sequence number, and hope count. A Global Position System (GPS) is also used to get updated mobility information on each road segments and intersections. The road-density information is accordingly updated when any node leaves road segment and enters in other road segment. As shown in Figure 9, there are 5 nodes including 1 friend, 3 friends-of-friends, and 1 non-friend, on the road segment between and at intersections $I_1$ and $I_5$. The neighbors nodes $N_1$ and $N_2$ receive the packet at intersections $I_1$, but only $N_1$ will rebroadcast it in the improved flooding mechanism. Before this re-broadcast, $N_1$ appends intersection $I_1$ to the route in header of the packet.

However, when $N_3$ receives the RD packet, it will not update the route because $N_3$ is located on the same road segment with $N_1$. Node $N_3$ is close to the intersection $I_5$ and it will not forward RD packet across intersection $I_5$ to node $N_5$. Node $N_3$ holds a packet until it reaches at intersection $I_5$ and now $N_3$ become a decision making node. At this point, $N_3$ get the global knowledge of real-time vehicular traffic using friendship mechanism by determining the number of nodes on next road segments. The following subsection describes the friendship mechanism in more details. The node $N_3$ select $I_5I_4$, $I_4I_3$, and $I_3I_6$ routes (solid arrows in Figure 9) because of the high density node and traffic flow rates. Each decision