

Traffic Volume Trends

Approval to Disseminate Monthly Report

Month / Year: February 2003

Number of States: 35 states submitted data and 32 were used to calculate VMT

Remarks: The percentage change rates for the States of Pennsylvania, Ohio, Kentucky, New Jersey, West Virginia, and Virginia were reviewed and verified by analyzing the hourly ATR data for each State. From this analysis, depending on the location of the ATR and the track of the winter storms, February 16 & 17 had the lowest traffic volumes for the month as a result of the winter weather. A number of other days had low volumes, but not to the same extent as February 16 & 17. Weather played a major role in the decline in travel for these States. Out of the 28 stations submitted by Arizona, 6 stations failed relating to day of week errors and 4 stations failed because no 2001 data for those stations.

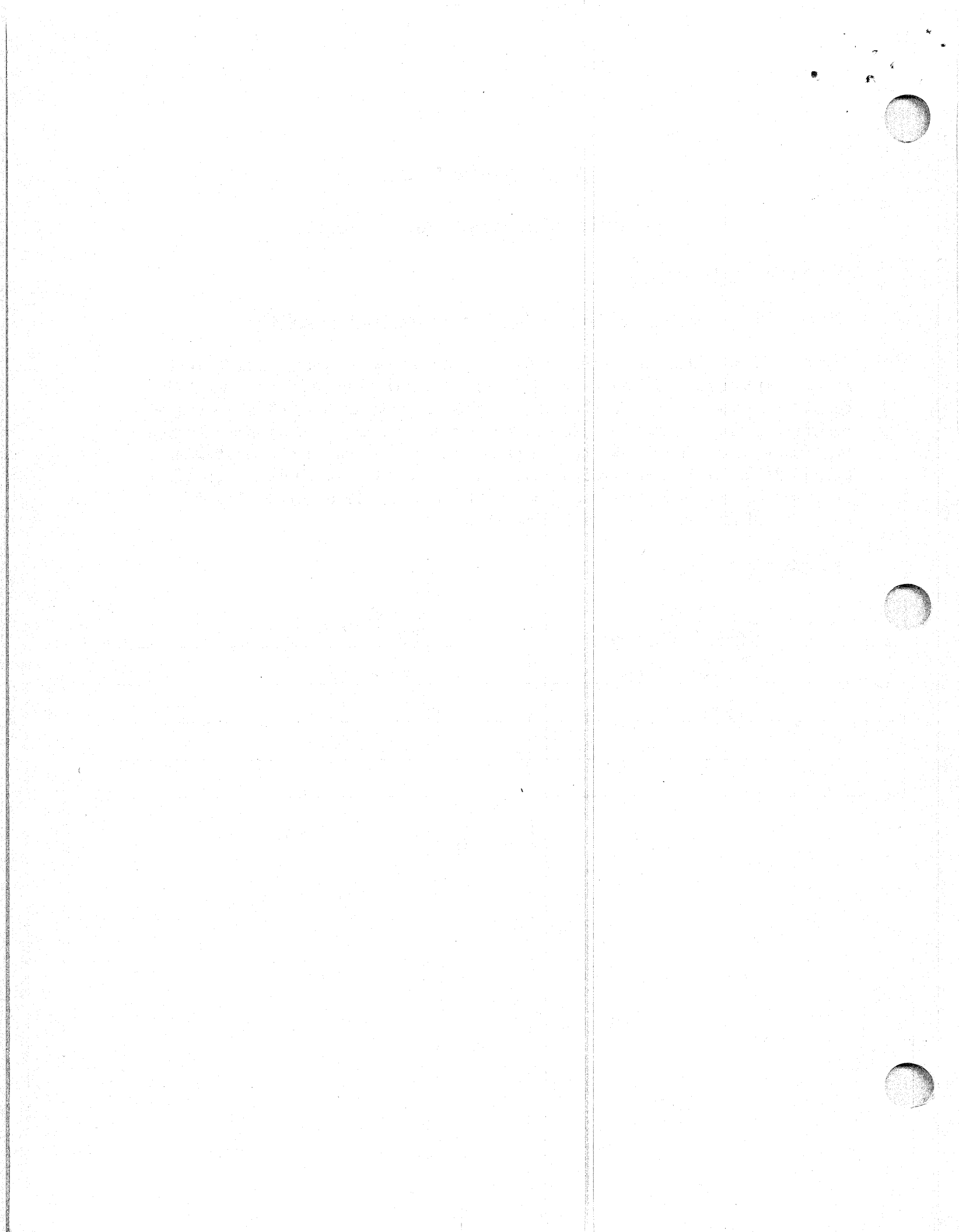
Approvals/Concurrences:

Signature	Date
<u>Jeffrey Patten</u>	<u>April 29, 2003</u>
<u>Ralph Gilman</u>	<u>4-30-03</u>
<u>J. Cash</u>	<u>5-1-03</u>
<u>B. J. [Signature]</u>	<u>5/2/03</u>

February also saw heavy rains in
WV & thru the Northeast

Note that in Figure 1 the trend
line doesn't appear to show January &
February.

V.P. [Signature]
[Signature]
[Signature]



TVT Verification Check List

February 2003

Nov Jan

% Change for all roads and streets (pg 1, 2, 3, 5 & 6)

Nov Jan

Total travel equals the sum of urban and rural travel (pg 2, 3, 5 & 6)

Nov Jan

% Change in cumulative monthly travel (pg 3, 5 & 6)

Nov Jan

Cumulative monthly vehicle-miles of travel (pg 3, 5 & 6)

Nov Jan

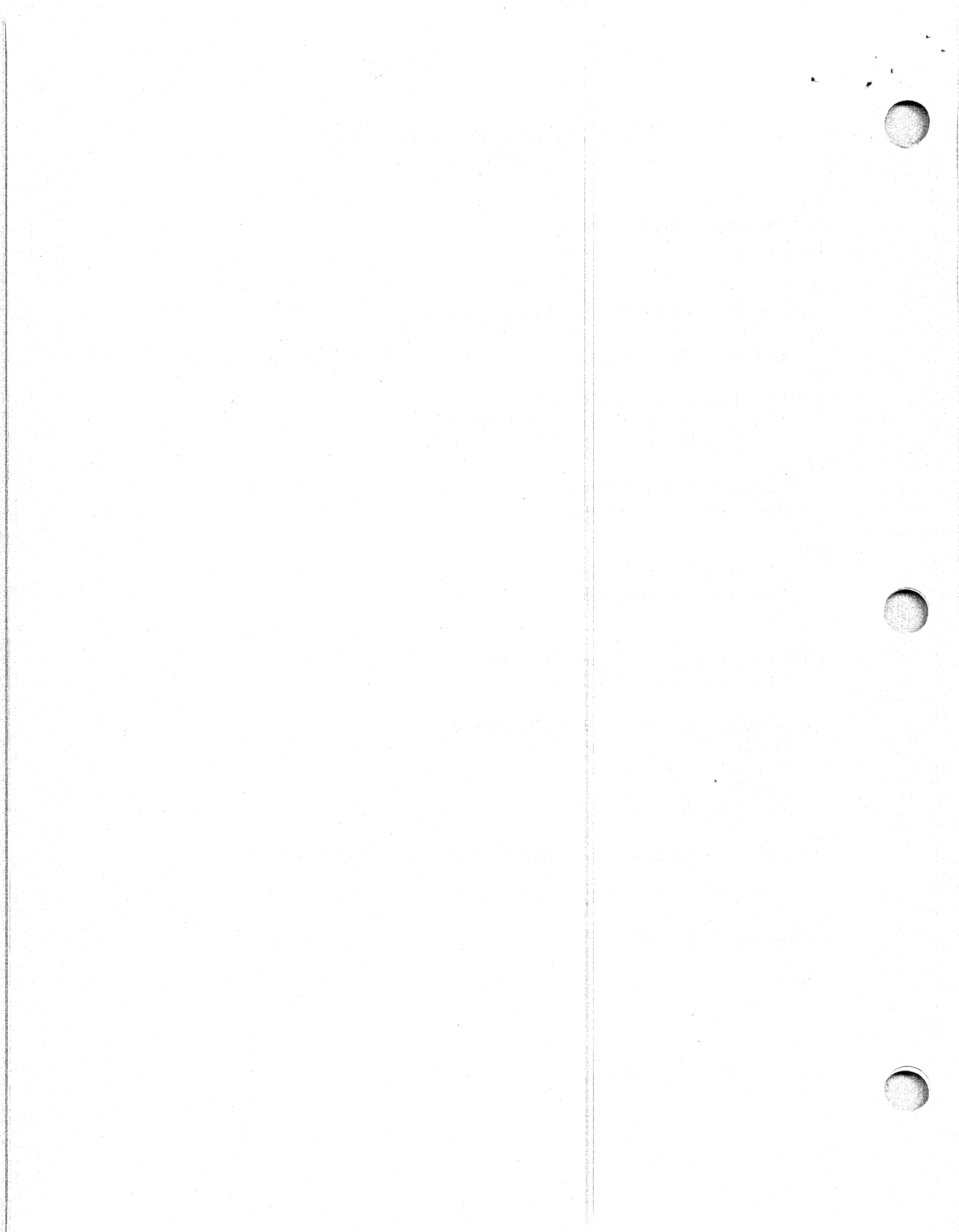
% Change by State (pg 3)

Nov Jan

Compare the number of stations currently being reported to previous months (pg 3)

Nov Jan

Figure 1 & 2 (pg 7 & 8)



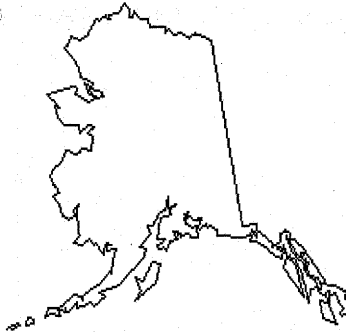


U.S. Department
of Transportation

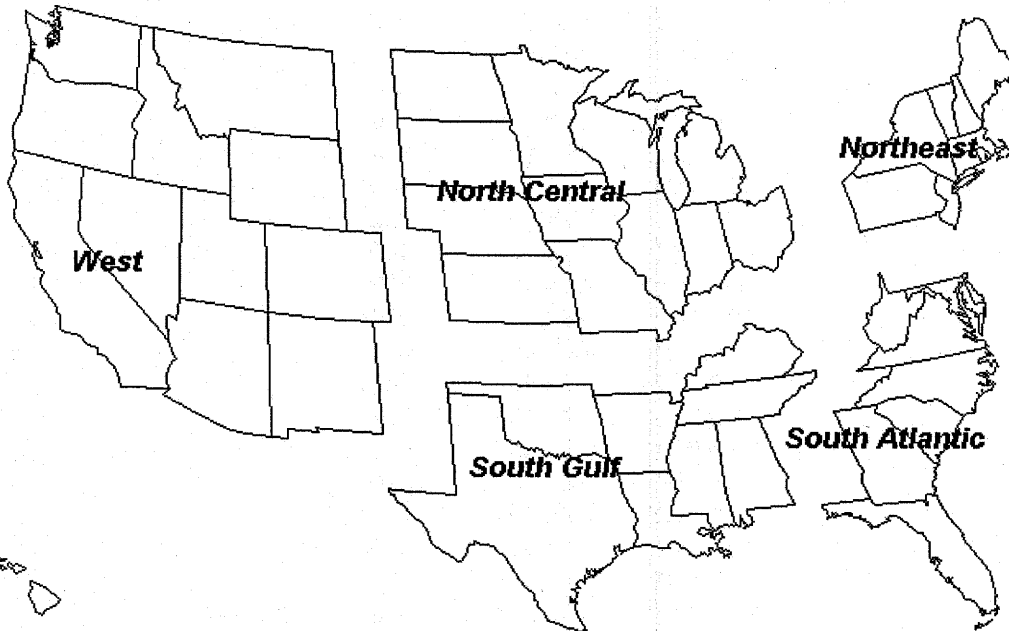
Federal Highway
Administration

TRAFFIC VOLUME TRENDS

February 2003



Travel on all roads and streets
changed by -2.9 percent for February
2003 as compared to February 2002.



Estimated Vehicle-Miles of Travel by Region - February 2003 - (in Billions)

West	North Central	South Gulf	Northeast	South Atlantic
44.8	45.6	39.3	29.5	41.1
+0.6%	-2.9%	-3.1%	-7.0%	-3.5%

Note: All data for this month are preliminary. Revised values for the previous month are shown in Tables 1 and 2.
All vehicle-miles of travel computed with 2001 Table VM-2 as a base
Complied with data on hand as of April 28, 2003.



Table 1 - Estimated Individual Monthly Motor Vehicle Travel In The United States

System	Month											
	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC
2002 Individual Monthly Vehicle-Miles of Travel In Billions *												
Rural Interstate	20.3	19.7	23.3	22.9	25.2	25.3	27.2	27.1	22.9	23.9	22.4	23.6
Rural Other Arterial	31.5	30.8	35.4	35.8	39.0	39.0	41.2	40.9	36.2	37.6	34.5	34.4
Other Rural	30.2	28.9	33.3	33.8	36.7	36.3	38.0	37.6	34.1	35.5	32.2	31.6
Urban Interstate	31.5	30.2	33.9	34.1	36.0	35.6	35.6	36.3	33.5	35.1	33.5	34.0
Urban Other Arterial	71.9	69.3	77.5	77.1	80.6	79.0	80.4	81.7	74.4	79.9	76.0	76.5
Other Urban	<u>28.3</u>	<u>27.5</u>	<u>30.6</u>	<u>31.0</u>	<u>32.3</u>	<u>31.4</u>	<u>31.9</u>	<u>32.4</u>	<u>29.9</u>	<u>31.3</u>	<u>29.7</u>	<u>31.2</u>
All Systems	213.7	206.4	234.0	234.7	249.9	246.5	254.3	256.0	231.1	243.2	228.4	231.3
2003 Individual Monthly Vehicle-Miles of Travel In Billions *												
Rural Interstate	20.8	19.1										
Rural Other Arterial	32.0	29.6										
Other Rural	30.0	27.9										
Urban Interstate	32.1	29.5										
Urban Other Arterial	72.2	67.7										
Other Urban	<u>28.5</u>	<u>26.6</u>										
All Systems	215.5	200.3										
Percent Change In Individual Monthly Travel 2002 vs. 2003												
Rural Interstate	2.6	-3.1										
Rural Other Arterial	1.6	-3.8										
Other Rural	-0.7	-3.6										
Urban Interstate	1.6	-2.6										
Urban Other Arterial	0.3	-2.3										
Other Urban	<u>0.6</u>	<u>-3.3</u>										
All Systems	0.8	-2.9										

Table 2 - Estimated Cumulative Monthly Motor Vehicle Travel In The United States

System	Month											
	JAN	FEB	MAR	APRIL	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC
2002 Cumulative Monthly Vehicle-Miles of Travel In Billions *												
Rural Interstate	20.3	39.9	63.3	86.2	111.4	136.6	163.9	191.0	213.9	237.8	260.2	283.8
Rural Other Arterial	31.5	62.3	97.7	133.4	172.4	211.4	252.5	293.4	329.6	367.2	401.8	436.2
Other Rural	30.2	59.2	92.5	126.3	163.0	199.3	237.3	275.0	309.1	344.6	376.8	408.5
Urban Interstate	31.5	61.8	95.7	129.8	165.8	201.4	237.0	273.4	306.9	342.0	375.5	409.5
Urban Other Arterial	71.9	141.2	218.7	295.8	376.4	455.4	535.8	617.4	691.8	771.7	847.7	924.2
Other Urban	<u>28.3</u>	<u>55.8</u>	<u>86.3</u>	<u>117.4</u>	<u>149.7</u>	<u>181.1</u>	<u>213.0</u>	<u>245.4</u>	<u>275.3</u>	<u>306.6</u>	<u>336.3</u>	<u>367.5</u>
All Systems	213.7	420.2	654.2	888.9	1138.7	1385.2	1639.6	1895.6	2126.7	2370.0	2598.3	2829.7
2003 Cumulative Monthly Vehicle-Miles of Travel In Billions *												
Rural Interstate	20.8	39.9										
Rural Other Arterial	32.0	61.6										
Other Rural	30.0	57.9										
Urban Interstate	32.1	61.5										
Urban Other Arterial	72.2	139.9										
Other Urban	<u>28.5</u>	<u>55.0</u>										
All Systems	215.5	415.8										
Percent Change In Cumulative Monthly Travel 2002 vs. 2003												
Rural Interstate	2.6	-0.2										
Rural Other Arterial	1.6	-1.1										
Other Rural	-0.7	-2.1										
Urban Interstate	1.6	-0.4										
Urban Other Arterial	0.3	-1.0										
Other Urban	<u>0.6</u>	<u>-1.3</u>										
All Systems	0.8	-1.0										

* System entries may not add to give "All Systems" total due to rounding.

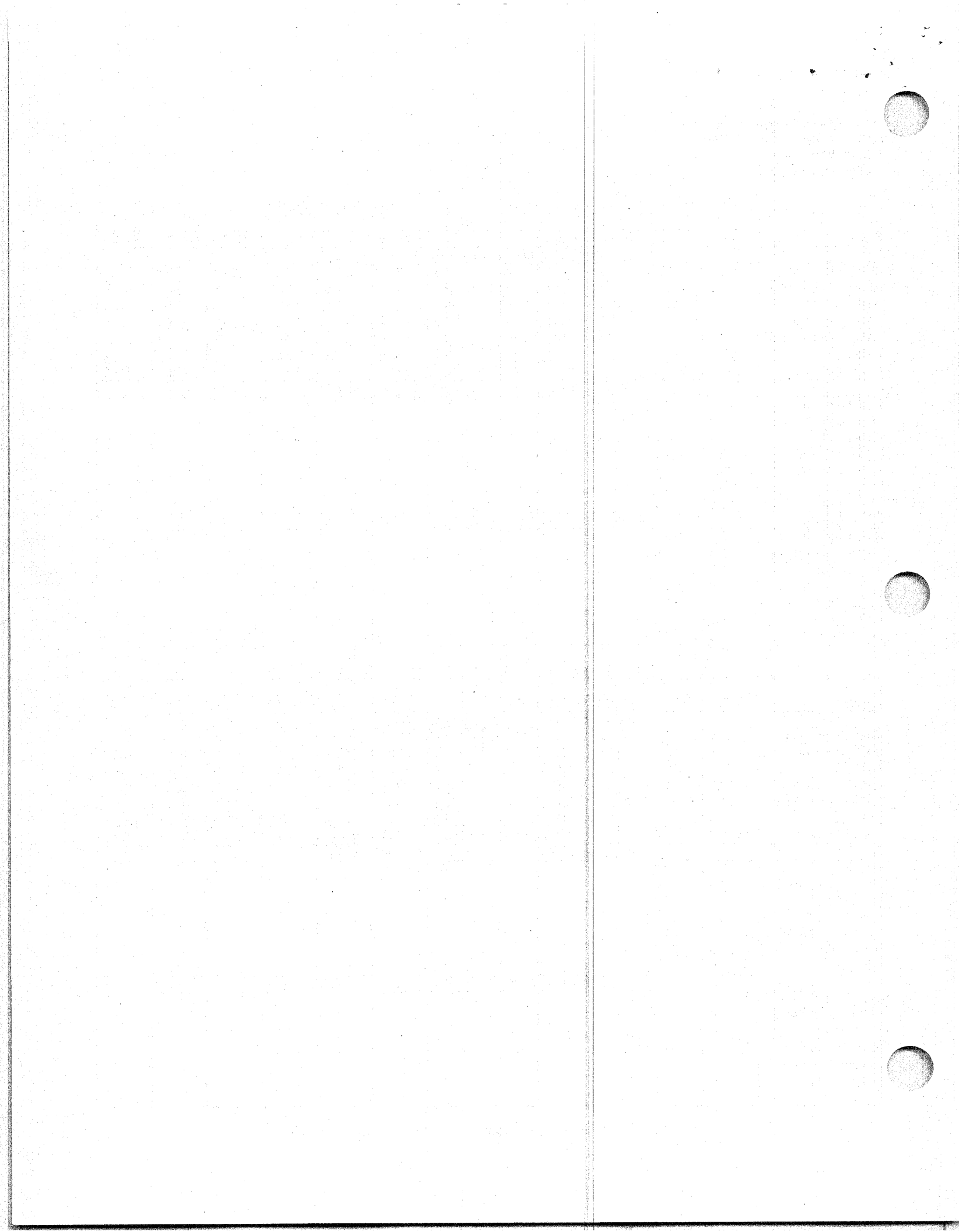
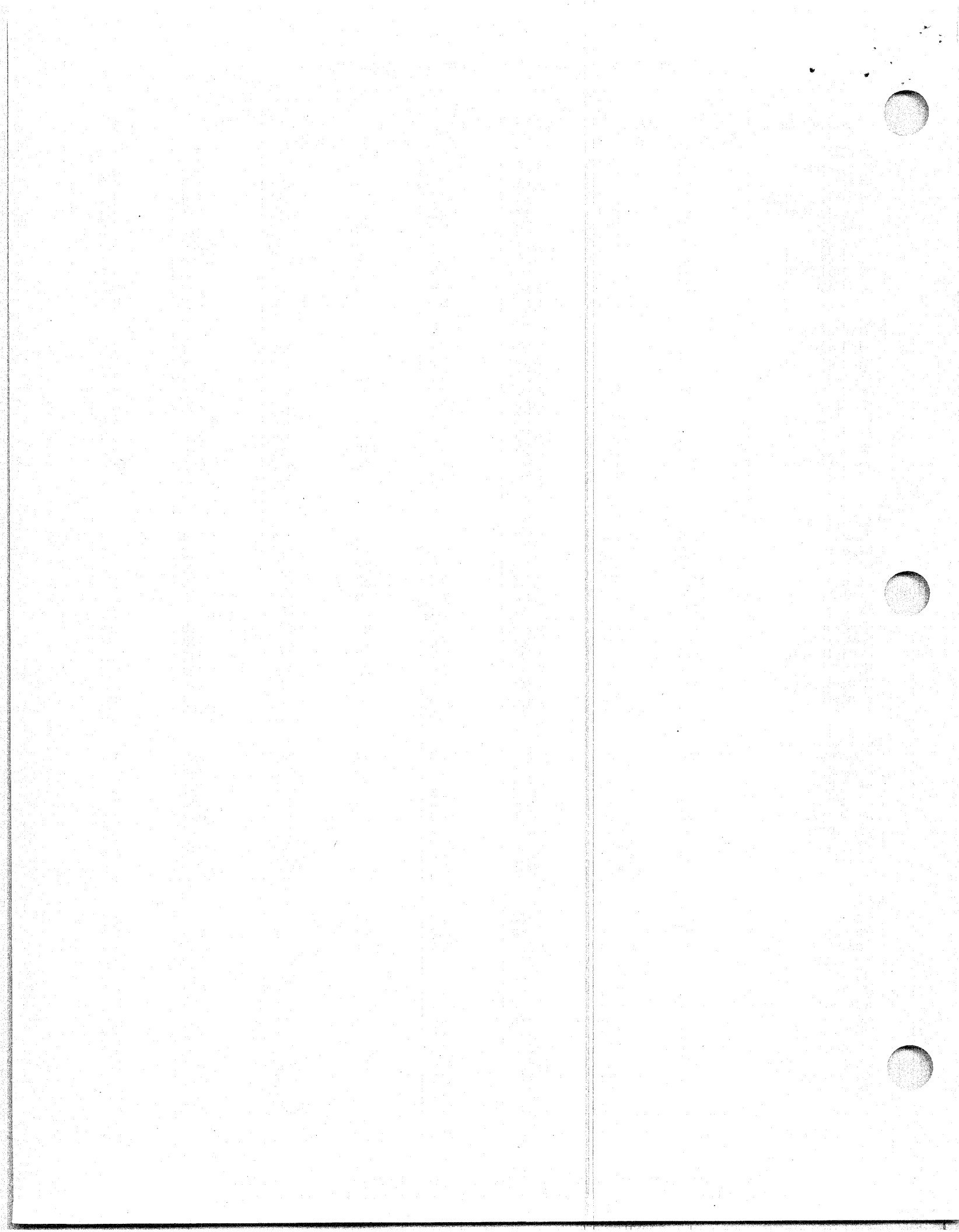


Table 3 - Changes On Rural Arterial Roads By Region and State

Region and State	February				January			
	Number of Stations	Vehicle-Miles (Millions)		Percent Change	Number of Stations	Vehicle-Miles (Millions)		Percent Change
		2003 (Preliminary)	2002			2003 (Revised)	2002	
Northeast								
Connecticut	7	309	334	-7.3	7	349	348	0.4
Maine	-	414	437	-5.3	-	454	452	0.5
Massachusetts	7	428	464	-7.8	8	459	454	1.0
New Hampshire	36	320	328	-2.6	44	347	341	1.6
New Jersey	18	564	672	-16.0	14	620	636	-2.5
New York	-	1,157	1,265	-8.6	-	1,314	1,320	-0.5
Pennsylvania	62	1,882	2,040	-7.7	62	1,939	1,944	-0.3
Rhode Island	-	50	54	-7.6	8	35	34	1.0
Vermont	23	214	224	-4.3	23	228	232	-2.0
		5,339	5,819	-8.2		5,743	5,762	-0.3
South Atlantic								
Delaware	-	121	137	-12.1	-	139	141	-1.0
Dist Of Columbia	-	0	0	0.0	-	0	0	0.0
Florida	175	2,516	2,516	0.0	175	2,717	2,661	2.1
Georgia	9	2,142	2,252	-4.9	6	2,385	2,291	4.1
Maryland	-	735	816	-10.0	-	800	799	0.1
North Carolina	-	1,739	1,872	-7.1	-	1,994	1,917	4.0
South Carolina	-	1,393	1,466	-5.0	-	1,554	1,504	3.3
Virginia	148	1,521	1,698	-10.4	146	1,719	1,679	2.4
West Virginia	20	487	587	-17.1	14	575	603	-4.6
		10,653	11,344	-6.1		11,884	11,595	2.5
North Central								
Illinois	20	1,437	1,366	5.2	10	1,363	1,334	2.2
Indiana	42	1,322	1,419	-6.8	19	1,578	1,585	-0.5
Iowa	138	858	876	-2.0	138	942	929	1.4
Kansas	148	702	725	-3.1	153	771	756	2.0
Michigan	150	1,578	1,594	-1.0	150	1,732	1,729	0.1
Minnesota	24	1,192	1,194	-0.1	24	1,299	1,271	2.2
Missouri	65	1,289	1,351	-4.6	65	1,395	1,388	0.5
Nebraska	50	535	549	-2.6	48	617	608	1.6
North Dakota	54	230	239	-3.8	50	244	242	0.9
Ohio	79	1,503	1,644	-8.5	79	1,684	1,727	-2.5
South Dakota	44	312	318	-1.6	44	344	346	-0.4
Wisconsin	130	1,444	1,436	0.6	130	1,541	1,512	1.9
		12,403	12,709	-2.4		13,509	13,427	0.6
South Gulf								
Alabama	86	1,228	1,241	-1.0	87	1,269	1,253	1.3
Arkansas	-	798	826	-3.4	-	896	882	1.6
Kentucky	59	949	1,011	-6.1	55	1,048	1,045	0.3
Louisiana	-	813	834	-2.5	-	880	858	2.6
Mississippi	32	1,066	1,085	-1.8	26	1,127	1,093	3.1
Oklahoma	-	864	893	-3.2	-	939	921	2.0
Tennessee	-	1,461	1,544	-5.4	-	1,649	1,612	2.3
Texas	-	3,707	3,828	-3.2	-	4,066	3,995	1.8
		10,887	11,263	-3.3		11,874	11,659	1.8
West								
Alaska	54	84	80	4.2	55	85	82	4.1
Arizona	18	1,077	1,054	2.2	26	1,125	1,050	7.2
California	44	3,306	3,226	2.5	51	3,232	3,096	4.4
Colorado	-	838	871	-3.7	-	948	924	2.5
Hawaii	5	114	110	3.3	7	122	117	4.9
Idaho	-	339	341	-0.6	-	351	335	4.8
Montana	116	353	357	-1.1	120	384	376	2.0
Nevada	-	294	289	1.6	48	300	286	5.2
New Mexico	-	699	692	1.1	-	782	728	7.4
Oregon	133	818	798	2.5	129	835	786	6.2
Utah	92	427	454	-6.0	91	480	460	4.4
Washington	-	788	769	2.5	-	809	762	6.2
Wyoming	-	280	289	-3.0	-	315	308	2.2
		9,417	9,330	0.9		9,769	9,309	4.9
TOTALS	2,088	48,700	50,465	-3.5	2,112	52,779	51,751	2.0

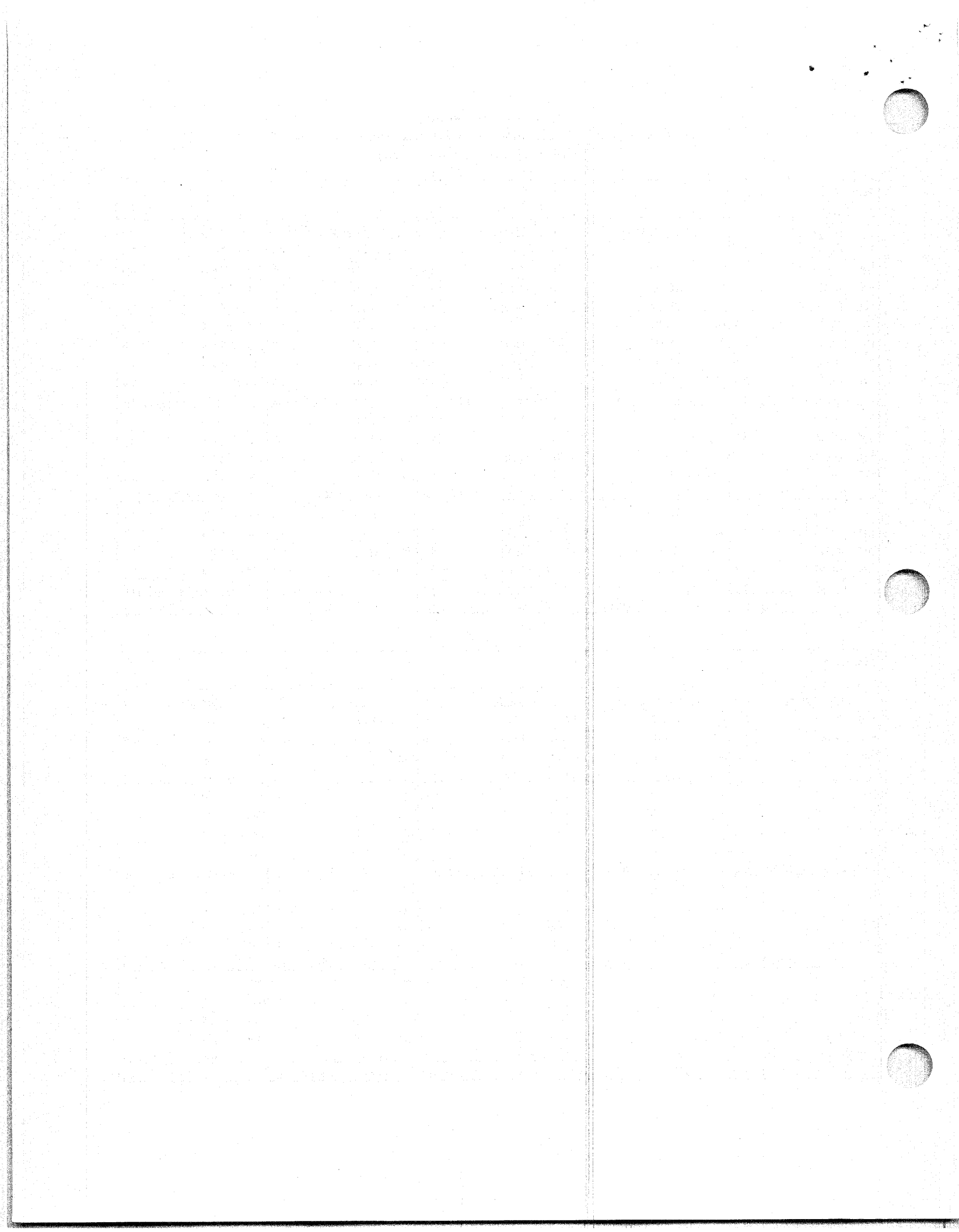
Note: Where Number of Stations are shown as dashes, the values for Vehicle-Miles and Percent Change are derived from the estimated VMT based on data from surrounding States or the Nationwide average VMT.



Traffic Volume Trends-Rural
Estimated Vehicle Miles (Millions) and Percent Change from Same Period Pervious Year
(Includes Preliminary Data for February 2003)

Year - 2002														
	<u>Rural Interstate</u>	%	<u>Rural Other Arterial</u>	%	<u>Other Rural</u>	%	<u>Total Rural</u>	%	<u>All Systems</u>	%				
Jan	20,251	4.2	Jan	31,501	2.5	Jan	30,217	2.5	Jan	81,969	2.9	Jan	213,747	2.1
Feb	19,686	5.9	Feb	30,779	4.1	Feb	28,947	2.7	Feb	79,412	4.0	Feb	206,426	3.3
Mar	<u>23,323</u>	5.1	Mar	<u>35,406</u>	2.0	Mar	<u>33,320</u>	0.3	Mar	<u>92,049</u>	2.1	Mar	<u>233,995</u>	1.1
Q1	63,260	5.1	Q1	97,686	2.8	Q1	92,484	1.7	Q1	253,430	3.0	Q1	654,167	2.1
Apr	22,908	0.9	Apr	35,762	1.8	Apr	33,786	0.6	Apr	92,456	1.1	Apr	234,695	1.4
May	25,208	5.7	May	38,961	3.5	May	36,728	1.2	May	100,897	3.2	May	249,886	2.3
Jun	<u>25,260</u>	4.5	Jun	<u>38,957</u>	2.7	Jun	<u>36,311</u>	1.1	Jun	<u>100,528</u>	2.6	Jun	<u>246,464</u>	1.6
Q2	73,376	3.8	Q2	113,680	2.7	Q2	106,825	1.0	Q2	293,881	2.3	Q2	731,045	1.8
1st Half	136,636	4.4	1st Half	211,366	2.7	1st Half	199,309	1.3	1st Half	547,311	2.6	1st Half	1,385,213	1.9
Jul	27,232	4.4	Jul	41,179	2.2	Jul	38,024	2.0	Jul	106,435	2.7	Jul	254,345	2.2
Aug	27,109	4.1	Aug	40,882	2.6	Aug	37,643	1.6	Aug	105,634	2.6	Aug	256,042	1.7
Sep	<u>22,934</u>	2.2	Sep	<u>36,217</u>	2.7	Sep	<u>34,126</u>	1.9	Sep	<u>93,277</u>	2.3	Sep	<u>231,141</u>	2.9
Q3	77,275	3.7	Q3	118,278	2.5	Q3	109,793	1.9	Q3	305,346	2.6	Q3	741,528	2.3
3 Qs	213,911	4.1	3 Qs	329,644	2.6	3 Qs	309,102	1.5	3 Qs	852,657	2.6	3 Qs	2,126,740	2.1
Oct	23,918	2.3	Oct	37,599	1.5	Oct	35,484	0.0	Oct	97,001	1.2	Oct	243,226	1.3
Nov	22,408	-1.4	Nov	34,531	-0.5	Nov	32,243	-1.1	Nov	89,182	-0.9	Nov	228,368	-0.5
Dec	<u>23,568</u>	4.9	Dec	<u>34,420</u>	1.1	Dec	<u>31,640</u>	0.2	Dec	<u>89,628</u>	1.8	Dec	<u>231,334</u>	1.4
Q4	69,894	1.9	Q4	106,550	0.7	Q4	99,367	-0.3	Q4	275,811	0.7	Q4	702,928	0.8
2nd Half	147,169	2.8	2nd Half	224,828	1.6	2nd Half	209,160	0.8	2nd Half	581,157	1.6	2nd Half	1,444,455	1.5
Year	283,805	3.6	Year	436,194	2.2	Year	408,469	1.1	Year	1,128,468	2.1	Year	2,829,668	1.7

Year - 2003														
	<u>Rural Interstate</u>	%	<u>Rural Other Arterial</u>	%	<u>Other Rural</u>	%	<u>Total Rural</u>	%	<u>All Systems</u>	%				
Jan	20,776	2.6	Jan	32,002	1.6	Jan	30,005	-0.7	Jan	82,783	1.0	Jan	215,471	0.8
Feb	19,081	-3.1	Feb	29,619	-3.8	Feb	27,904	-3.6	Feb	76,604	-3.5	Feb	200,348	-2.9
Mar	<u>0</u>	-	Mar	<u>0</u>	-	Mar	<u>0</u>	-	Mar	<u>0</u>	-	Mar	<u>0</u>	-
Q1	39,857	-0.2	Q1	61,621	-1.1	Q1	57,909	-2.1	Q1	159,387	-1.2	Q1	415,819	-1.0
Apr	0	-	Apr	0	-	Apr	0	-	Apr	0	-	Apr	0	-
May	0	-	May	0	-	May	0	-	May	0	-	May	0	-
Jun	<u>0</u>	-	Jun	<u>0</u>	-	Jun	<u>0</u>	-	Jun	<u>0</u>	-	Jun	<u>0</u>	-
Q2	0	-	Q2	0	-	Q2	0	-	Q2	0	-	Q2	0	-
1st Half	39,857	-0.2	1st Half	61,621	-1.1	1st Half	57,909	-2.1	1st Half	159,387	-1.2	1st Half	415,819	-1.0
Jul	0	-	Jul	0	-	Jul	0	-	Jul	0	-	Jul	0	-
Aug	0	-	Aug	0	-	Aug	0	-	Aug	0	-	Aug	0	-
Sep	<u>0</u>	-	Sep	<u>0</u>	-	Sep	<u>0</u>	-	Sep	<u>0</u>	-	Sep	<u>0</u>	-
Q3	0	-	Q3	0	-	Q3	0	-	Q3	0	-	Q3	0	-
3 Qs	39,857	-0.2	3 Qs	61,621	-1.1	3 Qs	57,909	-2.1	3 Qs	159,387	-1.2	3 Qs	415,819	-1.0
Oct	0	-	Oct	0	-	Oct	0	-	Oct	0	-	Oct	0	-
Nov	0	-	Nov	0	-	Nov	0	-	Nov	0	-	Nov	0	-
Dec	<u>0</u>	-	Dec	<u>0</u>	-	Dec	<u>0</u>	-	Dec	<u>0</u>	-	Dec	<u>0</u>	-
Q4	0	-	Q4	0	-	Q4	0	-	Q4	0	-	Q4	0	-
2nd Half	0	-	2nd Half	0	-	2nd Half	0	-	2nd Half	0	-	2nd Half	0	-
Year	39,857	-0.2	Year	61,621	-1.1	Year	57,909	-2.1	Year	159,387	-1.2	Year	415,819	-1.0



Traffic Volume Trends - Urban
Estimated Vehicle Miles (Millions) and Percent Change from Same Period Pervious Year
(Includes Preliminary Data for February 2003)

Year - 2002														
Urban Interstate		%	Urban Other Arterial		%	Other Urban		%	Total Urban		%	All Systems		%
Jan	31,536	2.7	Jan	71,918	1.2	Jan	28,324	1.7	Jan	131,778	1.7	Jan	213,747	2.1
Feb	30,241	3.2	Feb	69,311	2.6	Feb	27,462	2.8	Feb	127,014	2.8	Feb	206,426	3.3
Mar	<u>33,906</u>	1.6	Mar	<u>77,478</u>	-0.1	Mar	<u>30,562</u>	0.5	Mar	<u>141,946</u>	0.4	Mar	<u>233,995</u>	1.1
Q1	95,683	2.5	Q1	218,707	1.2	Q1	86,348	1.6	Q1	400,738	1.6	Q1	654,167	2.1
Apr	34,123	1.9	Apr	77,096	1.4	Apr	31,020	1.8	Apr	142,239	1.6	Apr	234,695	1.4
May	36,027	2.4	May	80,638	1.4	May	32,324	1.8	May	148,989	1.7	May	249,886	2.3
Jun	<u>35,563</u>	2.3	Jun	<u>78,990</u>	0.3	Jun	<u>31,384</u>	1.1	Jun	<u>145,937</u>	1.0	Jun	<u>246,464</u>	1.6
Q2	105,713	2.2	Q2	236,724	1.1	Q2	94,728	1.5	Q2	437,165	1.4	Q2	731,045	1.8
1st Half	201,396	2.3	1st Half	455,431	1.1	1st Half	181,076	1.6	1st Half	837,903	1.5	1st Half	1,385,213	1.9
Jul	35,631	2.0	Jul	80,352	1.9	Jul	31,925	1.7	Jul	147,908	1.9	Jul	254,345	2.2
Aug	36,335	2.5	Aug	81,657	0.4	Aug	32,416	1.2	Aug	150,408	1.1	Aug	256,042	1.7
Sep	<u>33,549</u>	4.6	Sep	<u>74,409</u>	3.0	Sep	<u>29,906</u>	2.9	Sep	<u>137,864</u>	3.4	Sep	<u>231,141</u>	2.9
Q3	105,515	3.0	Q3	236,418	1.7	Q3	94,247	1.9	Q3	436,180	2.1	Q3	741,528	2.3
3 Qs	306,911	2.6	3 Qs	691,849	1.3	3 Qs	275,323	1.7	3 Qs	1,274,083	1.7	3 Qs	2,126,740	2.1
Oct	35,071	2.5	Oct	79,889	1.3	Oct	31,267	0.8	Oct	146,227	1.5	Oct	243,226	1.3
Nov	33,486	0.5	Nov	75,997	-0.2	Nov	29,702	-0.9	Nov	139,185	-0.2	Nov	228,368	-0.5
Dec	<u>34,002</u>	2.9	Dec	<u>76,467</u>	0.7	Dec	<u>31,237</u>	0.7	Dec	<u>141,706</u>	1.2	Dec	<u>231,334</u>	1.4
Q4	102,559	1.9	Q4	232,353	0.6	Q4	92,206	0.2	Q4	427,118	0.8	Q4	702,928	0.8
2nd Half	208,074	2.5	2nd Half	468,771	1.2	2nd Half	186,453	1.1	2nd Half	863,298	1.5	2nd Half	1,444,455	1.5
Year	409,470	2.4	Year	924,202	1.1	Year	367,529	1.3	Year	1,701,201	1.5	Year	2,829,668	1.7

Year - 2003														
Urban Interstate		%	Urban Other Arterial		%	Other Urban		%	Total Urban		%	All Systems		%
Jan	32,051	1.6	Jan	72,151	0.3	Jan	28,486	0.6	Jan	132,688	0.7	Jan	215,471	0.8
Feb	29,469	-2.6	Feb	67,716	-2.3	Feb	26,559	-3.3	Feb	123,744	-2.6	Feb	200,348	-2.9
Mar	<u>0</u>	-	Mar	<u>0</u>	-	Mar	<u>0</u>	-	Mar	<u>0</u>	-	Mar	<u>0</u>	-
Q1	61,520	-0.4	Q1	139,867	-1.0	Q1	55,045	-1.3	Q1	256,432	-0.9	Q1	415,819	-1.0
Apr	0	-	Apr	0	-	Apr	0	-	Apr	0	-	Apr	0	-
May	0	-	May	0	-	May	0	-	May	0	-	May	0	-
Jun	<u>0</u>	-	Jun	<u>0</u>	-	Jun	<u>0</u>	-	Jun	<u>0</u>	-	Jun	<u>0</u>	-
Q2	0	-	Q2	0	-	Q2	0	-	Q2	0	-	Q2	0	-
1st Half	61,520	-0.4	1st Half	139,867	-1.0	1st Half	55,045	-1.3	1st Half	256,432	-0.9	1st Half	415,819	-1.0
Jul	0	-	Jul	0	-	Jul	0	-	Jul	0	-	Jul	0	-
Aug	0	-	Aug	0	-	Aug	0	-	Aug	0	-	Aug	0	-
Sep	<u>0</u>	-	Sep	<u>0</u>	-	Sep	<u>0</u>	-	Sep	<u>0</u>	-	Sep	<u>0</u>	-
Q3	0	-	Q3	0	-	Q3	0	-	Q3	0	-	Q3	0	-
3 Qs	61,520	-0.4	3 Qs	139,867	-1.0	3 Qs	55,045	-1.3	3 Qs	256,432	-0.9	3 Qs	415,819	-1.0
Oct	0	-	Oct	0	-	Oct	0	-	Oct	0	-	Oct	0	-
Nov	0	-	Nov	0	-	Nov	0	-	Nov	0	-	Nov	0	-
Dec	<u>0</u>	-	Dec	<u>0</u>	-	Dec	<u>0</u>	-	Dec	<u>0</u>	-	Dec	<u>0</u>	-
Q4	0	-	Q4	0	-	Q4	0	-	Q4	0	-	Q4	0	-
2nd Half	0	-	2nd Half	0	-	2nd Half	0	-	2nd Half	0	-	2nd Half	0	-
Year	61,520	-0.4	Year	139,867	-1.0	Year	55,045	-1.3	Year	256,432	-0.9	Year	415,819	-1.0

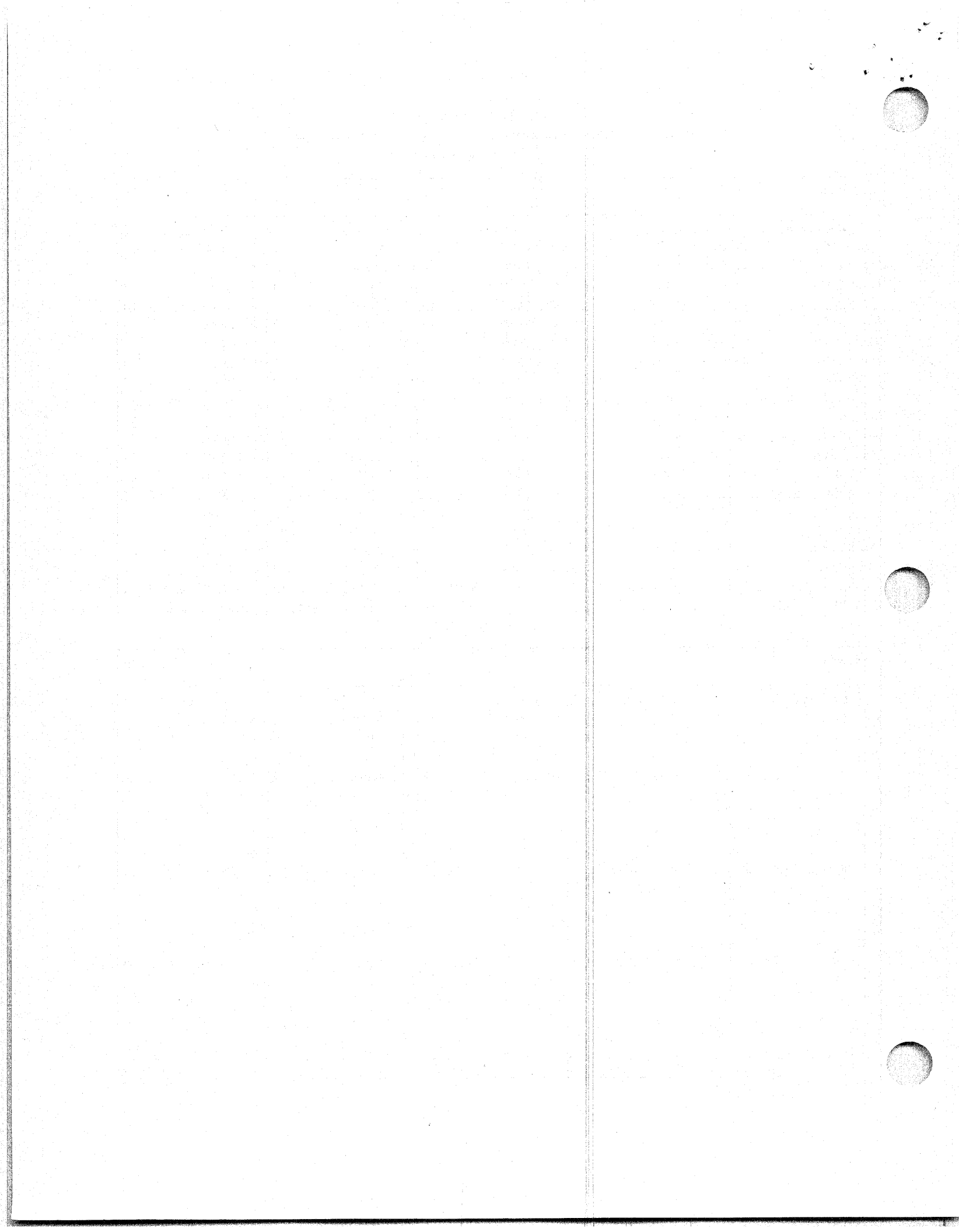
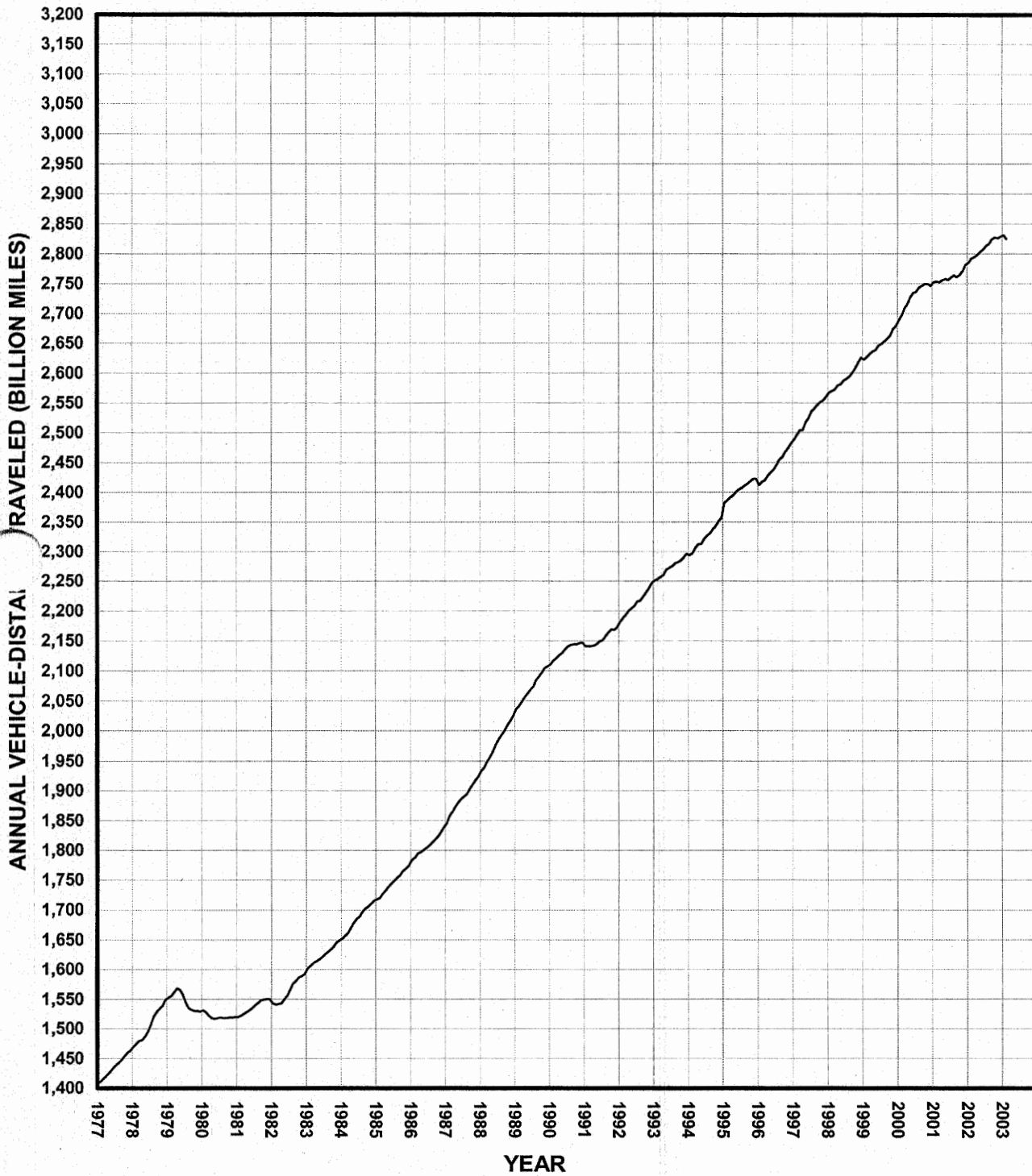
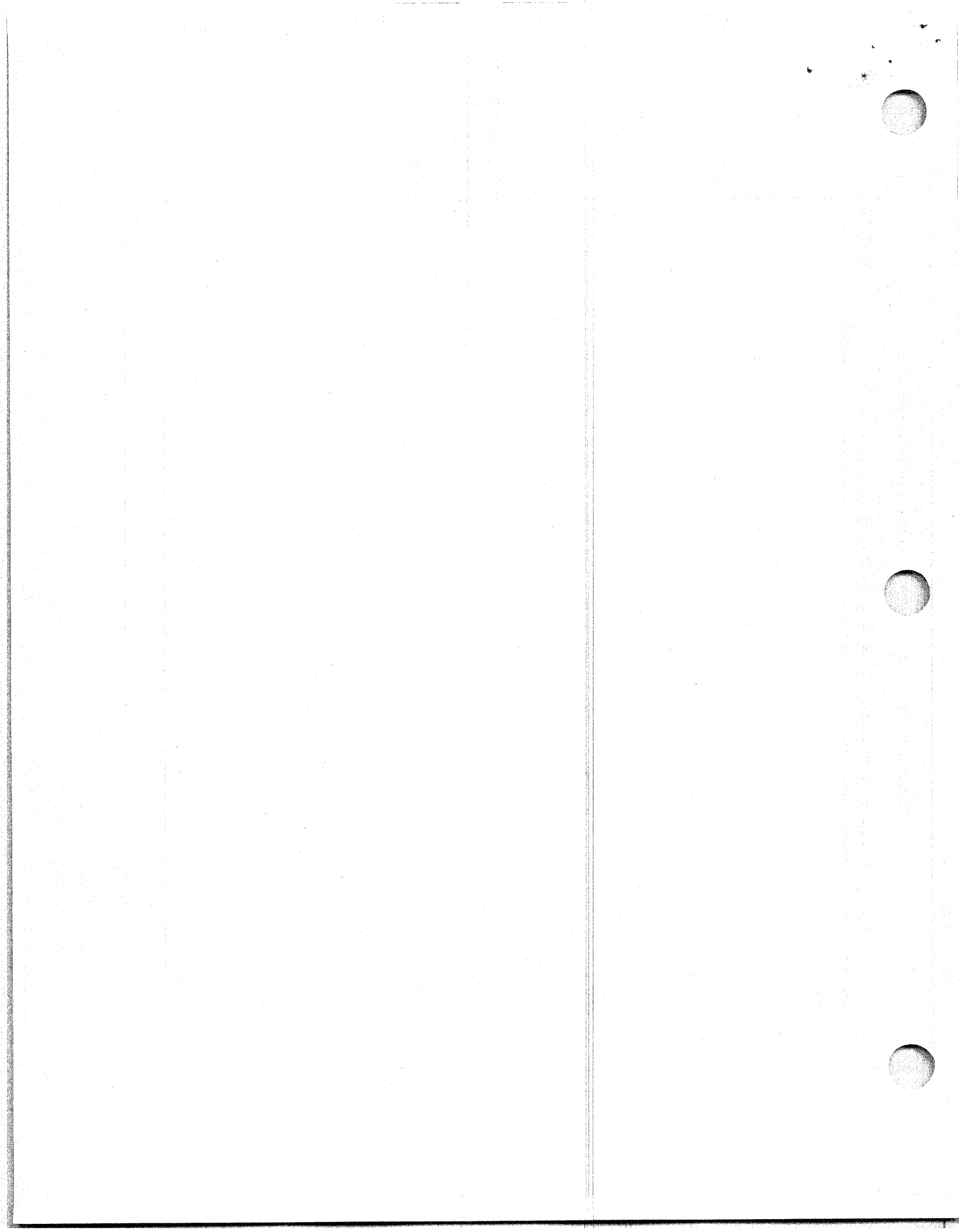
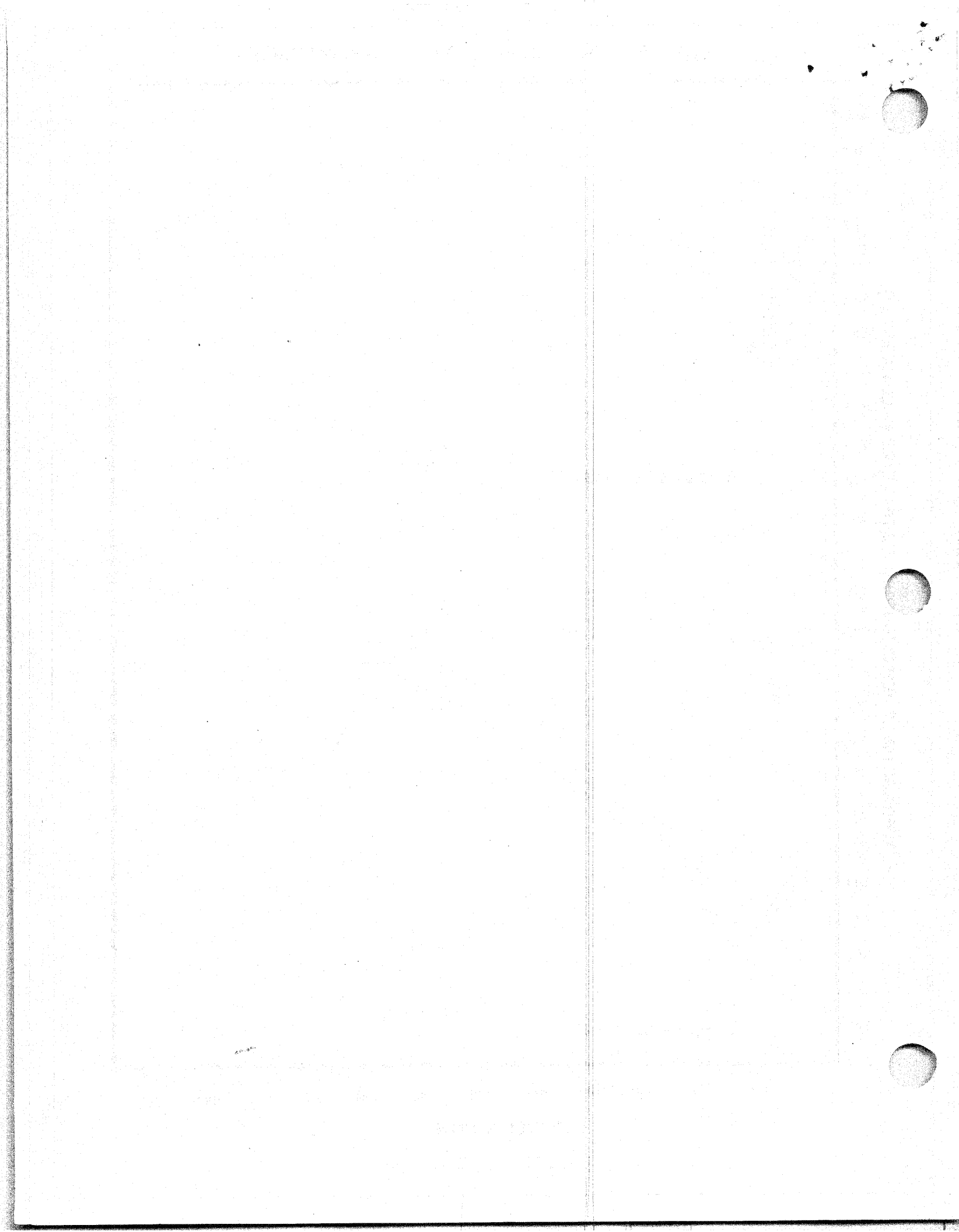


FIGURE 1 - MOVING 12-MONTH TOTAL ON ALL HIGHWAYS







Winter's Wrath Felt On The Plains

February 25, 2003

Winter weather returned with a vengeance to parts of Texas, Oklahoma and Arkansas Tuesday.

Roads, bridges and overpasses were slick and hazardous. The treacherous mix of sleet and freezing rain made ghost towns of some Dallas-Fort Worth suburbs, reports **CBS News Correspondent Bob McNamara**. Travel became risky business, when traffic is moving at all.

At least ten people are dead in Texas after the storm left a glaze of ice and cold temperatures across the state's northern and central regions. At least seven of the victims died in traffic-related accidents.

"It's real slippery," said **CBS station KRLD traffic reporter Max Miller**. "If you don't have to go anywhere, don't. ... You can't see any lanes, for one thing. Traffic is moving about half-speed, except for the occasional guy who comes by at about 60."

American Airlines canceled about half of its departures from Dallas-Fort Worth for Tuesday and all of them before 8 a.m., airport spokesman Ken Capps said. Delta had canceled 27 departures this morning, and other flight cancellations and delays are expected, Capps said. A train that carries passengers from one terminal to another was shut down as a precaution, but extra buses were put into service.

Fort Worth-based American also said that passengers traveling to or from Texas, Oklahoma or Arkansas through Tuesday night could reschedule flights without having to pay the usual \$100 fee. They can choose flights through Wednesday without paying the fee, spokesman Todd Burke said.

Sinjay Chopra spent the night at the Dallas-Fort Worth airport, unable to get home to El Paso.

"Planes got canceled, including ours, and then we tried looking for a hotel, and of course we didn't find anyone open and we spent the night here in the lobby," he told **KRLD**.

Though the storm had been predicted since last week, highway sanding crews couldn't keep ahead of it. Scores of school districts, government offices and businesses were closed Tuesday.

More sleet and freezing rain was in the forecast for Tuesday night and Wednesday morning, the National Weather Service said.

"Travel is strongly discouraged. If you leave the safety of being indoors, you are putting your life at risk," the National Weather Service said Monday night in a weather statement for North Texas.

Tractor-trailer rigs jackknifed on interstate highways and numerous motorists spun into ditches in Arkansas as the snow fell.

Temperatures were expected to remain below or near freezing across the state in advance of freezing rain and other wintry precipitation that threatened to fall Wednesday morning.

Snowy conditions hit the southeastern part of Oklahoma overnight causing school and road closures Tuesday.

A storm system moving eastward produced up to 8 inches of snow in southeastern Oklahoma, which was spared from Sunday night's storm that caused injuries and accidents across the state.

Arctic cold is the problem in Nebraska. It was 28 below zero in Alliance, where a fire official says the cold "comes right through your coat."

In Williston, North Dakota, the temperature Monday plunged to minus 35.

Some motorists in the Dallas area reported their trip home from work Monday on the ice-packed roads took three to four times longer than normal. The landscape was totally white with sleet packed in on the road. Traffic moved at about 10 mph even on the major highways.

The Dallas Area Rapid Transit system announced it would offer free fares Tuesday on all buses, rails and Trinity Railway Express. DART spokesman Morgan Lyons said extra trains would run on Tuesday.

Counties to the southeast of Dallas were under an ice storm warning. Most major school districts and universities in North Texas canceled classes for Tuesday.

The storm shut down virtually all schools in the Dallas-Fort Worth area for Tuesday. Some students perhaps rejoiced at the news, since Tuesday was the day they were to take the new Texas Assessment of Knowledge and Skills (TAKS) examinations across Texas.





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Winter storm system socks East Coast

Four states, District of Columbia declare emergency

WASHINGTON (CNN) --Officials declared states of emergency Sunday in the District of Columbia, West Virginia, Delaware, Maryland and Virginia as a storm system stretching from the Ohio Valley to the eastern United States brought snow, sleet and freezing rain.

Heavy accumulations of snow shut airports and rail lines, and flood watches were issued from northern Arkansas and Alabama through Tennessee and eastern Kentucky, according to the National Oceanographic and Atmospheric Administration.

Ronald Reagan Washington National Airport and Baltimore-Washington International Airport closed early Sunday. Both were expected to reopen at 12 p.m. Monday, the Federal Aviation Administration said, though spokeswomen for the airports said they were shut indefinitely.

"We're just hanging out here," said a frustrated passenger at Reagan National. "I just hope the airport is not going to get too cold at night."

Dulles International Airport was operating with one runway.

Holiday expected to ease strain on Washington

The Presidents' Day federal holiday will dull the impact of the biggest winter storm to hit Washington this season because government offices will be closed, a city agency spokeswoman predicted.

Mary Myers of Washington's Public Works Department said road crews were expecting less traffic Monday, which will mean fewer obstacles for snowplows. Many motorists were staying indoors.

"This is a government town, so we are looking for lighter-than-normal traffic, which can only help us," she said.

The storm dumped at least a foot of snow in the city and suburbs, closing shopping malls, other businesses, monuments and the Smithsonian Institution museums.

"That's usually a big chunk of the sightseeing itinerary," Myers said. Many events were canceled.

Because of the storm, President Bush returned to the White House by motorcade Sunday instead of traveling by helicopter from his mountaintop retreat at Camp David, Maryland.

"It's very nerve-racking out there because you can't even find the road," Merrie Street, a spokeswoman for the Harford County, Maryland, emergency center, told The Associated Press.

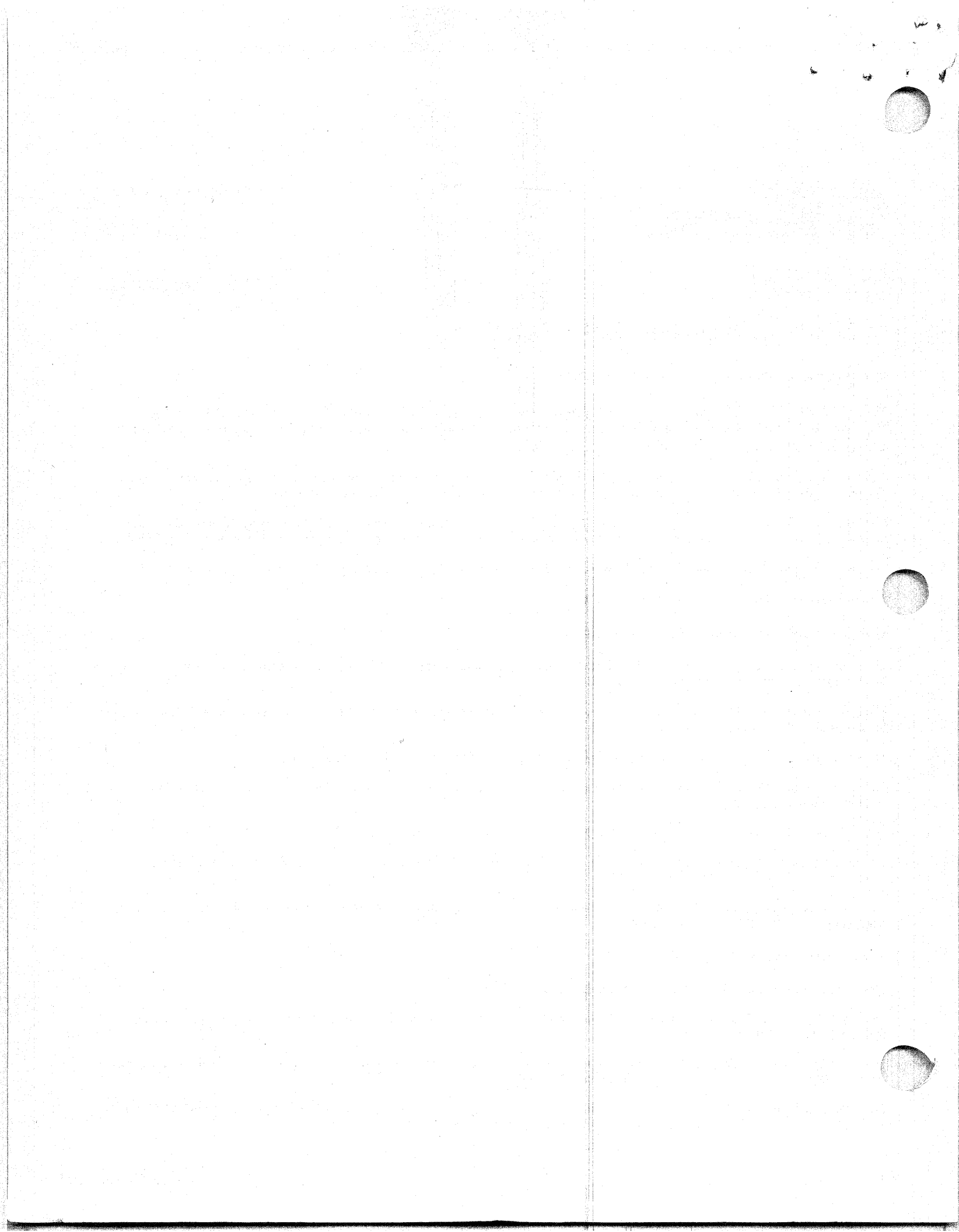
Snow emergency in Philadelphia

Philadelphia, Pennsylvania declared a snow emergency Sunday afternoon.

"This is the 14th snowfall that we've had in 12 weeks. And it's going to be the biggest and the largest," said Philip Goldsmith, the city's managing director of streets.

New York expected up to a foot of snow, and 3 to 6 inches were predicted for Boston, Massachusetts. Temperatures in Baltimore, Maryland, fell to 14 degrees Fahrenheit, with a wind chill of minus 7, early Sunday.

Snow fell from Missouri to New Jersey, and flakes piled up at a rate of up to 4 inches per hour in parts of Maryland, where Gov. Robert Ehrlich banned most civilian traffic from state highways, according to the AP.




To the south, freezing rain was falling across southern Virginia into the Raleigh-Durham area of North Carolina and down toward Charlotte. As much as half an inch of ice was predicted.

In Virginia, traffic on highways was reported to be light, but Virginia State Police said they were busy with spinouts and accidents on Interstate 95.

The National Oceanic and Atmospheric Administration predicted that the slow-moving system could continue to bring winter precipitation to some areas for two or three days.

Find this article at:

<http://www.cnn.com/2003/WEATHER/02/16/winter.storm>

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