



INDIANA DEPARTMENT OF TRANSPORTATION

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Sample INDOT Systemic Safety Work Types for Rapid Implementation

Below are sample systemic safety work types approved by INDOT for rapid implementation, broken into several categories. While the listed types are all approved, additional work types are also allowed, as long as they meet the following criteria:

- All work must be within existing documented right of way (including signs).
- All work must require minimal design lead-time.
- All work must avoid significant environmental impacts/documentation.
- All inventory field work should be completed.

Rural Stop-Controlled Intersections

1. Improve visibility of unsignalized intersections by installing upgraded/new warning devices including pavement markings and signs.
2. Lane narrowing approaching rural intersections using pavement markings and/or rumble strips/RPMs (for intersections without left turn lanes).
3. Install sign mounted flashing beacons and/or LED signs, add retroreflective strips to new or existing signs.

Urban and Suburban Safety

1. Install raised medians for access management control on roadway segments and/or at intersections (can be accomplished traditionally or via products such as tough-curb or quick-curb).
2. Construct right sizing (road diet) projects at locations that can be accomplished using signs and pavement markings.
3. Installation of speed feedback signs at speed transition zones and/or school zones.
4. Installation of curb bump outs (curb extensions) at intersections.
5. Installation of other traffic calming elements to reduce vehicle speeds in built up urban areas where pedestrians are present such as lateral shifts, chicanes, realigned intersections, chockers, median islands, on-street parking, or other treatments.
6. Mark existing parking stalls where no pavement markings exist. (should not be used to create new parking spaces)
7. Reduce lane widths in urban areas to 10-11' by removing and replacing the edge line markings or by utilizing excess space for other purposes such as bike lanes.

Pedestrians

1. Install new pedestrian crosswalk warning signs, flashing beacons or special pavement markings.
2. Install pedestrian push button/activated Countdown and Audible (APS) Pedestrian signal heads and controllers at traffic signals.
3. Installation of raised crosswalks and/or speed humps/bumps/tables for speed control in low-speed urban areas.

Rural Segments

1. Improve the visibility of curves by adding or upgrading curve warning signs and markings and/or delineators.
2. Install new centerline and/or edge line pavement markings on unmarked roadways.
3. Add centerline and/or edge line rumble strips/stripes to rural roads.
4. Add High Friction Surface Treatments (HFST) to curves, ramps, or selected intersection approaches.
5. Install RPMs on rural high-speed roadways.
6. Mark passing/no-passing zones (requires completed passing zone study).

Traffic Signals

1. Upgrade traffic signals to a minimum of one signal head per travel lane and install black backing plates with reflective borders on all traffic signal heads.
2. Install emergency vehicle pre-emption systems at traffic signal locations.
3. Remove unwarranted signals and replace them with 4-way stop controlled intersections. (Requires engineering study)

Other

1. Improve left turn sight distance at intersections by installing positive offset left turn lanes (via markings).
2. Upgrade warning and regulatory signs to meet MUTCD retro reflectivity requirements.
3. Local Units of Governments can partner with local community organizations for the installation of “tactical urbanism” projects.

HSIP Eligibility Form can be found at: <https://www.in.gov/indot/doing-business-with-indot/files/Systemic-Project-Short-Form-Updated-2024-V2.pdf>