### 2015 Q2 Quarterly Mobility Statistics

**District 10**

Data may change in coming months due to on-going data reconciliation process

<table>
<thead>
<tr>
<th>Measure</th>
<th>Graph</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle Miles of Travel (VMT)</td>
<td><img src="image1.png" alt="Graph" /></td>
<td>Over one year ago, Over last quarter</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-5.7%, 6.8%</td>
</tr>
<tr>
<td>Total Vehicle Hours of Delay (VHD) at 35 mph</td>
<td><img src="image2.png" alt="Graph" /></td>
<td>Over one year ago, Over last quarter</td>
</tr>
<tr>
<td></td>
<td></td>
<td>32.4%, 93.5%</td>
</tr>
<tr>
<td>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph</td>
<td><img src="image3.png" alt="Graph" /></td>
<td>Over one year ago, Over last quarter</td>
</tr>
<tr>
<td></td>
<td></td>
<td>49.9%, 82.7%</td>
</tr>
<tr>
<td>Total Vehicle Hours of Delay (VHD) at 60 mph</td>
<td><img src="image4.png" alt="Graph" /></td>
<td>Over one year ago, Over last quarter</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-8.6%, 29.5%</td>
</tr>
<tr>
<td>Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph</td>
<td><img src="image5.png" alt="Graph" /></td>
<td>Over one year ago, Over last quarter</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-3.4%, 23.5%</td>
</tr>
</tbody>
</table>

For further information, contact:
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Unofficial Statistics

7/20/2015
# 2015 Q2 Quarterly Mobility Statistics

## District 10

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### Average Vehicle Hours of Delay by Day of Week at 60 mph

<table>
<thead>
<tr>
<th>Measure</th>
<th>Graph</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>![2014 Q2, 2015 Q1, 2015 Q2]</td>
<td>Largest Magnitude Decrease over one year ago</td>
</tr>
<tr>
<td></td>
<td>![2014 Q2, 2015 Q1, 2015 Q2]</td>
<td>Largest Magnitude Decrease over last quarter</td>
</tr>
<tr>
<td></td>
<td>![2014 Q2, 2015 Q1, 2015 Q2]</td>
<td>Friday, -22.9%</td>
</tr>
<tr>
<td></td>
<td>![2014 Q2, 2015 Q1, 2015 Q2]</td>
<td>Largest Magnitude Increase over one year ago</td>
</tr>
<tr>
<td></td>
<td>![2014 Q2, 2015 Q1, 2015 Q2]</td>
<td>Largest Magnitude Increase over last quarter</td>
</tr>
<tr>
<td></td>
<td>![2014 Q2, 2015 Q1, 2015 Q2]</td>
<td>Thursday, 61.8%</td>
</tr>
</tbody>
</table>

---

### Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays

<table>
<thead>
<tr>
<th>Measure</th>
<th>Graph</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>![Weekday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>Largest Magnitude Weekday Decrease over one year ago</td>
</tr>
<tr>
<td></td>
<td>![Weekday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>Largest Magnitude Weekday Decrease over last quarter</td>
</tr>
<tr>
<td></td>
<td>![Weekday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>12 PM, -58.4%</td>
</tr>
<tr>
<td></td>
<td>![Weekday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>3 PM, 101.7%</td>
</tr>
</tbody>
</table>

---

### Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays

<table>
<thead>
<tr>
<th>Measure</th>
<th>Graph</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>![Saturday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>Largest Magnitude Saturday Decrease over one year ago</td>
</tr>
<tr>
<td></td>
<td>![Saturday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>Largest Magnitude Saturday Decrease over last quarter</td>
</tr>
<tr>
<td></td>
<td>![Saturday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>4 PM, -97.2%</td>
</tr>
<tr>
<td></td>
<td>![Saturday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>11 PM, -97.9%</td>
</tr>
</tbody>
</table>

---

### Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/Holidays

<table>
<thead>
<tr>
<th>Measure</th>
<th>Graph</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>![Sunday/Holiday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>Largest Magnitude Sun./Holiday Decrease over one year ago</td>
</tr>
<tr>
<td></td>
<td>![Sunday/Holiday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>Largest Magnitude Sun./Holiday Decrease over last quarter</td>
</tr>
<tr>
<td></td>
<td>![Sunday/Holiday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>7 AM, -90.7%</td>
</tr>
<tr>
<td></td>
<td>![Sunday/Holiday (2014 Q2, 2015 Q1, 2015 Q2)]</td>
<td>12 PM, -73.1%</td>
</tr>
</tbody>
</table>

---

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### 2015 Q2 Quarterly Mobility Statistics

**District 10**

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<table>
<thead>
<tr>
<th>Measure</th>
<th>Graph</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Vehicle Hours of Delay (VHD) by County at 35 mph</strong></td>
<td></td>
<td><strong>Largest Magnitude Decrease over one year ago</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Largest Magnitude Decrease over last quarter</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Merced</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-67.6%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Merced</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-44.3%</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Largest Magnitude Increase over one year ago</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Largest Magnitude Increase over last quarter</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Stanislaus</td>
</tr>
<tr>
<td></td>
<td></td>
<td>189.4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Stanislaus</td>
</tr>
<tr>
<td></td>
<td></td>
<td>115.7%</td>
</tr>
<tr>
<td><strong>Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph</strong></td>
<td></td>
<td><strong>Largest Magnitude Decrease over one year ago</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Largest Magnitude Decrease over last quarter</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Off-Peak Day</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-26.5%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Largest Magnitude Increase over one year ago</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Largest Magnitude Increase over last quarter</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Off-Peak Night</td>
</tr>
<tr>
<td></td>
<td></td>
<td>22.8%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Off-Peak Night</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1504.4%</td>
</tr>
<tr>
<td><strong>Average Number of Good and Bad Detectors</strong></td>
<td></td>
<td><strong>Change in Good over one year ago</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Change in Good over last quarter</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>-4%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-2%</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Change in Bad over one year ago</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Change in Bad over last quarter</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td>33%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8%</td>
</tr>
</tbody>
</table>

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# 2015 Q2 Quarterly Mobility Statistics

**District 10**

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<table>
<thead>
<tr>
<th>Route</th>
<th>County</th>
<th>Vehicle Hours of Delay at 35 mph</th>
<th>Difference 2015 Q2-2014 Q2</th>
<th>Difference 2015 Q2-2015 Q1</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>2014 Q2</td>
<td>2015 Q1</td>
<td>2015 Q2</td>
<td>Absolute</td>
</tr>
<tr>
<td>I205</td>
<td>San Joaquin</td>
<td>5028.2</td>
<td>52912.4</td>
<td>103481.5</td>
<td>98453.3</td>
</tr>
<tr>
<td>SR99</td>
<td>Stanislaus</td>
<td>26351.6</td>
<td>34939.2</td>
<td>71546.2</td>
<td>45194.6</td>
</tr>
<tr>
<td>SR4</td>
<td>San Joaquin</td>
<td>7017.6</td>
<td>15792.3</td>
<td>27976.1</td>
<td>20958.5</td>
</tr>
<tr>
<td>SR99</td>
<td>San Joaquin</td>
<td>13285.9</td>
<td>5897.1</td>
<td>16300.8</td>
<td>3014.9</td>
</tr>
<tr>
<td>I5</td>
<td>Stanislaus</td>
<td>188.5</td>
<td>674.5</td>
<td>5258.9</td>
<td>5070.4</td>
</tr>
<tr>
<td>I5</td>
<td>San Joaquin</td>
<td>6118.1</td>
<td>1992.2</td>
<td>2628.9</td>
<td>-3489.2</td>
</tr>
<tr>
<td>SR99</td>
<td>Merced</td>
<td>2833</td>
<td>7106.5</td>
<td>2366.4</td>
<td>-466.6</td>
</tr>
<tr>
<td>SR152</td>
<td>Merced</td>
<td>10011.4</td>
<td>1428.6</td>
<td>2340.7</td>
<td>-7670.7</td>
</tr>
<tr>
<td>I580</td>
<td>San Joaquin</td>
<td>2256.6</td>
<td>1211.6</td>
<td>1915.8</td>
<td>-340.8</td>
</tr>
<tr>
<td>SR49</td>
<td>Mariposa</td>
<td>126.9</td>
<td>77.9</td>
<td>95.8</td>
<td>-31.1</td>
</tr>
<tr>
<td>SR132</td>
<td>San Joaquin</td>
<td>99.9</td>
<td>3</td>
<td>44.9</td>
<td>-55</td>
</tr>
<tr>
<td>I5</td>
<td>Merced</td>
<td>1819</td>
<td>0</td>
<td>44.3</td>
<td>-1774.7</td>
</tr>
<tr>
<td>SR104</td>
<td>Amador</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>SR108</td>
<td>Tuolumne</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>-5</td>
</tr>
<tr>
<td>SR12</td>
<td>San Joaquin</td>
<td>707.8</td>
<td>0</td>
<td>0</td>
<td>-707.8</td>
</tr>
<tr>
<td>SR120</td>
<td>San Joaquin</td>
<td>24539.2</td>
<td>0</td>
<td>0</td>
<td>-24539.2</td>
</tr>
<tr>
<td>SR120</td>
<td>Tuolumne</td>
<td>1075.4</td>
<td>0</td>
<td>0</td>
<td>-1075.4</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td>101,464</td>
<td>122,035</td>
<td>234,000</td>
<td>132,536</td>
</tr>
</tbody>
</table>

I5 Merced: No delay detected in 2015 Q1
SR104 Amador: No delay detected in 2014 Q2, 2015 Q1, and 2015 Q2
SR 108 Tuolumne: No delay detected in 2015 Q1 and 2015 Q2
SR 12 San Joaquin: No delay detected in 2015 Q1 and 2015 Q2
SR 120 San Joaquin No delay detected in 2015 Q1 and 2015 Q2
SR 120 Tuolumne: No delay detected in 2015 Q1 and 2015 Q2

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