

Scenario 6 Rainy Day with 60-Minute Incident (CV50%)

1a. Shockwave - Speed Difference between Adjacent Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	4.44	17.84	31.09	5.65
15:30	16:30	4.91	18.04	31.31	5.96
16:30	17:30	6.42	22.19	28.63	6.79
17:30	18:30	6.20	22.94	31.83	7.49
18:30	19:30	5.00	20.57	32.05	7.30
19:30	20:30	3.58	21.67	53.77	8.10
14:30	20:30	5.09	21.00	53.77	7.06
15:30	19:30	5.63	22.24	32.05	6.91

1b. Shockwave - Speed Difference within Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	4.20	10.24	25.05	3.87
15:30	16:30	5.29	14.65	36.18	4.76
16:30	17:30	7.76	19.94	30.05	5.41
17:30	18:30	6.05	15.99	24.84	5.30
18:30	19:30	4.54	11.63	22.47	3.64
19:30	20:30	3.23	14.85	39.45	6.41
14:30	20:30	5.18	15.66	39.45	5.19
15:30	19:30	5.91	16.07	36.18	4.92

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

Hour Start	Hour End	Average VSQ
14:30	15:30	11.7
15:30	16:30	104.8
16:30	17:30	253.4
17:30	18:30	613.8
18:30	19:30	369.8
19:30	20:30	447.7
14:30	20:30	350.2
15:30	19:30	405.8

3. Throughput - Vehicle Miles Traveled (VMT)

Hour Start	Hour End	1000's VMT
14:30	15:30	51.8
15:30	16:30	49.4
16:30	17:30	49.6
17:30	18:30	40.0
18:30	19:30	43.2
19:30	20:30	14.6
14:30	20:30	248.6
15:30	19:30	182.2

4. Speed Variance

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

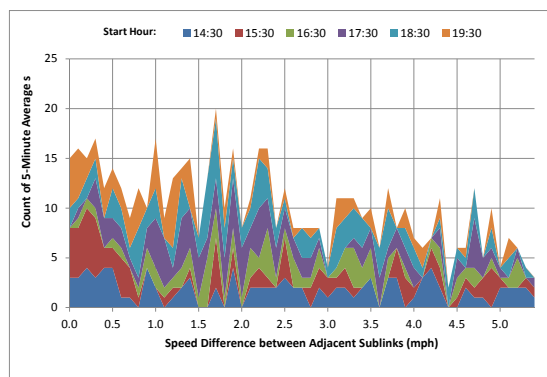
5. Average Travel Time - Vehicle Hours Traveled (VHT)

Hour Start	Hour End	VHT
14:30	15:30	999
15:30	16:30	1,289
16:30	17:30	1,853
17:30	18:30	2,036
18:30	19:30	1,722
19:30	20:30	661
14:30	20:30	8,561
15:30	19:30	6,901

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	1.41	1.11	1.33
15:30	16:30	2.48	1.12	2.18
16:30	17:30	3.61	1.28	3.09
17:30	18:30	5.67	1.29	4.68
18:30	19:30	5.58	1.12	4.60
19:30	20:30	5.96	1.06	4.86
14:30	20:30	5.53	1.19	4.57
15:30	19:30	5.54	1.22	4.58



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	457	161	485
15:30	16:30	411	149	444
16:30	17:30	335	166	397
17:30	18:30	287	177	364
18:30	19:30	348	145	390
19:30	20:30	323	37	332
14:30	20:30	460	196	502
15:30	19:30	428	199	477

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	12	4	12
15:30	16:30	173	33	159
16:30	17:30	635	89	556
17:30	18:30	2,397	250	2,028
18:30	19:30	1,758	145	1,478
19:30	20:30	2,891	234	2,816
14:30	20:30	1,415	116	1,165
15:30	19:30	1,543	135	1,268

9. Latent Demand and Delay

Start	End	Latent Demand (veh)	Latent Delay (veh-hr)
14:30	20:30	7,808	3,543

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	5,765	4,975	7,348
15:30	16:30	6,075	4,956	7,653
16:30	17:30	7,198	5,414	9,092
17:30	18:30	6,608	4,942	8,421
18:30	19:30	6,158	4,623	7,779
19:30	20:30	1,695	1,200	1,840
14:30	20:30	26,341	24,697	34,442
15:30	19:30	20,924	18,837	27,484