSP including through Q1 2025 (July 8, 2024 – March 31, 2025), an average of 13.9 monthly work zone crashes (4.7 NB / 9.3 SB) were reported, including 1.70 monthly crashes resulting in personal injury (0.45 NB / 1.25 SB).

During the immediately preceding 6.3-month period with the most similar conditions (December 29, 2023 – July 7, 2024), 17.9 monthly work zone crashes (5.9 NB / 12.0 SB) were reported, including 2.21 monthly crashes resulting in personal injury (0.95 NB / 1.26 SB). The “after” ESSP crash data reflects a **22% reduction in total crashes** and a **23% reduction in injury crashes**, by rate.

As demonstrated by the substantial reduction in total and injury crashes, the safety benefits of the ESSP were notable during the approximately 9 months of initial monitoring.

Further summary crash data is depicted in Tables I and II.

Table I: I-95 Northbound Crash Data Analysis

Before Construction

I-95 Northbound Crashes			
Year Pre-Construction			
May 1, 2022 - April 30, 2023			
	Property Damage	Personal Injury	Total
Total	46	11	57
Monthly Average Crash Rate	3.8	0.9	4.8

During Construction

I-95 Northbound Crashes			
During Construction, Prior to Speed Limit Reduction			
May 1, 2023 - December 28, 2023			
	Property Damage	Personal Injury	Total
Total	46	9	55
Monthly Average Crash Rate	5.8	1.1	6.9

I-95 Northbound Crashes			
During Construction, Post Speed Limit Reduction			
December 29, 2023 - July 7, 2024			
	Property Damage	Personal Injury	Total
Total	31	6	37
Monthly Average Crash Rate	5.0	1.0	5.9

I-95 Northbound Crashes			
During Construction, ESSP Period			
July 8, 2024 - March 31, 2025			
	Property Damage	Personal Injury	Total
Total	37	4	41
Monthly Average Crash Rate	4.2	0.5	4.7

Table II: I-95 Southbound Crash Data Analysis

Before Construction

I-95 Southbound Crashes			
Year Pre-Construction			
May 1, 2022 - April 30, 2023			
	Property Damage	Personal Injury	Total
Total	59	8	67
Monthly Average Crash Rate	4.9	0.7	5.6

During Construction

I-95 Southbound Crashes			
During Construction, Prior to Speed Limit Reduction			
May 1, 2023 - December 28, 2023			
	Property Damage	Personal Injury	Total
Total	70	9	79
Monthly Average Crash Rate	8.8	1.1	9.9

I-95 Southbound Crashes			
During Construction, Post Speed Limit Reduction			
December 29, 2023 - July 7, 2024			
	Property Damage	Personal Injury	Total
Total	67	8	75
Monthly Average Crash Rate	10.7	1.3	12.0

I-95 Southbound Crashes			
During Construction, ESSP Period			
July 8, 2024 - March 31, 2025			
	Property Damage	Personal Injury	Total
Total	70	11	81
Monthly Average Crash Rate	8.0	1.3	9.3

Speed Data

Prior to the warning period in July 2024, the enforcement units recorded approximately one week of speed data to reflect the “before” conditions with only the standard work zone signing and speed limits. Only vehicular speed data was recorded from July 2, 2024 until the beginning of the warning period on July 8, 2024. Once the formal warning period began, the enhanced signage associated with the ESSP enforcement area was installed/uncovered and the devices began to capture speeding violations and issue formal warning notices.

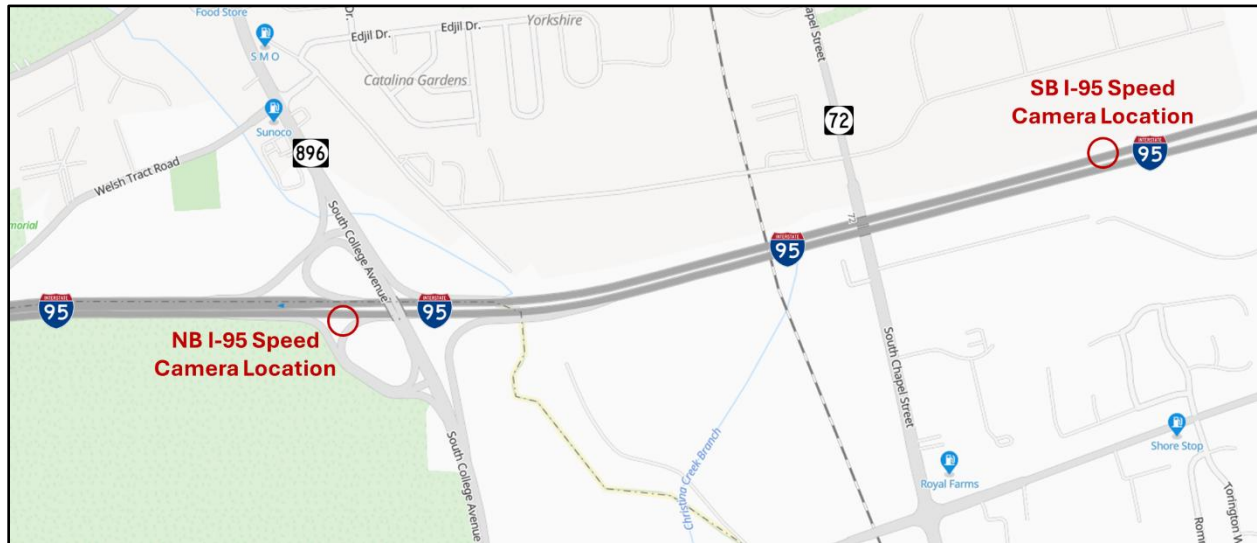
Speeds began to decrease in both directions during the three-week warning period as motorists became aware of the work zone speed enforcement. The full citation period through Q1 2025 – July 30, 2024 through March 31, 2025 – was used as the “after” data for comparison. As shown in the table below, average speeds recorded by the ESSP devices within the work zone reported significantly lower speeds during the citation period.

Table III: Average Speed Comparisons Before & After Enforcement

Daily Average Speeds		
	NB	SB
<i>Before Cameras</i>	65.6	60.5
<i>After Warning Period</i>	58.2	54.8
Difference (MPH)	-7.4	-5.7
<i>% Difference</i>	-11.3%	-9.4%

Camera Locations

Work zone speed safety cameras are located only on I-95, one northbound and one southbound in the area of the SR 896 (Exit 1) interchange, both within the work zone for the I-95 and SR 896 Interchange project. The northbound camera is located relatively close to the SR 896 overpass, while the southbound camera is located upstream of the recently-constructed “flyover” off-ramp due to the construction area extending much farther north along southbound I-95. See location map below.



Work zone speed limits, including roadway markings indicating the 55 MPH work zone speed limit, variable message signs, and static warning signs indicating Automated Speed Enforcement Ahead were installed in advance of the camera locations. In addition, radar speed feedback signs were also installed in advance of the cameras to notify approaching motorists of their current speed. These radar signs utilize a different technology than the work zone speed safety cameras; therefore, the radar signs are provided exclusively for public awareness and as a courtesy.

As of December 2025, neither New Castle County nor any of Delaware’s municipalities have residence district speed safety cameras installed. However, DelDOT has supported and facilitated initial stakeholder outreach for several interested municipalities as well as New Castle County. Further, Senate Bill 200 enacted by the 153rd General Assembly authorized DelDOT to enter into agreements with the City of Newark for business district speed safety cameras along Main Street and with New Castle County for residence district speed safety cameras along McKennans Church Road and Milltown Road. For all three of these roadways, speed safety camera violations will be issued to any vehicle exceeding the posted speed limit by 6 miles per hour or more.

Violations

A work zone speed limit violation was recorded if a vehicle was traveling at a speed of 66 miles per hour (MPH) or greater (11+ MPH in excess of the posted 55 MPH work zone speed limit). Following the three-week warning period in July 2024, for a first violation, the fine included multiple components:

- a base fine of \$20.00 (or \$25.00 for subsequent violations after the first offense),
- an additional fine for the speed difference over the 55 MPH work zone speed limit:
 - \$1.00 for each MPH over 55 for recorded speeds of 66-70 MPH,
 - \$2.00 for each MPH over 55 for recorded speeds of 71-74 MPH,
 - \$3.00 for each MPH over 55 for recorded speeds of 75 MPH or greater
 - all values above are increased by \$1.00 for subsequent violations after the first offense
- a work zone doubled fine amount,
- a surcharge of 50% of the speed violation,
- a \$10.00 assessment for the Volunteer Ambulance Company Fund,
- and a \$15.00 assessment for the Fund to Combat Violent Crimes.

A summary table of fines at each speed is provided in the Appendix.

The \$20.00 plus additional fine for the speed difference is authorized under Title 21 §4169 (c), and the doubled fine amount for work zone violations is authorized under Title 21 §4105 (f).

The surcharge originates from Title 11 Del. C. §4101, which requires any fines or fees levied for violations of Title 21 (such as speed safety camera enforcement violations) to include an additional 50% surcharge.

In accordance with 11 Del. C. Section 4101(j), a \$10.00 assessment is placed on all Title 21 violations for the Volunteer Ambulance Company Fund. This assessment became effective in December 2014. All funds collected from this assessment are transferred to this fund.

In accordance with 11 Del. C. Section 4101(h), a \$15.00 assessment is placed on all Title 21 violations for the Fund to Combat Violent Crimes. This assessment became effective in July 2015. All funds collected from this assessment are transferred to this fund.

Under the State of Delaware's ESSP, violation notices were sent directly to the registered owner of the vehicle. Unlike traditional violations cited by a police officer, the camera violations are considered a civil offense and not a criminal offense. Because of this, the violation and fine do not affect the motorist's insurance rate or accumulate points on their driving record. Unpaid violations are subject to restrictions on renewal at time of vehicle registration.

Since the program began, 73,334 warnings were issued for speeding in the work zone between July 8, 2024 and July 29, 2024.

During the citation period, 126,268 Notices of Civil Violations were issued for speeding in the work zone between July 30, 2024 and March 31, 2025. All work zone speed safety camera citations are reviewed by the Delaware State Police before a civil violation is issued.

The Appendix contains further information on total volumes, 66+ MPH recorded events, and speed data by lane and direction travelled.

Revenue / Expenses

The ESSP's priority is safety not revenue generation. For some speed safety camera locations and deployments, revenue may exceed operational costs, which is the case with the I-95 and SR 896 Interchange project. Finance data is currently available through the end of March 2025. Finance data from the program's inception through March 31, 2025, **which included a three-week warning-only period where fines/revenue were not being generated**, are as follows:

- Expenses: \$529,358.04
 - \$278,460.00 to Elovate (2 cameras @ \$19,890 each, monthly – 7 months of invoices paid in calendar year 2024)
 - \$175,528.00 to Elovate for Credit Card Processing Fees
 - \$75,370.04 in other expenses
- Actual Fine Receipts: \$9,832,097.01
 - \$2,685,858.65 for the Transportation Trust Fund
 - \$868,337.00 for Fund to Combat Violent Crimes
 - \$578,740.00 for Volunteer Ambulance Company Fund

Supporting Contractor

DelDOT operated the Electronic Speed Safety Program with the vendor, Elovate (also known as “Modaxo” and formerly known as “Conduent”) under Agreement 2023S – Electronic Red Light Safety Enforcement System. Elovate has managed the State’s Electronic Red Light Safety Program (ERLSP) since 2014 and was able to accommodate the value added services of the ESSP through an addendum to the former open competitive procurement process and selection.

Elovate utilizes the Vitronic POLISCAN FM1, LIDAR measurement technology that accurately detects the speed of the vehicle as well as the number plate and vehicle class. The device records two high-resolution digital photographs of each violating vehicle, showing progression past a fixed object, and a close-up image of the license plate for each speeding event. Each unit is calibrated prior to initial deployment and annually thereafter by a third-party testing lab approved by DelDOT. The Certificate of Calibration is available to police, violators, and the Courts for review.

Court Data

Of the 126,268 Notices of Civil Violations issued for speeding in the work zone between July 30, 2024 and March 31, 2025, 118 appeals were adjudicated in JP Court and another 139 appeal hearings were scheduled for a future date with the Courts. When appeals do occur, an overwhelming majority are settled prior to a formal court hearing (e.g., as of July 2025, less than ten appeals have resulted in a formal court hearing). This is largely due to the quality of evidence collected for each individual citation and the professionalism and expertise of DSP, DELJIS, JP Courts, and the Department of Justice (DOJ).

Affidavits

Under 21 Del. Code §4101 (d) (9), Delaware law permits a registered vehicle owner to divert responsibility for a video or photographic offense if another driver was operating their vehicle at the time the violation occurred. If a registered owner identifies another driver as the violator on the affidavit, the identified driver has the same legal options the registered owner had originally – to accept responsibility and pay the fine or to challenge the allegation in court.

Should the identified driver opt to challenge the allegation, the prosecution must subpoena the registered owner to court. This allows a judge to hear from both the registered owner and the identified driver as to who may be responsible for the violation.

Delinquent Fine Payments

If an ESSP violation remains unpaid after the due date, the fine becomes delinquent after it is 120 days overdue.

Of the 126,268 Notices of Civil Violations issued for speeding in the work zone between July 30, 2024 and March 31, 2025, 85,266 violations were processed and paid. There are 41,002 outstanding unpaid violations from this initial citation period. Approximately 11% of the 126,268 violations are from in-state registered vehicles. Maryland tags accounted for about 26%, New Jersey tags equaled about 18%, and Pennsylvania tags accounted for about 13% of the violations.

If the in-state owner of a vehicle ignores the court-ordered fine or fails to pay the citation within 120 days, the Division of Motor Vehicle (DMV) puts a hold on vehicle registration renewals. Of the 126,268 Notices of Civil Violations issued for speeding in the work zone between July 30, 2024 and March 31, 2025, 4,235 violations resulted in DMV registration holds.

The Department contracts with Linebarger Goggan Blair & Sampson, LLP for delinquent fee collections. Elovate and Linebarger Goggan Blair & Sampson, LLP are still developing a citation transmittal process to collect delinquent funds for the 41,002 outstanding violations from this initial citation period.

New Locations

As part of the upcoming Delaware 2026-2030 Strategic Highway Safety Plan and its ongoing Safe System Approach to reduce fatal and serious injury crashes associated with higher vehicle speeds within work zones, the Department continuously evaluates the need for the placement of work zone speed safety cameras throughout DelDOT's capital program and roadway construction schedules. Further, DelDOT also continues to support and facilitate initial stakeholder outreach with interested municipalities and New Castle County for the development of standalone residence district speed safety programs.

Senate Bill 200 enacted by the 153rd General Assembly authorized DelDOT to enter into agreements with the City of Newark for business district speed safety cameras along Main Street and with New Castle County for residence district speed safety cameras along McKennans Church Road and Milltown Road.

Additionally, as much of the major work is completed on the I-95 and SR 896 Interchange project, DelDOT is beginning to phase out the use of the speed safety cameras within that work zone to target other active work zones. The I-95 northbound camera was removed from service as of September 25, 2025. The I-95 southbound camera remains operational as of December 2025.

DelDOT has added a speed safety camera to southbound SR 1 within the Minos Conaway Road Grade Separated Intersection project work zone. This camera was activated and began issuing warnings only on October 17, 2025. The warning period ended and citations were issued beginning on November 11, 2025.

DelDOT is currently considering the implementation of at least one speed safety camera in the work zone for the ongoing Rehabilitation of Bridges 1-719, 1-720, 1-738, and 1-739 on I-95 project. Before any new locations are initiated in work zones or in residence districts, DelDOT will work with partnering stakeholder agencies, municipalities, and law enforcement to ensure their resource needs are met and that any consequential constraints resulting from Elovate's relatively new contractual agreement are mitigated.

DelDOT CY 2025 Program Recommendations based on CY 2024 Data

DelDOT's deployment of work zone speed safety cameras for the I-95 and SR 896 Interchange project has been successful at reducing motorists' speeds and decreasing the frequency of crashes – the focus remains on safety, not the monetary aspects. Further, these recent safety results are also consistent with the initial “pilot” ESSP for the I-95 Restore the Corridor in 2022.

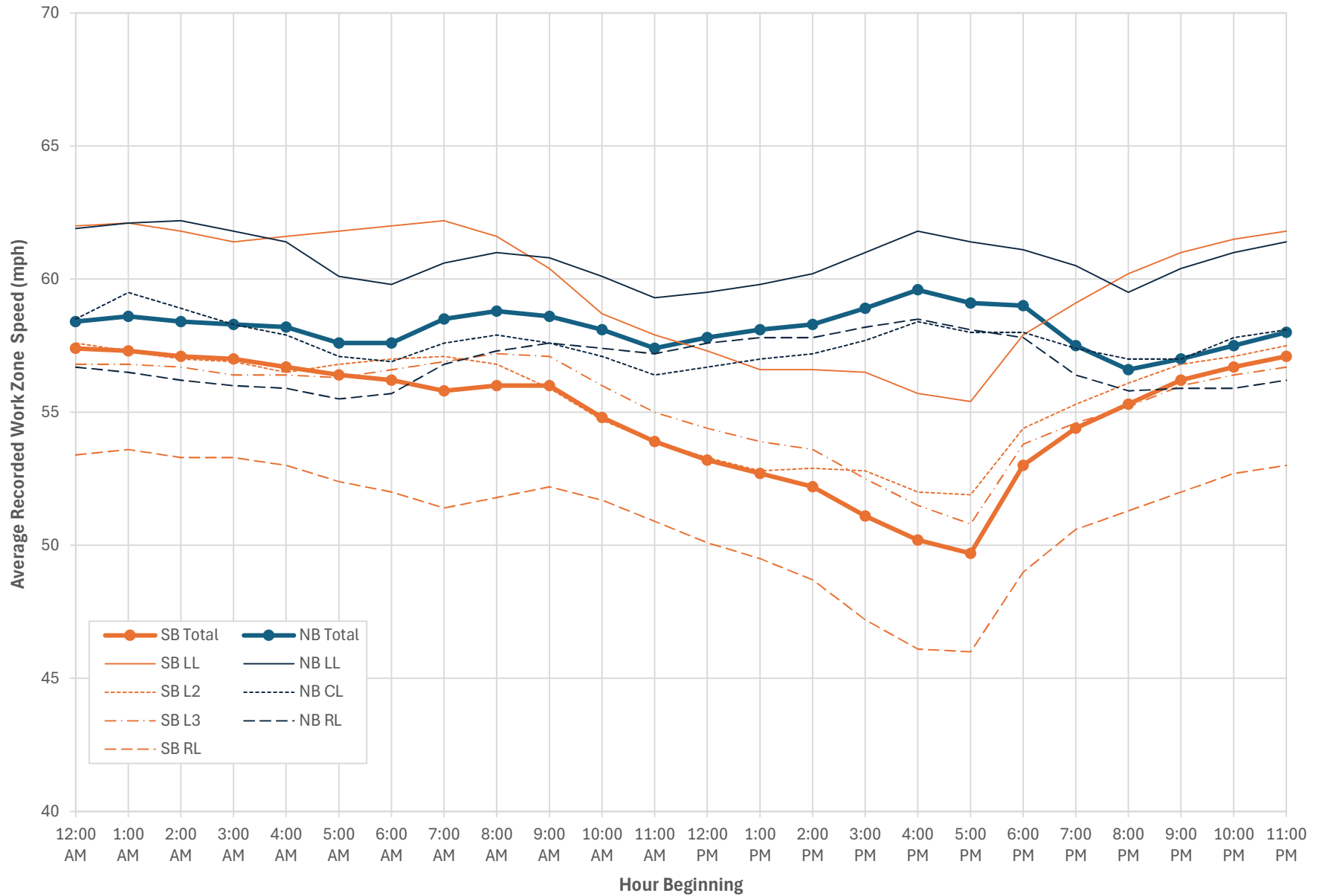
The Department recommends the following operating strategy for CY 2025:

- Continue the automated work zone speed safety camera practice where necessary in support of the Safe System Approach and the upcoming Delaware 2026-2030 Strategic Highway Safety Plan.
- Continue to work with our partnering stakeholder agencies to make sure their resource needs are met and that any consequential constraints resulting from Elovate's relatively new contractual agreement are mitigated. This outreach is especially important for CY 2025, as more interested municipalities inquire about residence district speed safety cameras and as new municipal safety partners, such as the City of Newark (Main Street business district) and New Castle County (McKennans Church Road and Milltown Road residence districts) formally join the ESSP with their standalone speed safety camera programs.
- Pursue the advertisement of new ESSP-specific vendor agreement(s) to include various resource and violation processing criteria, milestones, and expectations.
- Continue to analyze crash data to better understand why speed-related crashes are occurring and identify ways to improve safety. This analysis should also include a thorough evaluation of the need for, and safety benefits associated with, reducing posted work zone speed limits in certain construction work areas and what the overall impact could be on motorists' behavior. The evaluation should also take into consideration corresponding traffic volumes, number of travel lanes in each direction, and the eventual forecasting of automated enforcement violations and resource needs based on “before” speed data (e.g., pre-construction prevailing vehicular speeds and the customary, permanent (regulatory) posted speed limit).
- Work with the vendor to identify critical workflow deficiencies that could affect the overall success of the ESSP and that could significantly constrain the reviewing, processing, and approving of all potential events that are continuously recorded by the work zone speed safety cameras. This self-reflection should also include improved target goals for transparent reporting to ensure that the annual reporting requirements of Title 21, § 4170A of the Delaware Code are met in a timely manner.
- Work with our stakeholder agencies (e.g., DTI, DMV, DSP, DELJIS, JP Courts, DOJ, OHS, et al.) to better understand their individual responsibilities and consequential constraints as the ESSP continues to improve and expand and to more proactively anticipate resource concerns and needs before any additional speed safety cameras are installed.

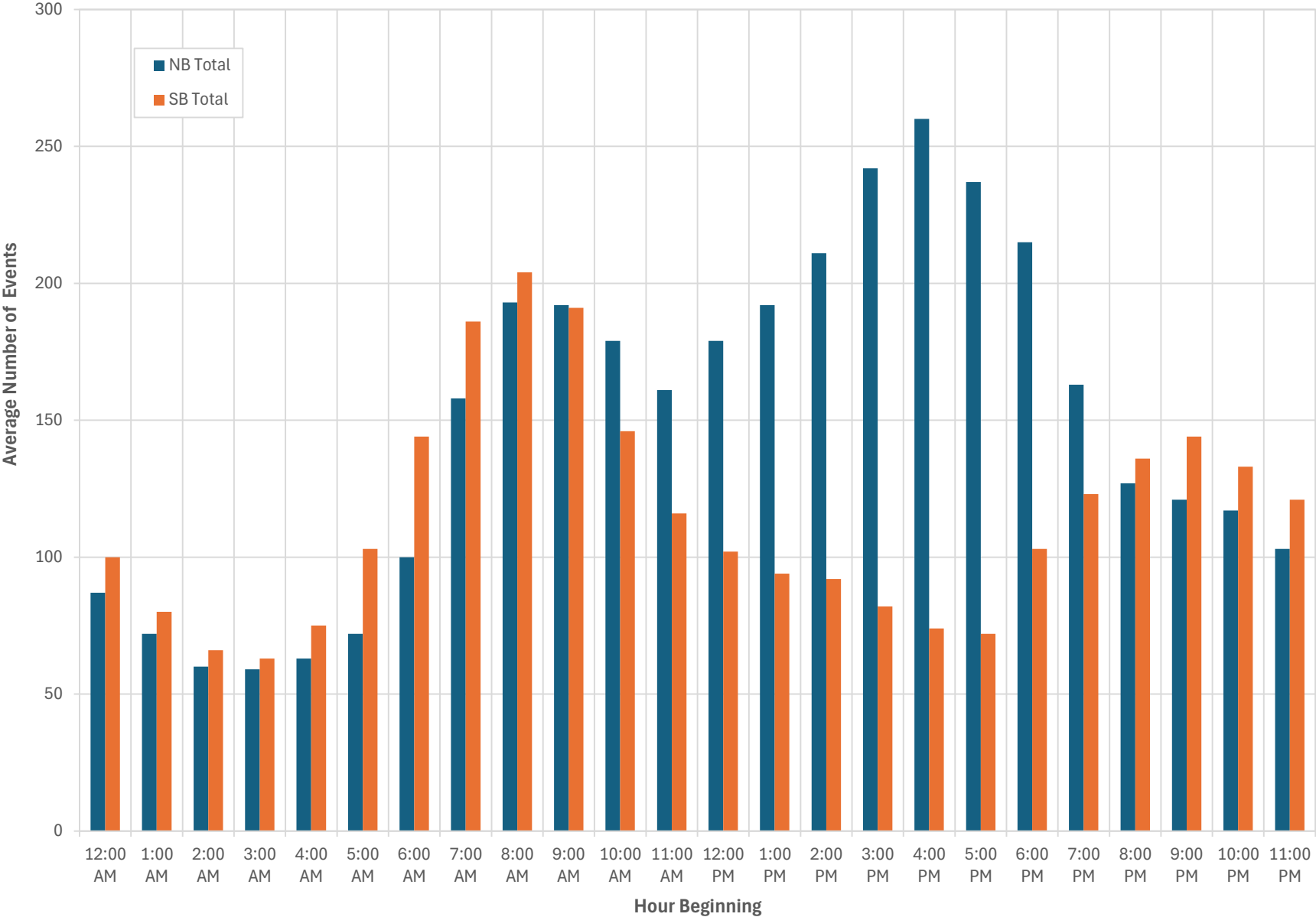
- Work with the vendor and the collections firm to obtain greater efficiency and recoupment of delinquent fines. Continue to pursue reciprocity with other states as part of an effort through the Division of Motor Vehicles for general reciprocity among neighboring states.

APPENDIX

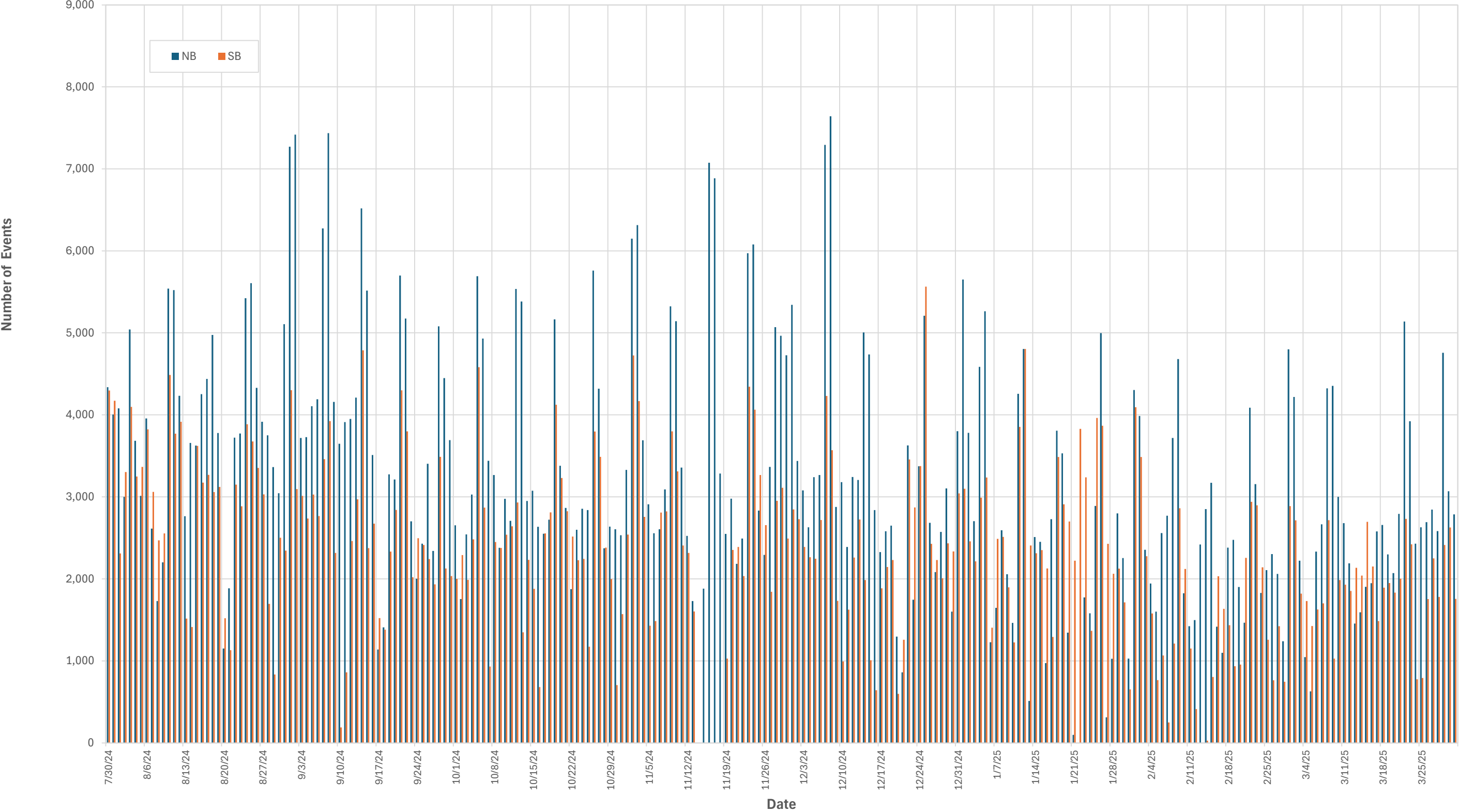
I-95 Hourly Work Zone Speeds, July 30, 2024 - March 31, 2025 (Citation Period)



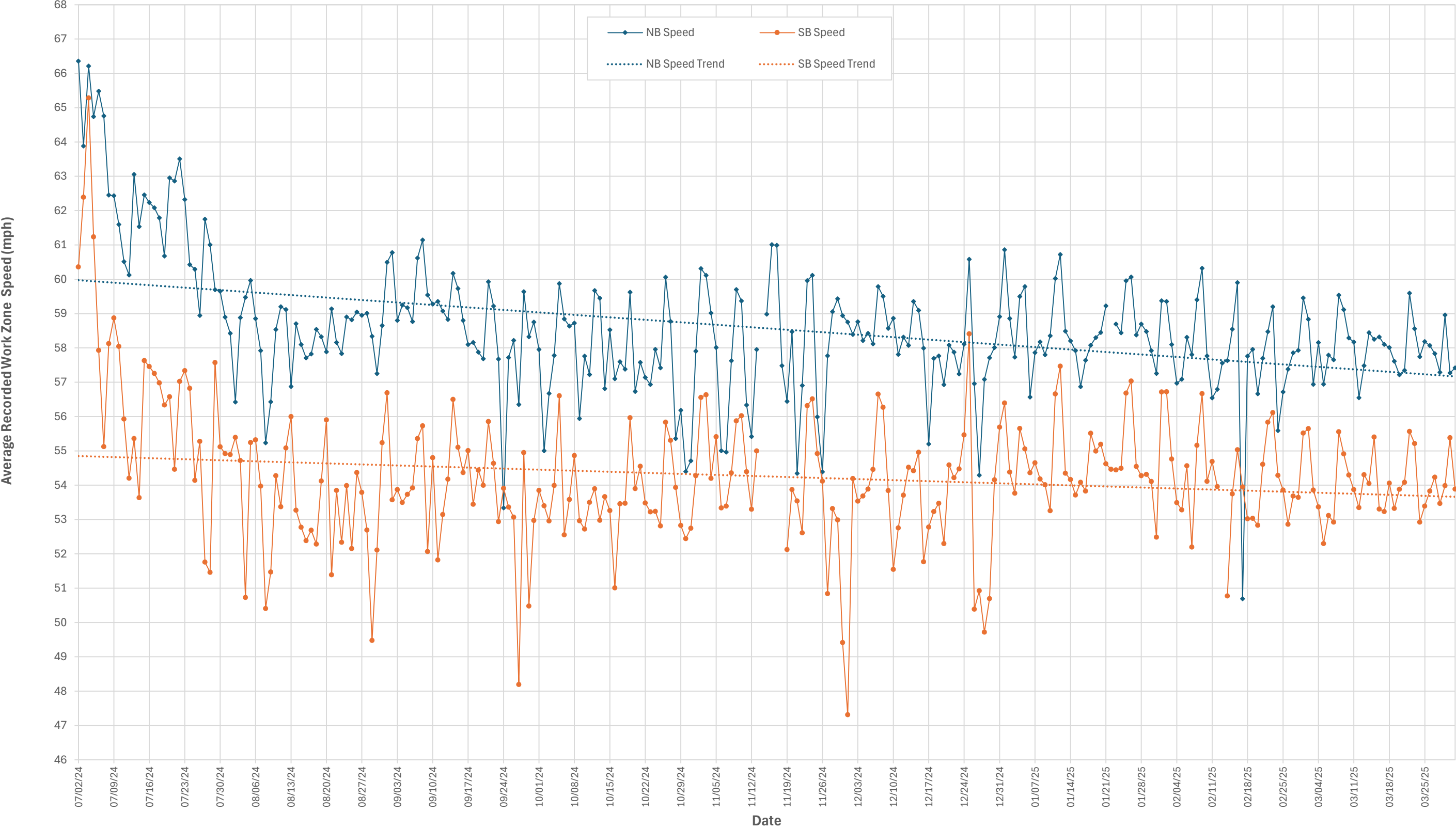
I-95 Average Hourly Speed Events, July 30, 2024 - March 31, 2025 (Citation Period)



I-95 Daily Speed Events, July 30, 2024 - March 31, 2025 (Citation Period)



I-95 Daily Work Zone Average Speed, July 2, 2024 - March 31, 2025 (All Data)



Electronic Speed Safety Program
 WORK ZONE Automated Speed Enforcement
 Speed Violation Fine Matrix - FIRST OFFENSE

Recorded Speed Over Posted Work Zone Speed Limit (MPH)	Base Fine	Additional Fine for Speed Difference (21 Del. C. §4169(c))	Initial Speed Fine	Work Zone Fine - Doubled Fine Amount (21 Del. C. §4105(f))	TTF Surcharge - 50% Surcharge of Total Fine (11 Del C. 4101(g))	Fund to Combat Violent Crimes (\$15) (11 Del. C. 4101(h))	Volunteer Ambulance Company Fund (\$10) (11 Del C. 4101(j))	Total Fine
≤10 MPH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	\$20	\$11	\$31	\$31	\$31	\$15	\$10	\$118
12	\$20	\$12	\$32	\$32	\$32	\$15	\$10	\$121
13	\$20	\$13	\$33	\$33	\$33	\$15	\$10	\$124
14	\$20	\$14	\$34	\$34	\$34	\$15	\$10	\$127
15	\$20	\$15	\$35	\$35	\$35	\$15	\$10	\$130
16	\$20	\$32	\$52	\$52	\$52	\$15	\$10	\$181
17	\$20	\$34	\$54	\$54	\$54	\$15	\$10	\$187
18	\$20	\$36	\$56	\$56	\$56	\$15	\$10	\$193
19	\$20	\$38	\$58	\$58	\$58	\$15	\$10	\$199
20	\$20	\$60	\$80	\$80	\$80	\$15	\$10	\$265
21	\$20	\$63	\$83	\$83	\$83	\$15	\$10	\$274
22	\$20	\$66	\$86	\$86	\$86	\$15	\$10	\$283
23	\$20	\$69	\$89	\$89	\$89	\$15	\$10	\$292
24	\$20	\$72	\$92	\$92	\$92	\$15	\$10	\$301
25	\$20	\$75	\$95	\$95	\$95	\$15	\$10	\$310
26	\$20	\$78	\$98	\$98	\$98	\$15	\$10	\$319
27	\$20	\$81	\$101	\$101	\$101	\$15	\$10	\$328
28	\$20	\$84	\$104	\$104	\$104	\$15	\$10	\$337
29	\$20	\$87	\$107	\$107	\$107	\$15	\$10	\$346
30	\$20	\$90	\$110	\$110	\$110	\$15	\$10	\$355
31	\$20	\$93	\$113	\$113	\$113	\$15	\$10	\$364
32	\$20	\$96	\$116	\$116	\$116	\$15	\$10	\$373
33	\$20	\$99	\$119	\$119	\$119	\$15	\$10	\$382
34	\$20	\$102	\$122	\$122	\$122	\$15	\$10	\$391
35	\$20	\$105	\$125	\$125	\$125	\$15	\$10	\$400
36	\$20	\$108	\$128	\$128	\$128	\$15	\$10	\$409
37	\$20	\$111	\$131	\$131	\$131	\$15	\$10	\$418
38	\$20	\$114	\$134	\$134	\$134	\$15	\$10	\$427
39	\$20	\$117	\$137	\$137	\$137	\$15	\$10	\$436
40	\$20	\$120	\$140	\$140	\$140	\$15	\$10	\$445
41	\$20	\$123	\$143	\$143	\$143	\$15	\$10	\$454
42	\$20	\$126	\$146	\$146	\$146	\$15	\$10	\$463
43	\$20	\$129	\$149	\$149	\$149	\$15	\$10	\$472
44	\$20	\$132	\$152	\$152	\$152	\$15	\$10	\$481
45	\$20	\$135	\$155	\$155	\$155	\$15	\$10	\$490
46	\$20	\$138	\$158	\$158	\$158	\$15	\$10	\$499
47	\$20	\$141	\$161	\$161	\$161	\$15	\$10	\$508
48	\$20	\$144	\$164	\$164	\$164	\$15	\$10	\$517
49	\$20	\$147	\$167	\$167	\$167	\$15	\$10	\$526
50	\$20	\$150	\$170	\$170	\$170	\$15	\$10	\$535

Speed Enforcement Equipment Calibration: The speed camera and radar devices meet the requirements and tolerance specified in the technical directive of the manufacturer for the calibration.

The international usually accepted tolerances for placing on the market are: 1 mph for measurement values up to 100 mph and 1% of the right value for measurement values over 100 mph by rounding up to the nearest interger value.

Electronic Speed Safety Program
WORK ZONE Automated Speed Enforcement
Speed Violation Fine Matrix - SUBSEQUENT OFFENSES

Recorded Speed Over Posted Work Zone Speed Limit (MPH)	Base Fine	Additional Fine for Speed Difference (21 Del. C. §4169(c))	Initial Speed Fine	Work Zone Fine - Doubled Fine Amount (21 Del. C. §4105(f))	TTF Surcharge - 50% Surcharge of Total Fine (11 Del C. 4101(g))	Fund to Combat Violent Crimes (\$15) (11 Del. C. 4101(h))	Volunteer Ambulance Company Fund (\$10) (11 Del C. 4101(j))	Total Fine
≤10 MPH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	\$25	\$22	\$47	\$47	\$47	\$15	\$10	\$166
12	\$25	\$24	\$49	\$49	\$49	\$15	\$10	\$172
13	\$25	\$26	\$51	\$51	\$51	\$15	\$10	\$178
14	\$25	\$28	\$53	\$53	\$53	\$15	\$10	\$184
15	\$25	\$30	\$55	\$55	\$55	\$15	\$10	\$190
16	\$25	\$48	\$73	\$73	\$73	\$15	\$10	\$244
17	\$25	\$51	\$76	\$76	\$76	\$15	\$10	\$253
18	\$25	\$54	\$79	\$79	\$79	\$15	\$10	\$262
19	\$25	\$57	\$82	\$82	\$82	\$15	\$10	\$271
20	\$25	\$80	\$105	\$105	\$105	\$15	\$10	\$340
21	\$25	\$84	\$109	\$109	\$109	\$15	\$10	\$352
22	\$25	\$88	\$113	\$113	\$113	\$15	\$10	\$364
23	\$25	\$92	\$117	\$117	\$117	\$15	\$10	\$376
24	\$25	\$96	\$121	\$121	\$121	\$15	\$10	\$388
25	\$25	\$100	\$125	\$125	\$125	\$15	\$10	\$400
26	\$25	\$104	\$129	\$129	\$129	\$15	\$10	\$412
27	\$25	\$108	\$133	\$133	\$133	\$15	\$10	\$424
28	\$25	\$112	\$137	\$137	\$137	\$15	\$10	\$436
29	\$25	\$116	\$141	\$141	\$141	\$15	\$10	\$448
30	\$25	\$120	\$145	\$145	\$145	\$15	\$10	\$460
31	\$25	\$124	\$149	\$149	\$149	\$15	\$10	\$472
32	\$25	\$128	\$153	\$153	\$153	\$15	\$10	\$484
33	\$25	\$132	\$157	\$157	\$157	\$15	\$10	\$496
34	\$25	\$136	\$161	\$161	\$161	\$15	\$10	\$508
35	\$25	\$140	\$165	\$165	\$165	\$15	\$10	\$520
36	\$25	\$144	\$169	\$169	\$169	\$15	\$10	\$532
37	\$25	\$148	\$173	\$173	\$173	\$15	\$10	\$544
38	\$25	\$152	\$177	\$177	\$177	\$15	\$10	\$556
39	\$25	\$156	\$181	\$181	\$181	\$15	\$10	\$568
40	\$25	\$160	\$185	\$185	\$185	\$15	\$10	\$580
41	\$25	\$164	\$189	\$189	\$189	\$15	\$10	\$592
42	\$25	\$168	\$193	\$193	\$193	\$15	\$10	\$604
43	\$25	\$172	\$197	\$197	\$197	\$15	\$10	\$616
44	\$25	\$176	\$201	\$201	\$201	\$15	\$10	\$628
45	\$25	\$180	\$205	\$205	\$205	\$15	\$10	\$640
46	\$25	\$184	\$209	\$209	\$209	\$15	\$10	\$652
47	\$25	\$188	\$213	\$213	\$213	\$15	\$10	\$664
48	\$25	\$192	\$217	\$217	\$217	\$15	\$10	\$676
49	\$25	\$196	\$221	\$221	\$221	\$15	\$10	\$688
50	\$25	\$200	\$225	\$225	\$225	\$15	\$10	\$700

Speed Enforcement Equipment Calibration: The speed camera and radar devices meet the requirements and tolerance specified in the technical directive of the manufacturer for the calibration.

The international usually accepted tolerances for placing on the market are: 1 mph for measurement values up to 100 mph and 1% of the right value for measurement values over 100 mph by rounding up to the nearest interger value.