

## Scenario 1 Typical Day (CV25%)

### 1a. Shockwave - Speed Difference between Adjacent Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	2.58	6.41	10.61	2.39
15:30	16:30	2.45	6.57	10.83	2.43
16:30	17:30	4.77	15.34	22.17	4.84
17:30	18:30	6.84	21.00	27.87	6.93
18:30	19:30	4.11	16.41	25.70	5.56
19:30	20:30	3.09	16.88	49.19	7.28
14:30	20:30	3.97	15.75	49.19	5.55
15:30	19:30	4.54	17.19	27.87	5.39

### 1b. Shockwave - Speed Difference within Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	2.98	8.17	18.19	2.55
15:30	16:30	3.01	7.07	10.23	2.10
16:30	17:30	6.58	19.09	27.12	5.20
17:30	18:30	5.06	13.53	20.71	3.83
18:30	19:30	2.65	8.45	19.87	3.54
19:30	20:30	5.09	38.68	49.05	10.72
14:30	20:30	4.23	12.90	49.05	5.71
15:30	19:30	4.33	12.38	27.12	4.09

### 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	45.1
16:30	17:30	60.2
17:30	18:30	84.2
18:30	19:30	26.7
19:30	20:30	0.0
14:30	20:30	52.2
15:30	19:30	61.2

### 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	0.2
16:30	17:30	60.5	0.3
17:30	18:30	58.8	0.9
18:30	19:30	48.4	0.9
19:30	20:30	2.9	0.2
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)

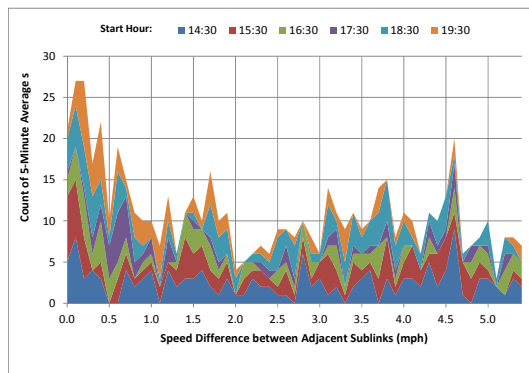
Standard deviation across simulation runs (N=10)

Hour Start	Hour End	VHT	St. Dev. VHT
14:30	15:30	919	37
15:30	16:30	957	21
16:30	17:30	1,294	42
17:30	18:30	1,595	67
18:30	19:30	992	87
19:30	20:30	600	54
14:30	20:30	6,358	116
15:30	19:30	4,838	134

### 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	1.20	1.10	1.17
15:30	16:30	1.20	1.10	1.17
16:30	17:30	1.73	1.16	1.61
17:30	18:30	2.01	1.16	1.82
18:30	19:30	1.91	1.12	1.74
19:30	20:30	1.14	1.06	1.12
14:30	20:30	1.97	1.15	1.78
15:30	19:30	1.98	1.15	1.79



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	371	137	397
15:30	16:30	366	139	396
16:30	17:30	386	166	434
17:30	18:30	379	183	443
18:30	19:30	373	146	400
19:30	20:30	183	60	183
14:30	20:30	415	172	456
15:30	19:30	415	176	459

### 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	11	4	11
15:30	16:30	41	18	44
16:30	17:30	55	23	59
17:30	18:30	156	35	147
18:30	19:30	60	16	57
19:30	20:30	0	0	0
14:30	20:30	75	20	73
15:30	19:30	89	24	86

### 9. Latent Demand and Delay

Start	End	Latent Demand (veh)	Latent Delay (veh-hr)
14:30	20:30	1,126	598

### 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	2,838	2,479	3,634
15:30	16:30	3,006	2,604	3,840
16:30	17:30	3,589	3,050	4,559
17:30	18:30	3,543	3,050	4,491
18:30	19:30	2,738	2,456	3,546
19:30	20:30	219	213	291
14:30	20:30	14,324	13,217	18,449
15:30	19:30	11,695	10,691	15,044