

Scenario 6 Rainy Day with 60-Minute Incident (CV10%)

1a. Shockwave - Speed Difference between Adjacent Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	3.81	17.80	32.09	6.15
15:30	16:30	5.68	27.19	40.89	8.55
16:30	17:30	8.80	30.17	36.44	9.93
17:30	18:30	9.11	34.87	40.62	11.28
18:30	19:30	8.31	35.10	39.09	11.40
19:30	20:30	3.54	22.16	51.74	8.33
14:30	20:30	6.54	30.86	51.74	9.82
15:30	19:30	7.97	33.03	40.89	10.45

1b. Shockwave - Speed Difference within Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	3.66	12.08	27.99	4.03
15:30	16:30	5.50	23.80	40.33	6.81
16:30	17:30	10.02	25.73	35.56	7.51
17:30	18:30	8.52	25.91	40.55	7.99
18:30	19:30	5.20	14.96	26.16	4.74
19:30	20:30	4.70	28.75	38.99	8.41
14:30	20:30	6.27	23.63	40.55	7.16
15:30	19:30	7.31	24.34	40.55	7.11

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

Hour Start	Hour End	Average VSQ
14:30	15:30	12.5
15:30	16:30	108.0
16:30	17:30	261.3
17:30	18:30	641.8
18:30	19:30	368.3
19:30	20:30	385.7
14:30	20:30	356.0
15:30	19:30	417.4

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	0.5
15:30	16:30	50.2	1.7
16:30	17:30	49.6	3.8
17:30	18:30	40.0	5.1
18:30	19:30	45.0	4.2
19:30	20:30	13.8	3.1
14:30	20:30	250.1	9.8
15:30	19:30	184.8	10.0

4. Speed Variance

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

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

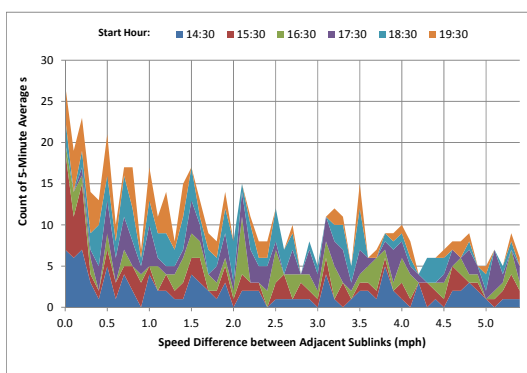
Standard deviation across simulation runs (N=10)

Hour Start	Hour End	VHT	St. Dev. VHT
14:30	15:30	922	35
15:30	16:30	1,209	115
16:30	17:30	1,769	215
17:30	18:30	1,946	121
18:30	19:30	1,662	87
19:30	20:30	613	39
14:30	20:30	8,121	335
15:30	19:30	6,586	362

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	1.18	1.11	1.16
15:30	16:30	2.21	1.12	1.97
16:30	17:30	3.45	1.31	2.96
17:30	18:30	5.75	1.30	4.74
18:30	19:30	5.63	1.11	4.64
19:30	20:30	4.28	1.06	3.52
14:30	20:30	5.55	1.21	4.58
15:30	19:30	5.61	1.25	4.63



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	367	160	413
15:30	16:30	323	144	372
16:30	17:30	309	166	377
17:30	18:30	293	172	364
18:30	19:30	348	136	384
19:30	20:30	294	22	289
14:30	20:30	413	190	461
15:30	19:30	396	193	448

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	13	4	13
15:30	16:30	186	34	170
16:30	17:30	654	96	575
17:30	18:30	2,544	260	2,144
18:30	19:30	1,722	155	1,460
19:30	20:30	2,437	197	2,352
14:30	20:30	1,416	119	1,168
15:30	19:30	1,588	143	1,308

9. Latent Demand and Delay

Start	End	Latent Demand (veh)	Latent Delay (veh-hr)
14:30	20:30	7,545	3,607

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	1,146	999	1,463
15:30	16:30	1,207	978	1,517
16:30	17:30	1,452	1,079	1,832
17:30	18:30	1,311	986	1,674
18:30	19:30	1,242	942	1,565
19:30	20:30	321	224	351
14:30	20:30	5,255	4,917	6,874
15:30	19:30	4,184	3,760	5,494