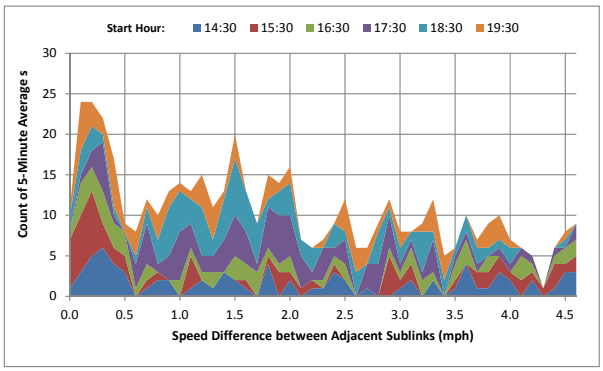
Scenario 4
Rainy Day (CV50%)

1a. Shockwave - Speed Difference between Adjacent Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	4.49	14.72	29.29	5.16
15:30	16:30	4.39	13.13	22.07	4.52
16:30	17:30	5.72	17.36	26.95	5.93
17:30	18:30	5.89	21.62	35.54	7.49
18:30	19:30	4.77	20.21	32.35	7.32
19:30	20:30	4.03	23.17	50.73	8.38
14:30	**20:30**	**4.88**	**18.27**	**50.73**	**6.72**
15:30	**19:30**	**5.20**	**18.67**	**35.54**	**6.45**



For clarity purposes, zero speed differences are not plotted.

1b. Shockwave - Speed Difference within Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	6.04	13.99	28.13	4.25
15:30	16:30	5.23	12.63	25.51	4.36
16:30	17:30	8.34	19.94	37.29	6.27
17:30	18:30	8.22	21.13	30.69	6.75
18:30	19:30	4.89	13.76	24.13	3.92
19:30	20:30	1.88	5.86	7.66	2.42
14:30	**20:30**	**5.77**	**17.02**	**37.29**	**5.37**
15:30	**19:30**	**6.67**	**18.90**	**37.29**	**5.69**

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	45.4
16:30	17:30	125.7
17:30	18:30	480.4
18:30	19:30	388.7
19:30	20:30	503.7
14:30	**20:30**	**273.0**
15:30	**19:30**	**301.6**

3. Throughput - Vehicle Miles Traveled (VMT)

Hour Start	Hour End	1000's VMT
14:30	15:30	51.9
15:30	16:30	52.9
16:30	17:30	54.0
17:30	18:30	43.9
18:30	19:30	43.2
19:30	20:30	15.8
14:30	**20:30**	**261.7**
15:30	**19:30**	**194.0**

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	1,049
15:30	16:30	1,080
16:30	17:30	1,456
17:30	18:30	1,934
18:30	19:30	1,791
19:30	20:30	706
14:30	**20:30**	**8,015**
15:30	**19:30**	**6,260**

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	1.63	1.11	1.51
15:30	16:30	1.39	1.11	1.33
16:30	17:30	2.89	1.23	2.50
17:30	18:30	4.66	1.25	3.88
18:30	19:30	4.75	1.11	3.95
19:30	20:30	7.05	1.06	5.74
14:30	**20:30**	**4.87**	**1.18**	**4.04**
15:30	**19:30**	**4.67**	**1.21**	**3.89**

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	465	156	489
15:30	16:30	462	158	487
16:30	17:30	399	174	449
17:30	18:30	306	167	371
18:30	19:30	353	141	393
19:30	20:30	314	45	333
14:30	**20:30**	**479**	**188**	**513**
15:30	**19:30**	**448**	**189**	**489**

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	5	14
15:30	16:30	50	19	52
16:30	17:30	195	35	175
17:30	18:30	1,422	193	1,231
18:30	19:30	1,582	138	1,341
19:30	20:30	3,207	312	3,185
14:30	**20:30**	**987**	**92**	**826**
15:30	**19:30**	**962**	**98**	**806**

9. Latent Demand and Delay

Start	End	Latent Demand (veh)	Latent Delay (veh-hr)
14:30	20:30	5,809	2,622

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	5,828	5,000	7,411
15:30	16:30	6,084	5,195	7,746
16:30	17:30	6,965	5,639	8,882
17:30	18:30	6,706	5,134	8,550
18:30	19:30	6,317	4,622	7,930
19:30	20:30	1,823	1,297	1,962
14:30	**20:30**	**27,468**	**25,587**	**35,672**
15:30	**19:30**	**22,036**	**19,603**	**28,704**