

Scenario 1 Typical Day (CV10%)

1a. Shockwave - Speed Difference between Adjacent Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	1.73	6.10	10.75	2.20
15:30	16:30	1.88	6.84	12.25	2.47
16:30	17:30	5.15	23.21	36.45	7.43
17:30	18:30	7.46	26.01	29.57	8.81
18:30	19:30	3.13	14.95	33.65	5.98
19:30	20:30	3.14	22.73	51.09	8.10
14:30	20:30	3.75	20.86	51.09	6.78
15:30	19:30	4.40	22.86	36.45	6.91

1b. Shockwave - Speed Difference within Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	1.77	4.77	10.55	1.72
15:30	16:30	1.78	6.60	12.96	2.02
16:30	17:30	6.76	21.75	35.43	7.04
17:30	18:30	5.16	16.84	23.06	4.90
18:30	19:30	1.85	9.08	22.88	3.72
19:30	20:30	4.07	33.24	49.74	9.65
14:30	20:30	3.56	16.06	49.74	5.90
15:30	19:30	3.89	16.72	35.43	5.18

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

Hour Start	Hour End	Average VSQ
14:30	15:30	11.5
15:30	16:30	44.3
16:30	17:30	57.5
17:30	18:30	69.6
18:30	19:30	19.0
19:30	20:30	0.0
14:30	20:30	46.2
15:30	19:30	53.9

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	53.1	0.3
16:30	17:30	60.7	0.4
17:30	18:30	59.2	0.4
18:30	19:30	47.8	0.5
19:30	20:30	2.8	0.1
14:30	20:30	275.0	0.6
15:30	19:30	220.8	0.5

4. Speed Variance

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

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

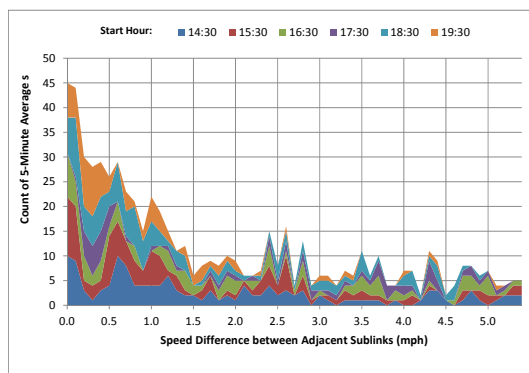
Standard deviation across simulation runs (N=10)

Hour Start	Hour End	VHT	St. Dev. VHT
14:30	15:30	870	8
15:30	16:30	903	8
16:30	17:30	1,210	41
17:30	18:30	1,534	77
18:30	19:30	889	45
19:30	20:30	46	2
14:30	20:30	5,452	142
15:30	19:30	4,536	142

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	1.11	1.10	1.11
15:30	16:30	1.11	1.10	1.11
16:30	17:30	1.66	1.16	1.54
17:30	18:30	1.91	1.16	1.75
18:30	19:30	1.75	1.13	1.61
19:30	20:30	1.07	1.06	1.07
14:30	20:30	1.86	1.15	1.70
15:30	19:30	1.88	1.15	1.72



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	335	141	370
15:30	16:30	346	137	377
16:30	17:30	356	164	406
17:30	18:30	357	182	426
18:30	19:30	340	138	370
19:30	20:30	179	52	170
14:30	20:30	383	169	428
15:30	19:30	384	172	432

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	38	18	42
16:30	17:30	51	22	55
17:30	18:30	122	32	117
18:30	19:30	34	12	34
19:30	20:30	0	0	0
14:30	20:30	59	19	60
15:30	19:30	70	22	70

9. Latent Demand and Delay

Start	End	Latent Demand (veh)	Latent Delay (veh-hr)
14:30	20:30	1,126	599

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	1,124	990	1,445
15:30	16:30	1,195	1,033	1,529
16:30	17:30	1,416	1,211	1,811
17:30	18:30	1,409	1,211	1,784
18:30	19:30	1,077	959	1,392
19:30	20:30	83	80	113
14:30	20:30	5,689	5,241	7,336
15:30	19:30	4,649	4,235	5,984