



TSRI Education Series Driving safety forward:

Indiana DOT's evidence-based approach to human and machine vision lane marking standards

Tuesday, Oct. 14, 2025, 2 p.m. EST

TMMA's Traffic Safety Research Institute will host an October online session to explore several Indiana low-cost pavement marking solutions and how their implementation has significantly reduced roadway accidents and injuries.

The free Oct. 14 session will also cover the important relationship between lane markings and a vehicle's cameras that rely on pavement markings to help motorists navigate safely and stay in their respective lane.

Joseph Bruno, an Indiana DOT senior traffic engineer and Michael Williamson, a traffic engineer with Kaskaskia Engineering, will both lead TSRI's Oct. 14 online session that begins at 2 p.m. EST. The pair will discuss the Indiana DOT's pavement marking research, innovation and standards efforts which focus on increasing visibility and durability in high-risk pedestrian and motorist safety areas like roadway work zones and winding rural roads.

These efforts are especially important as Indiana's data-driven Strategic Highway Safety Plan emphasizes reducing roadway lane departures as well as crashes in work zones. Indiana's safety plan is derived from data collected through research as well as technology pilot programs which are designed to document safety achievements.

Another major focus for Indiana's DOT is maximizing machine vision technologies while improving the road environment for all motorists and road users. Installing or improving existing pavement markings is critical to safety, as today's vehicles equipped with cameras for navigation and lane keeping depend on bright, clear pavement markings in all conditions.

Although no precise global figure exists, the number of cars with advanced navigation systems



On Oct. 14 beginning at 2 p.m. EST, Michael Williamson and Joseph Bruno will discuss the Indiana DOT's pavement marking research, innovation and standards efforts which focus on increasing visibility and durability in high-risk pedestrian and motorist safety areas.

Benefits of orange pavement markings

that rely on pavement markings is substantial. This year alone, the global car navigation systems market value was \$26.38 billion, but is projected to rise considerably. TSRI's October session will cover the future needs for these vehicles as well as the research efforts of Indiana DOT's Emerging Mobility Division.

Some of the key takeaways you can expect Oct. 14 beginning at 2 p.m. EST:

Orange work zone markings. The Indiana DOT has tested orange pavement markings in work zones with promising results. A study co-sponsored by the DOT and the Joint Transportation Research Program at Purdue University found orange pavement markings can reduce lane departure crashes up-to 74%. It was also show the markings can help reduce speed.

Contrasted markings on concrete. Research has found using contrasting pavement markings on concrete roadways has the potential to significantly reduce lane departures.

Wider, more durable pavement markings. A research initiative recently highlighted the need for more robust pavement marking systems. Key considerations include the shift from four-inch to six-inch wide markings for increased visibility as well as a need for better friction testing, especially in crash-prone areas.

Alternatives to Raised Pavement Markers. To address the ongoing maintenance issues of RPMs, Centerline Rumble Stripes have been evaluated and implemented as an alternative on rural roads. CLRS have been shown to reduce crashes by alerting drivers who drift out of their travel lane.

Friction test program. The Indiana DOT is advancing its pavement friction testing program to address wet pavement crashes as well as the specific friction performance of pavement markings. This involves expanding testing to cover crash-prone horizontal curves, which are not currently covered by standard testing methods.

How to connect on
Oct. 14, 2 p.m. EST

CLICK ON THIS LINK:

[TSRI Education Series](#)

Optional direct dial
+1 (872) 240-3212
Access Code 529-785-701

Orange Lane Lines Mean Safer Work Zones

Roadway work zones are dangerous places, but overwhelmingly, motorists say orange lane lines in work zones help them navigate more clearly, more decisively, more safely.

Studies prove orange lane lines in work zones are a low-cost safety feature that gives motorists an extra layer of protection in any weather condition, wet or dry. That's not only critical during National Work Zone Awareness Week, it's also important year-round as there are over 100,000 crashes in U.S. construction zones annually.

FHWA and state transportation agencies are constantly seeking better ways to improve motorist and worker safety. TMMMA is proud to support that effort. Orange supplemental lane markings provide a clear path to safety, guide motorists and drive the number of work zone injuries and deaths toward zero.

Join us to find out more.

Traffic Marking Manufacturers Alliance (TMMMA)
An International Roadway Safety Association
info@tmmma.org
www.tmmma.org

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TSRI and TSRI's full page Roll Call magazine advertisement in April stressed the importance of orange pavement markings in roadway work zones. The Oct. 14 session will cover Indiana DOT's efforts with these markings.

Contrast markings in Indiana



Indiana DOT's newly updated design manual features the inclusion of contrast markings for concrete on certain interstate segments. October's online session will explore this topic.



The TSRI is a non-profit research, education and marketing organization established by the Traffic Marking Manufacturers Alliance. The TSRI was formed to educate and advance the industry's role in improving roadway safety. It also supports roadway safety research, education and workforce efforts to

develop and maintain a safer, sustainable road environment for all road users.

TMMA



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