

Rainy Day with 30-Minute Incident (CV50%)

1a. Shockwave - Speed Difference between Adjacent Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	4.23	13.32	26.97	5.02
15:30	16:30	5.87	19.62	38.07	6.85
16:30	17:30	6.26	17.44	26.70	5.99
17:30	18:30	5.90	21.90	38.80	7.48
18:30	19:30	4.35	17.43	32.23	6.20
19:30	20:30	3.45	18.20	49.45	7.66
14:30	20:30	5.01	18.84	49.45	6.76
15:30	19:30	5.60	19.23	38.80	6.69

1b. Shockwave - Speed Difference within Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	3.99	11.83	28.65	4.06
15:30	16:30	6.76	17.96	34.34	5.81
16:30	17:30	7.40	18.16	31.67	5.47
17:30	18:30	7.82	22.24	38.14	7.39
18:30	19:30	4.44	9.33	27.17	3.33
19:30	20:30	3.30	14.81	32.35	5.34
14:30	20:30	5.62	17.81	38.14	5.68
15:30	19:30	6.60	18.47	38.14	5.82

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

Hour Start	Hour End	Average VSQ
14:30	15:30	12.4
15:30	16:30	73.8
16:30	17:30	168.4
17:30	18:30	517.7
18:30	19:30	380.1
19:30	20:30	473.4
14:30	20:30	296.8
15:30	19:30	336.7

3. Throughput - Vehicle Miles Traveled (VMT)

Hour Start	Hour End	1000's VMT
14:30	15:30	51.9
15:30	16:30	51.3
16:30	17:30	52.3
17:30	18:30	42.7
18:30	19:30	43.2
19:30	20:30	15.2
14:30	20:30	256.6
15:30	19:30	189.6

4. Speed Variance

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

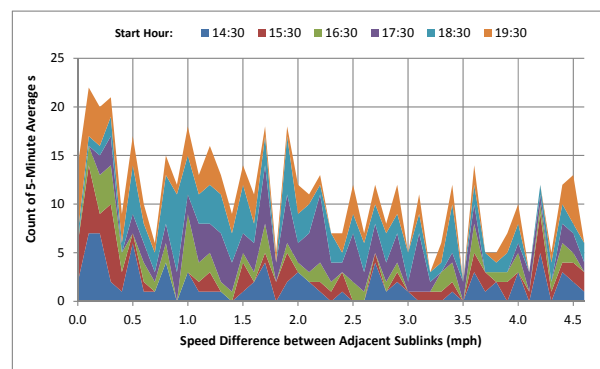
5. Average Travel Time - Vehicle Hours Traveled (VHT)

Hour Start	Hour End	VHT
14:30	15:30	1,017
15:30	16:30	1,255
16:30	17:30	1,588
17:30	18:30	1,963
18:30	19:30	1,774
19:30	20:30	676
14:30	20:30	8,272
15:30	19:30	6,579

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	1.51	1.11	1.41
15:30	16:30	1.93	1.12	1.75
16:30	17:30	3.37	1.31	2.92
17:30	18:30	4.79	1.29	3.99
18:30	19:30	5.01	1.11	4.16
19:30	20:30	6.20	1.06	5.05
14:30	20:30	4.95	1.18	4.11
15:30	19:30	4.88	1.24	4.06



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	434	158	464
15:30	16:30	435	162	471
16:30	17:30	366	174	425
17:30	18:30	292	173	365
18:30	19:30	357	148	401
19:30	20:30	325	36	332
14:30	20:30	463	195	505
15:30	19:30	438	200	488

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	10	4	11
15:30	16:30	105	29	102
16:30	17:30	370	49	321
17:30	18:30	1,895	235	1,627
18:30	19:30	1,614	141	1,364
19:30	20:30	2,743	218	2,670
14:30	20:30	1,139	101	946
15:30	19:30	1,209	117	1,005

9. Latent Demand and Delay

Start	End	Latent Demand (veh)	Latent Delay (veh-hr)
14:30	20:30	6,602	2,893

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	5,733	4,956	7,327
15:30	16:30	6,061	5,043	7,679
16:30	17:30	6,972	5,572	8,874
17:30	18:30	6,587	4,984	8,391
18:30	19:30	6,277	4,686	7,908
19:30	20:30	1,688	1,207	1,833
14:30	20:30	26,790	25,050	34,934
15:30	19:30	21,358	19,185	27,950