

Scenario 1 Typical Day (CV50%)

1a. Shockwave - Speed Difference between Adjacent Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	2.83	7.12	10.92	2.55
15:30	16:30	2.95	6.96	15.46	2.72
16:30	17:30	4.76	16.74	26.56	5.11
17:30	18:30	5.84	15.72	27.29	5.44
18:30	19:30	4.42	15.20	28.36	5.43
19:30	20:30	3.31	22.73	51.09	8.10
14:30	20:30	4.02	13.62	51.09	5.44
15:30	19:30	4.49	14.17	28.36	4.90

1b. Shockwave - Speed Difference within Sublinks

Hour Start	Hour End	Mean	95th %ile	Maximum	Std. Dev.
14:30	15:30	3.66	8.10	16.29	2.62
15:30	16:30	3.33	7.31	17.28	2.49
16:30	17:30	6.59	16.39	30.27	4.89
17:30	18:30	5.54	14.18	25.37	4.09
18:30	19:30	3.69	8.67	22.40	3.75
19:30	20:30	4.03	35.10	47.32	9.57
14:30	20:30	4.47	13.15	47.32	5.33
15:30	19:30	4.78	13.24	30.27	4.12

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	43.8
16:30	17:30	62.4
17:30	18:30	81.1
18:30	19:30	30.4
19:30	20:30	0.0
14:30	20:30	52.7
15:30	19:30	61.7

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	51.0	0.4
15:30	16:30	53.3	0.3
16:30	17:30	59.9	0.7
17:30	18:30	58.7	1.1
18:30	19:30	49.0	1.5
19:30	20:30	3.0	0.2
14:30	20:30	274.8	0.6
15:30	19:30	220.9	0.6

4. Speed Variance

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

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

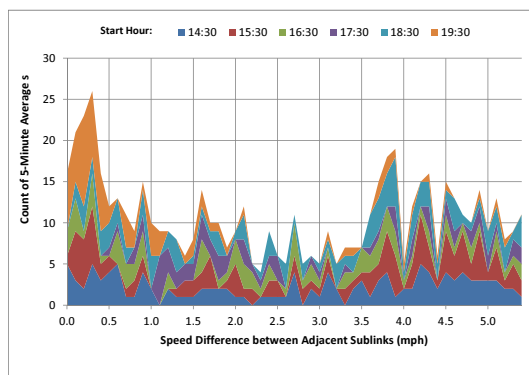
Standard deviation across simulation runs (N=10)

Hour Start	Hour End	VHT	St. Dev. VHT
14:30	15:30	984	42
15:30	16:30	1,013	38
16:30	17:30	1,291	45
17:30	18:30	1,676	130
18:30	19:30	1,052	140
19:30	20:30	542	18
14:30	20:30	6,558	289
15:30	19:30	5,033	284

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	1.33	1.10	1.28
15:30	16:30	1.31	1.10	1.26
16:30	17:30	1.84	1.15	1.68
17:30	18:30	2.22	1.15	1.98
18:30	19:30	2.15	1.13	1.93
19:30	20:30	1.20	1.06	1.17
14:30	20:30	2.18	1.14	1.95
15:30	19:30	2.19	1.15	1.96



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	413	138	430
15:30	16:30	415	140	434
16:30	17:30	410	170	455
17:30	18:30	404	171	455
18:30	19:30	421	147	440
19:30	20:30	225	60	210
14:30	20:30	458	171	488
15:30	19:30	456	175	490

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	12
15:30	16:30	41	17	43
16:30	17:30	60	23	63
17:30	18:30	152	36	144
18:30	19:30	64	18	62
19:30	20:30	0	0	0
14:30	20:30	76	21	74
15:30	19:30	90	25	88

9. Latent Demand and Delay

Start	End	Latent Demand (veh)	Latent Delay (veh-hr)
14:30	20:30	1,158	613

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	5,670	4,905	7,257
15:30	16:30	6,041	5,236	7,732
16:30	17:30	7,168	6,087	9,133
17:30	18:30	7,169	6,042	9,048
18:30	19:30	5,535	4,911	7,141
19:30	20:30	435	425	590
14:30	20:30	28,625	26,357	36,905
15:30	19:30	23,417	21,367	30,148