

Rainy Day with 30-Minute Incident (CV0%)

1a. Shockwave - Speed Difference between Adjacent Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	3.65	18.92	42.84	8.65
15:30	16:30	6.60	40.99	46.43	12.37
16:30	17:30	9.73	37.70	42.76	13.55
17:30	18:30	9.15	38.45	45.76	12.78
18:30	19:30	9.53	38.08	41.89	13.37
19:30	20:30	3.02	18.63	49.89	7.85
14:30	20:30	6.95	38.08	49.89	11.96
15:30	19:30	8.75	38.64	46.43	13.00

1b. Shockwave - Speed Difference within Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	2.54	11.41	26.95	4.64
15:30	16:30	4.78	27.35	39.20	8.28
16:30	17:30	11.63	33.42	38.42	10.99
17:30	18:30	8.62	33.33	41.49	9.47
18:30	19:30	4.70	13.17	36.79	5.60
19:30	20:30	4.02	29.25	43.02	9.01
14:30	20:30	6.05	28.45	43.02	8.84
15:30	19:30	7.43	30.83	41.49	9.15

2. Queues - Average Connected Vehicle Seconds in Queue (sec/veh)

Hour Start	Hour End	Average VSQ
14:30	15:30	11.9
15:30	16:30	89.0
16:30	17:30	187.9
17:30	18:30	603.7
18:30	19:30	340.2
19:30	20:30	259.7
14:30	20:30	303.6
15:30	19:30	361.3

3. Throughput - Vehicle Miles Traveled (VMT)

Standard deviation across simulation runs (N=10)

Hour Start	Hour End	1000's VMT	St. Dev. (1000's VMT)
14:30	15:30	51.3	0.3
15:30	16:30	51.9	0.3
16:30	17:30	53.6	2.1
17:30	18:30	41.6	4.4
18:30	19:30	47.7	3.6
19:30	20:30	12.0	2.8
14:30	20:30	258.0	5.7
15:30	19:30	194.8	5.7

4. Speed Variance

See Performance Measure #1: Shockwave - Speed Difference between Adjacent Sublinks

5. Average Travel Time - Vehicle Hours Traveled (VHT)

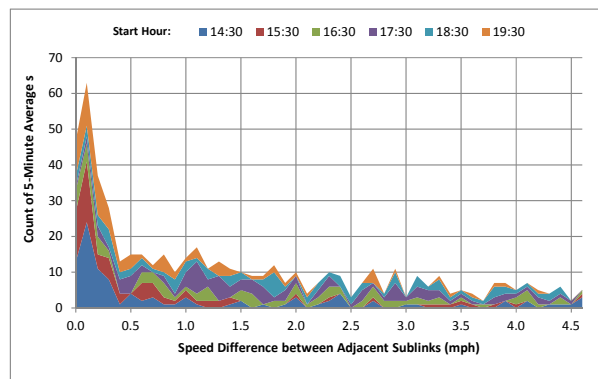
Standard deviation across simulation runs (N=10)

Hour Start	Hour End	VHT	St. Dev. VHT
14:30	15:30	900	40
15:30	16:30	1,165	37
16:30	17:30	1,614	69
17:30	18:30	2,005	72
18:30	19:30	1,616	128
19:30	20:30	532	89
14:30	20:30	7,833	259
15:30	19:30	6,401	213

6. Reliability Measure - 95th Percentile Travel Time Index (TTI)

Free flow speed assumed to be 65 mph

Hour Start	Hour End	95th %ile TTI (Part 1)	95th %ile TTI (Part 2)	95th %ile TTI (Combined)
14:30	15:30	1.14	1.12	1.13
15:30	16:30	1.75	1.12	1.61
16:30	17:30	2.86	1.28	2.51
17:30	18:30	4.88	1.26	4.06
18:30	19:30	5.17	1.12	4.29
19:30	20:30	3.33	1.07	2.84
14:30	20:30	4.94	1.19	4.11
15:30	19:30	5.03	1.23	4.17



For clarity purposes, zero speed differences are not plotted.

7. Number of Lane Changes per 1,000 Connected Vehicles

Averages are not additive across parts or hours

Hour Start	Hour End	Lane Changes (Part 1)	Lane Changes (Part 2)	Lane Changes (Combined)
14:30	15:30	404	163	442
15:30	16:30	399	155	439
16:30	17:30	367	173	427
17:30	18:30	306	173	377
18:30	19:30	375	146	417
19:30	20:30	308	35	307
14:30	20:30	448	193	493
15:30	19:30	434	195	485

8. Number of Stops per Connected Vehicle

Averages are not additive across parts or hours

Hour Start	Hour End	Number Stops (Part 1)	Number Stops (Part 2)	Number Stops (Combined)
14:30	15:30	11	5	12
15:30	16:30	140	31	132
16:30	17:30	421	66	373
17:30	18:30	2,099	246	1,802
18:30	19:30	1,492	145	1,284
19:30	20:30	1,530	149	1,465
14:30	20:30	1,088	106	914
15:30	19:30	1,261	128	1,059

9. Latent Demand and Delay

Start	End	Latent Demand (veh)	Latent Delay (veh-hr)
14:30	20:30	6,203	2,780

Number of Connected Vehicles

Totals do not match sum of hourly as some vehicles reported for more than one hour or part

Start	End	Part 1 Vehicles	Part 2 Vehicles	Number Vehicles
14:30	15:30	2,271	1,964	2,913
15:30	16:30	2,424	2,021	3,057
16:30	17:30	2,836	2,213	3,590
17:30	18:30	2,690	2,038	3,411
18:30	19:30	2,564	1,988	3,205
19:30	20:30	524	373	585
14:30	20:30	10,872	10,037	14,108
15:30	19:30	8,727	7,819	11,337