

Scenario 2 30-Minute Incident (CV25%)

1a. Shockwave - Speed Difference between Adjacent Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	2.39	6.71	12.55	2.46
15:30	16:30	4.26	24.88	35.79	6.95
16:30	17:30	5.96	18.60	29.23	6.42
17:30	18:30	7.07	18.92	31.50	7.00
18:30	19:30	3.85	15.15	26.17	5.17
19:30	20:30	3.09	16.88	49.19	7.27
14:30	20:30	4.44	18.30	49.19	6.41
15:30	19:30	5.28	18.72	35.79	6.56

1b. Shockwave - Speed Difference within Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	2.90	7.66	27.02	2.75
15:30	16:30	4.13	10.42	33.77	5.21
16:30	17:30	7.65	18.79	28.14	5.50
17:30	18:30	4.70	13.39	21.53	4.37
18:30	19:30	2.76	7.49	24.28	3.81
19:30	20:30	5.10	35.75	50.34	10.67
14:30	20:30	4.54	15.37	50.34	6.11
15:30	19:30	4.81	15.37	33.77	4.97

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	54.5
16:30	17:30	70.5
17:30	18:30	95.3
18:30	19:30	32.7
19:30	20:30	0.0
14:30	20:30	60.9
15:30	19:30	71.8

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	0.4
15:30	16:30	52.9	0.3
16:30	17:30	60.1	0.5
17:30	18:30	59.1	0.8
18:30	19:30	48.8	0.9
19:30	20:30	2.8	0.1
14:30	20:30	275.0	0.7
15:30	19:30	220.8	0.6

4. Speed Variance

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

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

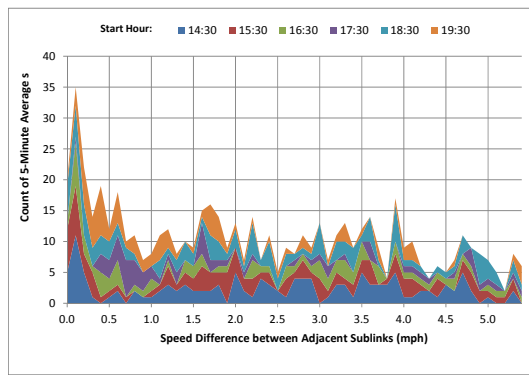
Standard deviation across simulation runs (N=10)

Hour Start	Hour End	VHT	St. Dev. VHT
14:30	15:30	900	25
15:30	16:30	1,077	62
16:30	17:30	1,346	102
17:30	18:30	1,684	77
18:30	19:30	978	68
19:30	20:30	603	54
14:30	20:30	6,588	282
15:30	19:30	5,085	263

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	1.15	1.10	1.14
15:30	16:30	1.45	1.14	1.38
16:30	17:30	1.90	1.15	1.74
17:30	18:30	2.17	1.16	1.95
18:30	19:30	1.98	1.13	1.79
19:30	20:30	1.10	1.06	1.09
14:30	20:30	2.12	1.15	1.90
15:30	19:30	2.13	1.15	1.92



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	365	136	392
15:30	16:30	385	146	420
16:30	17:30	392	166	440
17:30	18:30	387	176	447
18:30	19:30	373	139	397
19:30	20:30	165	60	164
14:30	20:30	423	171	463
15:30	19:30	426	175	470

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	12
15:30	16:30	64	25	67
16:30	17:30	85	29	87
17:30	18:30	198	44	187
18:30	19:30	67	19	65
19:30	20:30	0	0	0
14:30	20:30	99	26	96
15:30	19:30	119	32	115

9. Latent Demand and Delay

Start	End	Latent Demand (veh)	Latent Delay (veh-hr)
14:30	20:30	1,063	583

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	2,827	2,459	3,616
15:30	16:30	3,041	2,569	3,841
16:30	17:30	3,615	3,071	4,592
17:30	18:30	3,590	3,050	4,523
18:30	19:30	2,759	2,438	3,556
19:30	20:30	207	203	284
14:30	20:30	14,369	13,149	18,436
15:30	19:30	11,744	10,643	15,041