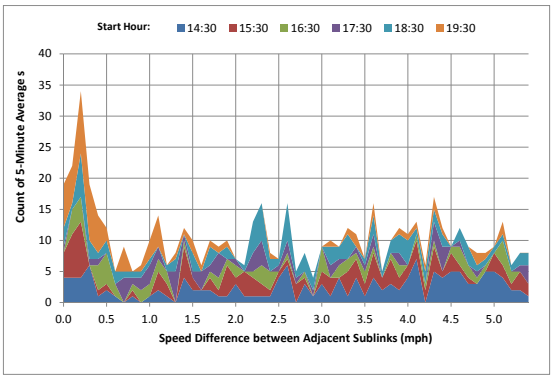
Scenario 2
30-Minute Incident (CV50%)

1a. Shockwave - Speed Difference between Adjacent Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	2.90	6.67	19.41	2.53
15:30	16:30	4.35	25.43	35.65	6.59
16:30	17:30	5.53	18.70	29.50	5.91
17:30	18:30	6.13	15.10	19.31	5.27
18:30	19:30	4.32	12.79	28.71	4.87
19:30	20:30	3.30	22.73	51.09	8.11
14:30	**20:30**	**4.42**	**14.91**	**51.09**	**6.01**
15:30	**19:30**	**5.08**	**15.23**	**35.65**	**5.75**



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	4.38	9.52	26.09	3.62
15:30	16:30	3.54	10.34	36.76	4.80
16:30	17:30	7.28	16.91	26.96	4.95
17:30	18:30	4.82	9.96	21.95	3.38
18:30	19:30	2.53	9.48	22.72	3.69
19:30	20:30	4.12	34.90	44.44	9.72
14:30	**20:30**	**4.44**	**14.02**	**44.44**	**5.68**
15:30	**19:30**	**4.54**	**13.69**	**36.76**	**4.61**

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	54.5
16:30	17:30	70.2
17:30	18:30	93.5
18:30	19:30	44.7
19:30	20:30	0.0
14:30	**20:30**	**62.8**
15:30	**19:30**	**74.1**

3. Throughput - Vehicle Miles Traveled (VMT)

Hour Start	Hour End	1000's VMT
14:30	15:30	51.1
15:30	16:30	53.2
16:30	17:30	59.6
17:30	18:30	58.4
18:30	19:30	49.8
19:30	20:30	2.8
14:30	**20:30**	**275.0**
15:30	**19:30**	**221.1**

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	952
15:30	16:30	1,091
16:30	17:30	1,343
17:30	18:30	1,694
18:30	19:30	1,091
19:30	20:30	540
14:30	**20:30**	**6,711**
15:30	**19:30**	**5,219**

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	1.25	1.09	1.21
15:30	16:30	1.49	1.13	1.41
16:30	17:30	1.88	1.16	1.72
17:30	18:30	2.28	1.15	2.03
18:30	19:30	2.24	1.11	2.00
19:30	20:30	1.14	1.06	1.12
14:30	**20:30**	**2.25**	**1.15**	**2.00**
15:30	**19:30**	**2.25**	**1.15**	**2.01**

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	406	140	426
15:30	16:30	406	141	432
16:30	17:30	403	170	450
17:30	18:30	406	167	453
18:30	19:30	417	143	435
19:30	20:30	218	66	206
14:30	**20:30**	**453**	**171**	**485**
15:30	**19:30**	**453**	**174**	**488**

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	5	13
15:30	16:30	65	26	68
16:30	17:30	83	30	85
17:30	18:30	200	42	186
18:30	19:30	103	24	97
19:30	20:30	0	0	0
14:30	**20:30**	**107**	**27**	**102**
15:30	**19:30**	**128**	**32**	**122**

9. Latent Demand and Delay

Start	End	Latent Demand (veh)	Latent Delay (veh-hr)
14:30	20:30	1,073	584

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	5,657	4,909	7,246
15:30	16:30	6,105	5,191	7,728
16:30	17:30	7,209	6,117	9,177
17:30	18:30	7,158	6,039	9,048
18:30	19:30	5,620	4,977	7,225
19:30	20:30	406	407	559
14:30	**20:30**	**28,716**	**26,364**	**36,930**
15:30	**19:30**	**23,497**	**21,368**	**30,159**