KAPSCH/INDOT
Direct Enforcement Pilot Project

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Photography credits to Wayne Bunnell, Purdue University
Data Analysis Credit to Purdue Traffic Lab
Project Stakeholders

kapsch >>>

Purdue University

IMTA

INDIANA MOTOR TRUCK ASSOCIATION

Department of Revenue

INDIANA

INDIANA STATE POLICE

INDIANA LAW ENFORCEMENT COUNCIL
Location: I-94 EB Lane 3 mm 28.0
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Project Challenges

Need to Verify Site Suitability

Construction ??

Need site in good condition without pending construction

Pavement Quality & Smoothness ??

INDOT Provided Kapsch roadway profile and let them decide if the site was appropriate for their equipment
WIM Site Preparation
Misc. Site Images
Purdue WIM Accuracy Evaluation

1. Observe WIM Outputs
2. Observe Static Scale Outputs
3. Perform Comparison and Plot Results
Chesterton Weight Station Control Room

CVED Screen
August 2016 Evaluation
Kapsch Weigh In Motion Comparison with Static

Gross Static vs WIM

± 5%

Drives on Lane Edge

Drives on Lane Edge
September 2016 Evaluation
Kapsch Weigh In Motion Comparison with Static

Gross Static vs WIM - Validity Flags

± 5%
October 2016 Evaluation
Kapsch Weigh In Motion Comparison with Static

Gross Static vs WIM (October)

No weights recorded

± 5%
Evaluation Summary By Weight Bin

August - December 2016

n = 615,872
Class 9 Vehicles Passing WIM

2 Trucks > 110,000
12/8/2016 - 8:17:45 PM - 117,616 lb
12/20/16 - 6:25 PM - 115,853 lb
Credentials

- Cameras capture license plates and DOT tags
- Compliance checks of registration and safety status
Enforcement Vision

- Multiply enforcement using technology
- Allow tickets to be issued via virtual WI Ms
- Over time, system acts as a deterrent
- Prolong life of state’s infrastructure

Virtual Weigh in Motion Systems are not revenue-generators!
Current Status & Next Steps

- Data collection at the I-94 Chesterton site continues.
- HB 1002 provides INDOT with the ability to expand the pilot program to other locations.
  - If approved, INDOT will consider additional locations for virtual WIM systems.
Thank you!

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