ALPR Projects

transportation planning | engineering | design

DATE	LOCATION	STATE	# OF CAMERAS	STUDY DURATION	# OF PLATES	PROJECT DESCRIPTION
April-10	I-81	NY	14	30 hours	120,000	For many years, there has been discussion as to whether or not I-81 should be rebuilt or torn down and replaced with an at-grade arterial roadway, providing the potential for increased development opportunities in Syracuse. The Traffic Group, Inc. undertook this Origin and Destination Study to determine the volume of cars and trucks that were "passing through" downtown Syracuse, along I-81 and to determine the number of vehicles that were "by-passing" I-81 using alternative routes rather than driving through downtown. The data collected provided information to our client -Stantec, the City of Syracuse, and the New York DOT that will assist the appropriate authorities in making a decision on the viability of continuing to keep I-81 as an Interstate in the City of Syracuse.
Dec-09	I-80	PA	18	72 hours	430,000	A 72 hour study including a Saturday and 2 weekdays, 18 cameras , from the New Jersey border to the Ohio border. Estimating 700,000 plates to help Pennsylvania Turnpike Authority define the need for tolling, a revenue quality study for Pennsylvania Turnpike Authority, as a sub consultant to Wilbur smith associates.
Nov-09	I-95	NC	40	30 hours	300,000	The Traffic Group, Inc. conducted an Automated License Plate Recognition study from The South Carolina Border to Virginia border, est 900,000 plates for purpose of defining tolling opportunities for the NC DOT as a sub consultant to Martin Associates.
Sept-09	Chicago	IL	12	64 hours	1,250,000	The Traffic Group, Inc. conducted an Automated License Plate Recognition study for Cintra. The project entailed collected license plate information at 5 locations between Gary, Indiana and Chicago, Illinois. The project was conducted along various routes to determine vehicular travel patterns along the Chicago Skyway, Interstate 94, and Interstate 80.
June-09	Ontario/Quebec	Canada	12	26 hours	250,000	The Traffic Group, Inc. conducted an Automated License Plate Recognition study for the Canadian Ministry of Transport. TGI was a part of a consortium of firms working on Canada's High Speed Rail project. The study purpose was to collect license plate data and conduct a origin and destination survey via postcard mailing. The project took place on various interstate and major arterials in Quebec and Ontario.
Nov-08	King Farm	MD	16	2.5	6,000	The Traffic Group, Inc., in coordination with the Maryland-National Capital Park and Planning Commission (M-NCPPC), the Maryland State Highway Administration (SHA), and the Montgomery County Department of Public Works, prepared a Traffic Impact Study, Concept Plans for Improvements, Signing and Marking Plans, Traffic Signal Design Plans, Transportation Demand Management Plans, and Traffic Data Collection for the transit-oriented, high-density mixed-use development of King Farm in Rockville, Maryland. The 430-acre King Farm community includes 3,200 residential units and 2.2 million sq ft of commercial space. The Village Center is a mix of 120,000 square feet of neighborhood retail along with 49 apartment units and is located at a possible stop for the future Transitway.
June-08	Route 1	DE	10	8 hours	55,000	The Traffic Group, Inc. conducted Automatic License Plate Recognition studies along Route 1, Route 141, and Interstate 95 in New Castle County Delaware. As a sub-consultant to RK&K Engineers, the study purpose was two fold. The first objective was to determine the number of vehicles by-passing the Toll Booth at Boyds Corner. The second objective was to determine the number of vehicles entering Interstate 95 from Route 1 and whether the vehicle used Interstate 95, 295, or Route 141. The ALPR project was required to determine whether the Route 1 ramp realignment was necessary.
June-08	Kensington	MD	20	6 hours	36,000	The Traffic Group, Inc. conducted a Automated License Plate Recognition survey in the Town of Kensington, Maryland. The project was requested by Maryland State Highway Administration in an effort to track vehicle through the Town of Kensington. The information provided will determine if alternative travel routes may be proposed to relieve some of the congestion along MD 185.
May-08	I-95	MD	22	12 hours	35,000	The Traffic Group, Inc. conducted Automatic License Plate Recognition studies along Interstate 95 at Exits 89, 93, 100, and 109. As a sub-consultant to RK&K Engineers, the study purpose was to collect license plate data and determine vehicle Origin and Destination.

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Jul - 07	Bay Bridge	MD	8	48 hours	100,000	The Traffic Group, Inc., as a consultant to the Maryland Transportation Authority, conducted ALPR studies along eastbound and westbound US 50 over a 48-hour period at the MD 8 interchange on the east end of the Chesapeake Bay Bridge. Over the 48-hour period, The Traffic Group utilized 6 data collection staff, 6 ALPR cameras and captured 115,000 license plates. This information was provided to the Maryland Transportation Authority to enable them to mail out postcard surveys to motorists to collect information on the origin and destination of the motorists crossing the Chesapeake Bay Bridge in late July, 2007.
Apr-07	Chestertown	MD	24	8 hours	50,000	The purpose of the MD 213/Chestertown Automated License Plate Recognition O&D Study was to assess and evaluate the impact of the proposed improvements to the region's roadway system (particularly a Chestertown Bypass Extension).
Mar-07	Wheaton	MD	4	4 hours	5000	The purpose of this Automated License Plate Recognition Study was to track vehicles in and out of a residential community to determine the percentage of cut-through' trips between two major roadways in Montgomery County,
Jan-07	NJ-33	NJ	20	6 hours	50,000	The purpose of this Automated License Plate Recognition Vehicle Tracking Study was to assess and evaluate the impact of the proposed roadway improvements to the New Jersey Turnpike Interchange system particularly the SR-33 (Franklin St) Interchange. We found the data supported the initial belief that the improvements would warrant changes to the turnpike.
Nov-06	I-95	VA	7	6 hours	10,000	The purpose of this Automated License Plate Recognition Study was to determine HOV lane usage by hybrid vehicles along the I-95 Corridor in South West of Washington, DC. The hybrid vehicles were identified by their hybrid vehicle-specific license plate. Additionally, the occupancy of the hybrid vehicles was captured. The study displayed how frequently hybrid vehicles without passengers used the HOV lanes. Vdot needed to determine the effectiveness of that state program.
Sep-06	I-66	VA	4	2.5 hours	3695	The purpose of this Automated License Plate Recognition Study was to determine HOV lane usage by hybrid vehicles along the I-66 corridor in Fairfax, VA. The hybrid vehicles were identified by their hybrid vehiclespecific license plates. Additionally, the occupancy of the hybrid vehicles was captured. The study displayed how frequently hybrid vehicles without passengers used the HOV lanes. Vdot needed to determine the effectiveness of that state program.
Apr-06	US-40	DE	12	6 hours	500	The purpose of the Glascow, DE Automated License Plate Recognition Vehicle Tracking Study was to assess and evaluate the need for road improvements along the US 40 corridor east of the Maryland/Delaware state line.
Oct-05	SC 17	SC	20	13 hours	80,000	The purpose of the Port Royal Automated License Plate Recognition O&D Study was to assess and evaluate the impact of the proposed improvements to the Beaufort County roadway system (particularly the Northern Bypass Extension).
May-05	I-270 & I-95	MD	8	6 hours	80,000	The proposed Inter-county Connector (ICC) License Plate Recognition Study was conducted to collect license plate information from users of both southbound I-270 and southbound I-95 in the Baltimore /Washington area to retrieve mailing address and distribute imformation to those users about the construction of the ICC Connector that will eventually span between both interchanges.
Jan-04	I-81	VA	46	36 hours	250,000	The purpose of the I-81 O&D Study was to determine the travel patterns of vehicles entering and leaving the 325-mile I-81 facility establishing origin and destination patterns of the cars and trucks.
Nov-03	Winchester	VA	6	3 weeks	50,000	The purpose of the Winchester O&D Study was to determine the travel patterns of vehicles entering and leaving the town of Winchester, VA on several of the surrounding roadways. The study looked at the travel patterns over a 3 week period.