

Scenario 2 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	1.93	9.04	25.97	3.50
15:30	16:30	3.92	36.80	45.85	9.63
16:30	17:30	8.37	37.29	41.66	12.51
17:30	18:30	10.97	38.67	42.14	14.48
18:30	19:30	3.27	18.50	42.30	8.18
19:30	20:30	4.18	29.59	47.52	9.15
14:30	20:30	5.44	36.04	47.52	10.70
15:30	19:30	6.63	37.67	45.85	11.79

1b. Shockwave - Speed Difference within Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	1.78	7.40	24.44	3.14
15:30	16:30	2.19	8.48	33.65	5.02
16:30	17:30	6.90	26.43	37.25	8.60
17:30	18:30	5.21	20.53	33.39	7.24
18:30	19:30	1.66	7.18	24.97	3.87
19:30	20:30	4.62	30.39	47.47	9.98
14:30	20:30	3.73	19.78	47.47	7.07
15:30	19:30	3.99	19.90	37.25	6.80

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

Hour Start	Hour End	Average VSQ
14:30	15:30	11.6
15:30	16:30	52.3
16:30	17:30	67.1
17:30	18:30	89.5
18:30	19:30	22.0
19:30	20:30	0.0
14:30	20:30	55.4
15:30	19:30	65.2

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	51.4	0.3
15:30	16:30	53.0	0.3
16:30	17:30	61.2	0.5
17:30	18:30	59.4	0.4
18:30	19:30	47.3	0.6
19:30	20:30	2.7	0.1
14:30	20:30	275.1	0.6
15:30	19:30	221.0	0.5

4. Speed Variance

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

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

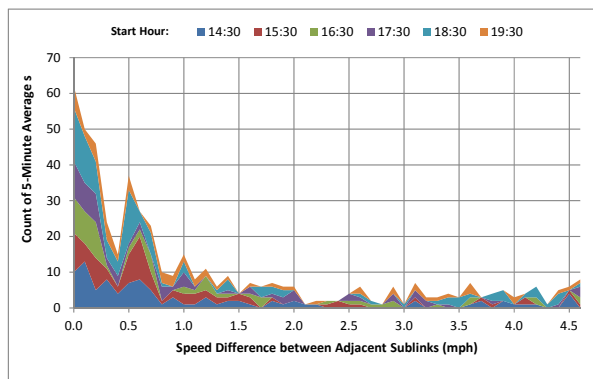
Standard deviation across simulation runs (N=10)

Hour Start	Hour End	VHT	St. Dev. VHT
14:30	15:30	861	7
15:30	16:30	1,005	65
16:30	17:30	1,216	78
17:30	18:30	1,488	95
18:30	19:30	854	42
19:30	20:30	759	23
14:30	20:30	6,183	199
15:30	19:30	4,563	201

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	1.09	1.09	1.09
15:30	16:30	1.35	1.12	1.30
16:30	17:30	1.59	1.16	1.49
17:30	18:30	1.81	1.16	1.66
18:30	19:30	1.58	1.13	1.48
19:30	20:30	1.06	1.06	1.06
14:30	20:30	1.76	1.15	1.63
15:30	19:30	1.77	1.15	1.63



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	346	133	373
15:30	16:30	359	140	394
16:30	17:30	395	167	441
17:30	18:30	385	182	448
18:30	19:30	354	143	382
19:30	20:30	173	66	168
14:30	20:30	403	169	446
15:30	19:30	408	174	454

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	4	11
15:30	16:30	57	25	62
16:30	17:30	74	29	78
17:30	18:30	176	41	168
18:30	19:30	44	15	44
19:30	20:30	0	0	0
14:30	20:30	84	25	83
15:30	19:30	100	30	99

9. Latent Demand and Delay

Start	End	Latent Demand (veh)	Latent Delay (veh-hr)
14:30	20:30	1,044	572

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	2,258	1,955	2,897
15:30	16:30	2,425	2,041	3,069
16:30	17:30	2,875	2,451	3,655
17:30	18:30	2,824	2,442	3,569
18:30	19:30	2,127	1,894	2,771
19:30	20:30	149	153	212
14:30	20:30	11,537	10,469	14,800
15:30	19:30	9,425	8,477	12,063