



DELAWARE DEPARTMENT OF TRANSPORTATION ELECTRONIC SPEED SAFETY PROGRAM PROGRAM REPORT FOR CY 2025

Prepared by: DeIDOT, August 2026



Electronic Speed Safety Program

Program Report

August 2026



*Delaware Department of Transportation
Shanté Hastings, Secretary*

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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 active work zones, beginning with the work zone of the I-95 and SR 896 Interchange project. The goals of the program are to reduce speeding and crashes and to increase both motorist and worker safety. This automated enforcement technology can only be used within the work zone limits and during construction of the project. The first enforcement devices were 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 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, Safer People, and Safer Speeds elements of the Safe System Approach, which was formally adopted by DelDOT in early 2025. The goals of the ESSP are 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.



Violations and Fine Structure

A work zone speed limit violation was recorded if a vehicle was traveling at a speed of 11 miles per hour (MPH) or greater in excess of the posted work zone speed limit. Following a minimum 21-day warning period, for a first violation, the fine includes 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 posted work zone speed limit:
 - \$1.00 for each MPH over posted speed for recorded speeds of 11-15 MPH over,
 - \$2.00 for each MPH over posted speed for recorded speeds of 16-19 MPH over,
 - \$3.00 for each MPH over posted speed for recorded speeds of 20 MPH or greater over
 - 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.

All work zone speed safety camera citations are reviewed by the Delaware State Police before a civil violation is issued. 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.

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 license 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.

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.

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 both current monitoring locations. Any revenue collected beyond what is necessary to operate the ESSP program is managed by the Office of Highway Safety (OHS) and may only be used for transportation safety purposes, including Education, Enforcement, Engineering, and Administrative expenses. Finance statistics for calendar year 2025 are as follows:

- Expenses: \$1,652,706.72
 - \$477,360.00 to Elovate (2 cameras @ \$19,890 each, monthly)
 - \$625,952.00 to Elovate for Credit Card Processing Fees
 - \$220,330.68 to DelDOT Payroll for Officer Reviews and Appeals Services
 - \$328,016.04 to WRA (Consulting Services for Program Management)
 - \$1,048.00 in other expenses
- Actual Fine Receipts: \$35,946,134.33
 - \$9,822,760.40 for the Transportation Trust Fund
 - \$3,029,437.40 for Fund to Combat Violent Crimes
 - \$2,019,317.00 for Volunteer Ambulance Company Fund
 - \$19,421,912.81 excess revenue beyond expenses transferred to OHS

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 356,265 Notices of Civil Violations issued for speeding in the work zone between July 30, 2024 and December 31, 2025, 247,129 violations were processed and paid (as of April 15, 2026). There are 109,136 outstanding unpaid violations from this initial citation period.

Approximately 15% of the violations are from in-state registered vehicles. Maryland and New Jersey tags accounted for about 20% each, and Pennsylvania tags accounted for about 14% of the violations.

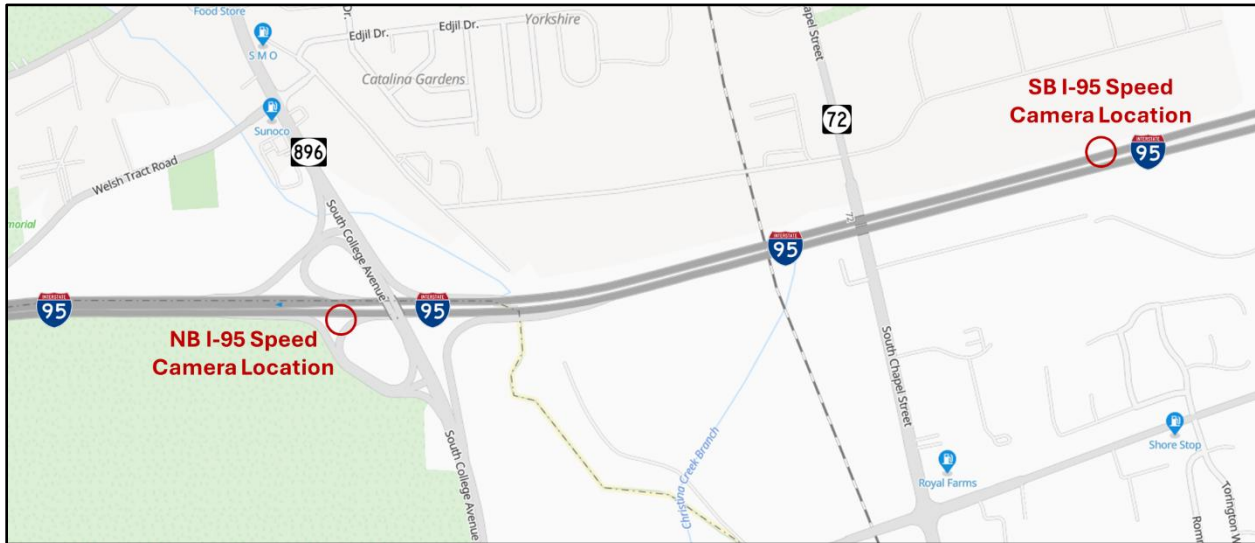
If the in-state owner of a vehicle ignores the court-ordered fine or fails to pay the citation within 120 days, the Division of Motor Vehicle (DMV) puts a hold on vehicle registration renewals. Of the 109,136 outstanding unpaid violations between July 30, 2024 and December 31, 2025, 7,745 violations 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 outstanding violations from this initial citation period.

ESSP Location #1: I-95 NB and SB at SR 896

Camera Locations

Work zone speed safety cameras were located 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 was located relatively close to the SR 896 overpass, while the southbound camera was located upstream of the new “flyover” off-ramp due to the construction area extending much farther north along southbound I-95. See location map below.



Work zone speed limit signs and 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.

Site Violation Data

During the warning period, 73,153 warnings were issued for speeding in the work zone between July 8, 2024 and July 29, 2024.

During the citation period, 339,798 Notices of Civil Violations were issued for speeding in the work zone between July 30, 2024 and December 31, 2025.

- 54,371 in calendar year 2024
- 285,427 in calendar year 2025

Of the violations issued, 235,065 have been paid; 104,733 remain outstanding, which has led to 7,244 DMV registration holds. The **Appendix** contains further information on total volumes, 66+ MPH recorded events, and speed data by lane and direction travelled.

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, and one additional time period following a traffic pattern change in June 2025. Crash and speed data was compiled/analyzed through December 31, 2025

1. Year prior to construction beginning; 12 months, May 2022 to April 2023
2. During construction, with a 65 MPH speed limit; 8 months, May 2023 to December 2023
3. During construction, after work zone speed limit reduction to 55 MPH; 6.3 months, December 2023 to July 2024
4. During construction, once ESSP monitoring was active; 10.8 months, July 2024 to June 2025
5. During construction, ESSP monitoring active, after major Ramp A and Ramp C realignment opening; 7.0 months, June 2025 to December 2025
 - i. Northbound I-95 ESSP monitoring ended on September 25, 2025

During the deployment of the ESSP through the major traffic shift once Ramps A and C opened (10.8-month period beginning July 8, 2024 and ending June 3, 2025), an average of 15.2 monthly work zone crashes (5.2 NB / 10.0 SB) were reported, including 2.04 monthly crashes resulting in personal injury (0.65 NB / 1.39 SB).

During the immediately preceding 6.3-month period with the most similar conditions (December 29, 2023 – July 7, 2024), 17.8 monthly work zone crashes (5.9 NB / 12.0 SB) were reported, including 2.22 monthly crashes resulting in personal injury (0.95 NB / 1.27 SB). The “after” ESSP crash data reflects a **15% reduction in total crashes** and a **9% reduction in injury crashes**, by rate.

As demonstrated by the reduction in total and injury crashes, the safety benefits of the ESSP were notable during the 1.5 years 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, Prior Realigned Ramps A/C			
July 8, 2024 - June 3, 2025			
	Property Damage	Personal Injury	Total
Total	49	7	56
Monthly Average Crash Rate	4.6	0.7	5.2

I-95 Northbound Crashes			
During Construction, ESSP Period, Post Realigned Ramps A/C			
June 4, 2025 - September 24, 2025			
	Property Damage	Personal Injury	Total
Total	16	4	20
Monthly Average Crash Rate	4.3	1.1	5.3

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, Prior Realigned Ramps A/C			
July 8, 2024 - June 3, 2025			
	Property Damage	Personal Injury	Total
Total	92	15	107
Monthly Average Crash Rate	8.6	1.4	10.0

I-95 Southbound Crashes			
During Construction, ESSP Period, Post Realigned Ramps A/C			
June 1, 2025 - December 31, 2025			
	Property Damage	Personal Injury	Total
Total	43	4	47
Monthly Average Crash Rate	6.1	0.6	6.7

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 – July 30, 2024 through December 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		
	<u>NB</u>	<u>SB</u>
<i>Before Cameras</i>	65.6	60.5
<i>After Warning Period</i>	58.2	54.5
Difference (MPH)	-7.4	-6.0
<i>% Difference</i>	-11.3%	-9.9%

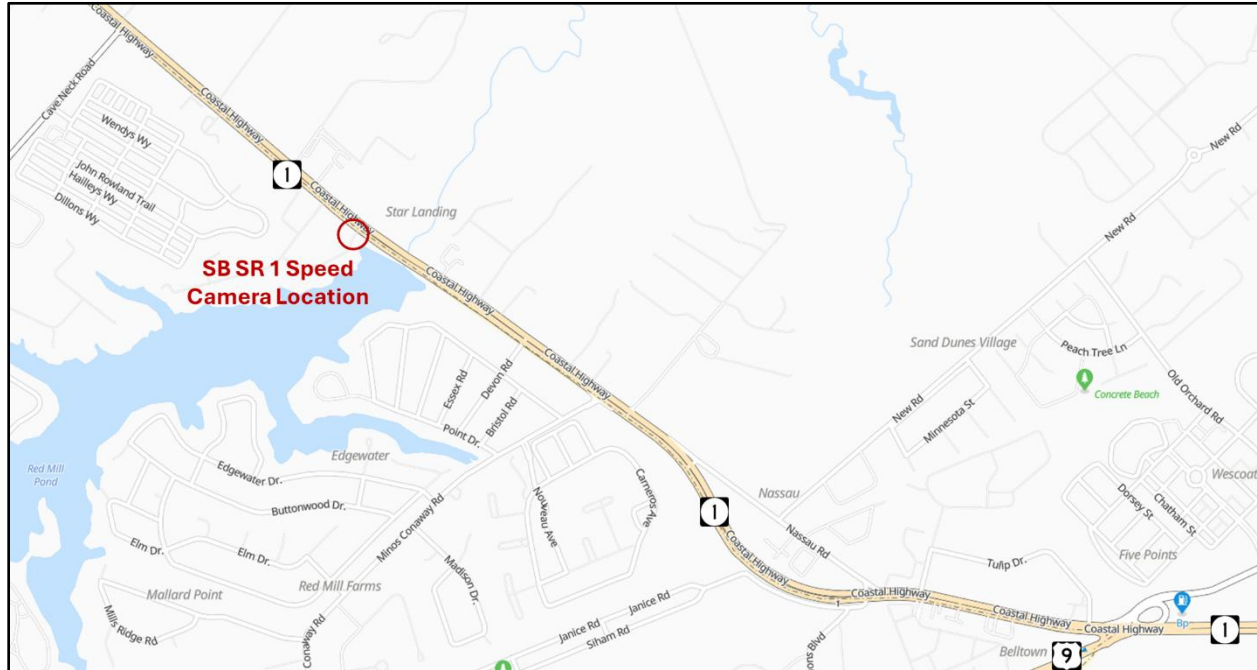
Court Data

Of the 285,427 Notices of Civil Violations issued for speeding in the work zone in calendar year 2025, 92 appeals were adjudicated in JP Court and another 262 appeal hearings were scheduled for a future date with the Courts. All appeals were upheld; none were dismissed. When appeals do occur, an overwhelming majority are settled prior to 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).

ESSP Location #2: SR 1 SB at Minos Conaway Road

Camera Location

A work zone speed safety camera is located on SR 1, southbound in the area of the Pondview Drive, within the work zone for the SR 1 and Minos Conaway Road Grade Separated Intersection project. See location map below.



Work zone speed limit signs indicating the **50 MPH** work zone speed limit, variable message signs, and static warning signs indicating Automated Speed Enforcement Ahead were installed in advance of the camera location. In addition, a radar speed feedback sign was also installed in advance of the camera to notify approaching motorists of their current speed. The radar sign utilizes a different technology than the work zone speed safety camera; therefore, the radar sign is provided exclusively for public awareness and as a courtesy.

Site Violation Data

During the warning period, 8,970 warnings were issued for speeding in the work zone between October 17, 2025 and November 10, 2025.

During the citation period, 16,467 Notices of Civil Violations were issued for speeding in the work zone between November 11, 2025 and December 31, 2025.

Of the violations issued, 12,064 have been paid; 4,403 remain outstanding, which has led to 551 DMV registration holds. The **Appendix** contains further information on total volumes, 61+ MPH recorded events, and speed data by lane and direction travelled.

Crash Data Analysis

Analysis was performed to compare crash data through the SR 1 and Minos Conaway GSI project work zone during three time periods with similar operating conditions. Crash and speed data was compiled/analyzed through December 31, 2025.

- Year prior to construction beginning; 12 months, July 2024 to July 2025
- During construction, with a 55 MPH speed limit; 2.8 months, July 2025 to October 2025
- During construction, after work zone speed limit reduction to 50 MPH and after ESSP monitoring was active; 2.5 months, October 2025 to December 2025

During the deployment of the ESSP through 2025 (October 17, 2025 – December 31, 2025), an average of 2.8 monthly southbound work zone crashes were reported, including 0.4 monthly crashes resulting in personal injury.

During the pre-construction 12-month period (July 23, 2024 – July 22, 2025), 3.2 monthly southbound crashes were reported, including 1.3 monthly crashes resulting in personal injury. The “after” ESSP crash data reflects a **13% reduction in total crashes** and a **70% 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 2.5 months of initial monitoring, though it should be noted that the short “after” time period and low overall crash rates can lead to significant fluctuations.

Further summary crash data is depicted in Table IV.

Table IV: SR 1 Southbound Crash Data Analysis

Before Construction

SR 1 Southbound Crashes			
Year Pre-Construction			
Dates: Jul 23, 2024 – Jul 22, 2025			
	Property Damage	Personal Injury	Total
Total	23	15	38
Monthly Crash Rate	1.9	1.3	3.2

During Construction

SR 1 Southbound Crashes			
During Construction, Prior to Speed Camera			
Dates: Jul 23, 2025 – Oct 16, 2025			
	Property Damage	Personal Injury	Total
Total	9	0	9
Monthly Crash Rate	3.2	0.0	3.2

SR 1 Southbound Crashes			
During Construction, ESSP Period			
Dates: Oct 17, 2025 – Dec 31, 2025			
	Property Damage	Personal Injury	Total
Total	6	1	7
Monthly Crash Rate	2.4	0.4	2.8

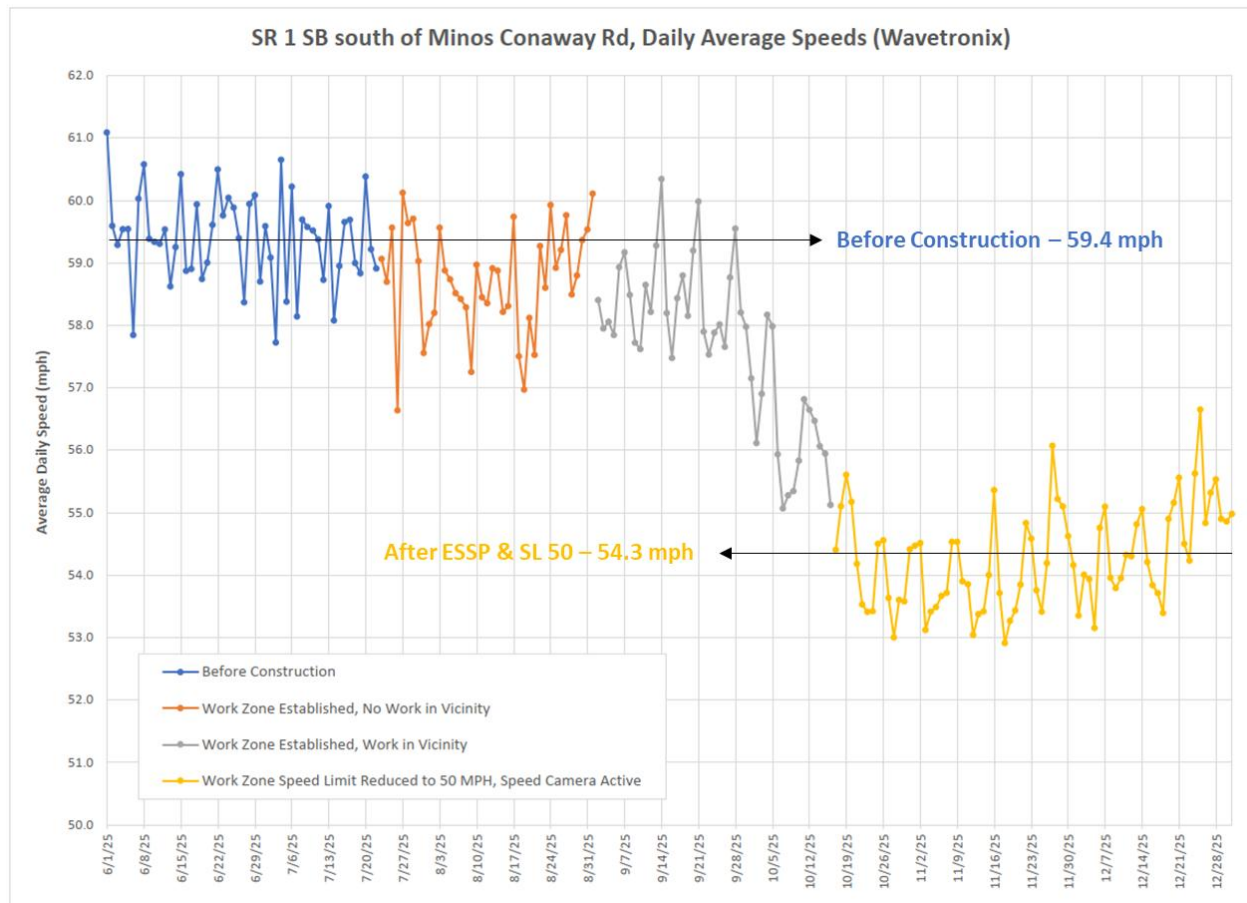
Speed Data

At the SR 1 ESSP site, the enforcement units did not record data prior to the warning period, so a nearby Wavetronix device was utilized for “before” and “after” data.

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.

As noted in the figure below that depicts average daily speeds between June 1, 2025 and December 31, 2025, between the formal start of construction and the beginning of the warning period for the ESSP enforcement, there was a period where active work had not yet begun near the ESSP enforcement area, and speeds remained relatively consistent with pre-construction speeds. Once work began in the vicinity, speeds began to decrease, including and through the time when the work zone speed limit was lowered to 50 MPH and the ESSP warning period began.

Considering the pre-construction period speeds compared to the active ESSP warning and citation period speeds, **the observed speed reduction on southbound SR 1 was 8.6%.**



Court Data

Because the SR 1 ESSP site only began issuing citations on November 11, 2025, no appeals were scheduled/heard in calendar year 2025.

New Locations

As part of the upcoming Delaware 2026-2030 Strategic Highway Safety Plan and its on-going 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. 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.

Additionally, as much of the major work was completed on the I-95 and SR 896 Interchange project, DelDOT began 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 and the I-95 southbound camera remained operational through December 2025 but was removed from service as of May 1, 2026.

DelDOT coordinated the relocation of the I-95 southbound speed safety camera from the I-95 and SR 896 work zone to the northbound I-95 work zone for the ongoing Rehabilitation of Bridges 1-719, 1-720, 1-738, and 1-739 on I-95 project. This new location went live with a three-week warning period beginning on May 1, 2026. Before any new locations are initiated in work zones or in residence districts, DelDOT works 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.

As of April 2026, the City of Newark and New Castle County have commenced their residence district speed safety camera programs with their first camera activations. Delaware's other municipalities do not have residence district speed safety cameras installed at this time. DelDOT has supported and facilitated initial stakeholder outreach for several interested municipalities as well as New Castle County.

Further details and evaluation of the newest I-95 work zone camera site as well as the residence district program will be presented in the calendar year 2026 report.

DelDOT CY 2026 Program Recommendations based on CY 2025 Data

DelDOT's deployment of work zone speed safety cameras for the I-95 and SR 896 Interchange project and for the SR 1 at Minos Conaway Grade Separated Intersection 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 project in 2022.

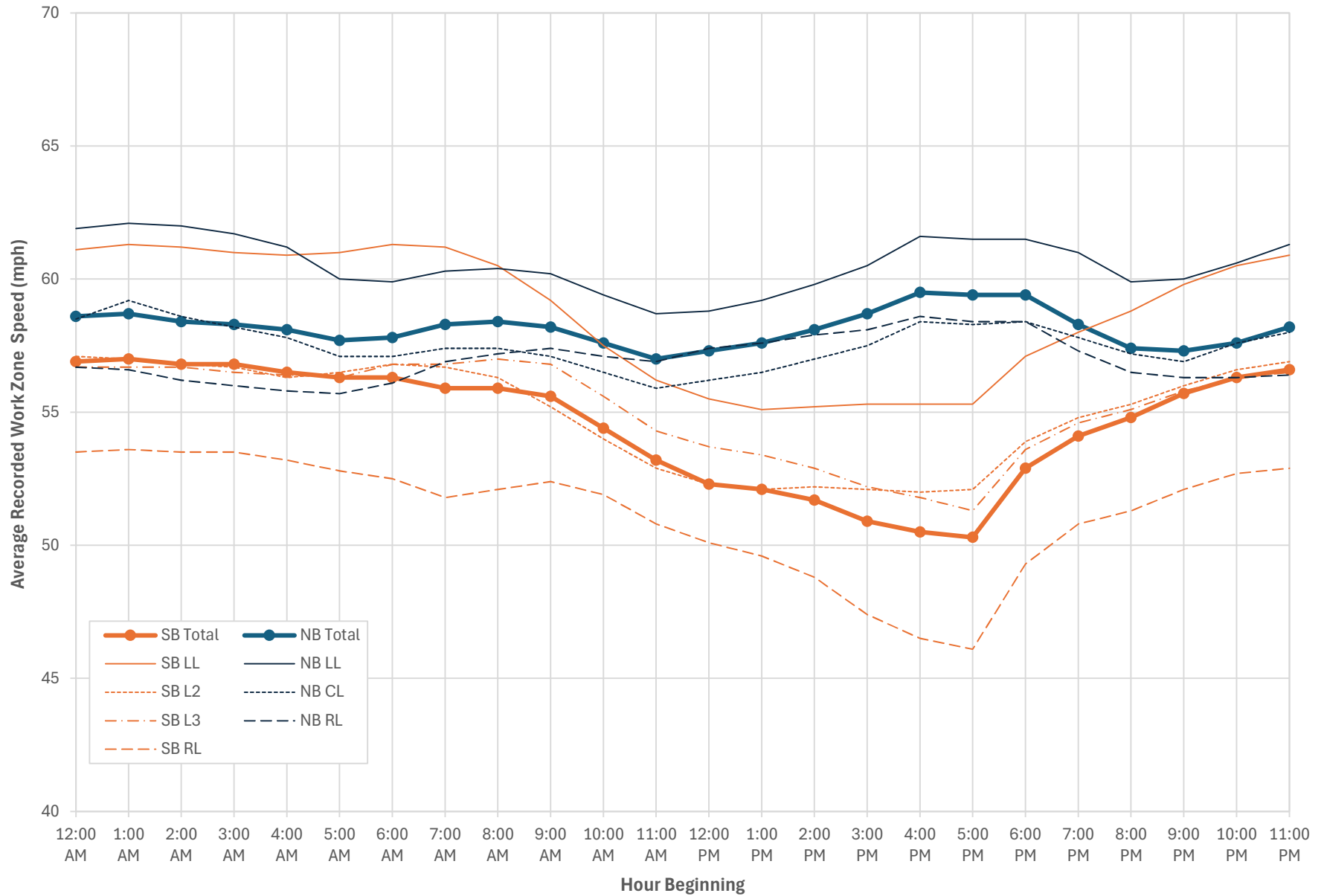
The Department recommends the following operating strategy for CY 2026:

- 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 2026, as more interested municipalities inquire about residence district speed safety cameras and as new municipal safety partners, such as the City of Newark (various residence district locations and 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.

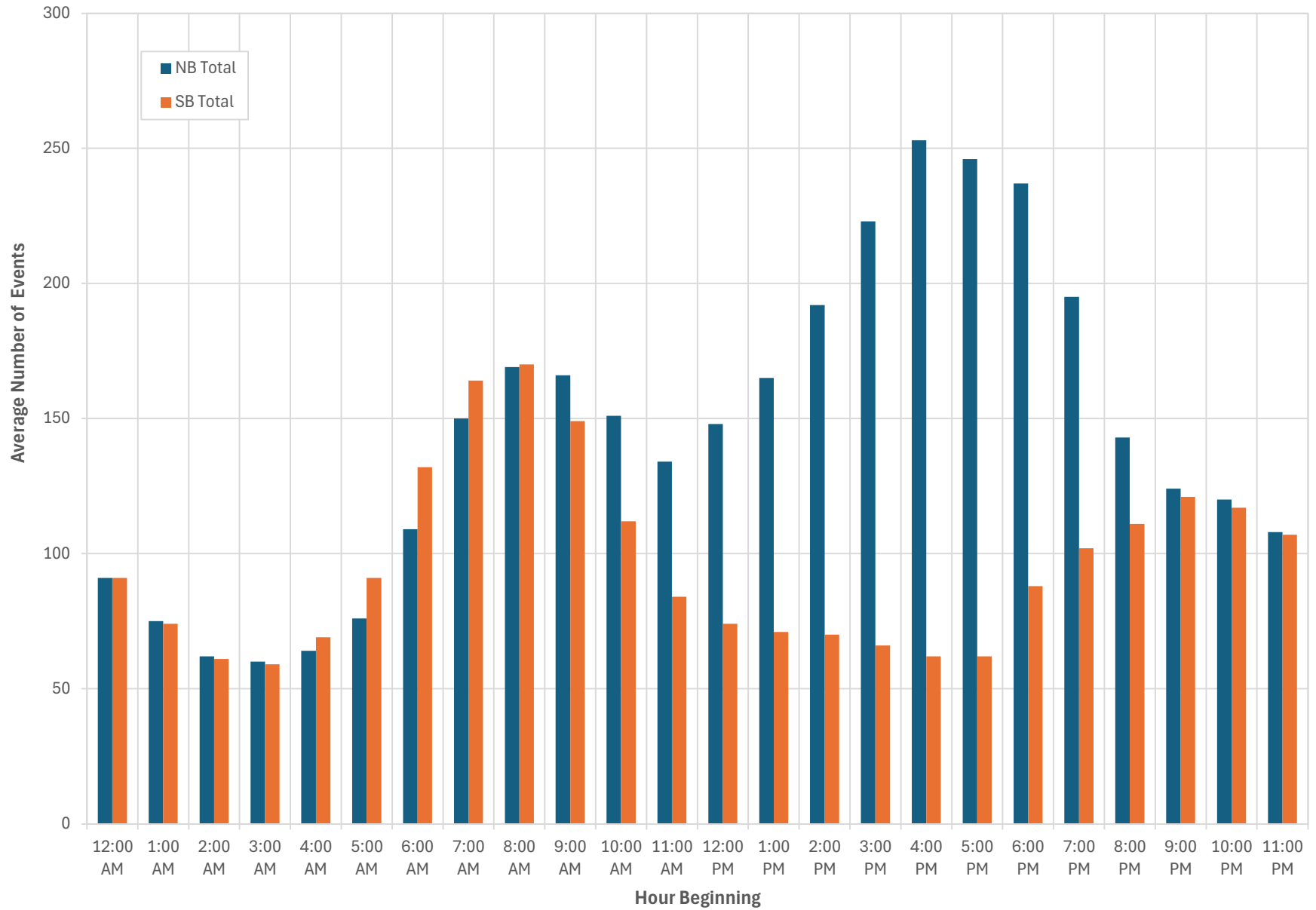
- Work with the vendor and the collections firm to obtain greater efficiency and recoupment of delinquent fines. Continue to pursue reciprocity with other states as part of an effort through the Division of Motor Vehicles for general reciprocity among neighboring states.

APPENDIX

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

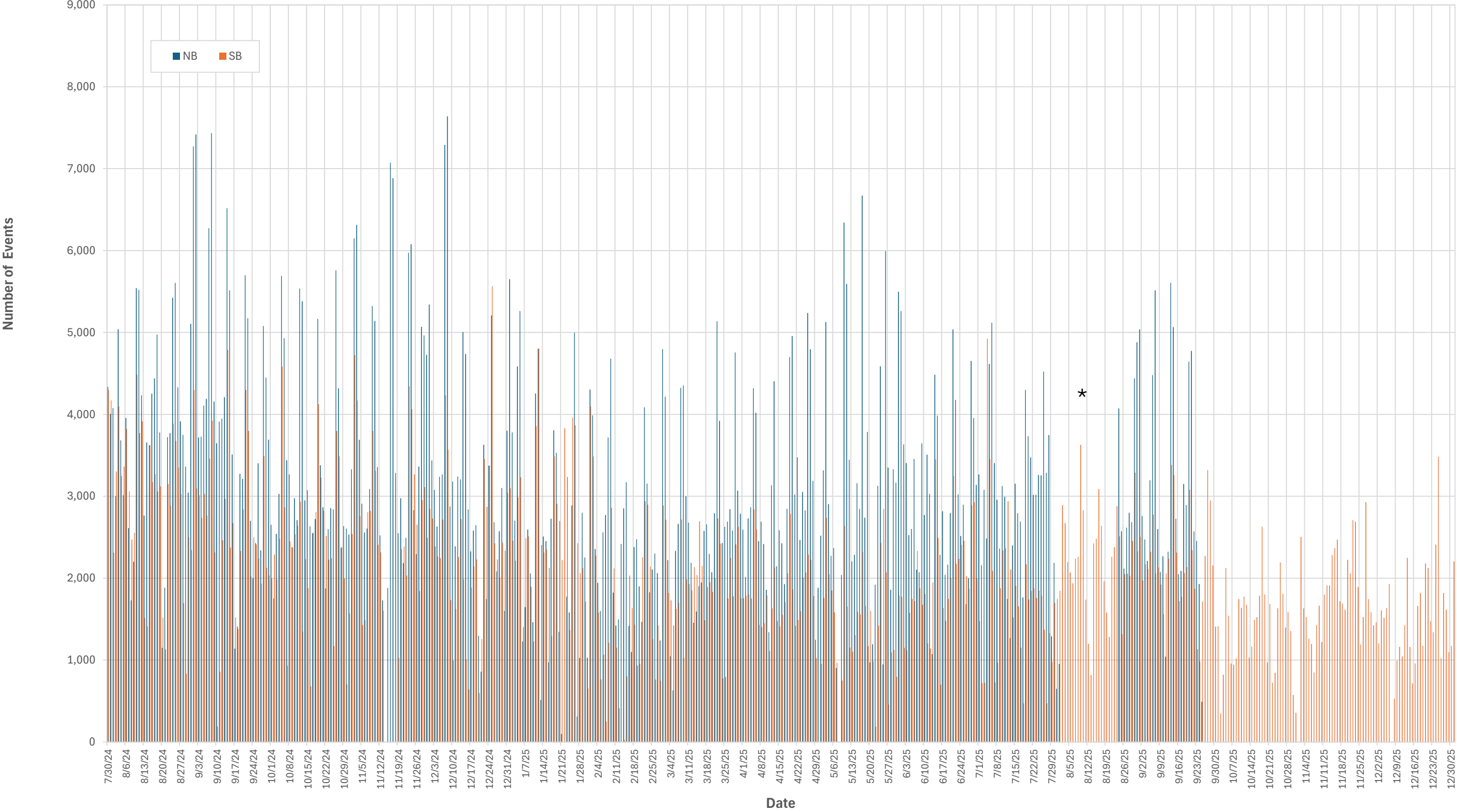


I-95 Average Hourly Speed Events, July 30, 2024 - December 31, 2025 (Citation Period)



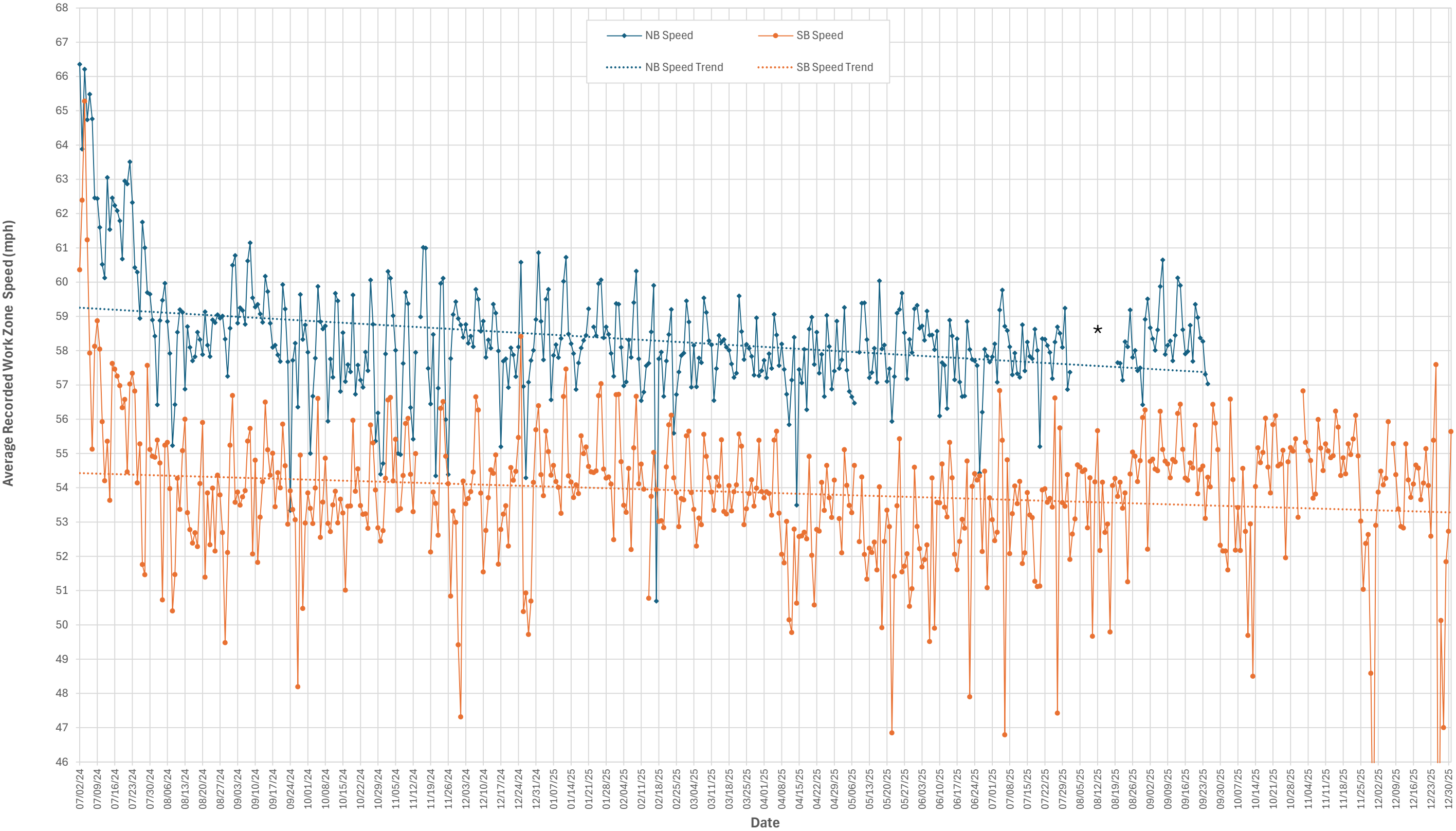
I-95 Daily Speed Events, July 30, 2024 - December 31, 2025 (Citation Period)

*NB data quality issues
8/1/25 to 8/19/25 and NB
camera relocation on 8/6/25

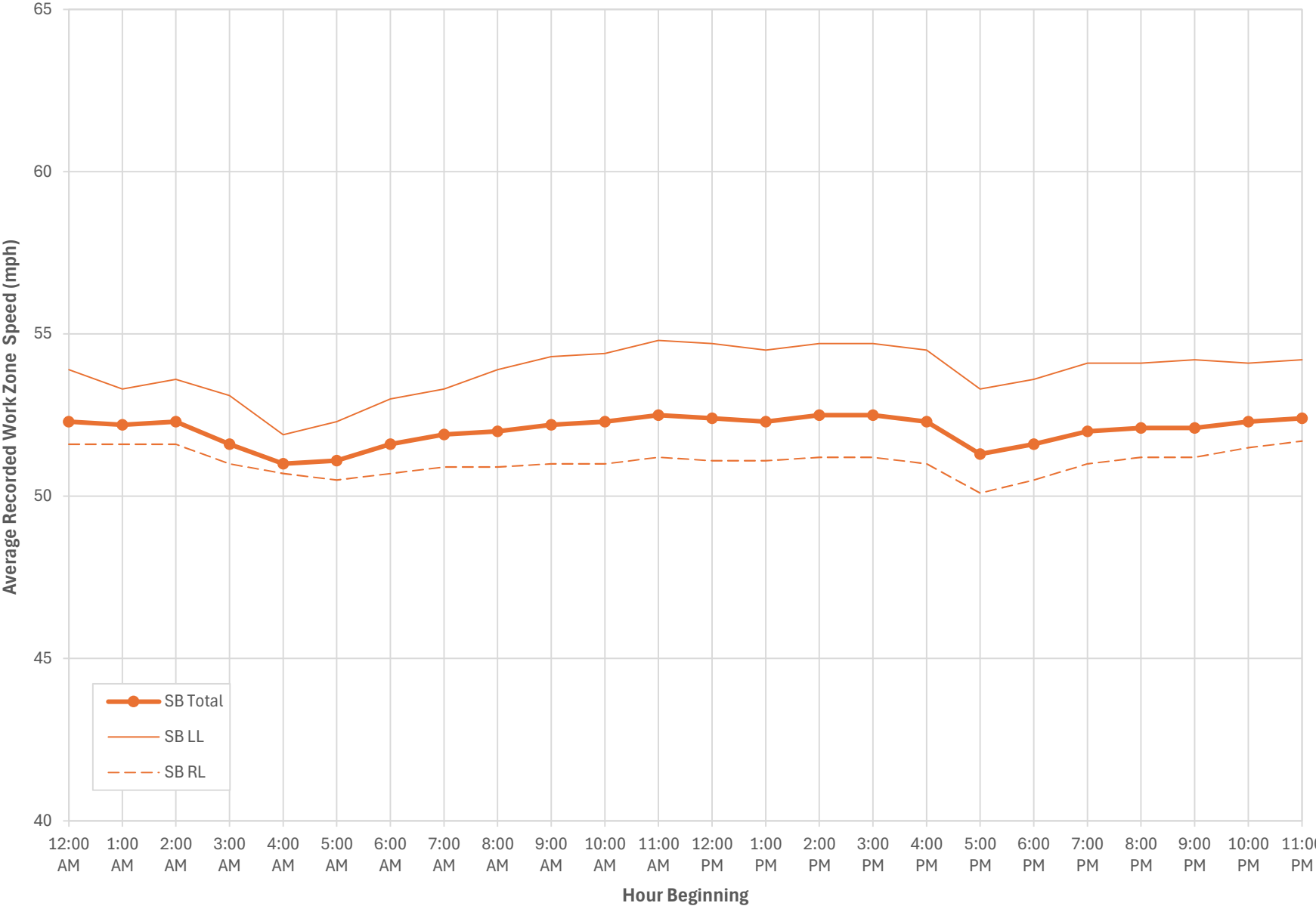


I-95 Daily Work Zone Average Speed, July 2, 2024 - December 31, 2025 (All Data)

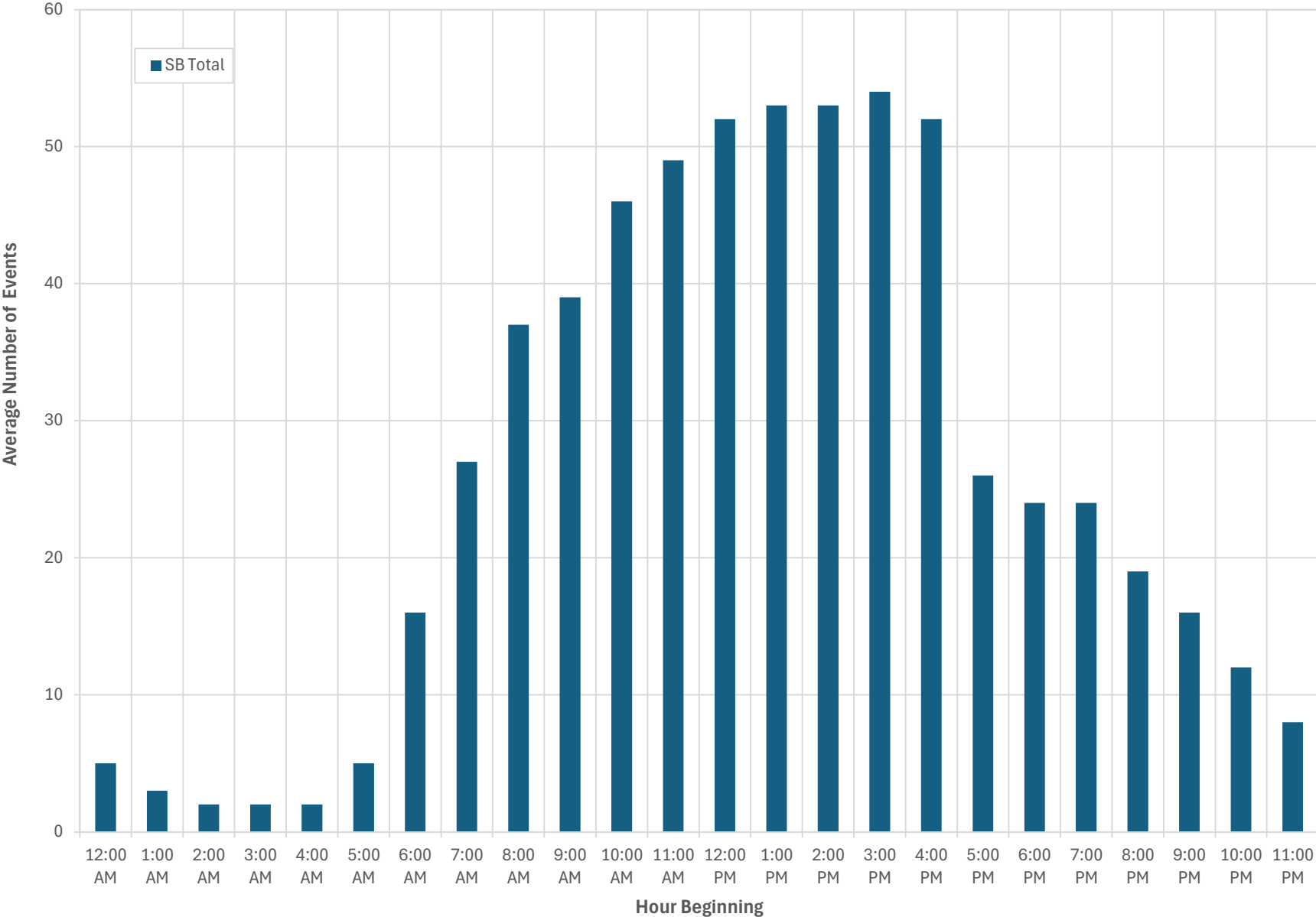
*NB data quality issues
8/1/25 to 8/19/25 and NB
camera relocation on 8/6/25



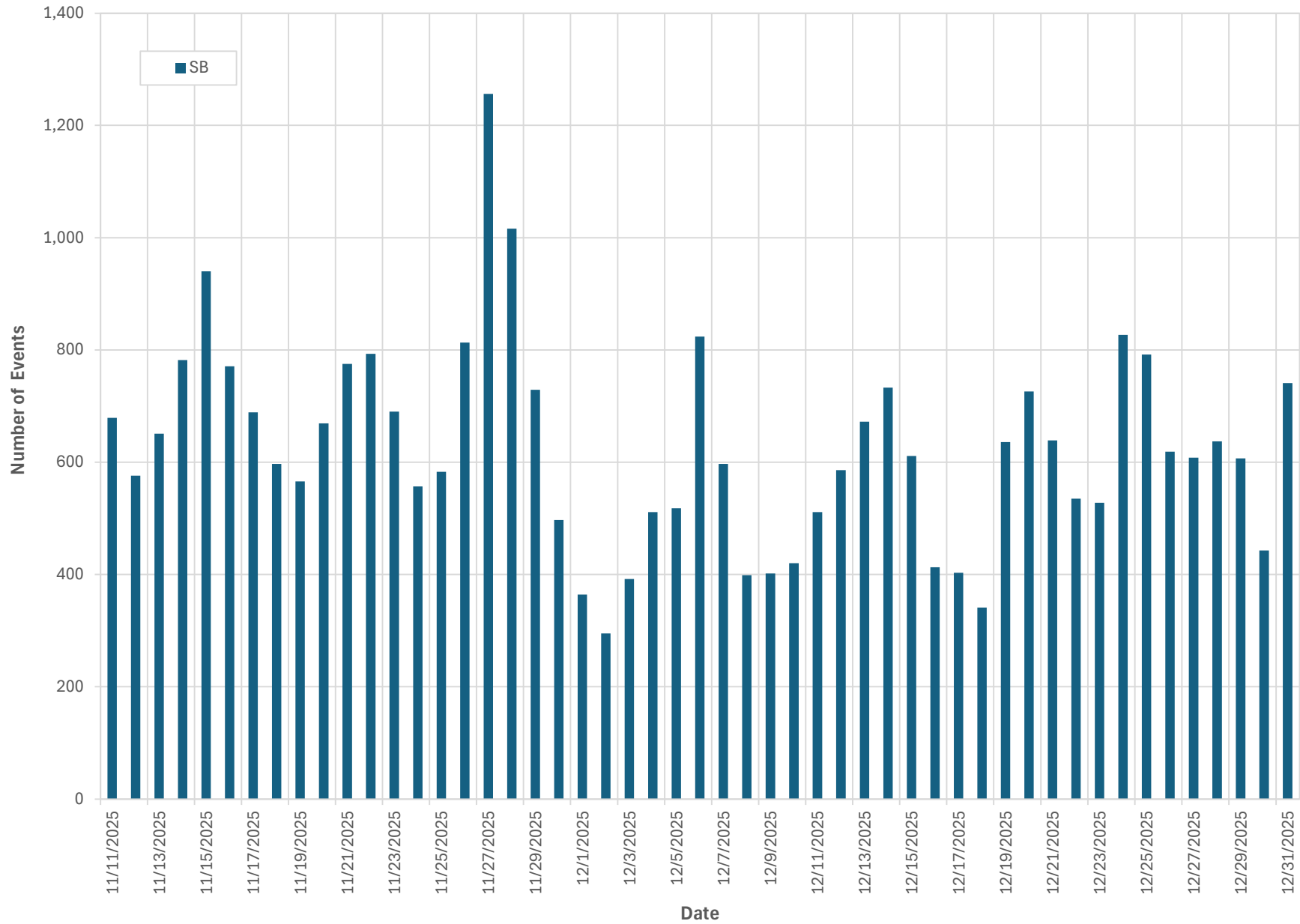
SR 1 SB Hourly Work Zone Speeds, Nov 11 - Dec 31, 2025 (Citation Period)



SR 1 SB Average Hourly Speed Events, Nov 11 - Dec 31, 2025 (Citation Period)



SR 1 SB Daily Speed Events, Nov 11 - Dec 31, 2025 (Citation Period)



SR 1 SB Daily Work Zone Average Speed, Nov 11 - Dec 31, 2025 (Citation Period)

