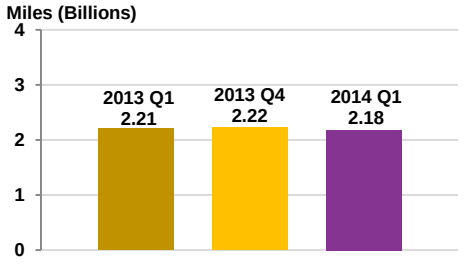
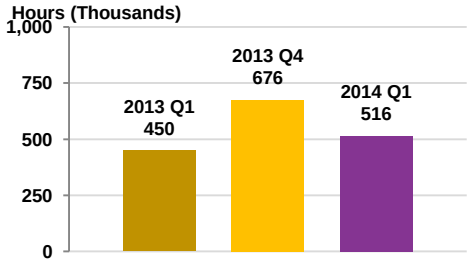
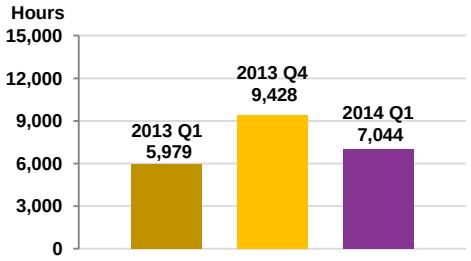
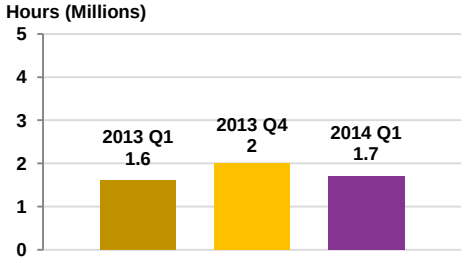
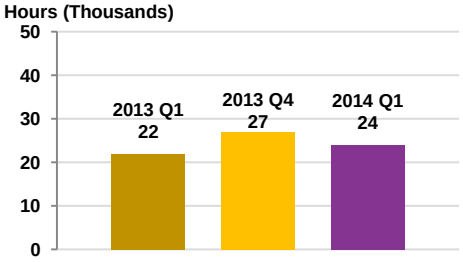
**2014 Q1 Quarterly Mobility Statistics**
**District 3**

| Measure | Graph | Percentage Change | |
|---|---|---|---|
| | | Over one year ago | Over last quarter |
| Vehicle Miles of Travel (VMT) |   | -1.4% | -1.7% |
| Total Vehicle Hours of Delay (VHD) at 35 mph |   | 14.7% | -23.7% |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 35 mph |   | 17.8% | -25.3% |
| Total Vehicle Hours of Delay (VHD) at 60 mph |   | 7.7% | -12.9% |
| Average Non-Holiday Weekday Vehicle Hours of Delay (VHD) at 60 mph |   | 8.1% | -12.9% |

Unofficial Statistics

For further information regarding the content of this report, contact:
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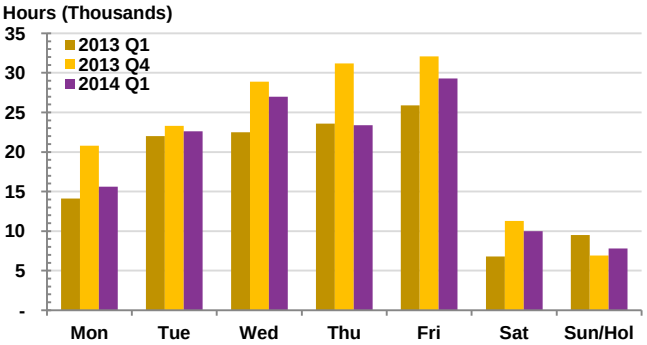
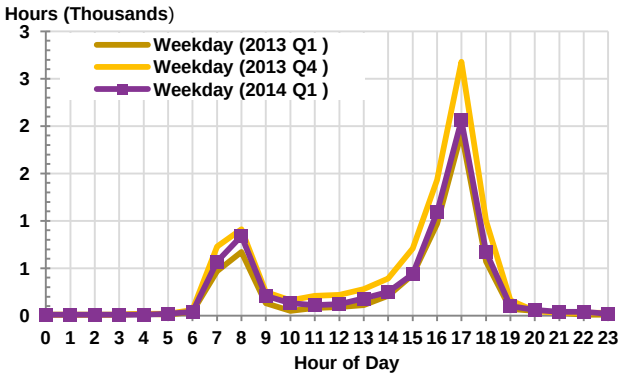
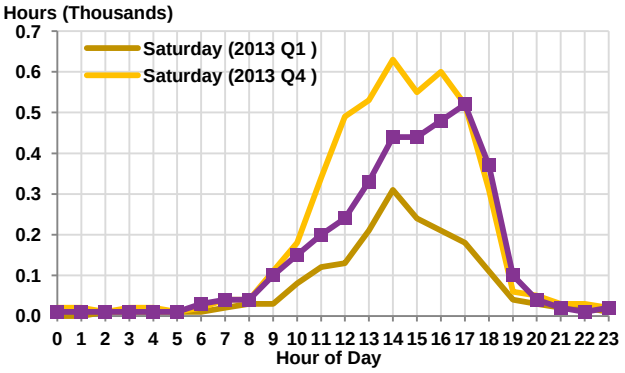
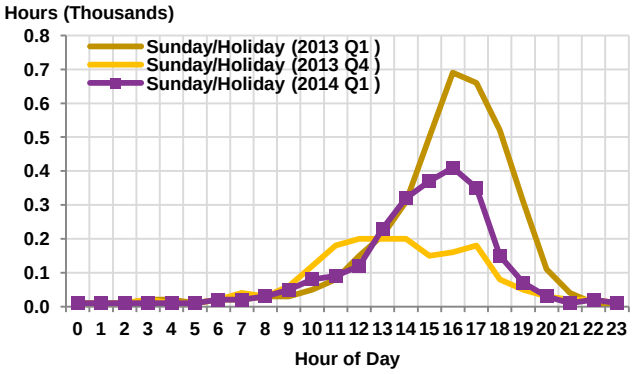
# 2014 Q1 Quarterly Mobility Statistics
## District 3

| Measure | Graph | Percentage Change | |
|---|---|---|---|
| Average Vehicle Hours of Delay by Day of Week at 60 mph |   | Largest Magnitude Decrease over one year ago<br>Sun/Hol<br>-18.6% | Largest Magnitude Decrease over last quarter<br>Thursday<br>-24.9% |
| | | Largest Magnitude Increase over one year ago<br>Wednesday<br>19.6% | Largest Magnitude Increase over last quarter<br>Sun/Hol<br>11.8% |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Weekdays |   | Largest Magnitude Weekday Decrease over one year ago<br>4 AM<br>-25% | Largest Magnitude Weekday Decrease over last quarter<br>5 PM<br>-23.4% |
| | | Largest Magnitude Weekday Increase over one year ago<br>8 AM<br>25.1% | Largest Magnitude Weekday Increase over last quarter<br>9 PM<br>36.9% |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Saturdays |   | Largest Magnitude Saturday Decrease over one year ago<br>4 AM<br>-39.7% | Largest Magnitude Saturday Decrease over last quarter<br>12 PM<br>-51.4% |
| | | Largest Magnitude Saturday Increase over one year ago<br>5 PM<br>187.9% | Largest Magnitude Saturday Increase over last quarter<br>6 PM<br>19.5% |
| Average Vehicle Hours of Delay by Hour of Day at 35 mph, Sundays/ Holidays |   | Largest Magnitude Sun./Holiday Decrease over one year ago<br>6 PM<br>-71.3% | Largest Magnitude Sun./Holiday Decrease over last quarter<br>11 AM<br>-49.7% |
| | | Largest Magnitude Sun./Holiday Increase over one year ago<br>10 AM<br>70.2% | Largest Magnitude Sun./Holiday Increase over last quarter<br>4 PM<br>153.7% |

Unofficial Statistics

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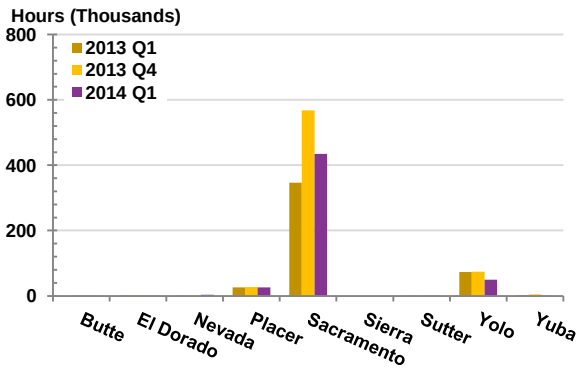
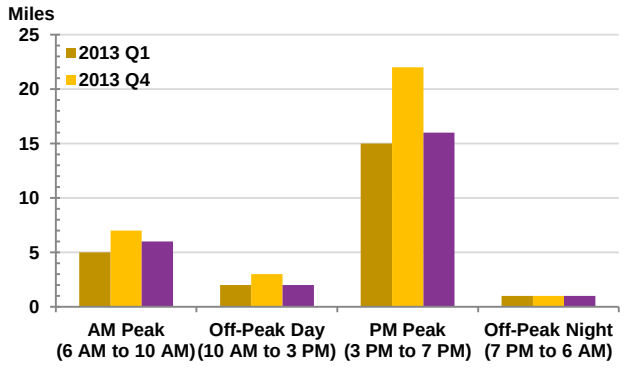
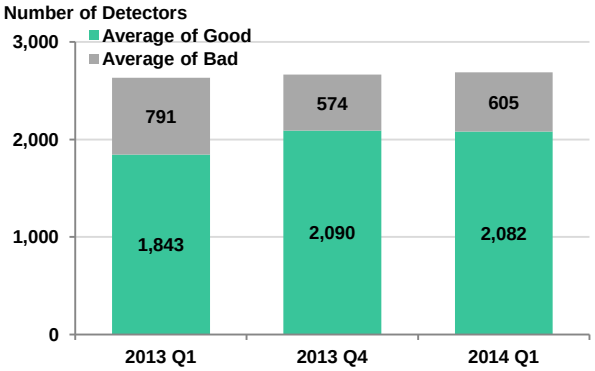
# 2014 Q1 Quarterly Mobility Statistics
## District 3

| Measure | Graph | Percentage Change | |
|---|---|---|---|
| Total Vehicle Hours of Delay (VHD) by County at 35 mph |   | Largest Magnitude Decrease over one year ago<br>Yolo -31.5% | Largest Magnitude Decrease over last quarter<br>Sacramento -23.4% |
| | | Largest Magnitude Increase over one year ago<br>Sacramento 25.6% | Largest Magnitude Increase over last quarter<br>Nevada 2107.3% |
| Average Non-Holiday Weekday Equivalent Lost Lane Mile Hours at 35 mph |   | Largest Magnitude Decrease over one year ago<br>– | Largest Magnitude Decrease over last quarter<br>PM Peak -26.1% |
| | | Largest Magnitude Increase over one year ago<br>PM Peak 8.2% | Largest Magnitude Increase over last quarter<br>Off-Peak Night 3.8% |
| Average Number of Good and Bad Detectors |   | Change in Good over one year ago<br>13% | Change in Good over last quarter<br>-0.4% |
| | | Change in Bad over one year ago<br>-23% | Change in Bad over last quarter<br>5% |

Unofficial Statistics

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## 2014 Q1 Quarterly Mobility Statistics
## District 3

| Congestion by Route | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Vehicle Hours of Delay at 35 mph | | | Difference 2014 Q1-2013 Q1 | | Difference 2014 Q1-2013 Q4 | | Rank | | |
| Route | County | 2013 Q1 | 2013 Q4 | 2014 Q1 | Absolute | Percentage | Absolute | Percentage | 2013 Q1 | 2013 Q4 | 2014 Q1 |
| SR–51 | Sacramento | 101,717 | 175,704 | 122,060 | 20,343 | 20% | -53,644 | -31% | 1 | 1 | 1 |
| SR–99 | Sacramento | 82,976 | 107,119 | 92,052 | 9,076 | 11% | -15,067 | -14% | 3 | 3 | 2 |
| I–5 | Sacramento | 44,796 | 98,133 | 89,326 | 44,531 | 99% | -8,807 | -9% | 5 | 4 | 3 |
| US–50 | Sacramento | 84,983 | 124,620 | 88,216 | 3,232 | 4% | -36,405 | -29% | 2 | 2 | 4 |
| I–80 | Yolo | 63,799 | 51,104 | 36,454 | -27,345 | -43% | -14,650 | -29% | 4 | 5 | 5 |
| I–80 | Sacramento | 30,982 | 43,891 | 31,448 | 466 | 2% | -12,443 | -28% | 6 | 6 | 6 |
| I–80 | Placer | 17,696 | 17,018 | 17,309 | -387 | -2% | 292 | 2% | 7 | 8 | 7 |
| SR–160 | Sacramento | 973 | 18,079 | 11,729 | 10,756 | 1106% | -6,351 | -35% | 14 | 7 | 8 |
| US–50 | Yolo | 6,381 | 11,265 | 10,879 | 4,499 | 71% | -386 | -3% | 9 | 9 | 9 |
| SR–65 | Placer | 8,075 | 10,137 | 7,321 | -754 | -9% | -2,815 | -28% | 8 | 11 | 10 |
| I–80 | Nevada | 866 | 150 | 3,309 | 2,443 | 282% | 3,159 | 2107% | 15 | 17 | 11 |
| SR–113 | Yolo | 1,412 | 10,383 | 1,762 | 350 | 25% | -8,621 | -83% | 12 | 10 | 12 |
| SR–12 | Sacramento | 0 | 434 | 930 | 930 | | 496 | 114% | | 16 | 13 |
| US–50 | El Dorado | 1,653 | 1,502 | 925 | -728 | -44% | -577 | -38% | 11 | 13 | 14 |
| SR–89 | Placer | 0 | 0 | 884 | 884 | | 884 | | | | 15 |
| I–5 | Yolo | 1,280 | 1,028 | 847 | -434 | -34% | -182 | -18% | 13 | 15 | 16 |
| SR–99 | Butte | 26 | 1,377 | 609 | 583 | 2268% | -769 | -56% | 17 | 14 | 17 |
| SR–70 | Yuba | 2,145 | 4,430 | 330 | -1,815 | -85% | -4,100 | -93% | 10 | 12 | 18 |
| SR–267 | Placer | 0 | 0 | 164 | 164 | | 164 | | | | 19 |
| SR–99 | Sutter | 58 | 113 | 85 | 26 | 45% | -29 | -25% | 16 | 18 | 20 |
| I–80 | Sierra | 0 | 0 | 0 | 0 | | 0 | | | | |
| SR–275 | Yolo | 0 | 0 | 0 | 0 | | 0 | | | | |
| **TOTALS** | | **449,818** | **676,489** | **516,637** | **66,819** | **15%** | **-159,852** | **-24%** | | | |

**I-5 Sacramento County:** experienced more delay during the first quarter of 2014 versus the same quarter in 2013. This difference in delay was related to some damaged mainline traffic loop sensers in 2013 due to construction activity that took place during that quarter. When a pavement loop senser is damaged, the traffic volume and delay can not be collected therefore is showing less traffic data for that period of time. In 2014 traffic sensers were working better.

**SR-160 Sacramento County:** The higher delay amount showing during first quarter of 2014 versus the delay for same quarter in 2013 was due to construction activity at "3 mile Slough Bridge" during 2014.

**I-80 in Nevada County:** The increase in delay amount during the first quarter of 2014 was investigated through the the District's construction office. No unusual conditions were found. The mainline loop sensers showed no difference of inactivity during both quarters either.

**SR-12 Sacramento County:** also experienced more delay in first quarter of 2014 due to replacement of pavement detectors last year during construction activity which generated more delay this year. This was confirmed by District's construction office.

**SR–89 Placer County:** No delay below 35 mph was detected for entire 2013.

**SR-99 in Butte County:** In first quarter of 2014 delay amount was increased compared with the same quarter in 2013. This difference in delay was related to construction activity within the City of Chico on Route 99.

**SR–267 Placer County**: No delay below 35 mph was detected for 2013.

**I-80 Sierra County:** No delay below 35 mph was detected for 2013 and also first quarter of 2014.

**SR–275 Yolo County:** No delay below 35 mph was detected for 2013 and also first quarter of 2014.

Unofficial Statistics