

California Department of Transportation



Annual Average Daily Traffic
on the World Wide Web



Data Available

- Traffic Volumes on California State Highways- All Vehicles
- Annual Average Daily Truck Traffic
- Ramp Volumes on the State Freeway System
- Monthly Vehicle Miles of Travel
- Downloadable AADT files



Calculation of AADT

- Each Caltrans district office calculates AADT for their area
- HQ's staff reviews
- Data inputted into a centralized database
- Web designers extract file from database



Web Features

- Web browser allows for point and click queries
- 3 years of data available for browsing
- 9 years of data available for downloading



CALIFORNIA THE GOLDEN STATE

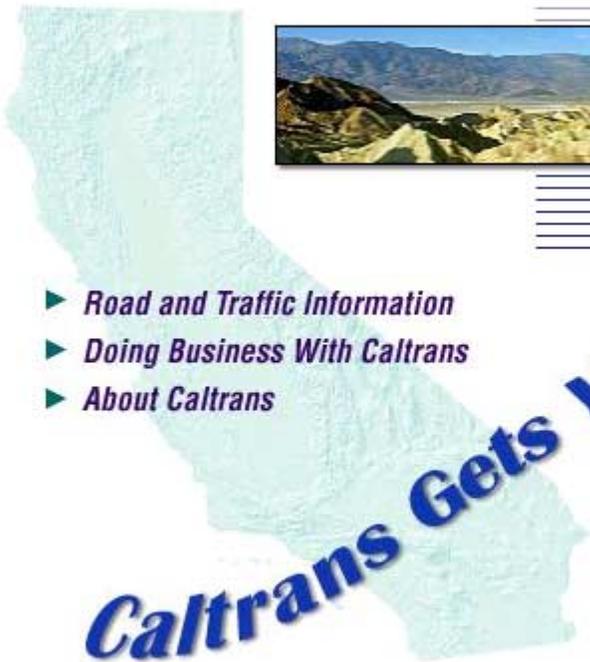
CA HOME PAGE

GOVERNOR GRAY DAVIS

Business, Transportation & Housing Agency

Department of Transportation

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Caltrans Gets You There



Caltrans



Traffic and Vehicle Data Systems Unit

What we do:

The Office of Traffic Data is responsible for the collection, accuracy, and dissemination of traffic data on Caltrans maintained routes.

Traffic Volumes On The California State Highway System (CSHS)

1999 Volumes

- [All Traffic](#)

1998 Volumes

- [All Traffic](#)
- [Freeway Ramps](#)
- [Truck](#)

1997 Volumes

- [All Traffic](#)
- [Freeway Ramps](#)
- [Truck](#)

Monthly Traffic Trend

Year Of 1999

Year Of 2000

Downloadable Files ([Zip](#))

1999 AADT

[Traffic Ops](#)

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Traffic and Vehicle Data Systems Unit

1998 All Traffic Volumes on CSHS

Select Your Route

View

[Files]

The files containing traffic volumes on California state highways are available for downloading. These files can be imported into spreadsheets or data bases for viewing and analysis.

[Route Number]

All California state highways are listed in this booklet in order of Legislative Route number.

[Annual Average Daily Traffic (Annual ADT)]

Annual average daily traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Very few locations in California are actually counted continuously. Traffic Counting is generally performed by electronic counting instruments moved from location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

[Peak Hour]

Included is an estimate of the "peak hour" traffic at all points on the state highway system. This value is useful to traffic engineers in estimating the amount of congestion experienced, and shows how near to capacity the highway is operating. Unless otherwise indicated, peak hour values indicate the volume in both directions.

A few hours each year are higher than the "peak hour", but not many. In urban and suburban areas, the peak hour normally occurs every weekday, and 200 or more hours will all be about the same. On roads with large seasonal fluctuations in traffic, the peak hour is the four near the maximum for the year but excluding a few (30 to 50 hours) that are exceedingly high and are not typical of the frequency of the high hours occurring during the season.

[Traffic Profile]

These files list 1998 traffic volumes for all count locations on the California state highway system. Peak hours, peak month ADTs and annual ADTs are shown at each count location. Significant volume changes (breakpoints) in the traffic profile along each route are counted and identified by name and milepost value. In addition to the profile breakpoints, these files list county lines and well-known landmarks to aid in orientation. All traffic volume figures listed include traffic in both directions unless otherwise indicated.

[Milepost]

Each profile breakpoint is identified by the milepost value corresponding to that point on the highway. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Milepost values usually increase from south to north or west to east depending upon the [general direction](#) the route follows within the state.

The milepost at a given location will remain the same year after year. When a section of road is relocated, new milepost (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "milepost equations" are introduced at the end of each relocated portion so that mileposts on the remainder of the route within the county will remain unchanged.

[Peak Month ADT]

The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is obtained because on many routes, high traffic volumes which occur during a certain season of the year are more representative of traffic conditions than the annual ADT.

[Back and Ahead]

Back AADT, Peak Month, and Peak Hour usually represents traffic South or West of the count location. Ahead AADT, Peak Month, and Peak Hour usually represents traffic North or East of the count location. A listing of [routes with their designated direction of travel](#) is listed here.

Traffic and Vehicle Data Systems Unit

1998 All Traffic Volumes on CSHS

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The milepost at a given location will remain the same if the location on the road is relocated, new milepost (usually noted by a "M") are established for it. If relocation results in a change in length, "milepost equations" are introduced at the end of each relocated portion so that mileposts on the remainder of the route within the county will remain unchanged.

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The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is obtained because on many routes, high traffic volumes which occur during a certain season of the year are more representative of traffic conditions than the annual ADT.

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Select Your Route

View

Route 1

Route 2 - 4

Route 5 - 6

Route 7 - 10

Route 12 - 15

Route 16 - 20

Route 22 - 33

Route 34 - 43

Route 44 - 50

Route 51 - 59

Route 60 - 70

Route 71 - 80

Route 82 - 86

Route 87 - 91

Route 92 - 98

Route 99

Route 101

Route 103 - 116

Route 118 - 133

Route 134 - 161

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"milepost equations"

are introduced at the end of each relocated portion so that mileposts on the remainder of the route within the county will remain unchanged.

District	Route	County	PostMile	Post	Description	Back			Ahead		
			Prefix	Mile		Peak Hr	Peak Mo	AADT	Peak Hr	Peak Mo	AADT
12	1	ORA	R	0.78	DANA POINT, DOHENY PARK ROAD	2600	37000	34000	3400	48000	44000
12	1	ORA	R	1.15	MILEPOST EQUATION =1.01						
12	1	ORA		1.15	DANA POINT, DEL OBISPO STREE DANA POINT DRIVE	3400	48000	44000	2550	36000	33000
12	1	ORA		4.32	DANA POINT, CROWN VALLEY PARKWAY	2250	31500	29000	3150	44500	41000
12	1	ORA		8.43	LAGUNA BEACH, MOUNTAIN ROAD	2950	41500	39000	2950	41500	39000
12	1	ORA		9.42	LAGUNA BEACH, JCT. RTE. 133 NORTH	2950	41500	39000	2950	41500	39000
12	1	ORA		9.6	LAGUNA BEACH, CLIFF DRIVE/ ASTER STREET	2950	41500	39000	3150	45000	42000
12	1	ORA		11.5	LAGUNA BEACH NORTH CITY LIMITS	2650	38500	35000	2650	38500	35000
12	1	ORA		16.25	NEWPORT BEACH, JCT. RTE. 73 NORTH	3650	53000	48000	3650	53000	48000
12	1	ORA		17.43	NEWPORT BEACH, JAMBOREE ROAD	3400	49500	45000	4400	64000	58000
12	1	ORA	R	18.07	NEWPORT BEACH, BAYSIDE DRIVE	4400	64000	58000	5200	76000	69000
12	1	ORA	R	18.45	NEWPORT BEACH, DOVER DRIVE	5200	76000	69000	3700	54000	49000
12	1	ORA	R	18.54	MILEPOST EQUATION =18.83						
12	1	ORA		19.8	NEWPORT BEACH, JCT. RTE. 55, NEWPORT AVENUE	3700	54000	49000	3400	41500	39000
12	1	ORA		20.37	NEWPORT BEACH, BALBOA BOULEVARD/SUPERIOR AVENUE	3400	41500	39000	3900	47500	44500
12	1	ORA		21.55	SANTA ANA RIVER BRIDGE	3900	47500	44500	3850	46500	43500
12	1	ORA		22.09	HUNTINGTON BEACH, BROOKHURST STREET	3850	46500	43500	2800	33000	31000
12	1	ORA		23.74	HUNTINGTON BEACH, JCT. RTE. 39 NORTH, BEACH BOULEVARD	2800	33000	31000	3050	36500	34000
12	1	ORA		25.89	HUNTINGTON BEACH, GOLDENWEST STREET	3200	37500	35000	3050	35500	33000
12	1	ORA		29.89	WARNER AVENUE	3050	35500	33000	3650	43000	40000
12	1	ORA		32.72	SEAL BEACH, SEAL BEACH BOULEVARD	3450	40500	38000	3250	41500	39000
12	1	ORA		33.72	ORANGE-LOS ANGELES COUNTY LINE (SEAL BEACH NORTH CITY LIMITS)	3250	41500	39000			
					ORANGE-LOS ANGELES COUNTY LINE / LONG BEACH						

Traffic and Vehicle Data Systems Unit

1998 Freeway Ramps Volume on CSHS

[Click Here To Select Route](#)

Freeway ramp volumes are shown for all the ramps on the freeway system. The ramps are listed by District and in Legislative Route Number order. The volumes shown are those obtained after ramp balancing and rounding. No seasonal or daily adjustment is made. Ramps are not counted every year, but generally every three years. Ramp volumes are only shown for the last year they were counted.

The description for some ramps includes the abbreviations 'DUM' and 'SEG', which mean 'dummy' and 'segment'.

The 'dummy' entry is actually a duplicate entry. The ramp (or in some instances highway segment) record exists on another intersecting route. The 'dummy' or duplicate record is for a point of volumes change only on the associated route.

The term 'segment' (SEG) is applied to a ramp segment that does not physically and directly touch the freeway route it is assigned to; i.e., there is another ramp which intervenes between the particular ramp 'segment' and the freeway.

Each ramp location is identified by a post mile value approximating a corresponding point on the highway. The post mile values increase from the beginning of a route within a county to the next county line. The post mile values start over again at each county line. Post mile values increase from south to north or west to east depending upon the general direction the route follows within the State.

The post mile at a given location will remain the same year after year. When a section of road is relocated, new post miles (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "post mile equations" are introduced at the end of each relocated portion so that post miles on the remainder of the route within the county will remain unchanged. Post mile equations are not shown on the report.

Ramp counts of 101 are estimated counts, which are inserted for traffic accident data purposes and there will not be any actual hourly counts for those locations.

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Traffic and Vehicle Data Systems Unit

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Traffic and Vehicle Data Systems Unit

1998 Freeway Ramps Volume on CSHS

Route 1 to 18

[Route 1:](#)

[Route 2:](#)

[Route 4:](#)

[Route 5:](#)

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1998 Freeway Ramps Volume on CSHS

Route 1 to 18

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[Route 5:](#)

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[Route 17:](#)

Colusa

Fresno

Glenn

Kern

Kings

Los Angeles

Merced

Orange

Sacramento

San Diego

San Joaquin

Shasta

Siskiyou

Stanislaus

Tehama

Yolo

Select County For Current Route

[Caltrans Home](#)

[EMail M](#)

DISTRICT	COUNTY	ROUTE	PREFIX	POSTMILE	YEAR	ADT	DESCRIPTION
7	LOS ANGELES	5		0.022	1996	7700	NB ON FRM ARTESIA AVE
7	LOS ANGELES	5		0.04	1996	8700	SBOFF TO ARTESIA/KNOTT
7	LOS ANGELES	5		1.086	1996	10000	NB OFF VALLEY VIEW
7	LOS ANGELES	5		1.087	1996	8100	SB ON VALLEY VIEW
7	LOS ANGELES	5		1.135	1996	10100	SB OFF VALLEY VIEW
7	LOS ANGELES	5		1.141	1996	6100	NB ON VALLEY VIEW
7	LOS ANGELES	5		1.571	1996	5800	NB ON ALONDRA
7	LOS ANGELES	5		1.678	1996	3300	SB ON ALONDRA
7	LOS ANGELES	5		2.297	1996	7200	SB ON CARMENITA
7	LOS ANGELES	5		2.339	1996	12600	SB OFF CARMENITA
7	LOS ANGELES	5		2.476	1996	9500	NB OFF CARMENITA
7	LOS ANGELES	5		2.516	1995	6600	NB ON CARMENITA
7	LOS ANGELES	5		3.275	1996	3800	SB ON ROSECRANS
7	LOS ANGELES	5		3.291	1996	4400	NB OFF ROSECRANS
7	LOS ANGELES	5		3.383	1991	8300	SB OFF ROSECRANS
7	LOS ANGELES	5		3.601	1996	4100	SB ON FIRESTONE
7	LOS ANGELES	5		3.61	1996	4800	NB OFF FIRESTONE
7	LOS ANGELES	5		3.749	1996	9600	NB ON ROSECRANS
7	LOS ANGELES	5		4.218	1996	4500	SB ON NRWK/SAN ANTONIO
7	LOS ANGELES	5		4.273	1996	6600	NB OFF NORWALK
7	LOS ANGELES	5		4.359	1996	950	NB ON FR NORWALK
7	LOS ANGELES	5		4.612	1996	2300	NB ON FR KALNOR/NORWALK
7	LOS ANGELES	5		4.691	1996	4300	SBOFF SAN ANTONIO/UNION
7	LOS ANGELES	5		4.819	1996	2500	NB OFF IMPERIAL HWY
7	LOS ANGELES	5		4.869	1996	3300	SB ON IMPERIAL HWY
7	LOS ANGELES	5		4.994	1996	6800	NB ON IMPERIAL HWY
7	LOS ANGELES	5		5.221	1996	10700	SB OFF PIONEER/IMPERIAL
7	LOS ANGELES	5		5.278	1996	4000	NB ON PIONEER BLVD

Traffic and Vehicle Data Systems Unit

1998 Truck Volumes on CSHS

Select Route Below

Click Here To Select Route

Go!

PREFACE

The annual average daily truck traffic is shown for selected locations on the State Highway System. Truck traffic is classified by number of axles. The two-axle class includes 11/2-ton trucks with dual rear tires and excludes pickups and vans with only four tires. Total vehicle AADT for the same year is taken from the Traffic Volumes on California State Highways booklet also published by the California Department of Transportation.

Annual average daily truck traffic is the total truck traffic volume divided by 365 days. Truck counting is done throughout the state in a program of continuous truck count sampling. The sampling includes a partial day, 24-hour, 7-day and continuous vehicle classification counts. The partial day and 24-hour counts are usually made on high volume, urban highways. The 7-day counts are made on low volume, rural highways. The counts are usually taken only once in the year. About one-sixth of the locations are counted annually. Fifty locations were monitored continuously using Weigh-In-Motion equipment. The resulting counts are adjusted to an estimate of annual average daily truck traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual average daily truck traffic is necessary for presenting a statewide picture of truck flow, evaluating truck trends, planning and designing highways and for other purposes.

The column entitled "Year Ver/Est" means Verified/Estimated and the codes are V and E. The year the profile point was verified (counted) or estimated is given starting with 1974. If the column is blank, the profile point was counted before 1974. Selected points on a route will be counted and the ones in between will be estimated. Our basic policy is to count a route every six years. At some locations, truck volumes are static and no new counts are made until there is a change in traffic on the route.

California State Highways are listed in legislative route number order. The legislative route number is the same as the signed route number in most cases.

Each count location is identified by the post mile value corresponding to that point on the highway. The post mile values increase from the beginning of a route within a county to the next county line. The post mile values start over again at each county line. Post mile values increase usually from south to north or west to east depending on the general direction the route follows within the state.

The post mile at a given location will remain the same year after year except in a few cases when the route was relocated/re-designated. When a section of road is relocated, new post miles (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "post mile equations" are introduced so that post miles on the remainder of the route within the county will remain unchanged. Post mile equations are not shown on this listing.

			PostMile	Post					AADT	Total	Axles Vol				Year	
District	Route	County	Prefix	Mile	Leg	Description	Total	Trucks	2	3	4	5+	V/E	V/E		

			PostMile	Post					AADT	Total	Axles Vol				Year	
District	Route	County	Prefix	Mile	Leg	Description	Total	Trucks	2	3	4	5+	V/E	V/E		
7	101	LA	S	0	A	JCT RTE 5/10	138000	5520	3594	789	143	994	91	V		
7	101	LA	S	133	B	JCT RTE 10 EAST	124000	4340	2860	629	174	677	91	V		
7	101	LA		0	A	JCT RTE 10 EAST	223000	6244	4371	812	124	937	92	V		
7	101	LA		157	B	JCT RTE 110	232000	6728	4023	956	141	1608	93	V		
7	101	LA		157	A	JCT RTE 110	276000	10764	7696	1324	237	1507	91	V		
7	101	LA		286	B	JCT RTE 2 NE	152000	5928	4239	741	118	830	92	V		
7	101	LA		286	A	JCT RTE 2 NE	272000	8976	6256	1158	135	1427	91	V		
7	101	LA		440	B	VERMONT AVENUE	254000	8382	5784	1089	126	1383	92	V		
7	101	LA		440	A	VERMONT AVENUE	244000	8052	5556	1047	80	1369	92	V		
7	101	LA		555	B	JCT RTE 2 WEST	226000	7458	5071	970	74	1343	92	V		
7	101	LA		555	A	JCT RTE 2 WEST	198000	6534	4456	843	131	1104	91	V		
7	101	LA		784	B	JCT RTE 170	230000	7590	5047	1063	83	1397	91	V		
7	101	LA		784	A	JCT RTE 170	276000	9108	6057	1275	91	1685	92	V		
7	101	LA		1175	B	JCT RTE 134/170	221000	7293	4806	751	102	1634	91	V		
7	101	LA		1175	A	JCT RTE 134/170	277000	11956	7894	452	707	2903	97	V		
7	101	LA		1717	B	JCT RTE 405	299000	11467	7456	514	154	3343	97	E		
7	101	LA		1717	A	JCT RTE 405	322000	14168	8940	1133	355	3740	91	V		
7	101	LA		1999	O	ENCINO AVE POC	304000	13984	8530	1259	349	3846	92	V		
7	101	LA		2125	B	RESEDA BOULEVARD	296000	13912	8208	1391	348	3965	92	V		
7	101	LA		2125	A	RESEDA BOULEVARD	291000	13968	7962	1536	349	4121	92	V		
7	101	LA		2534	B	JCT RTE 27	227000	11123	6107	1312	311	3393	91	V		
7	101	LA		2534	A	JCT RTE 27	203000	10556	5795	1341	306	3114	91	V		
7	101	LA		3105	B	LAS VIRGENES CYN	188000	10528	5369	1443	347	3369	91	V		



Traffic and Vehicle Data Systems Unit

What we do:

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Traffic Volumes On The California State Highway System (CSHS)

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Monthly Traffic Trend

Year Of 1999

Year Of 2000

- Year Of 2000
- January
- February
- March
- April
- May
- June

[Files \(Zip\)](#)



Monthly Traffic Trend - May 2000

The Monthly Traffic Trend Report of Travel on the California State Highway System gives the estimated vehicle miles driven and the resulting percentage changes in travel.

Links are available to graphs illustrating percentage change and miles driven over a three year period, the current month's worksheet and historic monthly vehicle miles of travel.

- [Travel On State Highways](#)
- [Percentage of Change In Travel](#) 
- [Monthly Traffic Trend Computations](#)
- [Historical Annual Vehicle Miles of Travel](#)



California's estimated Vehicle Miles of Travel on the State Highway System for May 2000 is 14.21 Billion.

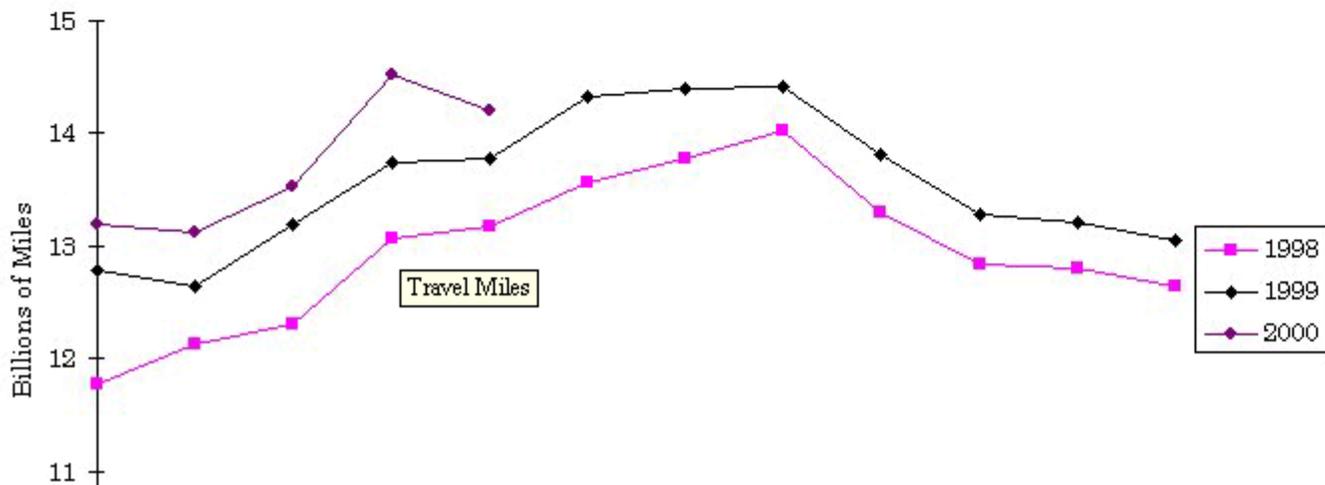
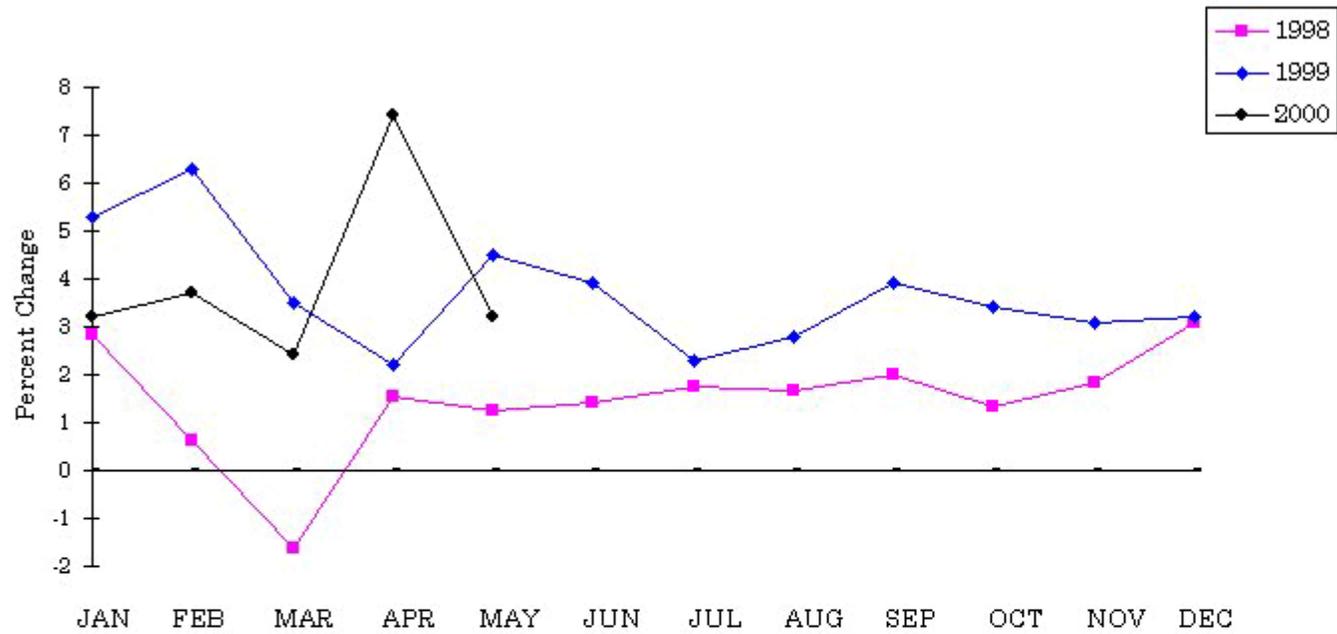
Travel on State Highways

Monthly Comparisons

<u>This Month</u>	<u>Billion Vehicle Miles</u>	<u>Percent Change</u>
28.1% travel on weekends (Saturday and Sunday)	3.99	
71.9% travel on weekdays (Monday through Friday)	10.22	
Total Travel This Month	14.21	
This month	14.21	+3.2%
Same month last year	13.77	
This month	14.21	
Last month	14.52	-2.1%

Accumulative Comparisons

This calendar year	68.56	+3.6%
Same period last year	66.15	
Past 12-month period	165.04	
Same 12-months period last year	159.09	+3.7



HISTORICAL ANNUAL VEHICLE MILES OF TRAVEL

(BILLIONS)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	TOTALS	% CHANGE
1972	4.79	5.17	5.43	5.50	5.71	5.91	6.08	6.28	5.74	5.48	5.43	5.59	67.11	
1973	5.11	5.51	5.72	5.93	5.93	6.14	6.23	6.49	6.11	5.82	5.75	5.40	70.14	4.5%
1974	4.97	5.20	4.91	5.71	5.89	6.08	6.23	6.54	6.19	5.89	5.80	5.60	69.01	-1.6%
1975	5.34	5.46	5.66	5.78	6.18	6.43	6.50	6.80	6.27	6.06	6.03	5.93	72.44	5.0%
1976	5.64	5.93	6.12	6.41	6.56	6.70	6.74	7.09	6.65	6.47	6.44	6.40	77.15	6.5%
1977	6.00	6.44	6.52	6.75	6.70	7.05	7.05	7.26	6.92	6.68	6.79	6.59	80.75	4.7%
1978	6.24	6.60	6.74	7.02	7.27	7.53	7.63	7.91	7.44	7.20	7.19	7.03	85.80	6.3%
1979	6.64	7.24	7.23	7.53	6.63	7.24	7.37	7.83	7.36	7.13	7.33	7.12	86.65	1.0%
1980	6.32	6.64	6.92	7.21	7.34	7.54	7.58	8.02	7.70	7.46	7.52	7.37	87.62	1.1%
1981	6.62	7.13	7.00	7.56	7.76	7.81	7.97	8.34	8.05	7.77	7.78	7.56	91.35	4.3%
1982	6.85	7.06	7.24	7.79	7.87	8.16	8.31	8.71	8.04	7.55	7.52	7.50	92.60	1.4%
1983	7.16	7.38	7.56	8.14	8.22	8.53	8.69	9.11	8.40	7.89	7.86	7.83	96.77	4.5%
1984	7.58	7.88	8.04	8.55	8.66	9.01	9.26	9.61	8.87	8.42	8.21	8.19	102.28	5.7%
1985	7.87	8.23	8.42	8.95	9.03	9.37	9.61	10.02	9.23	8.84	8.65	8.63	106.85	4.5%
1986	8.29	8.62	8.86	9.39	9.52	9.84	10.09	10.51	9.68	9.33	9.13	9.13	112.39	5.2%
1987	8.99	9.34	9.62	10.19	10.31	10.65	10.88	11.32	10.45	10.10	9.96	9.90	121.71	8.3%
1988	9.50	9.94	10.25	10.69	10.85	11.21	11.46	11.88	10.98	10.68	10.57	10.45	128.46	5.5%
1989	9.75	10.45	10.81	11.16	11.35	11.73	11.96	12.41	11.46	11.23	11.14	10.95	134.40	4.6%
1990	10.21	10.85	11.27	11.56	11.79	12.17	12.37	12.79	11.82	11.57	11.52	11.29	139.21	3.6%
1991	10.29	10.98	11.36	11.63	11.82	12.22	12.40	12.80	11.83	11.58	11.53	11.25	139.69	0.3%
1992	10.51	11.16	11.55	11.79	11.97	12.42	12.57	12.95	12.00	11.76	11.66	11.36	141.70	1.4%
1993	10.51	11.21	11.65	11.94	12.05	12.50	12.63	12.98	12.02	11.79	11.70	11.37	142.35	0.5%
1994	10.86	11.33	11.75	12.11	12.18	12.66	12.76	13.08	12.17	11.91	11.81	11.54	144.16	1.3%
1995	10.99	11.53	11.86	12.26	12.29	12.79	12.90	13.26	12.39	12.14	12.04	11.73	146.18	1.4%
1996	11.24	11.76	12.16	12.62	12.72	13.03	13.20	13.48	12.77	12.39	12.29	11.92	149.58	2.3%
1997	11.45	12.06	12.50	12.87	13.01	13.37	13.53	13.80	13.03	12.67	12.58	12.27	153.14	2.4%
1998	11.78	12.13	12.30	13.07	13.18	13.56	13.77	14.02	13.29	12.84	12.81	12.65	155.40	1.5%
*1999	12.78	12.65	13.2	13.75	13.77	14.32	14.4	14.41	13.81	13.28	13.21	13.05	162.63	4.7%



Advantages

- Quicker access to data
- Less staff involvement in disseminating data
- Engineers and planners have greater flexibility in manipulating data
- Public Relations tool



Concerns and Issues

- Loss of control over how traffic data may be interpreted
- More E-mails to answer
- Requires constant update and maintenance
- Not easy to find
- Query capability limited



Conclusion and Future

- Caltrans Office of Traffic Data is committed to providing and expanding AADT information on the Internet. We will continually work to address and correct concerns and issues.
- It has been beneficial to Caltrans, our transportation partners and the public.
- Future enhancements are for posting all historical data in a PDF format and expanding our query capabilities.