WILD HORSE PASS

CIRCULATION STUDY

FINAL REPORT
JUNE 2016

Prepared for:

MARICOPA ASSOCIATION of GOVERNMENTS

Prepared by:

Kimley»Horn

Prepared in conjunction with:

WILD HORSE PASS

GILA RIVER INDIAN COMMUNITY
1939
ARIZONA

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Kimley»Horn

Registered Professional Engineer (Civil)
CERTIFICATE NO
43294
MICHAEL L.
GRANDY
Date Signed 06-20-16
ARIZONA U.S.A.
Expires 09-30-17

Prepared in Conjunction With:

WILD HORSE PASS

GILA RIVER INDIAN COMMUNITY
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1 STUDY OVERVIEW

The purpose of the Wild Horse Pass Circulation Study is to evaluate the transportation facility needs within the study area bounded by Old Price Road on the east, 40th Street on the west, the northern boundary of the Gila River Indian Community (GRIC or Community) on the north, and Chandler Heights Road on the south. This study area is shown in **Figure 1**. The specific purposes of the study are to:

- Identify study area roadway network improvements to more effectively serve existing and projected future traffic demands;
- Identify traffic management needs in the Wild Horse Pass area during large events such as the National Hot Rod Association (NHRA) races at Wild Horse Pass Motorsports Park; and
- Recommend routing and traffic control strategies for large events held in the Wild Horse Pass area.

Within the study area there are several venues where large events take place throughout the year. These venues include the Wild Horse Pass Motorsports Park, Rawhide, and the Wild Horse Pass Hotel and Casino. The Wild Horse Pass Motorsports Park is of particular interest to this study because it hosts events that can draw as many as 7,000 vehicles per day. Maricopa Road, the roadway directly adjacent to the Motorsports Park, generally has only one travel lane in each direction, which can make it difficult for vehicles to enter and exit the facility without experiencing significant delay. In 2015, NHRA attendees experienced up to 90-minute delays while exiting the facility during peak egress times.

1.1 Wild Horse Pass Motorsports Park Background

The Wild Horse Pass Motorsports Park is located west of I-10 and south of Wild Horse Pass Boulevard, as shown in **Figure 1**. The Motorsports Park has three primary access points or gates, designated as Gate1, Gate 2, and Gate 3. All three gates are located along Maricopa Road, and all ingress and egress traffic must use Maricopa Road to enter or exit the facility. Gate 1 is located on the northern end of the Motorsports Park, approximately 650 feet south of Wild Horse Pass Boulevard, and provides access to a large parking area containing approximately 3,150 spaces. Gate 2 constitutes the east leg of the Maricopa Road/North Loop Road intersection and is a restricted access point used by racers and attendees with a special permit to park in the small parking area containing approximately 350 spaces. Gate 3 is located approximately 650 feet south of Gate 2 and provides access to a large parking area containing approximately 3,500 spaces. There is also a fourth gate, known as Gate 4, located on the southern end of the Motorsports Park, approximately 700 feet north of 48th Street, that provides access to a long-term parking area for large recreational vehicles.

The Wild Horse Pass Motorsports Park contains many different tracks for different kinds of races including a drag-racing strip, an off-road dirt track, a drag-boat lake, and three paved tracks. The facility is also home to the Bondurant Racing School.

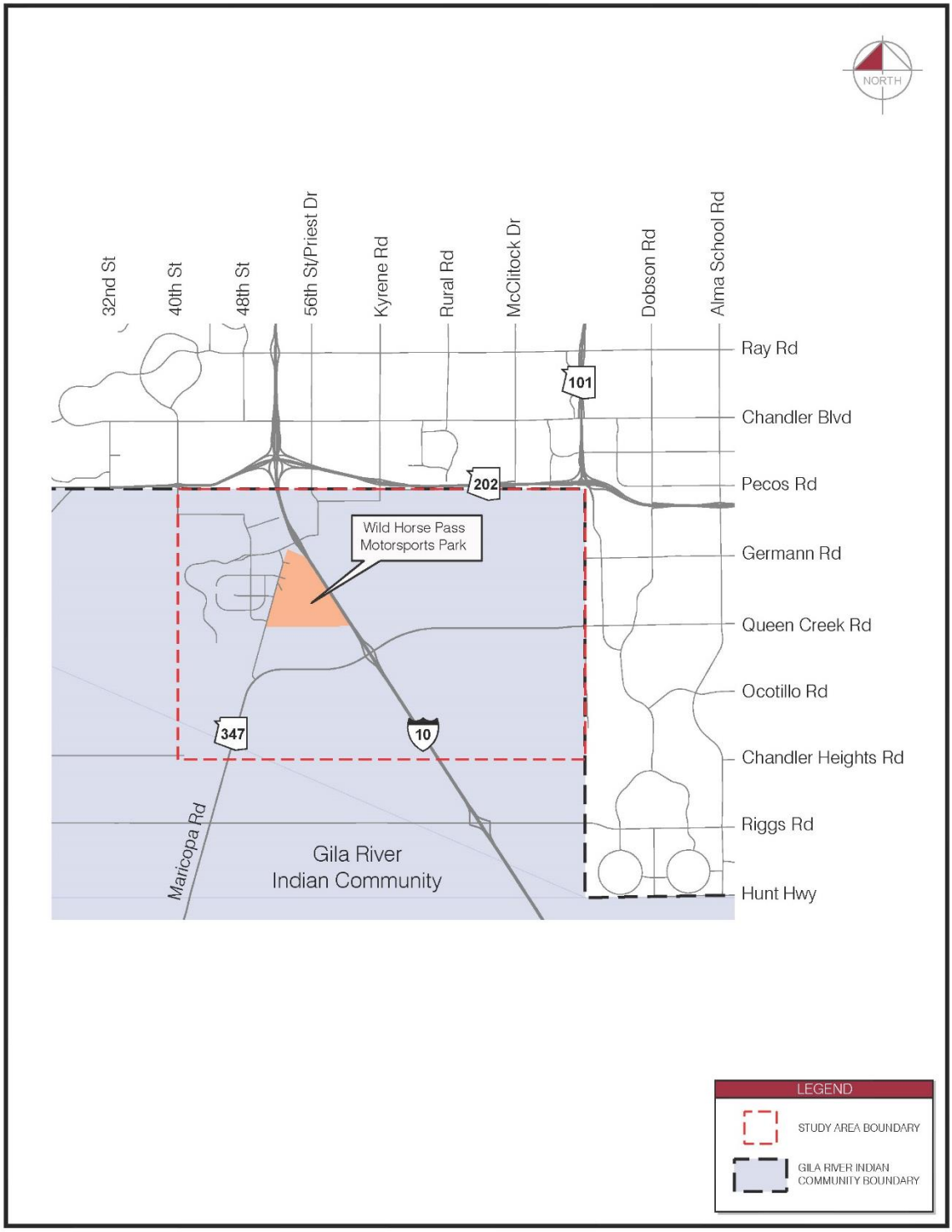


Figure 1 – Wild Horse Pass Circulation Study Vicinity Map

2 DATA COLLECTION AND VOLUME DEVELOPMENT

Traffic analysis was conducted for two analysis years: existing (2015) conditions and future (2035) conditions. Volume data for these analysis periods was supplied by the Maricopa Association of Governments (MAG), the Arizona Department of Transportation (ADOT), and the GRIC Department of Transportation (GRICDOT). The Wild Horse Pass Development Authority (WHPDA) provided a conceptual master plan for the Wild Horse Pass area that was used to develop future traffic volumes anticipated to be generated by planned future development. WHPDA also provided event attendance numbers that were used to develop event traffic volumes.

2.1 MAG Regional Travel Demand Model Data

2.1.1 Daily 2015 and 2035 Background Conditions

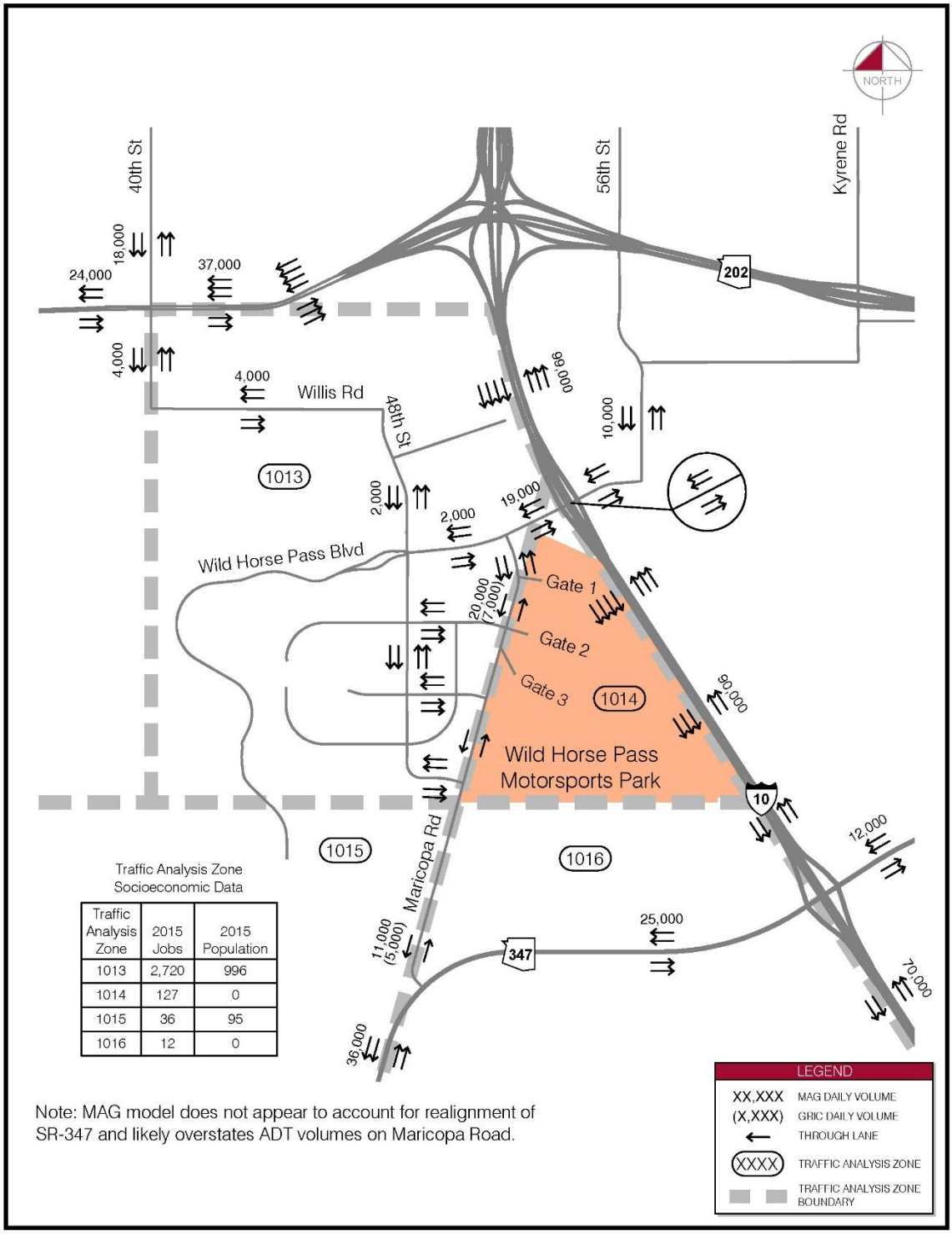
MAG developed a regional travel demand model for existing 2015 conditions and future 2035 conditions. This model includes estimated daily roadway volumes based on roadway network capacity and trip generation assumptions associated with socioeconomic data for the land adjacent to the roadway network. The 2035 roadway network assumed in the MAG model includes programmed improvements from MAG's Regional Transportation Plan (RTP). The 2035 socioeconomic data assumed in the MAG model is derived from approved future land use plans provided by MAG's member agencies. Data provided by the MAG model is provided in **Appendix A**.

Figure 2 shows the daily volumes, socioeconomic data, and roadway laneage assumed in the MAG model for the 2015 background condition (i.e., typical day with no special events and no new land use assumptions). **Figure 3** shows the daily volumes, socioeconomic data, and anticipated roadway laneage assumed in the MAG model for the 2035 background condition.

A comparison of the 2015 and 2035 background conditions indicates that the MAG model assumes limited growth in traffic volumes, jobs, and population within the Wild Horse Pass area. By contrast, the regional traffic facilities (I-10, SR-347, and Loop 202) show significant increases in traffic volumes due to overall regional growth and each of these facilities is assumed by the MAG model to be improved by 2035 to accommodate the projected growth in traffic volumes.

2.1.2 Traffic Volumes for Different Periods of the Day

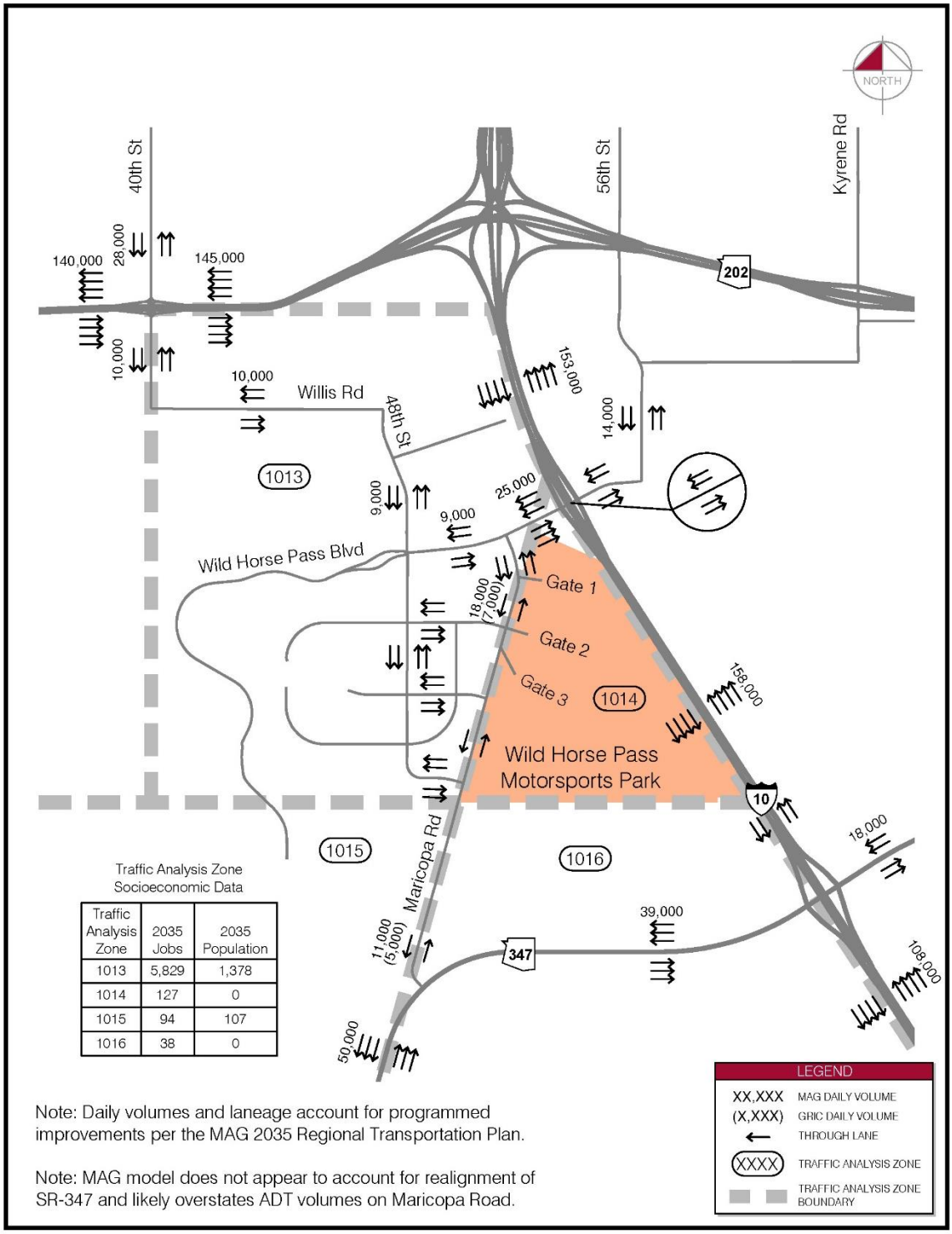
Besides daily volumes, the MAG model also contains estimated volumes for different periods of the day (but not the peak hour within each of those periods). These periods are morning (AM), mid-day (MD), afternoon (PM), and night (NT). **Table 1** summarizes the duration of each volume period available in the MAG model.



Traffic Analysis Zone	2015 Jobs	2015 Population
1013	2,720	996
1014	127	0
1015	36	95
1016	12	0

Note: MAG model does not appear to account for realignment of SR-347 and likely overstates ADT volumes on Maricopa Road.

Figure 2 – 2015 Background Daily Volumes, Socioeconomic Data, and Laneage



Traffic Analysis Zone Socioeconomic Data

Traffic Analysis Zone	2035 Jobs	2035 Population
1013	5,829	1,378
1014	127	0
1015	94	107
1016	38	0

Note: Daily volumes and laneage account for programmed improvements per the MAG 2035 Regional Transportation Plan.

Note: MAG model does not appear to account for realignment of SR-347 and likely overstates ADT volumes on Maricopa Road.

Figure 3 – 2035 Background Daily Volumes, Socioeconomic Data, and Laneage

Table 1 – MAG Model Volume Time Period Durations

Time Period	Duration
AM	3 hours (6am-9pm)
MD	5 hours (9am-2pm)
PM	4 hours (2pm-6pm)
NT	12 hours (6pm-6am)
Daily	24 hours (12am-12am)

Because most large-scale events in the Wild Horse Pass area occur in the MD, PM, or NT periods, the MAG model volumes for these three periods were identified for use in developing peak hour background volumes. Peak hour volumes for the MD, PM and NT periods for each link in the model were estimated based on the proportion of peak hour volume to the total volume for the entire period duration.

The volume proportion calculations were based on the hourly volume distribution from the ADOT Traffic Data Management System (TDMS) count data for Wednesday, March 18, 2015 for the section of SR-347 between Maricopa Road and I-10. These calculations are provided in **Appendix B**.

Many events in the Wild Horse Pass area occur on weekends. The MAG model does not provide different volumes for weekends and weekdays. Weekend volumes are typically lower than weekday volumes. For purposes of this analysis, the Friday NT peak hour background volumes were assumed to be equal to peak hour background volumes on weekends.

2.1.3 Roadway Capacities

The MAG model has slightly varying roadway capacities for each time period on a given roadway segment. To simplify the analysis for this study, one peak hour capacity was developed for each roadway segment that could then be applied to all analysis time periods and scenarios. The PM time period capacity from the MAG model was divided by four (the number of hours in the PM time period) to derive a peak hour capacity for each roadway segment.

2.2 GRICDOT Traffic Counts

GRICDOT provided the following historical average daily traffic (ADT) count data on Maricopa Road:

- 2001: 13,901 ADT
- 2009: 7,105 ADT
- 2011: 6,496 ADT

The 2001 ADT is much higher than the 2009 and 2011 ADTs because the 2001 ADT represents the condition when SR-347 followed the Maricopa Road alignment. Per GRICDOT, some time between 2001 and 2009, SR-347 was realigned to connect to I-10 at the Queen Creek Road alignment, which is the current alignment of SR-347.

During the course of this study, GRICDOT conducted additional daily traffic counts February 25-28, 2016 at six locations in the Wild Horse Pass area. These counts included the three days of the NHRA races (February 26-28, 2016) plus the day prior to the races (Thursday, February 25, 2016). This count data is provided in **Appendix C**.

The non-event 2016 ADTs on Maricopa Road from the GRICDOT counts were 5,368 just north of SR-347 and 7,172 just south of Wild Horse Pass Boulevard. By comparison, the MAG model 2015 daily volume estimates for these same two locations on Maricopa Road were 11,000 and 20,000. It appears the MAG model is overstating daily volumes on Maricopa Road – it is possible that the traffic count data used to calibrate the MAG model is outdated traffic count data from before SR-347 was realigned, when volumes on Maricopa Road were much higher than they are today.

2.3 Wild Horse Pass Conceptual Master Plan

WHPDA supplied general land use data pertaining to the Wild Horse Pass Conceptual Master Plan that was recently completed by WHPDA. This Conceptual Master Plan envisions 1,237 acres of new development with 9.55 million square feet of gross leasable area. The land uses assumed in this Conceptual Master Plan are substantially more intense than the land uses assumed in the 2035 MAG model and reflect WHPDA's plan to more fully develop the Wild Horse Pass area. This information was used to estimate the potential trip generation associated with an assumed full build-out of the Conceptual Master Plan for the 2035 analysis. The land use maps from the Conceptual Master Plan are provided in **Appendix D**.

2.3.1 Conceptual Master Plan Assumed Land Uses

Based on the supplied Conceptual Master Plan land use data, Institute of Transportation Engineers (ITE) land uses (LU) were chosen to calculate potential trip generation. **Table 2** shows the ITE land uses that were used.

Table 2 – ITE Land Use Codes Used for Potential Trip Generation Estimation

ITE Land Use Code	Land Use Description
265	Timeshare
310	Hotel
330	Resort Hotel
430	Golf Course
460	Arena
445	Multiplex Movie Theater
480	Amusement Park
710	General Office Building
820	Shopping Center
945	Gasoline Station with Convenience Market

The Conceptual Master Plan contained some land uses that did not did correlate directly to a specific ITE land use. To estimate the trip generation for the Motor Sports Venue land uses, the ITE Arena (LU460) land use was used. Mixed Use and Future Development land uses are also not directly defined by an ITE land use. It was assumed that these land uses would be a combination of General Office Building (LU710) and Shopping Center (LU820). The proportion of each was based on the split of office and shopping center defined in the Conceptual Master Plan (51.2% Office, 48.8% Shopping Center). It was also assumed that no additional hotel rooms or casino floor area would be added to the existing Wild Horse Pass Hotel and Casino. The parcels in the Conceptual Master Plan labeled Hotel/Casino were assumed to be additional Shopping Center land uses. The proposed entertainment complex between the Premium Outlets and the Wild Horse Pass Hotel and Casino was also assumed to be Shopping Center land uses except for the 20-screen movie theater included with the plan. A summary of the Conceptual Master Plan land use assumptions is provided in **Table 3**.

Table 3 – Correlation between Conceptual Master Plan and ITE Land Use Codes

Conceptual Master Plan Land Use	ITE Code	ITE Land Use
Time Share	265	Timeshare
Hotel	310	Hotel
Resort	330	Resort Hotel
Golf Clubhouse	430	Golf Course
Motor Sports Venue	460	Arena
20-Plex Cinema	445	Multiplex Movie Theater (Friday/Saturday)
Theme Park	480	Amusement Park
Office	710	General Office Building
Corporate Campus	710	General Office Building
Research/Development	710	General Office Building
Commercial/Retail	820	Shopping Center
Hotel/Casino	820	Shopping Center
Entertainment Complex	820	Shopping Center
Gas Station w/Convenience Store	945	Gasoline Station w/ Convenience Market
Future Development	710/820	General Office Building and Shopping Center
Mixed Use	710/820	General Office Building and Shopping Center

The parcel sizes provided in the Conceptual Master Plan represent the overall size of the parcel in acres and not the square footage (SF) or gross leasable area (GLA), which is most commonly used to calculate potential trip generation. To convert these parcel sizes into GLA a floor to area ratio (FAR) of 0.23, or 10,000 square feet per acre, was used.

To be conservative, no interaction or pass-by reductions were taken into considerations, making the trip generation for the Conceptual Master Plan a worst-case scenario.

2.3.2 New Motorsports Park Area Trip Generation

As explained previously, the ITE Arena land use was used to estimate the potential trip generation for the additional motorsports parcels. The Arena land use only has a daily

trip generation rate. It was assumed that 50% of the traffic entered during the MD peak hour and the other 50% exited the facility during the PM peak hour. These assumptions would represent a worst-case scenario. Rates are also only available for a typical weekday, however the same rates were applied to estimate the trip generation for Saturday. Potential trip generation for the additional motorsports parcels are shown in **Table 4**.

Table 4 – Motorsports Park Trip Generation Estimation Summary

ITE Code	Land Use	Quantity	Units	Friday and Saturday					
				MD			PM		
				In	Out	Total	In	Out	Total
460	Arena (Motorsports)	99	Acres	1,650	0	1,650	0	1,650	1,650

2.3.3 Wild Horse Pass Conceptual Master Plan Trip Generation

Trip generation for some ITE land uses such as Hotel, Resort Hotel, and Timeshare are not calculated based on floor area or parcel acres. Instead they are calculated based on the number of rooms or dwelling units (DU) within each land use parcel. It was assumed that each hotel parcel would accommodate 200 rooms and that the resort hotel would accommodate 500 rooms. It was also assumed that each timeshare parcel would have 10 dwelling units per acre. **Table 5** and **Table 6** summarize the estimated trip generation by land use for the Conceptual Master Plan area for Friday and Saturday, respectively.

Table 5 – Conceptual Masterplan Friday Trip Generation Estimation Summary

ITE Code	Land Use	Quantity	Units	Friday					
				MD			PM		
				In	Out	Total	In	Out	Total
265	Timeshare	360	DU	117	154	271	117	154	271
310	Hotel	600	Rooms	183	177	360	183	177	360
330	Resort Hotel	500	Rooms	90	120	210	90	120	210
430	Golf Course	140	Acres	14	28	42	14	28	42
445	Multiplex Movie Theater	20	Screens	268	187	455	268	187	455
480	Amusement Park	23	Acres	56	35	91	56	35	91
710	General Office Building	1,860,000	SF (GLA)	470	2,302	2,772	470	2,302	2,772
820	Shopping Center	2,050,000	SF (GLA)	3,651	3,955	7,606	3,651	3,955	7,606
945	Gas Station w/Convenience Store	16	Pumps	108	108	216	108	108	216
710/820	General Office Building and Shopping Center	4,820,000	SF (GLA)	3,983	8,416	12,399	3,983	8,416	12,399
			Total:	**8,940**	**15,482**	**24,422**	**8,940**	**15,482**	**24,422**

Table 6 – Conceptual Masterplan Saturday Trip Generation Estimation Summary

ITE Code	Land Use	Quantity	Units	Saturday					
				MD			PM		
				In	Out	Total	In	Out	Total
265	Timeshare	360	DU	117	154	271	117	154	271
310	Hotel	600	Rooms	243	189	432	243	189	432
330	Resort Hotel	500	Rooms	90	120	210	90	120	210
430	Golf Course	140	Acres	47	43	90	47	43	90
445	Multiplex Movie Theater	20	Screens	287	112	399	719	664	1,383
480	Amusement Park	23	Acres	252	182	434	252	182	434
710	General Office Building	1,860,000	SF (GLA)	432	369	801	432	369	801
820	Shopping Center	2,050,000	SF (GLA)	5,139	4,744	9,883	5,139	4,744	9,883
945	Gas Station w/Convenience Store	16	Pumps	108	108	216	108	108	216
710/820	General Office Building and Shopping Center	4,820,000	SF (GLA)	6,569	5,821	12,390	6,569	5,821	12,390
			Total:	**13,284**	**11,842**	**25,126**	**13,716**	**12,394**	**26,110**

2.4 WHPDA Event Data

Each year the Wild Horse Pass Motorsports Park hosts the NHRA Nationals races on a Friday, Saturday, and Sunday in February. This is typically the largest racing event at the Motorsports Park each year. In 2015, it was estimated that the event drew 5,000 vehicles each on Friday and Sunday and 7,000 vehicles on Saturday, for a total event attendance of approximately 30,000 people. WHPDA also provided event attendance numbers for other events that occur throughout the year in the Wild Horse Pass area. A summary of the WHPDA event attendance numbers is provided in **Appendix E**.

Per input from WHPDA and the GRIC Police Department, during the NHRA event, the egress period is typically significantly more congested than the ingress period. The event Saturday PM peak period is typically the most congested time for egress. The event Saturday MD peak period is typically the most congested time for ingress. For purposes of this study, only Friday and Saturday event conditions were analyzed because Sunday was assumed to have the lowest combined background and event traffic of the three event days.

To develop peak hour entering and exiting volumes associated with the NHRA event, volumes were split between the three main gates based on the proportion of the 7,000 total parking spaces in each gate, as follows:

- Gate 1 (G1): 45%
- Gate 2 (G2): 5%
- Gate 3 (G3): 50%

Peak hour egress volumes were assumed to be equal to the total number of vehicles at the event. Peak hour ingress volumes were assumed to be equal to 40% of the total

number of vehicles at the event as ingress movements occurred throughout the day rather than all being concentrated in a short period of time like the egress movements.

2.5 NHRA Event Ingress and Egress Trip Distribution and Assignment

The distribution of estimated NHRA event volumes for the existing 2015 scenario was based on the existing population distribution and likely travel patterns to and from the venue. Based on this information, **Table 7** shows the assumed distribution of the NHRA event trips.

In the 2035 scenario, it was assumed that Loop 202 will have been extended west of I-10 and that a traffic interchange will have been constructed at Loop 202/40th Street (the approximate location of the current 40th Street and Pecos Road intersection). Due to this change, it was assumed that some of the site traffic to and from the north would shift to the west. This distribution was applied to both the NHRA event trips as well as the Conceptual Master Plan trips for 2035. The 2035 assumed site traffic distribution is also shown in **Table 7**.

Table 7 – Assumed NHRA Event Trip Distribution

Percent to and from	2015 Distribution	2035 Distribution
North via I-10	85%	75%
South via I-10	5%	5%
South via SR-347	5%	5%
West via Pecos/Loop 202	5%	15%

The NHRA event trips were assigned to the roadway network on the basis of the trip distribution and the NHRA event routing alternatives that will be described in the subsequent section of this document. The Conceptual Master Plan traffic was also assigned on the basis of the same trip distribution; however, this traffic was assigned based on likely travel patterns to and from the site.

3 NHRA EVENT ROUTING

The NHRA event has historically been the highest traffic volume-generating event in the Wild Horse Pass area. As such, the NHRA event is considered the "worst-case" scenario as it relates to congestion on roadways in the Wild Horse Pass area. This study looked at the 2015 NHRA event routing plan and evaluated the potential efficacy of alternative routing plans at reducing congestion during event peak ingress and egress times.

3.1 2015 NHRA Event Routing

Due to the high ingress and egress volumes generated by the NHRA event, the GRIC Police Department (GRICPD) developed routing plans to better manage event traffic flows. The routes developed for the 2015 NHRA event are shown in **Figure 4** for ingress (in yellow) and **Figure 5** for egress (in red).

Figure 4 – 2015 Ingress Route

Figure 5 – 2015 Egress Route

The Wild Horse Pass Boulevard/I-10 traffic interchange is the closest and most direct I-10 freeway access point for NHRA-generated traffic. Recognizing that this interchange does not have the capacity to handle all NHRA-generated traffic, GRICPD's routing plans make use of 48th Street, Willis Road, 40th Street, and Pecos Road to force some NHRA-generated traffic to access I-10 via Pecos Road, thereby reducing the volume demand on the Wild Horse Pass Boulevard/I-10 traffic interchange. Even with this routing diversion to Pecos Road, delays of up to 90 minutes were experienced during the 2015 egress from the NHRA event.

A third I-10 freeway access point exists via Maricopa Road and SR-347, but this southern route was not utilized in the 2015 routing plans for the following reasons:

- Maricopa Road only has one through lane in each direction between SR-347 and approximately 1,000 feet south of Wild Horse Pass Boulevard
- The intersection of Maricopa Road/SR-347 has the following constraints:

- The southbound left-turn movement is prohibited, but this is the very movement that would provide the most direct route to I-10
- The intersection is not signalized
- Right-turning traffic from Maricopa Road to SR-347 has to find gaps in SR-347 traffic to make a safe right-turn movement. These gaps are infrequent during peak times, and there is no acceleration lane on SR-347

3.2 Development of New NHRA Event Routing Alternatives

Three new NHRA event routing alternatives were developed for each of the ingress and egress peak periods that assumed varying degrees of utilizing the third I-10 freeway access point to the south of the Wild Horse Pass Motorsports Park via Maricopa Road and SR-347. It was assumed in all alternatives that the southbound left-turn movement at the Maricopa Road/SR-347 intersection was no longer restricted and that either a temporary traffic signal or police officer control would be used to stop traffic regularly on SR-347 to allow the southbound left-turn movement to flow unimpeded.

3.2.1 Ingress Route Alternative 1

Ingress Route Alternative 1 assumes a no-diversion routing strategy where traffic can enter any gate from any direction. Due to the majority of the trips anticipated to be coming from the north, it was assumed that most of the traffic would enter along the southbound I-10 to Wild Horse Pass Boulevard to Maricopa Road path. Ingress Route Alternative 1 is shown in **Figure 6**.

3.2.2 Ingress Route Alternative 2

Ingress Route Alternative 2 assumes a routing strategy where Gate 1, Gate 2, and Gate 3 traffic is directed to enter from the south on Maricopa Road either via SR-347 or 40th Street to Willis Road to 48th Street. This would direct ingress traffic away from the busier I-10/Wild Horse Pass traffic interchange and down to the I-10/SR-347 interchange. This would also allow all ingress traffic to make only right-turn movements into the Wild Horse Pass Motorsports Park. Ingress Route Alternative 2 is shown in **Figure 7**.

3.2.3 Ingress Route Alternative 3

Ingress Route Alternative 3 assumes a routing strategy where Gate 1, Gate 2, and Gate 3 traffic is directed to enter from the south on Maricopa Road either via SR-347 or 40th Street to Willis Road to 48th Street or Wild Horse Pass Boulevard to 48th Street. This option would still allow event traffic to use the I-10/Wild Horse Pass Boulevard interchange, but these vehicles would become through traffic at the Maricopa Road and Wild Horse Pass Boulevard intersection instead of being left-turn traffic. This strategy would also allow all ingress traffic to make only right-turn movements into the Wild Horse Pass Motorsports Park. Ingress Route Alternative 3 is shown in **Figure 8**.

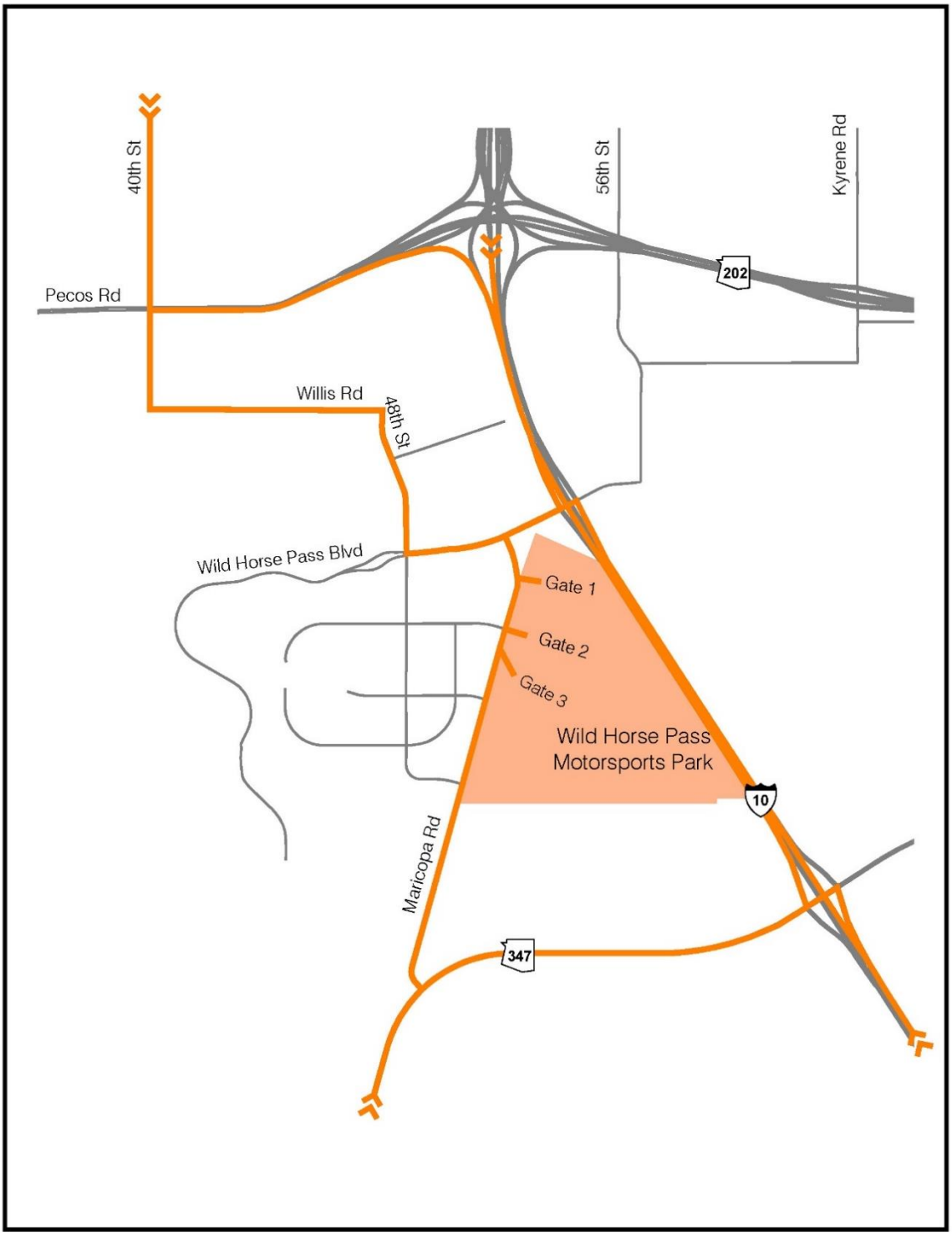


Figure 6 – Ingress Route Alternative 1

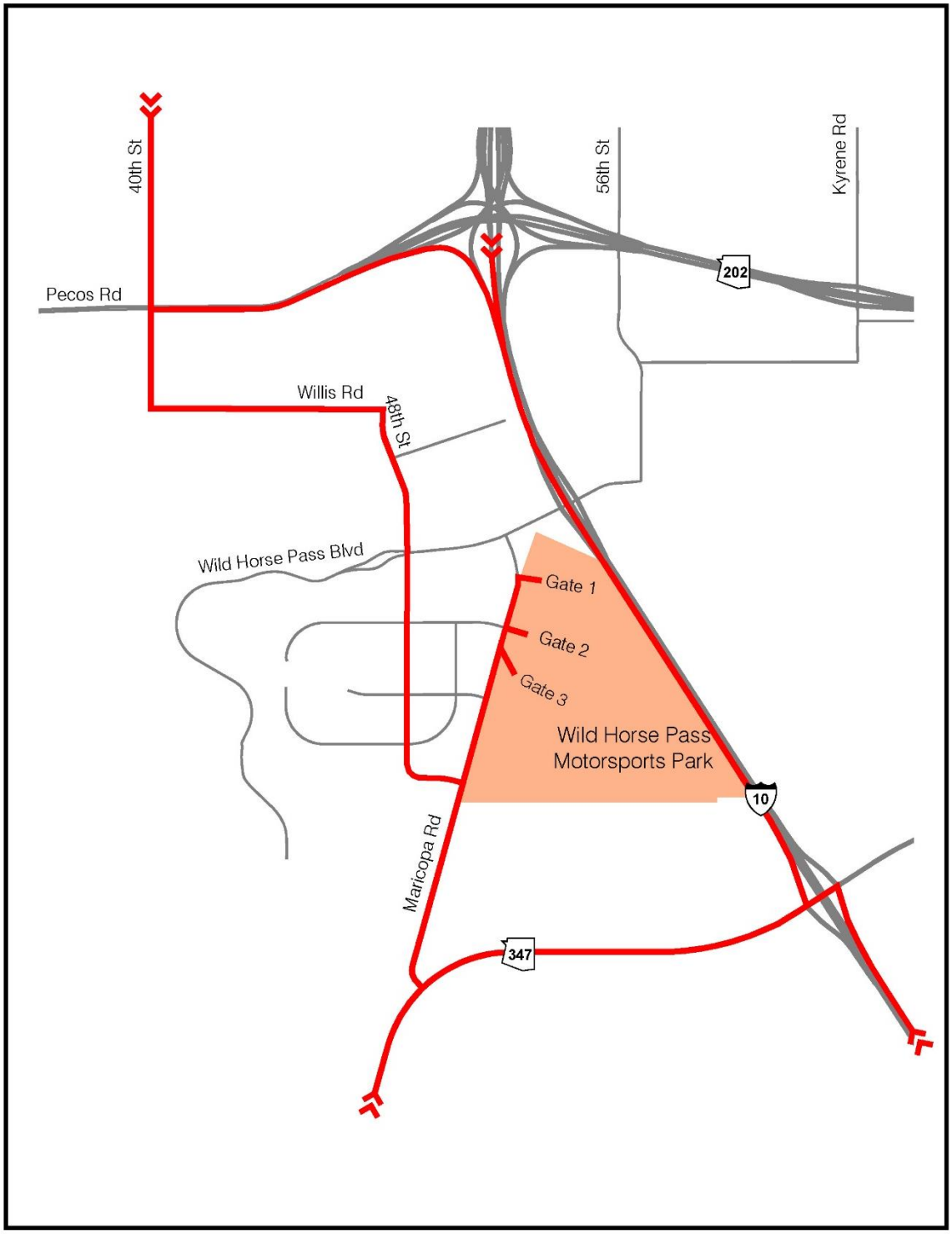


Figure 7 – Ingress Route Alternative 2

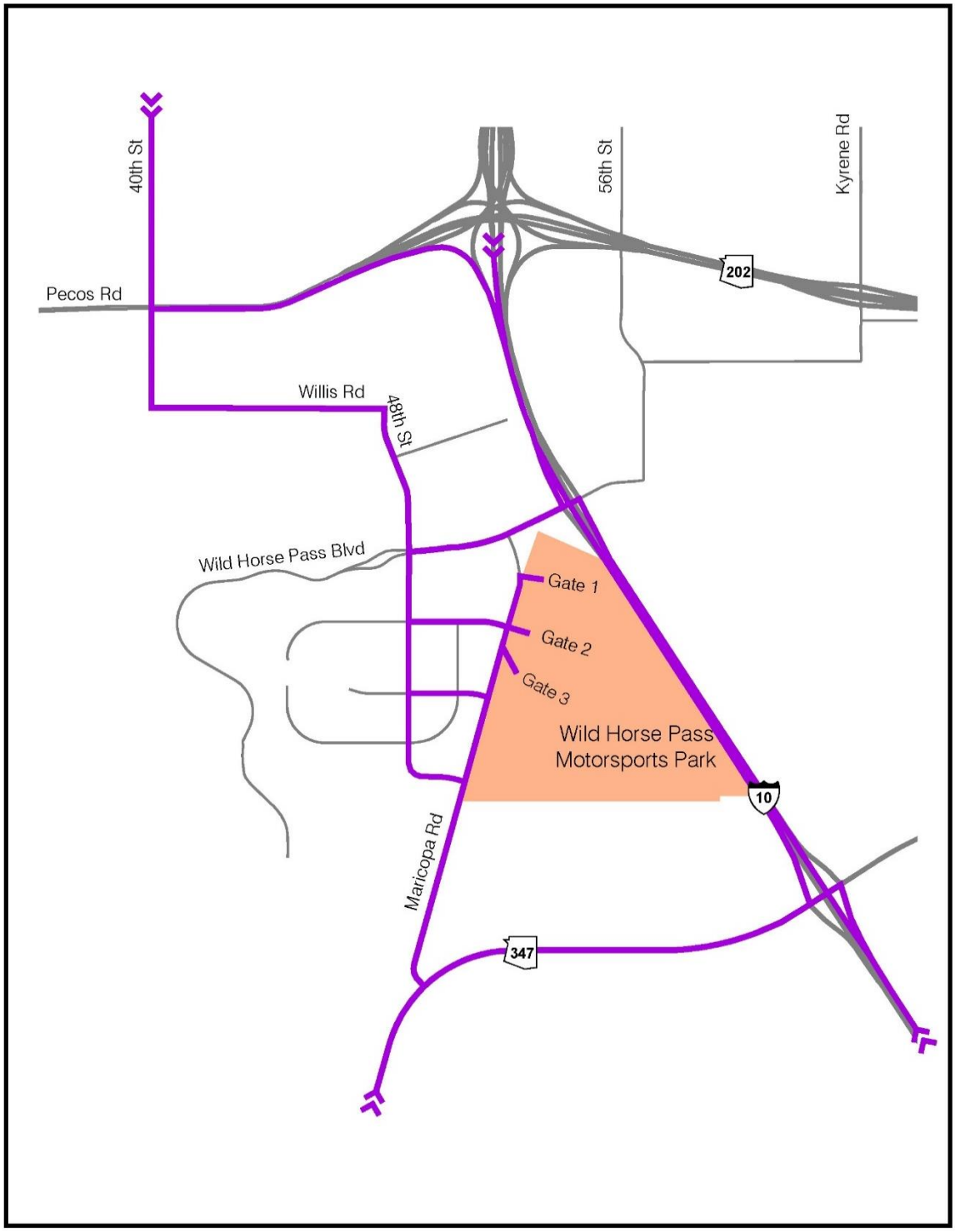


Figure 8 – Ingress Route Alternative 3

3.2.4 Egress Route Alternative 1

Egress Route Alternative 1 assumes that all egress vehicles from Gate 1 make a right-turn movement onto Maricopa Road and head north to Wild Horse Pass Boulevard, all egress vehicles from Gate 2 head west out of the Wild Horse Pass Motorsports Park and make a right-turn movement onto 48th Street, and all egress vehicles from Gate 3 make a left-turn movement onto Maricopa Road and head south to SR-347. This strategy would eliminate any event traffic from making conflicting movements as they exit the Wild Horse Pass Motorsports Park. Egress Route Alternative 1 routing is shown in **Figure 9**.

3.2.5 Egress Route Alternative 2

Egress Route Alternative 2 assumes that all egress vehicles from Gate 1 make a right-turn movement onto Maricopa Road and also make a right-turn movement onto Wild Horse Pass Boulevard and head east to I-10, and that all egress vehicles from Gate 2 and Gate 3 make a left-turn movement onto Maricopa Road and head south, making a right-turn movement onto Wild Horse Pass Road and 48th Street and head north to Loop 202 or continue to SR-347. Egress Route Alternative 2 routing is shown in **Figure 10**.

3.2.6 Egress Route Alternative 3

Egress Route Alternative 3 assumes that all egress vehicles from Gate 1 make a right-turn movement onto Maricopa Road and also make a right-turn movement onto Wild Horse Pass Boulevard and head east to I-10, and that all egress vehicles from Gate 2 and Gate 3 make a left-turn movement onto Maricopa Road, a right-turn movement onto Wild Horse Pass Road, and a right-turn movement onto 48th Street and head north to Loop 202. Egress Route Alternative 3 routing is shown in **Figure 11**.

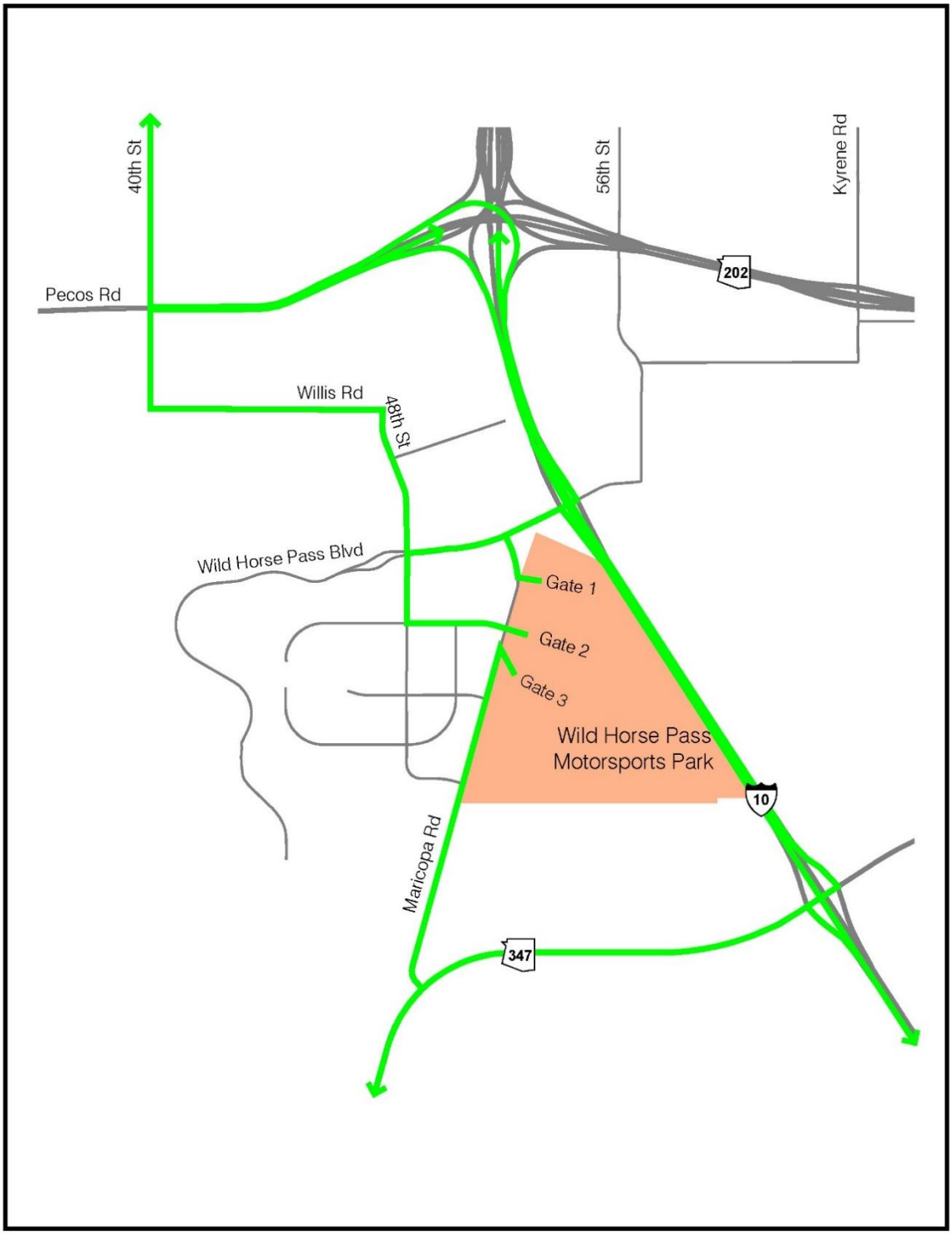


Figure 9 – Egress Route Alternative 1

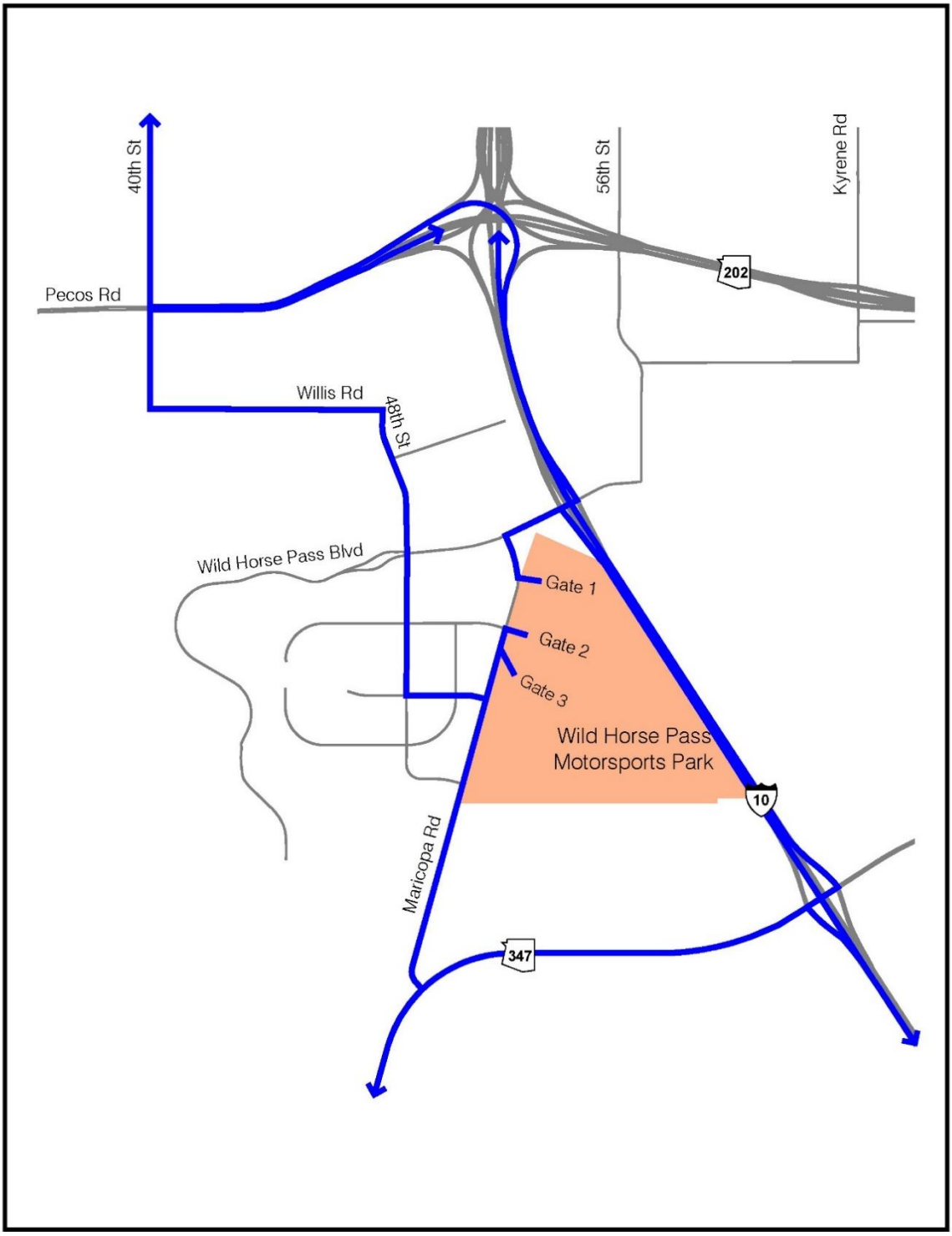


Figure 10 – Egress Route Alternative 2

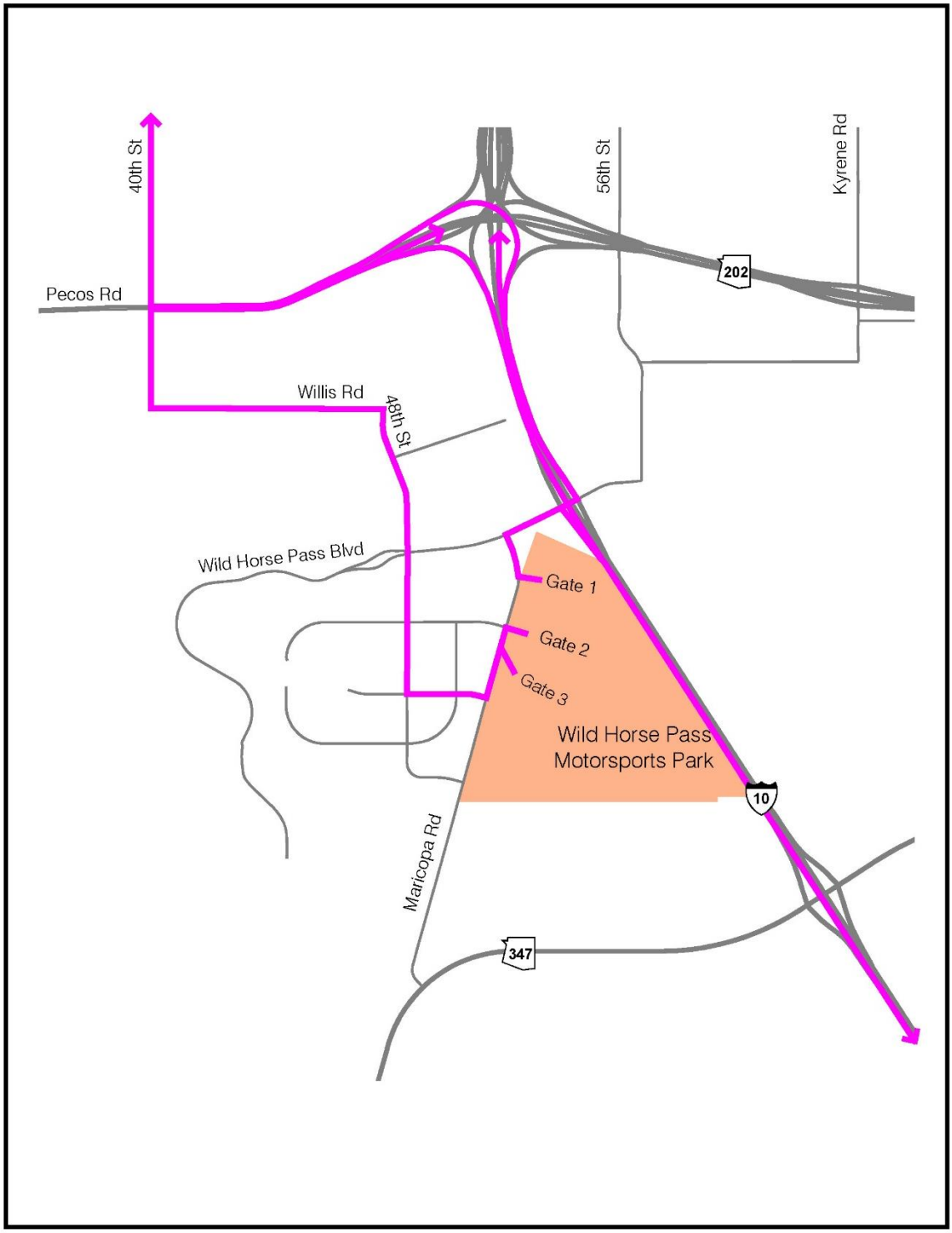


Figure 11 – Egress Route Alternative 3

4 2015 AND 2035 V/C RATIO ANALYSIS

Based on the background volumes provided by MAG and WHPDA for the 2015 and 2035 scenarios and the addition of the NHRA event and Conceptual Master Plan volumes, a volume-to-capacity (v/c) ratio analysis was completed for combinations of background and alternative routing plans. These ratios are an indicator of roadway level of service by comparing the ratio of roadway demand (volume) with roadway supply (capacity). **Table 8** describes what can be expected on roadway segments with different v/c ratios.

Table 8 – Facility Operation Descriptions for Ranges of Volume-to-Capacity Ratios

V/C Ratio	Description
< 0.50	Free-flow conditions
0.50 - 0.75	Near free-flow conditions, but ability to maneuver within traffic is noticeably restricted
0.75 - 0.85	Travel speed declines; minor incidents cause queuing
0.85 - 1.00	Near capacity; virtually no usable gaps in traffic and maneuverability is extremely limited
> 1.00	Demand is above capacity; unable to discharge demand resulting in excessive delay and queueing and breakdown of the facility

A v/c analysis was completed for each of the following analysis time periods in both the 2015 and 2035 scenarios:

- Friday PM peak hour (egress)
- Friday NT peak hour (egress)
- Saturday NT peak hour (egress)
- Friday MD peak hour (ingress)
- Saturday MD peak hour (ingress)

These five time periods represent the times when either the background or NHRA event traffic volumes are considered to be at their peak. The analysis was completed using the volume and capacity data provided by MAG and WHPDA as well as the NHRA event traffic assignment and the Conceptual Master Plan traffic assignment for the various scenarios.

4.1 2015 Background Conditions

A v/c analysis was completed for the background (non-event) 2015 existing roadway conditions using the 2015 background traffic volume and capacity data referenced previously. As was previously mentioned, the Friday NT peak hour background volumes were assumed to equal the Saturday MD and NT peak hours as no Saturday background volume data was available. **Figure 12**, **Figure 13**, and **Figure 14** show the 2015 background v/c ratios for the roadway segments within the study area for the Friday PM, Friday NT/Saturday NT/Saturday MD, and Friday MD peak hours, respectively. **Table 9** shows the roadway segments that are near or over capacity (v/c ratio > 0.85) in at least one travel direction in the 2015 background condition, the highest v/c ratio for those segments, and the time periods in which they occur.

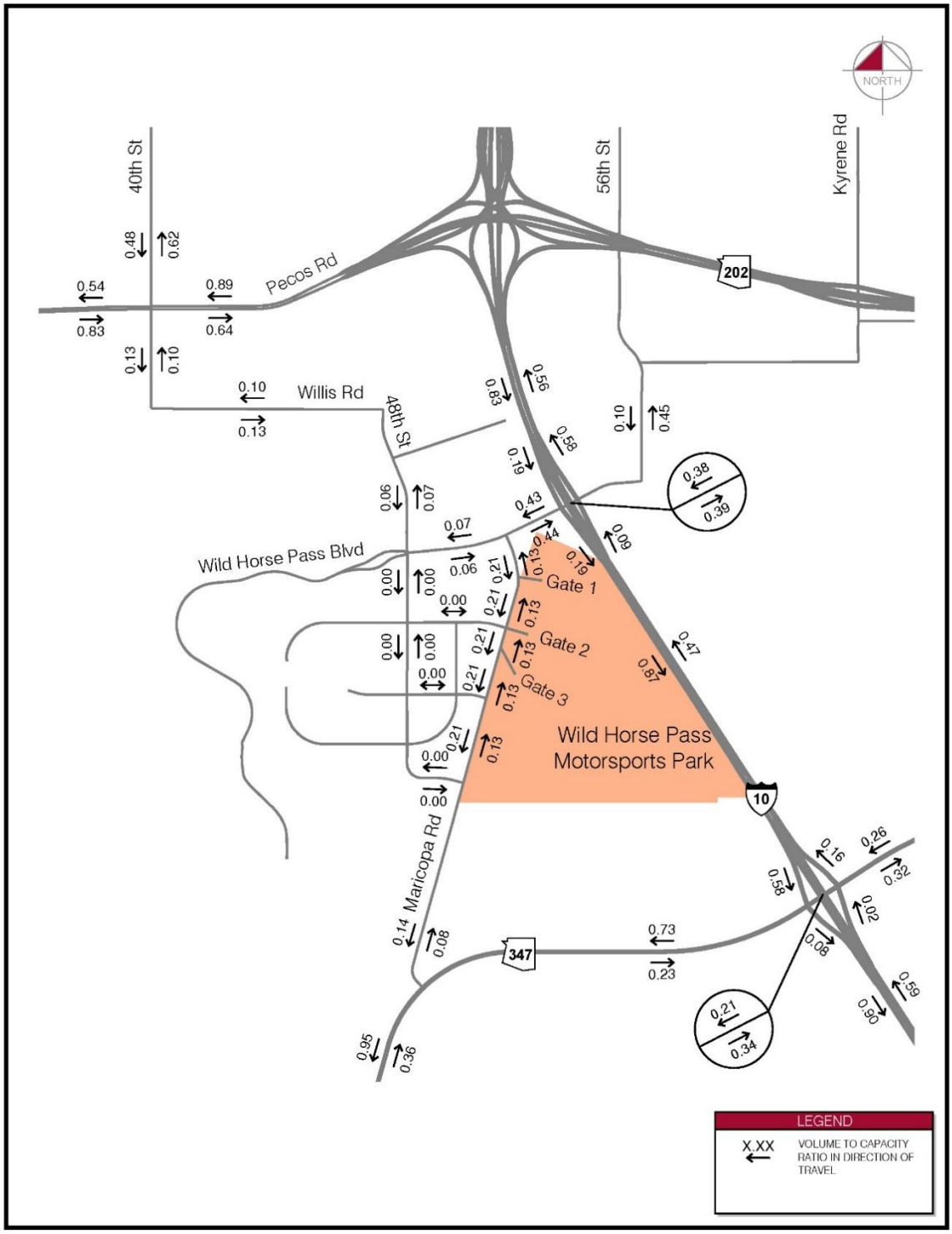


Figure 12 – 2015 Friday PM Background V/C Ratios

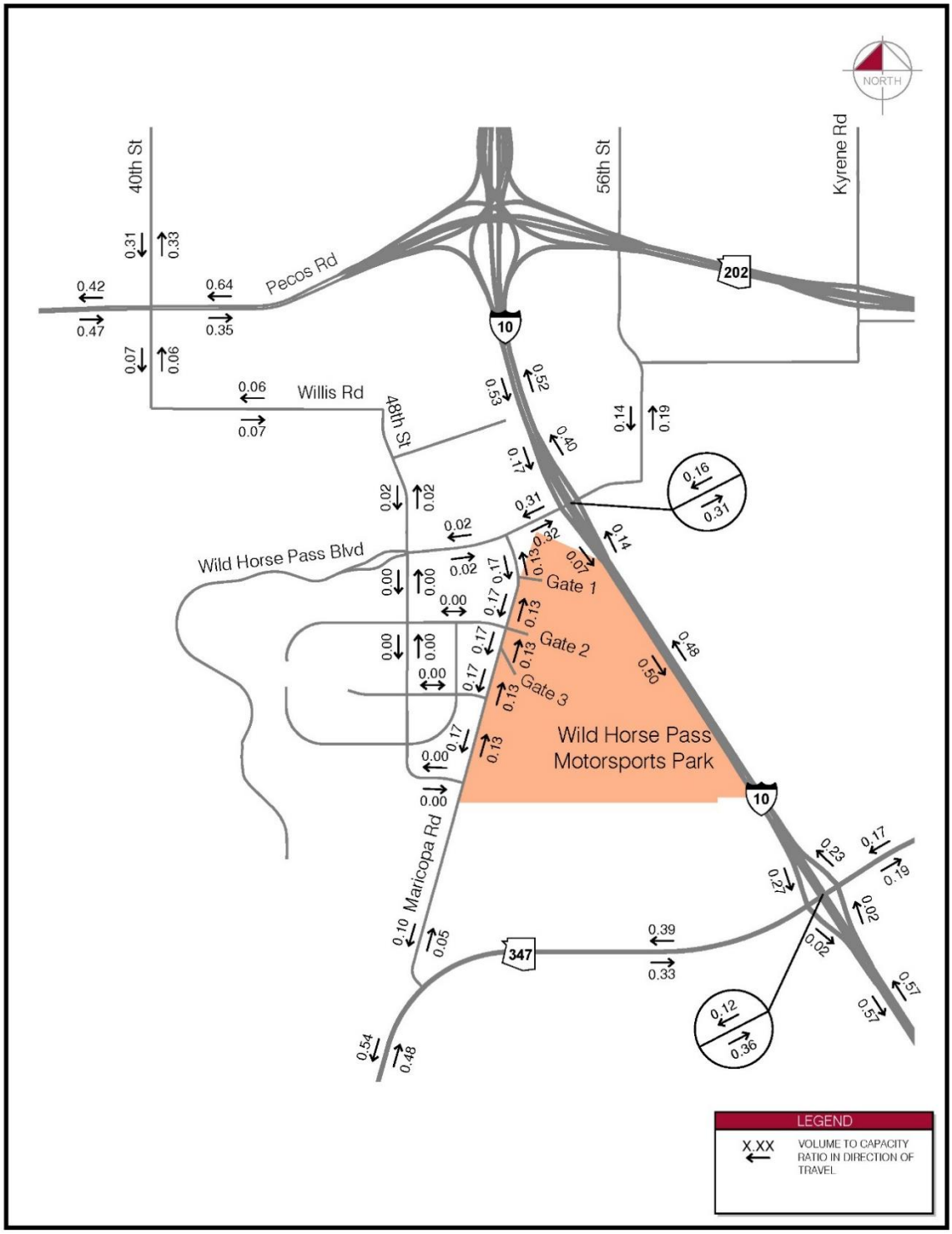


Figure 13 – 2015 Friday Night and Saturday Background V/C Ratios

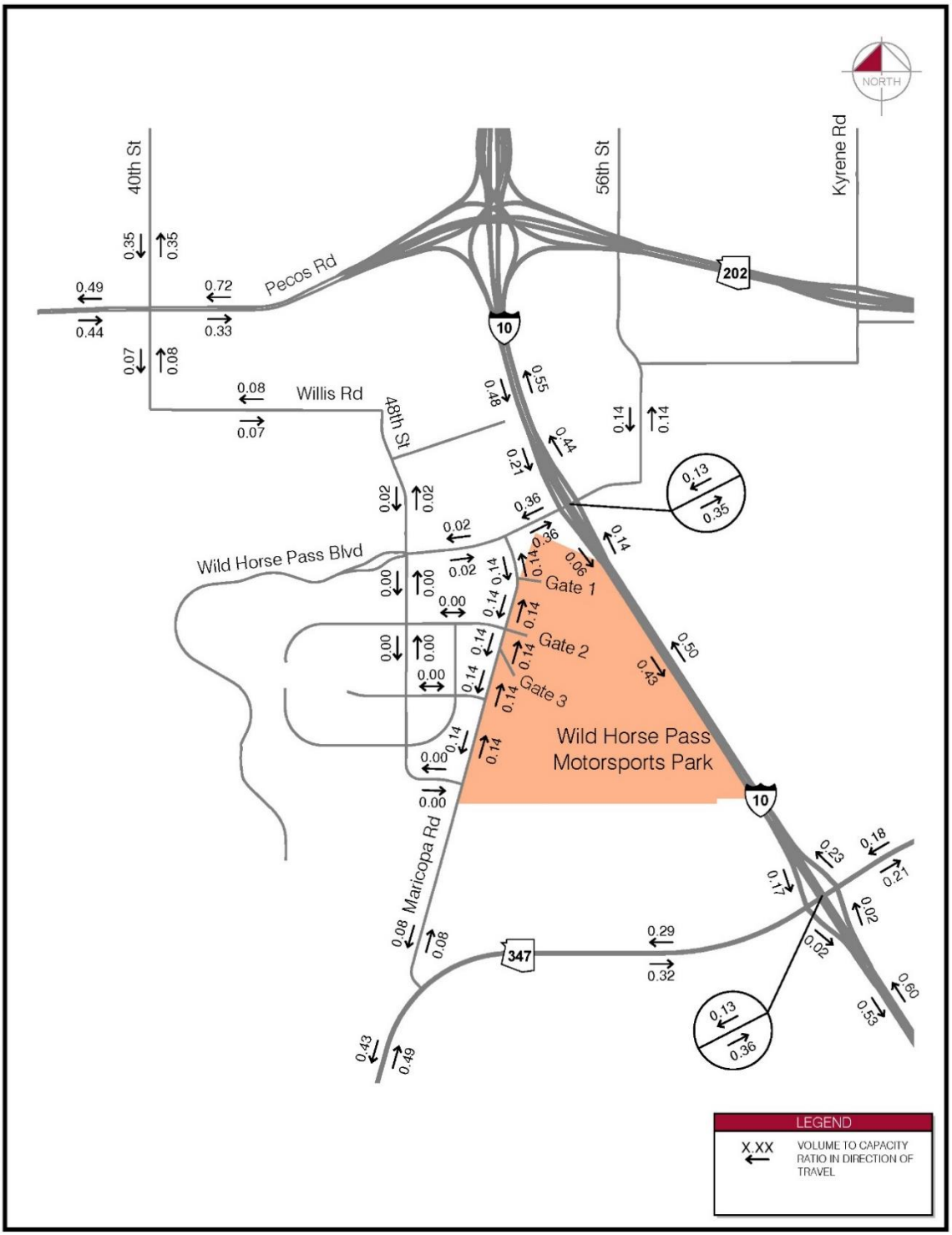


Figure 14 – 2015 Friday MD Background V/C Ratios

Table 9 – 2015 Background Near or Over Capacity Roadway Segments

Road	Between	Max V/C Ratio	Time Period
SR-347 SB	South of Maricopa Road	0.95	Friday PM Peak
I-10 EB	SR-347 and Riggs Road	0.90	Friday PM Peak
Pecos Road WB	40th Street and I-10	0.89	Friday PM Peak
I-10 EB	Wild Horse Pass Boulevard and SR-347	0.87	Friday PM Peak

As can be seen from the 2015 background table and figures, no study roadway segments are over capacity in the 2015 background condition. There are four segments that have a v/c ratio between 0.85 and 1.00 and are near capacity during the peak hour. All of these occur during the Friday PM peak hour. As can be seen in the figures, most of the existing study area roadway segments have a v/c ratio of 0.50 or lower, meaning that the majority of the segments currently operate in relatively free-flow conditions during non-NHRA event days.

4.2 2015 Baseline (Background Plus NHRA Event) Conditions

When the NHRA event traffic for each of the ingress and egress route alternatives is added to the 2015 background volumes, the v/c ratios for many of the roadway segments along the routes increase significantly. This is especially true on Maricopa Road, and to a lesser degree, Wild Horse Pass Boulevard. The egress v/c ratios for each segment are generally higher than those for the ingress scenarios, as the egress peak hour volumes are higher than the ingress peak hour volumes. The Saturday v/c ratios are generally higher than the Friday v/c ratios because the difference in NHRA event volumes between Saturday and Friday is generally greater than the difference in background volumes between Friday and Saturday.

The v/c ratios on Maricopa Road are highest south of Gate 3, getting as high as 5.13 for the ingress scenario and 7.05 for the egress scenario. The v/c ratios on I-10 are highest north of Wild Horse Pass Boulevard, getting as high as 1.07 for the ingress scenario and 1.47 for the egress scenario. The v/c ratios on SR-347 are highest east of Maricopa Road, getting as high as 1.55 for the ingress scenario and 1.86 for the egress scenario. The v/c ratios on Wild Horse Pass Boulevard are highest between I-10 and Maricopa Road, getting as high as 1.68 for the ingress scenario and 2.14 for the egress scenario. The v/c ratios on Pecos Road are highest between 40th Street and I-10, getting as high as 0.64 for the ingress scenario and 1.56 for the egress scenario.

Figure 15 and **Figure 16** show the 2015 baseline (background plus NHRA event) v/c ratio ranges for the roadway segments within the study area for the Saturday MD Ingress and Saturday NT Egress peak hours, respectively. The volumes, capacities, and v/c values for each study area roadway segment for each 2015 ingress and egress analysis period are provided in **Appendix F**.

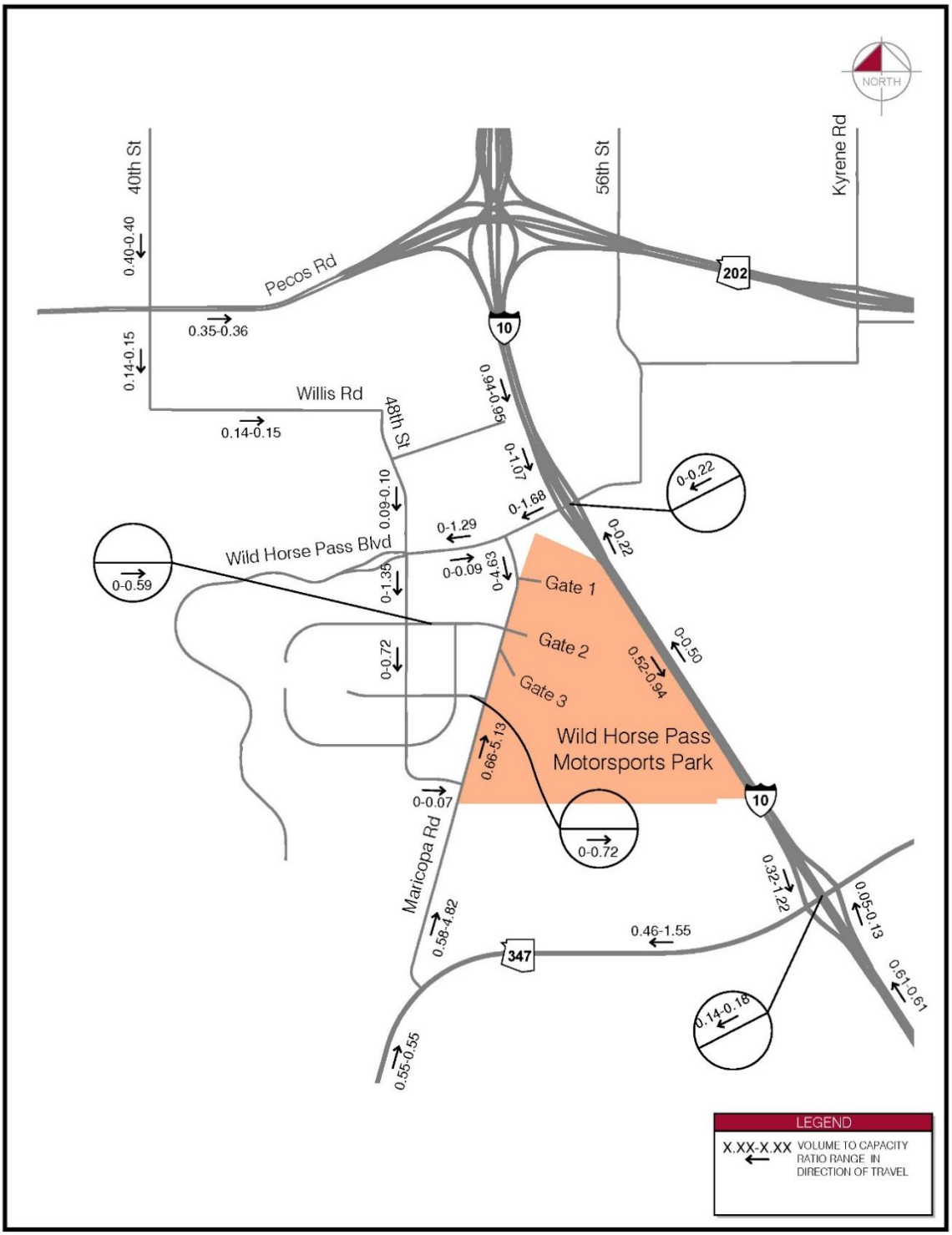


Figure 15 – 2015 Saturday MD Baseline Ingress V/C Ratio Ranges

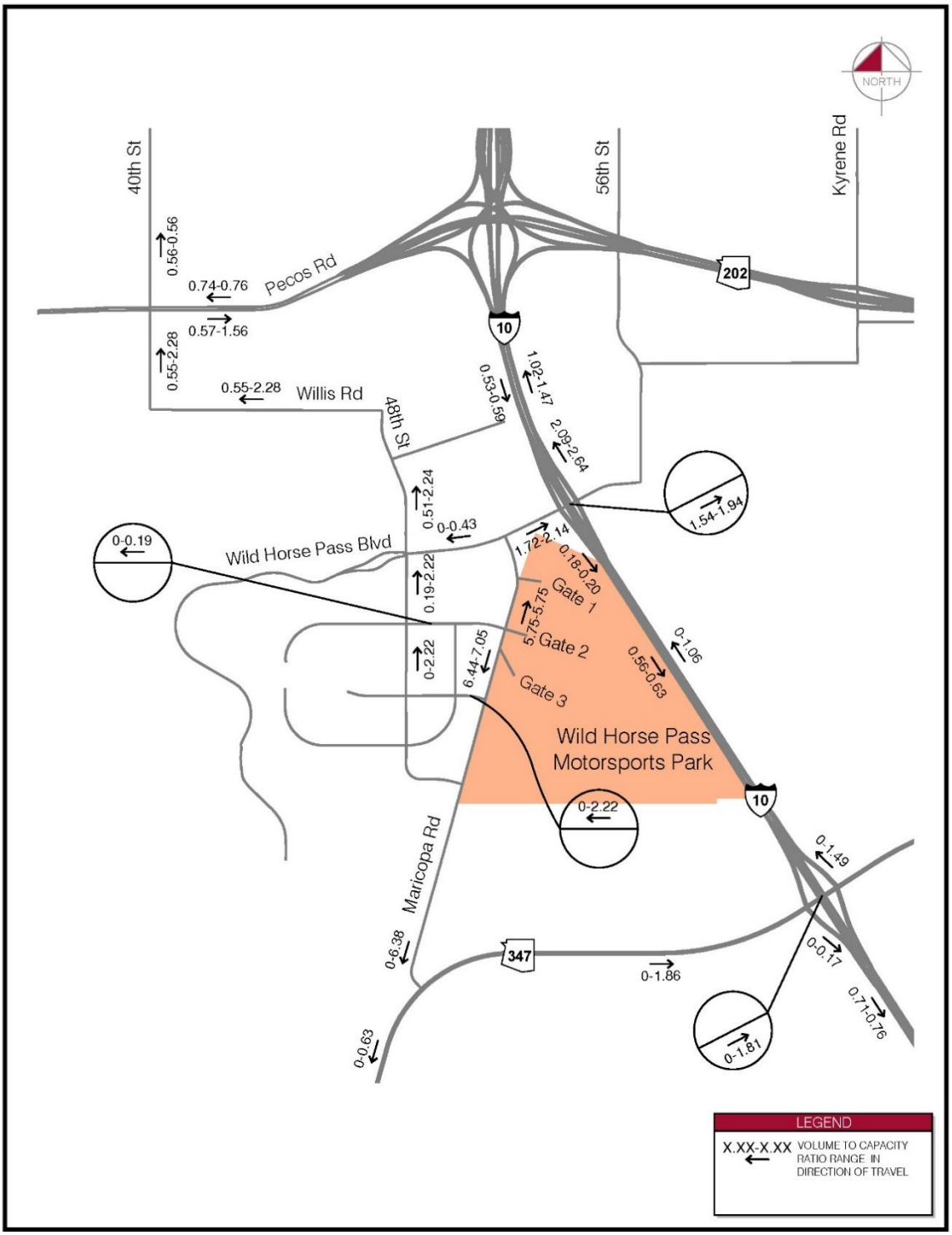


Figure 16 – 2015 Saturday NT Baseline Egress V/C Ratio Ranges

4.3 2015 Interim Strategies Conditions

After reviewing the v/c ratios for the various 2015 scenarios and route alternatives, it was noted that the highest v/c ratios – by far – are on Maricopa Road. Maricopa Road is also the road immediately adjacent to the Wild Horse Pass Motorsports Park so all traffic entering and exiting the facility is impacted by traffic conditions on Maricopa Road. It was determined that decreasing the v/c ratios on Maricopa Road would provide the most benefit in terms of overall reduced delay during peak ingress and egress times of the NHRA event. The following interim (i.e., temporary, low-cost) strategies were developed to decrease the v/c ratios on Maricopa Road during the NHRA event:

- For ingress traffic during major events, Maricopa Road should be restricted as follows:
  - The portion of Maricopa Road south of Gate 3 should become a one-way street with two northbound ingress lanes using temporary signage and barricades.
  - The portion of Maricopa Road between Gate 3 and Wild Horse Pass Boulevard should become a one-way street with two northbound ingress lanes using temporary signage and barricades if the routing strategy is selected that prevents access to Maricopa Road from Wild Horse Pass Boulevard.
  - The portion of Maricopa Road between Gate 3 and Wild Horse Pass Boulevard should remain a two-way street if the routing strategy is selected that allows access to Maricopa Road from Wild Horse Pass Boulevard.
- For egress traffic during major events, Maricopa Road should be restricted as follows:
  - To allow egress flow of traffic south along Maricopa Road, temporary traffic signals or police officers should be positioned at the Maricopa Road and SR-347 intersection to direct traffic and allow vehicles to make southbound left turns. Because of this temporary traffic control change at the intersection, signage (including dynamic message signs (DMS) and reduced speed limit signs) and transverse rumble strips should be utilized to slow vehicles down on SR-347 and alert them to the traffic control change at Maricopa Road and SR-347.
  - Maricopa Road should become a one-way street for egress traffic using temporary signage and barricades. North of Gate 2, Maricopa Road should be a northbound only one-way street with two egress lanes leading to Wild Horse Pass Boulevard. South of Gate 2, Maricopa Road should be a southbound only one-way street with two egress lanes leading to SR-347. Routes for ingress traffic should still be available via 48th Street.
- The temporary one-way signage and barricades should be utilized on Maricopa Road, SR-347, Wild Horse Pass Boulevard and associated side-streets and driveways as needed to direct vehicles in the correct direction. Police should also be positioned on Maricopa Road at Gate 1, Gate 2, and Gate 3 to direct vehicles in the correct direction.
- The ingress and egress routing strategies should be coordinated with the Arizona Department of Public Safety (DPS) and ADOT so that permanent and/or portable

DMS can be utilized to direct traffic from the regional roadway network to the appropriate freeway exit. Police should monitor the traffic signals at the I-10/Wild Horse Pass Boulevard and I-10/SR-347 interchanges during peak ingress and egress times and manually control the signal timing as needed to reduce congestion at the interchanges.

New v/c ratios were calculated assuming the aforementioned interim strategies were implemented. With these interim strategies in place, the highest anticipated v/c ratios on Maricopa Road decrease to 2.57 in the ingress scenario and 3.52 in the egress scenario. The v/c ranges for the 2015 interim strategies conditions can be found in **Figure 17** and **Figure 18** for the Saturday MD Ingress and Saturday NT Egress peak hours, respectively.

To convert the reduction in v/c ratios to an estimated reduction in travel time for the various routing alternatives analyzed, an equation relating v/c ratios to travel time was used. A weighted average travel time was calculated for each ingress and egress route in the routing alternatives. Detailed information on the travel time calculations is provided in **Appendix G**. The estimated travel times for the 2015 NHRA event ingress/egress routes and the 2015 NHRA event interim strategies ingress/egress routes are provided below:

- 2015 NHRA Event Route Plan Travel Times:
  - Ingress: 10-15 minutes (12 minute average)
  - Egress: 50-80 minutes (65 minute average)
- 2015 NHRA Event with Interim Strategies Route Plans Travel Times:
  - Ingress: 5-10 minutes (8 minute average)
  - Egress: 20-40 minutes (25 minute average)

Per the travel time calculations, it was estimated that the interim strategies would reduce average NHRA event delays by 33% (4 minutes) during ingress and 62% (40 minutes) during egress.

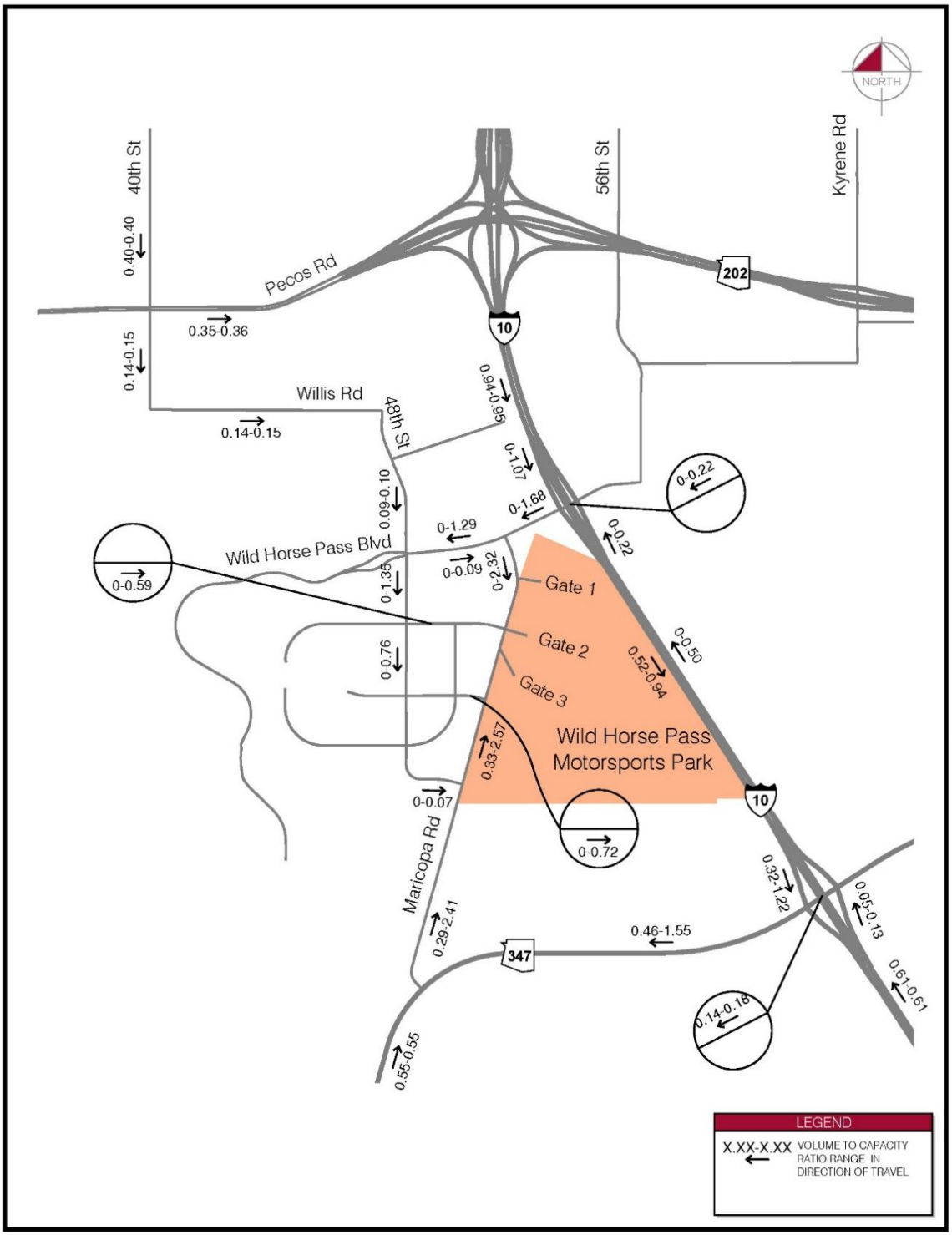


Figure 17 – 2015 Saturday MD Interim Strategies Ingress V/C Ratio Ranges

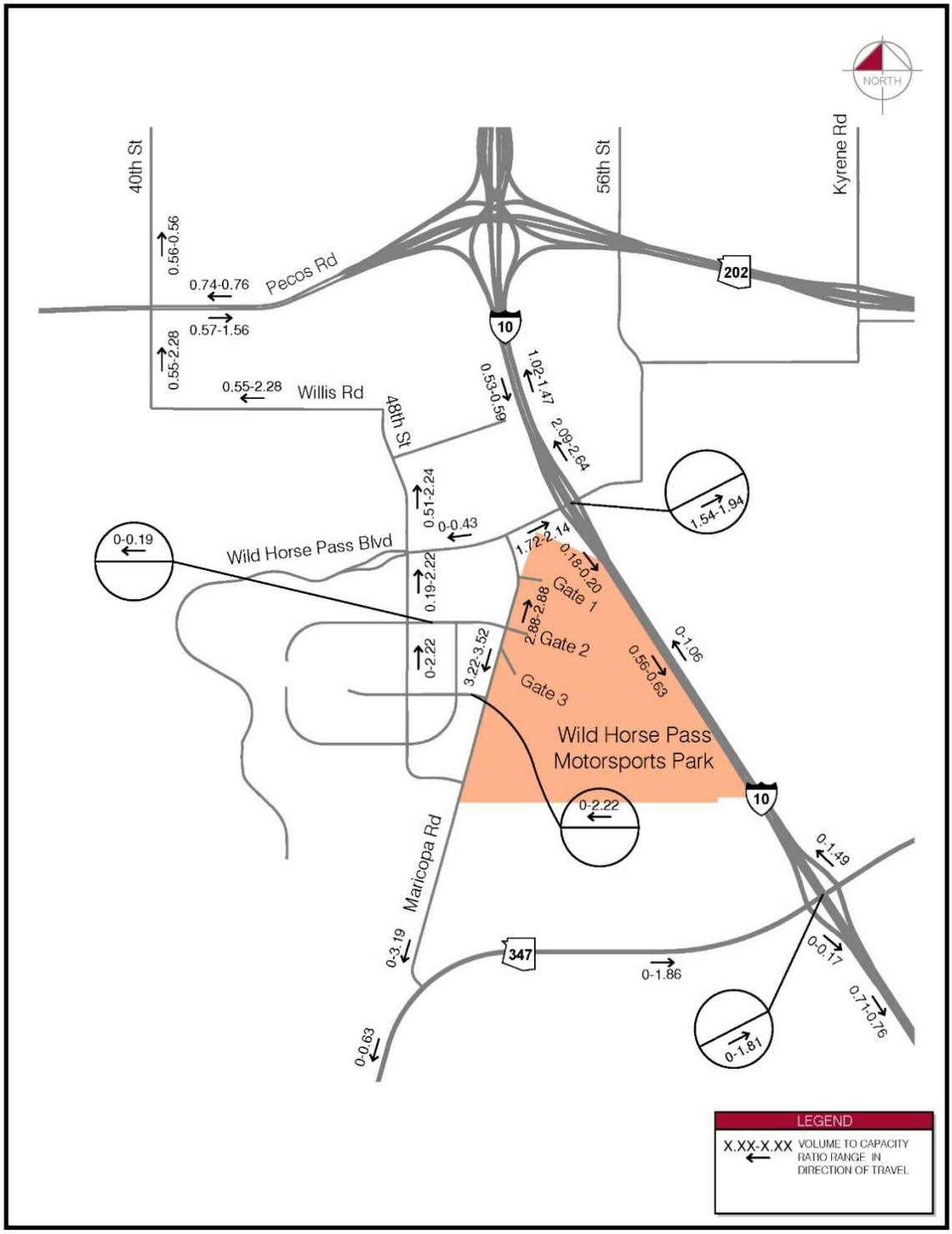


Figure 18 – 2015 Saturday NT Interim Strategies Egress V/C Ratio Ranges

4.4 2015 Improved Conditions and Preliminary Recommendations

To further improve conditions during NHRA events as well as on non-event days, it was preliminarily recommended that the following improvements be implemented:

- A permanent traffic signal should be installed at the Maricopa Road/SR-347 intersection. The signal should be designed to allow southbound left turns and provide dual southbound left-turn lanes. The estimated planning-level cost for this improvement is approximately $750,000. This cost is for the traffic signal equipment and minor geometric improvements. The cost for any major geometric improvements at the intersection would be above and beyond this cost. Detailed cost information is provided in **Appendix H**.
- A westbound acceleration lane should be provided on SR-347 west of the Maricopa Rd/SR-347 intersection to allow southbound right-turning vehicles from Maricopa Rd to get up to speed before entering the traffic stream on SR-347. The estimated planning-level cost for this improvement is approximately $440,000.
- Maricopa Road should be widened to have a five-lane cross-section, with two lanes in each direction along with a two-way-left-turn-lane or raised median. The estimated planning-level cost for this improvement is approximately $12,680,000.
- Eastbound Wild Horse Pass Boulevard between Maricopa Road and the I-10/Wild Horse Pass Boulevard interchange should be widened to three lanes in the eastbound direction. This additional lane should be striped as a trap right-turn lane as the lane approaches the I-10/Wild Horse Pass Boulevard interchange. Consideration should be given to designing this trap right-turn lane as a channelized free right-turn lane at the I-10/Wild Horse Pass Boulevard interchange. The estimated planning-level cost for this improvement is $440,000.

If these improvements are implemented, the 2015 v/c ratios can be expected to be reduced even further along Maricopa Road and Wild Horse Pass Boulevard. The highest v/c ratios on Maricopa Road decrease from 2.57 to 1.10 in the ingress scenario and from 3.52 to 1.52 in the egress scenario. The highest v/c ratio on Wild Horse Pass Boulevard decreases from 2.14 to 1.42. The v/c ranges for the 2015 improved conditions can be found in **Figure 19** and **Figure 20** for the Saturday MD Ingress and Saturday NT Egress peak hours, respectively.

It is also recommended that the current MAG model be reviewed by MAG staff to confirm the calibration for Maricopa Road is based on current traffic counts on Maricopa Road instead of on older historical counts from when SR-347 was on the Maricopa Road alignment.

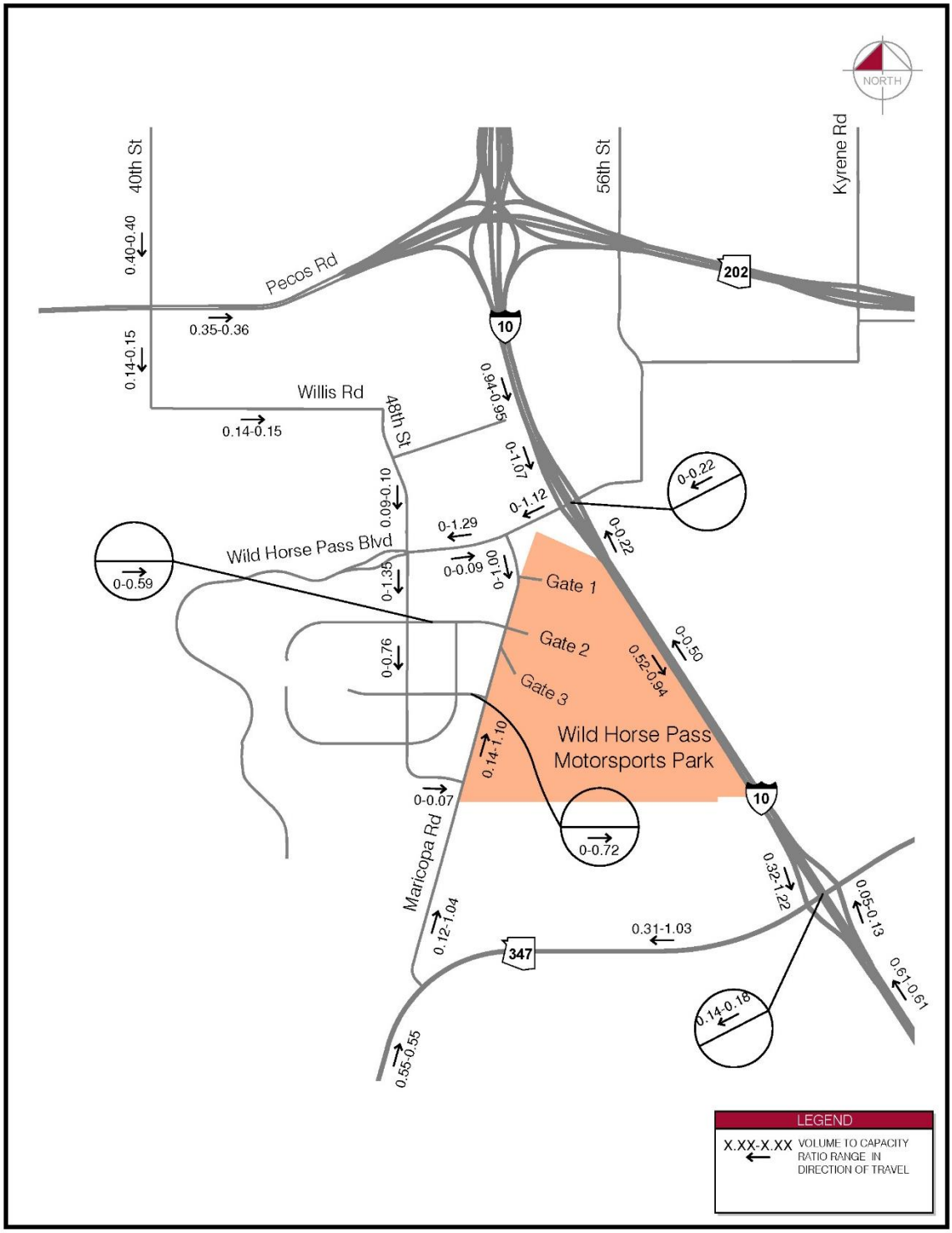


Figure 19 – 2015 Saturday MD Improved Ingress V/C Ratio Ranges

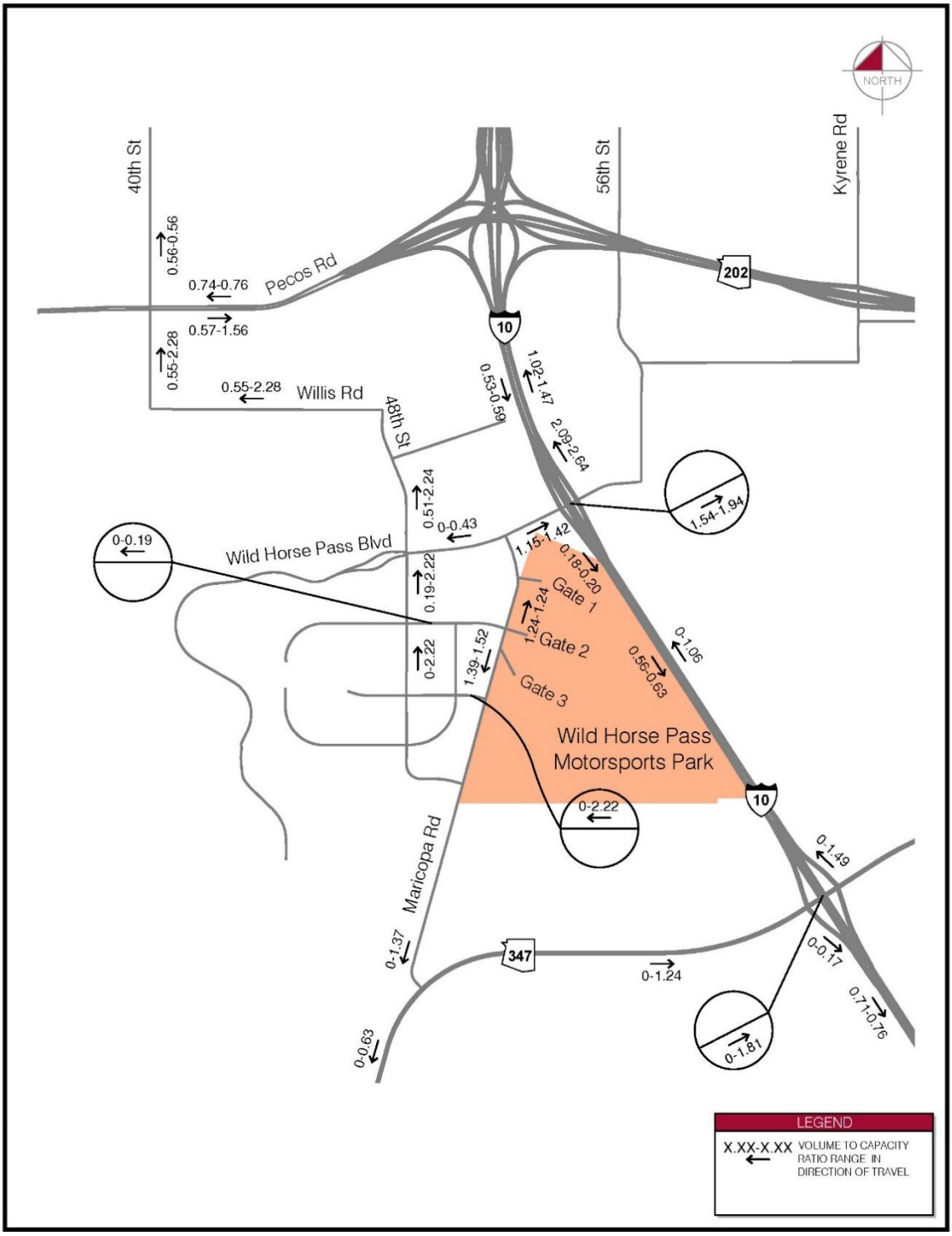


Figure 20 – 2015 Saturday NT Improved Egress V/C Ratio Ranges

4.5 2035 Future Background Conditions

A v/c analysis was completed for the background (non-event) 2035 future roadway conditions using the 2035 background traffic volume and capacity data referenced previously. As was previously mentioned, the 2035 background condition assumes certain geometric improvements are implemented between 2015 and 2035 per MAG's Regional Transportation Plan. These improvements include additional through lanes on I-10 and SR-347 and the extension of Loop 202 west of I-10 with a traffic interchange at Loop 202/40th Street. **Figure 21**, **Figure 22**, and **Figure 23** show the 2035 background v/c ratios for the roadway segments within the study area for the Friday PM, Friday NT/Saturday NT/Saturday MD, and Friday MD peak hours, respectively. **Table 10** shows the roadway segments that are near or over capacity (v/c ratio > 0.85) in at least one travel direction in the 2035 background condition, the highest v/c ratio for those segments, and the time periods in which they occur.

Table 10 – 2035 Background Near or Over Capacity Roadway Segments

Road	Between	Max V/C Ratio	Time Period
Loop 202 WB	40th Street and I-10	0.96	Friday PM Peak
Loop 202 WB	West of 40th Street	0.94	Friday PM Peak
I-10 EB	Loop 202 and Wild Horse Pass Boulevard	0.86	Friday PM Peak

No study roadway segments are over capacity in the 2035 background condition. There are three segments that have a v/c ratio between 0.85 and 1.00 and are near capacity during the peak hour. All of these occur during the Friday PM peak hour. Most of the existing study area roadway segments have a v/c ratio of 0.75 or lower, meaning that the majority of the segments currently operate in near free-flow conditions during non-NHRA event days.

4.6 2035 Future Baseline (Background Plus NHRA Event) Conditions

When the NHRA event traffic for each of the ingress and egress route alternatives is added to the 2035 background volumes, the v/c ratios for many of the roadway segments along the routes increase significantly. This is especially true on Maricopa Road, and to a lesser degree, Wild Horse Pass Boulevard. The egress v/c ratios for each segment are generally higher than those for the ingress scenarios, as the egress peak hour volumes are higher than the ingress peak hour volumes. The Friday v/c ratios are generally higher than the Saturday v/c ratios because the difference in NHRA event volumes between Saturday and Friday is generally not as great as the difference in 2035 background volumes between Friday and Saturday. The 2035 baseline v/c analysis includes the volumes generated by a fully built-out Wild Horse Pass Conceptual Master Plan and the NHRA event traffic.

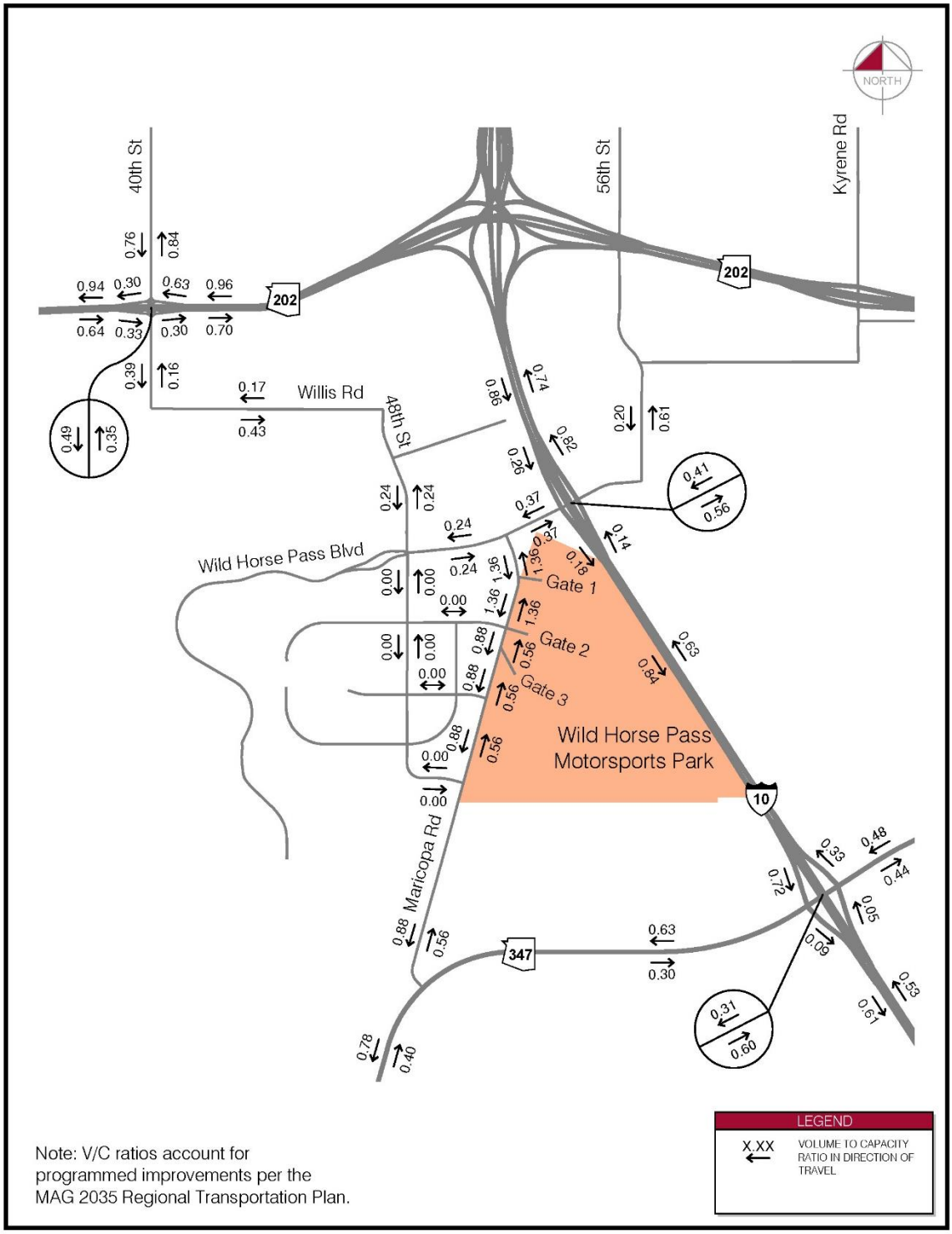


Figure 21 – 2035 Friday PM Background V/C Ratios

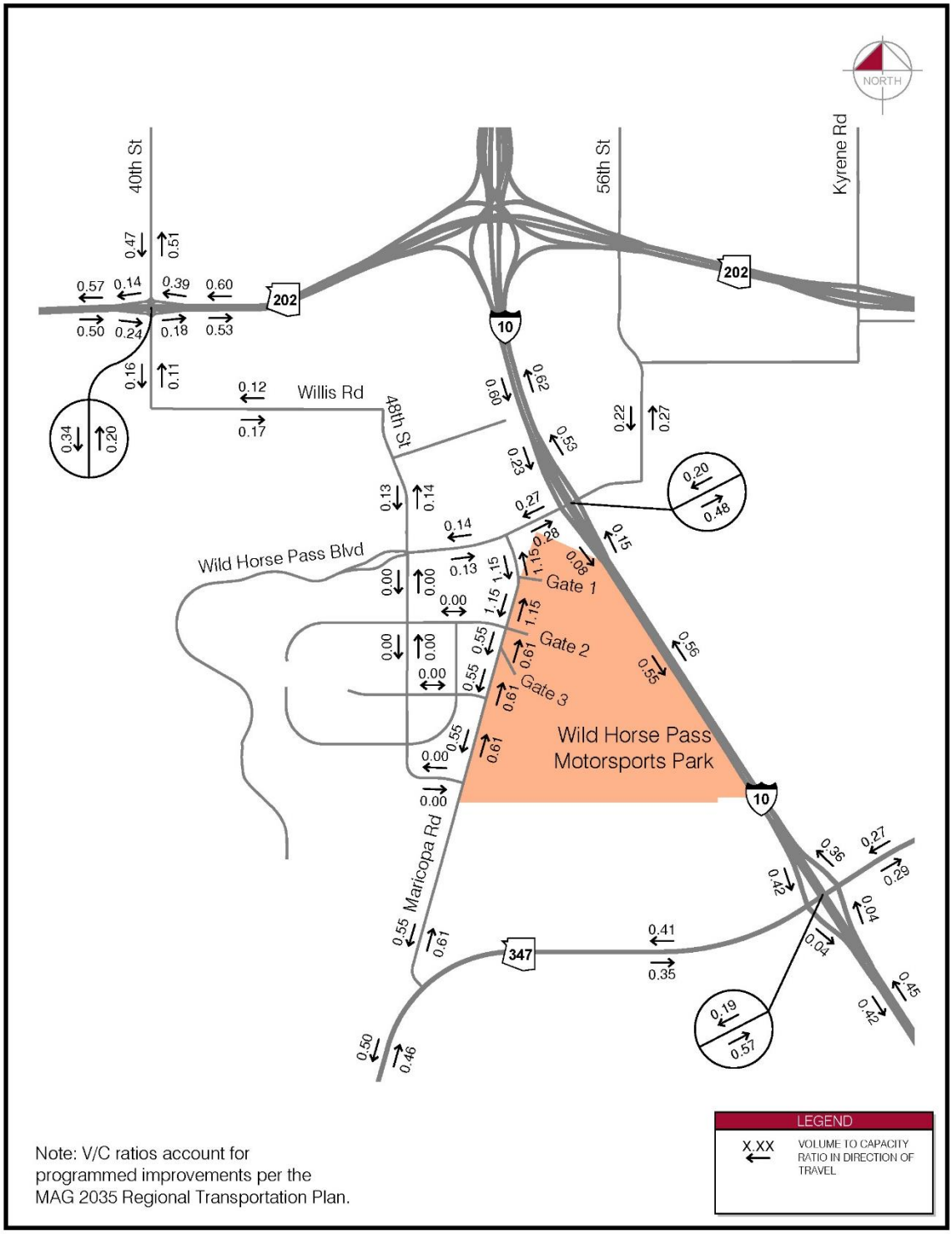


Figure 22 – 2035 Friday Night and Saturday Background V/C Ratios

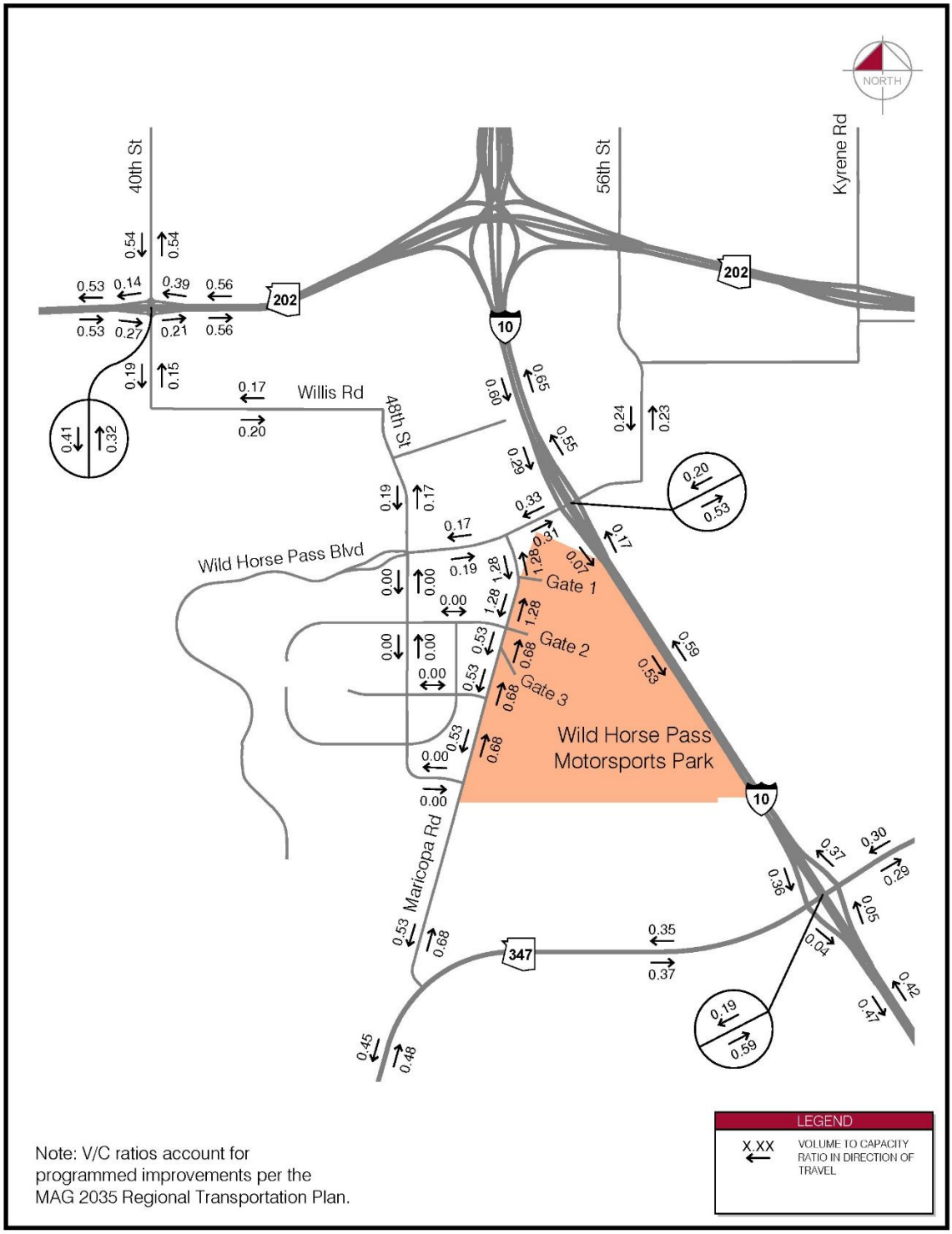


Figure 23 – 2035 Friday MD Background V/C Ratios

The v/c ratios on Maricopa Road are highest north of Gate 2, getting as high as 20.39 for the ingress scenario and 20.50 for the egress scenario. The v/c ratios on I-10 are highest north of Wild Horse Pass Boulevard, getting as high as 2.18 for the ingress scenario and 2.68 for the egress scenario. The v/c ratios on SR-347 are highest between I-10 and Maricopa Road, getting as high as 1.90 for the ingress scenario and 1.81 for the egress scenario. The v/c ratios on Wild Horse Pass Boulevard are highest between I-10 and Maricopa Road, getting as high as 4.65 for the ingress scenario and 4.84 for the egress scenario. The v/c ratios on Loop 202 are highest between 40th Street and I-10, getting as high as 0.81 for the ingress scenario and 1.46 for the egress scenario.

Figure 24 and **Figure 25** show the 2035 baseline (background plus NHRA event) v/c ratio ranges for the roadway segments within the study area for the Saturday MD Ingress and Friday PM Egress peak hours, respectively. The volumes, capacities, and v/c values for each study area roadway segment for each 2035 ingress and egress analysis period are provided in **Appendix F**.

4.7 2035 Improved Conditions and Preliminary Recommendations

The 2035 improved condition incorporates all of the 2015 improved condition preliminary recommendations plus the following long-term improvements recommended for implementation by 2035 to further improve conditions during NHRA events as well as on non-event days:

- SR-347 should be widened between Maricopa Road and I-10 to have a six-lane cross-section, with three lanes in each direction. While this improvement is already assumed in the 2035 MAG model (and therefore this study's 2035 background assumptions), it is not yet programmed in the Regional Transportation Plan so it is included herein as a recommendation. The estimated planning-level cost for this improvement is approximately $10,440,000.
- Consideration should be given to converting the I-10/SR-347 interchange to a diverging diamond interchange (DDI) with dual southbound exclusive right-turn lanes or a single free-flow right-turn lane if a traffic analysis indicates this geometry will improve traffic operations during non-event and event conditions. The estimated planning-level cost is for this improvement is approximately $5,650,000.
- Other long-term improvements may be needed in the area of the Wild Horse Pass Motorsports Park dependent on the intensity and timeline of projected regional and local growth in the future. At the time that these improvements are deemed necessary, a planning-level cost should be calculated for each improvement.

If the 2015 and 2035 preliminary recommended improvements are implemented, the 2035 v/c ratios can be expected to be reduced even further along Maricopa Road. The highest v/c ratios on Maricopa Road decrease from 20.39 to 5.57 in the ingress scenario and from 20.50 to 5.60 in the egress scenario. The v/c ranges for the 2035 improved conditions can be found in **Figure 26** and **Figure 27** for the Saturday MD Ingress and Friday PM Egress peak hours, respectively.

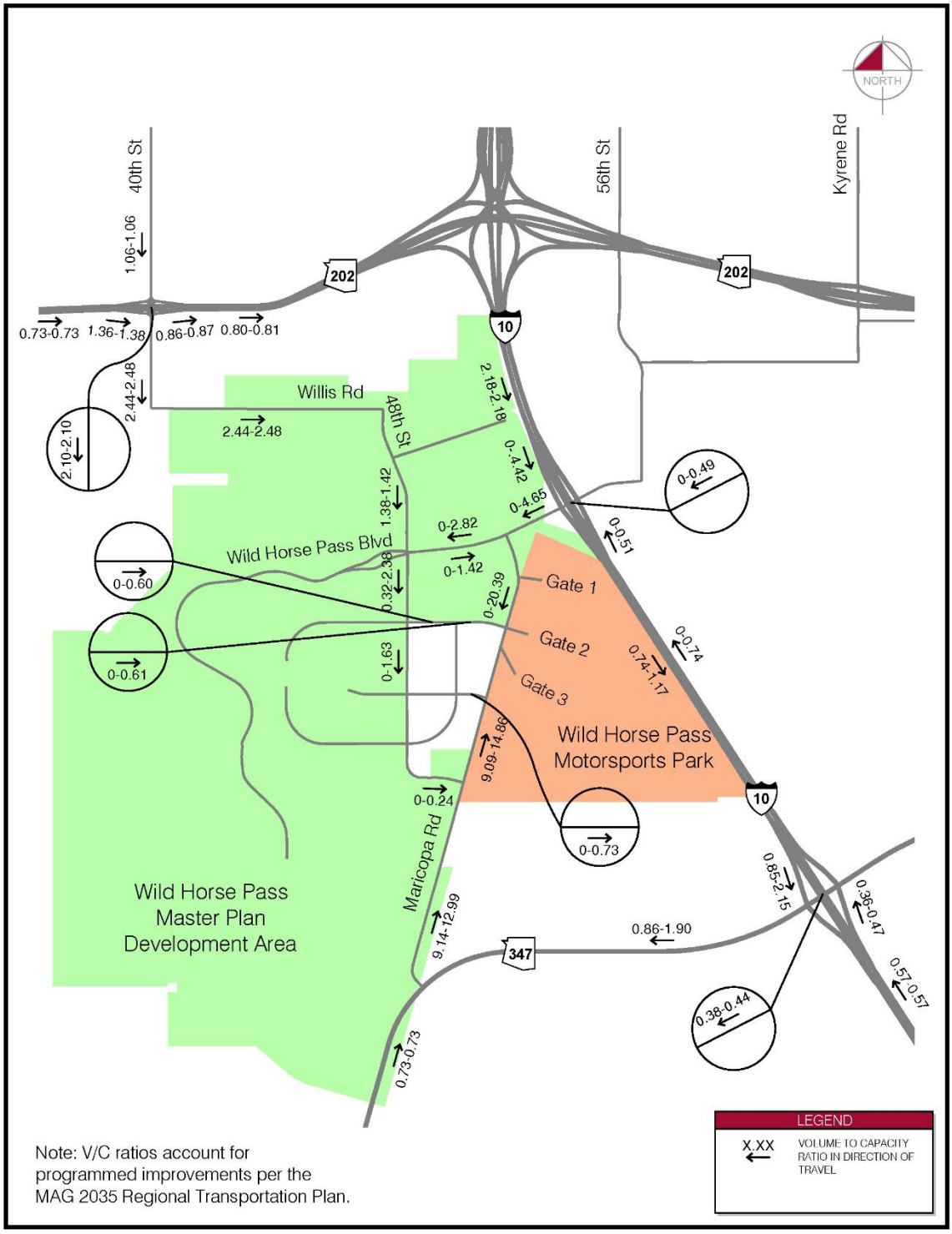


Figure 24 – 2035 Saturday MD Baseline Ingress V/C Ratio Ranges

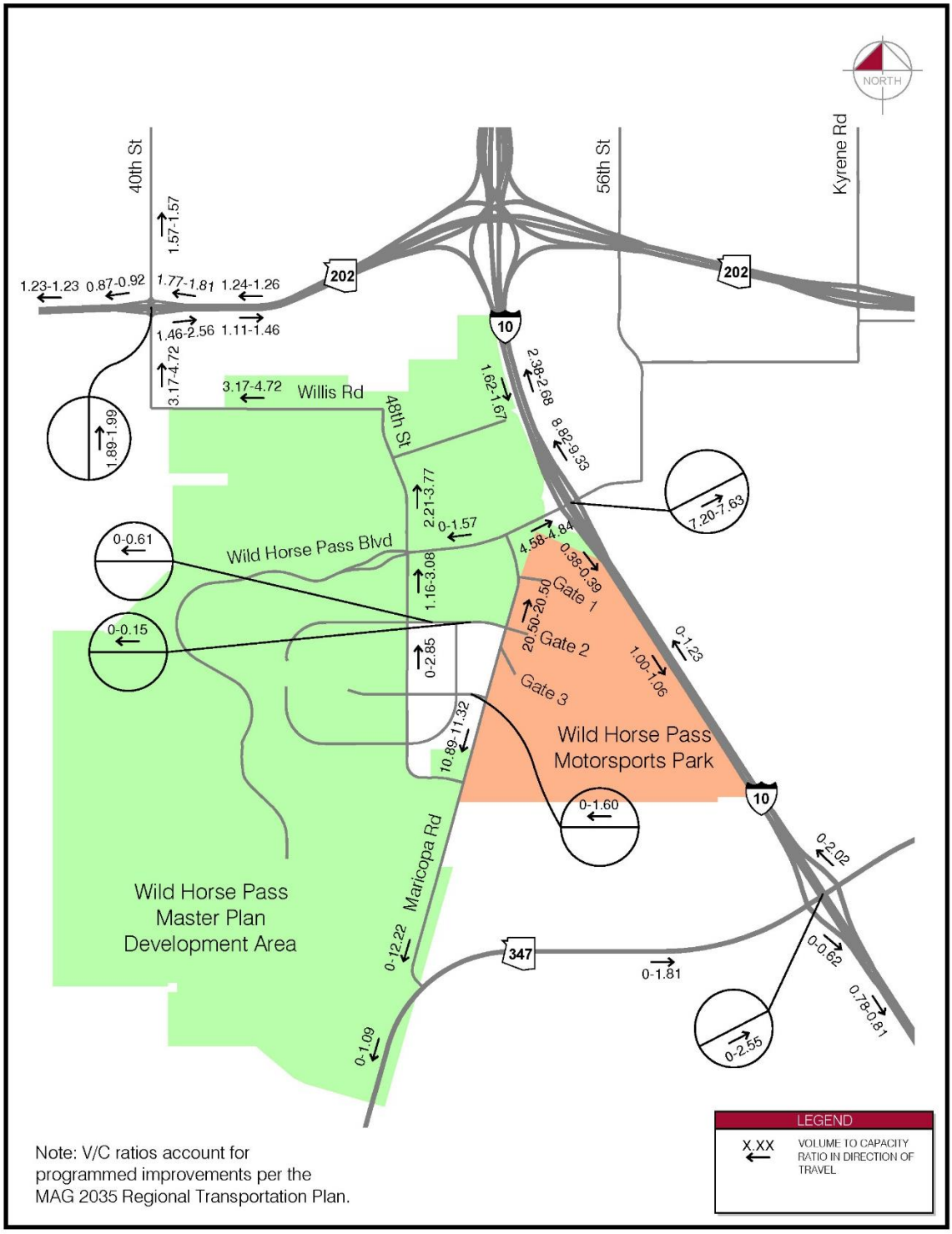


Figure 25 – 2035 Friday PM Baseline Egress V/C Ratio Ranges

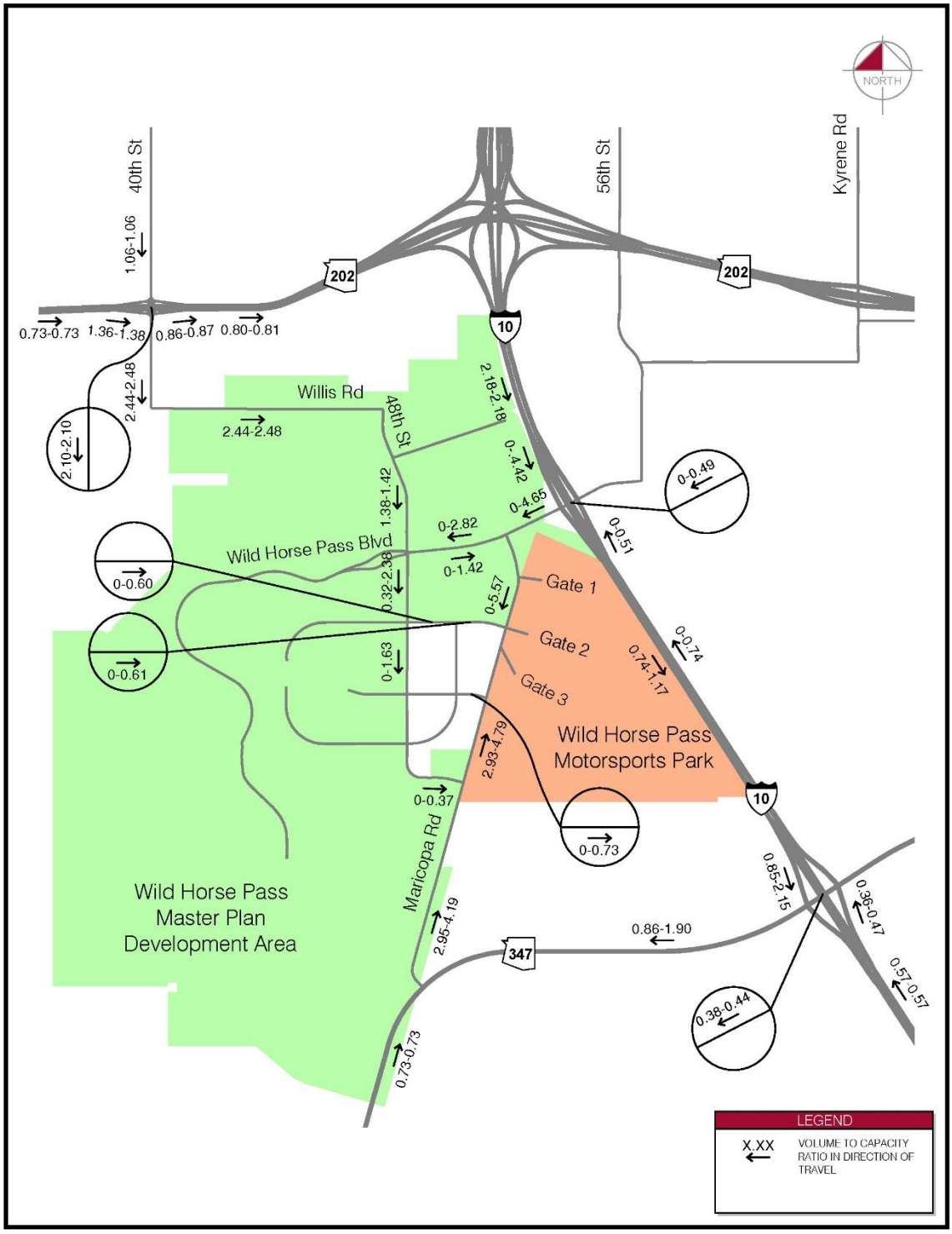


Figure 26 – 2035 Saturday MD Improved Ingress V/C Ratio Ranges

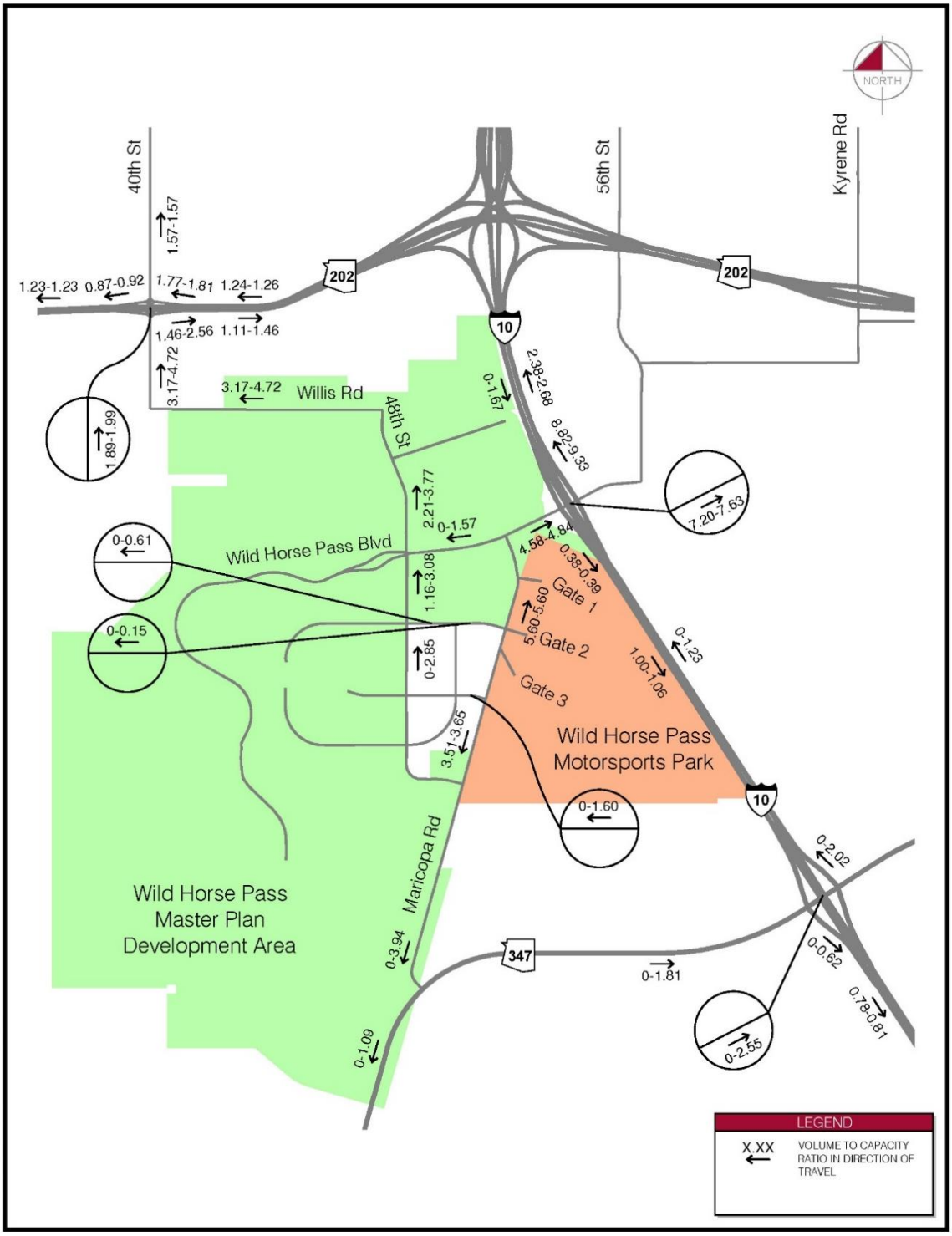


Figure 27 – 2035 Friday PM Improved Egress V/C Ratio Ranges

5 2016 NHRA EVENT PLAN REFINEMENTS AND IMPLEMENTATION

The 2015 NHRA event interim strategies recommended in prior sections of this document were presented to WHPDA and GRICPD for consideration for the 2016 NHRA event held during the course of the study on February 26-28, 2016.

Several multi-agency coordination meetings were held with agencies such as WHPDA, ADOT, GRICDOT, and the GRIC Office of Emergency Management (GRICOEM) to discuss the recommended interim strategies and how they could be incorporated into the 2016 event ingress and egress routes. Ultimately, it was decided to incorporate the recommended interim strategies with some minor refinements. The following sections describe what was done for the 2016 NHRA event to improve upon what was done for the 2015 NHRA event.

5.1 Refined Ingress and Egress Plans

Refined ingress and egress traffic control and routing plans were developed and implemented for the event. These routing plans included the major components of the recommended interim strategies – namely the conversion of portions of Maricopa Road to one-way traffic temporarily, a temporary traffic signal at the Maricopa Road/SR-347 intersection, and the use of the Maricopa Road/SR-347 travel path as a third route to access the I-10 freeway – but also included more detailed information such as the number of lanes in use in each direction. The refined ingress and egress plans are provided in **Appendix I**.

GRICPD also developed what were termed "release valves" as part of these plans. These release valves were portions of the roadway network that remained closed until vehicles started backing up in certain areas. Once a backup occurred in these areas, these portions of the roadway network were opened to traffic to help keep vehicles flowing. One of these release valves was at Gate 1. Depending on the traffic volume, some vehicles were permitted to make a westbound right-turn movement from Gate 1 onto Maricopa Road. This would allow vehicles to travel directly to Wild Horse Pass Boulevard. At other times during the event, all traffic from Gate 1 was forced to make a westbound left-turn movement onto Maricopa Road and continue south on Maricopa Road or travel west to 48th Street. Another release valve existed at the intersection of Wild Horse Pass Boulevard/48th Street. Most of the time the northbound right-turn movement was prohibited at Wild Horse Pass Boulevard/48th Street. However, when 48th Street backed up to this intersection, the northbound right-turn lane was opened up to allow northbound vehicles on 48th Street to turn right and travel east on Wild Horse Pass Boulevard to reach I-10.

During the 2016 NHRA event, it was observed that some event traffic attempted to use the nearby casino and outlet mall parking lots to circumvent traffic in an attempt to leave the area. This diversion of traffic exacerbated traffic congestion as eventually these vehicles had to merge back into the officially designated egress routes. To help prevent

egress event traffic from mixing with casino and outlet mall traffic, the northbound right-turn lane at the 48th Street/Willis Road intersection was closed to all drivers unless they indicated to the officer on duty that they were in fact visiting the casino or the outlet mall.

5.2 Event Pre-Notification

Another recommended interim strategy that was implemented by WHPDA was event pre-notification coordination with ADOT and DPS. Preliminary pre-notification plans were developed by Kimley-Horn for submittal by WHPDA to ADOT so that pre-notification messages could be posted on ADOT's large overhead DMS on I-10 and Loop 202 as well as on several portable changeable message boards (CMB) within GRIC and the City of Phoenix to advise motorists of event traffic congestion, traffic control changes at the Maricopa Road/SR-347 intersection, and what routes event attendees should take to reach the desired event gate. These pre-notification messages were put into place seven days before the NHRA event started. During the NHRA event, some of the DMS and CMB messages were changed to reflect changes in traffic control for ingress and egress routes, as appropriate. The preliminary pre-notification plans are provided in **Appendix J**.

5.3 Temporary Signal at the Maricopa Road/SR-347 Intersection

A temporary traffic signal was designed and implemented at the intersection of Maricopa Road/SR-347 in place of the current stop control to allow traffic from the NHRA event to be directed south along Maricopa Road and east on SR-347 towards I-10. The temporary signal provided a way to stop traffic on SR-347 while allowing both southbound left-turn and right-turn movements from Maricopa Road. The Maricopa Road approach to the intersection was converted to one-way southbound operation during the peak egress times only to temporarily provide two southbound left-turn lanes and one southbound right-turn lane. SR-347 is a three-legged intersection with SR-347 as the major street.

Preliminary traffic control plans for the temporary signal, which included upstream warning signs and portable changeable message boards (CMB), were provided to WHPDA for use in procuring a traffic control company that could set up the temporary signal as well as obtain the necessary right-of-entry encroachment permit from ADOT. It should be noted that ADOT Central District engineers and permit staff were instrumental in getting the encroachment permit processed and approved on an extremely tight deadline of one week so that the temporary signal could be utilized during the NHRA event. The preliminary temporary signal plans developed by Kimley-Horn are provided in **Appendix K**. A copy of the approved temporary signal permit is provided in **Appendix L**. One of the stipulations of the ADOT permit was that a GRICDOT police officer had to be present at all times when the temporary traffic signal was in use.

A permit change was approved by ADOT on February 25, 2016 that allowed WHPDA's traffic control company – RoadSafe (via subcontractor Horizon Signals) – to set up the temporary signal the evening before the start of the event and to put the signal in flash mode to make sure it was operating properly and to warn motorists that a temporary traffic control change was taking effect. The temporary signal was put into place

Thursday, February 25, 2016 in the late afternoon. Horizon Signals staff, a traffic engineer from Kimley-Horn, and GRICPD police officers were present during setup. Horizon Signals personnel set up the temporary traffic signal to have a manual override so that GRICPD could manually control the signal timings if needed.

Positioning of the temporary signal trailers, signal heads, cameras, and mast arms on the shoulder and median of SR-347 went smoothly. GRICPD officers helped control and restrict traffic during the process as trailers were driven across the roadway and positioned, and when mast arms needed to be put out into travel lanes and then raised up.

Once all six signal trailers were in place and the detection cameras were set up, the signal was put into flash mode to make sure the signal equipment was working properly and to warn motorists in the area that the traffic control change would be taking place soon. RoadSafe arrived the evening of February 25, 2016 to start positioning signs and barricades along Maricopa Road and SR-347. Friday, February 26, 2016 at 5am the temporary signal was changed from flash mode to standard traffic signal phasing. Horizon Signal staff as well as a Kimley-Horn engineer were present to observe traffic operations in the morning and afternoon during the ingress and egress peak time periods.

Based on the anticipated event traffic volumes at the Maricopa Road/SR-347 intersection and ADOT guidelines and procedures, signal timing plans were developed for both the peak ingress and peak egress time periods. The signal timing plans for the temporary signal are provided in **Appendix M**.

It should be noted that even with the advanced warning CMBs and other traffic control signs, the presence of the temporary signal still surprised some drivers, as evidenced by hard braking that was occasionally observed during the first few hours of temporary traffic signal operation. There were also a few times where drivers were observed making illegal movements at the intersection that were not permitted based on the active signal phase. There were no collisions during the NHRA event attributable to the temporary traffic signal. There was a wrong-way collision on SR-347 near I-10, the resulting congestion of which backed up through the Maricopa Road/SR-347 intersection for a short time, but this congestion dissipated once the collision was removed from the roadway.

5.4 Evaluation of 2016 NHRA Event Ingress Operations

The DMS, CMB, temporary traffic signal, other traffic control signs, cones, barricades, and GRICPD presence at many key intersections all seemed to contribute to smooth ingress traffic operations. It was found that many event attendees followed the instructions on the DMS and CMB to use the designated route corresponding to their assigned gate. In prior years, many NHRA attendees would try to enter the event using Wild Horse Pass Boulevard, which caused significant congestion on Wild Horse Pass Boulevard. Splitting up the ingress traffic to enter the area via Pecos Rd, SR-347, and Wild Horse Pass Boulevard allowed for a more even distribution of ingress volumes across the roadway

network, resulting in a reduction in ingress delay times comparable to what had been predicted by implementing the interim strategies.

5.5 Evaluation of 2016 NHRA Event Egress Operations

As was the case with the ingress traffic, egress traffic tended to flow much more smoothly than in prior years due to the implemented strategies. During the 2015 NHRA event, delays of up to 90 minutes were experienced by many attendees during the peak egress times. The 2016 NHRA routing plans reduced that delay to approximately 30 minutes on Friday and Sunday and approximately 60 minutes on Saturday, with some of the gates emptying much earlier. Allowing egress traffic to travel south along Maricopa Road and to turn left on SR-347 to access I-10 had a significant positive impact on increasing egress network capacity and reducing egress delay times.

5.6 Other Operations Information

Each morning and afternoon of the event, WHPDA, GRICPD, emergency response staff, and other personnel met for safety briefings to discuss assignments, safety concerns/questions, and to talk about any routing changes that had taken place or that needed to take place. A debriefing meeting also took place at the end of each day to discuss any issues that came up and how to address them. These meetings allowed for better coordination between groups and to make sure that everyone was working with the same information and plans.

An event operations debriefing meeting also took place on Wednesday, March 2, 2016 at the GRICOEM building. During this meeting, representatives from each group were able to discuss the items that went well during the event and to voice any concerns or suggested improvements that could be considered for future events. A copy of the observations and recommendations provided by Kimley-Horn is provided in **Appendix N**.

5.7 Traffic Signal Warrant at the Maricopa Rd/SR-347 Intersection

After the successful pilot test of the temporary traffic signal at the Maricopa Rd/SR-347 during the NHRA event, GRIC requested that ADOT conduct a traffic signal warrant analysis for potential installation of a permanent traffic signal at the Maricopa Rd/SR-347 intersection. ADOT completed the traffic signal warrant analysis in May 2016 and determined that a traffic signal is warranted. Recommendations from the warrant analysis consisted of the following:

- Consider installing a traffic signal at the Maricopa Rd/SR-347 intersection with the intersection reconstructed as a “High T” type of intersection in which the traffic signal only controls the northbound (NB) left-turn movement, southbound (SB) through and right-turn movements, as well as all left-turn and right-turn movements from Maricopa Road. The NB through movement would be a free-flow movement.
- Construct a WB/SB acceleration lane (a minimum of 1200 feet plus taper) on SR-347 to allow right-turning traffic from Maricopa Rd to turn without needing to yield to

WB/SB SR-347 traffic and then accelerate to similar speeds as SB SR-347 through traffic before needing to merge into WB/SB SR 347.

These signal warrant analysis recommendations are consistent with the improvements recommended herein.

During peak events like the NHRA event, dual southbound left-turn lanes from Maricopa Rd onto SR-347 will likely be needed to maintain acceptable queue lengths on Maricopa Rd. If the High T configuration is implemented, it is recommended that ADOT either stripe the High T with dual left-turn lanes or at least provide the pavement width such that dual left-turn lanes could be temporarily put in (including the needed merge distance in the acceleration lane in the median after making the left turn). Based on field observations during the NHRA event when the temporary signal was in place, it is also expected that a standard T configuration would work acceptably as an alternate intersection configuration to consider to the High T configuration.

Any traffic signal equipment that is installed should be placed so as to accommodate three through lanes in each direction on SR-347 as SR-347 is anticipated to be widened at some point in the future.

WHPDA has also indicated there is potential for the land on the south side of the Maricopa Rd/SR-347 intersection to be developed. If this occurs, Maricopa Rd would likely need to be extended across SR-347, creating a four-legged intersection in place of the current three-legged intersection. This information should be considered when deciding what kind of intersection configuration to have at the Maricopa Rd/SR-347 intersection when the permanent traffic signal is installed.

6 CONCLUSIONS AND FINAL RECOMMENDATIONS

6.1 Conclusions

The following conclusions were drawn from the findings of the analysis conducted as part of this study:

- The Wild Horse Pass study area roadway network generally has adequate existing capacity to handle traffic volume demands on non-event days.
- Maricopa Road does not currently have adequate capacity to handle traffic volume demands during large-scale events like the NHRA races. As the frequency of large-scale events and simultaneous smaller events increases, traffic delays due to congestion on Maricopa Road will also increase, negatively impacting event attendee experience.
- The southbound left-turn prohibition, lack of signalization, and lack of a westbound acceleration lane at the Maricopa Road/SR-347 intersection adversely impact the ability to minimize delays in the entire Wild Horse Pass study area.
- The interim strategies of temporary one-way operation on Maricopa Road, a temporary traffic signal at the Maricopa Road/SR-347 intersection, and extensive pre-notification coordination with ADOT and DPS had a significantly positive impact on reducing event congestion and delay.
- Maricopa Road does not currently have adequate capacity to handle projected daily traffic volume demands associated with the Wild Horse Pass Conceptual Master Plan.
- The programmed and planned improvements on the regional roadways (I-10, SR-347, and Loop 202) in the study area are needed to accommodate projected future traffic volumes on both event and non-event days.
- Extensive coordination between MAG, WHPDA, GRICDOT, GRICPD, ADOT, DPS, GRICOEM, and other stakeholders was critical to the success of this study and the successful implementation of the 2016 NHRA interim strategies and improved route plans.

6.2 Final Recommendations

The following final recommendations, if incorporated, are expected to significantly improve traffic circulation and operations in the Wild Horse Pass area now and into the future for both event and non-event conditions:

- The interim strategies of temporary one-way operation on portions of Maricopa Road, a temporary traffic signal at the Maricopa Road/SR-347 intersection, and extensive pre-notification coordination with ADOT and DPS should be continued in future NHRA routing plans until a permanent traffic signal at the Maricopa Road/SR-347 intersection is installed and Maricopa Road is widened to two through lanes in each direction.
- WHPDA and GRICPD should take the lessons learned from the 2016 NHRA routing plans and refine those plans further for the 2017 NHRA event. Coordination on the

2017 NHRA event routing plans should begin in the fall of 2016 so there is adequate time to address longer lead items such as the ADOT encroachment permit and pre-notification coordination efforts.

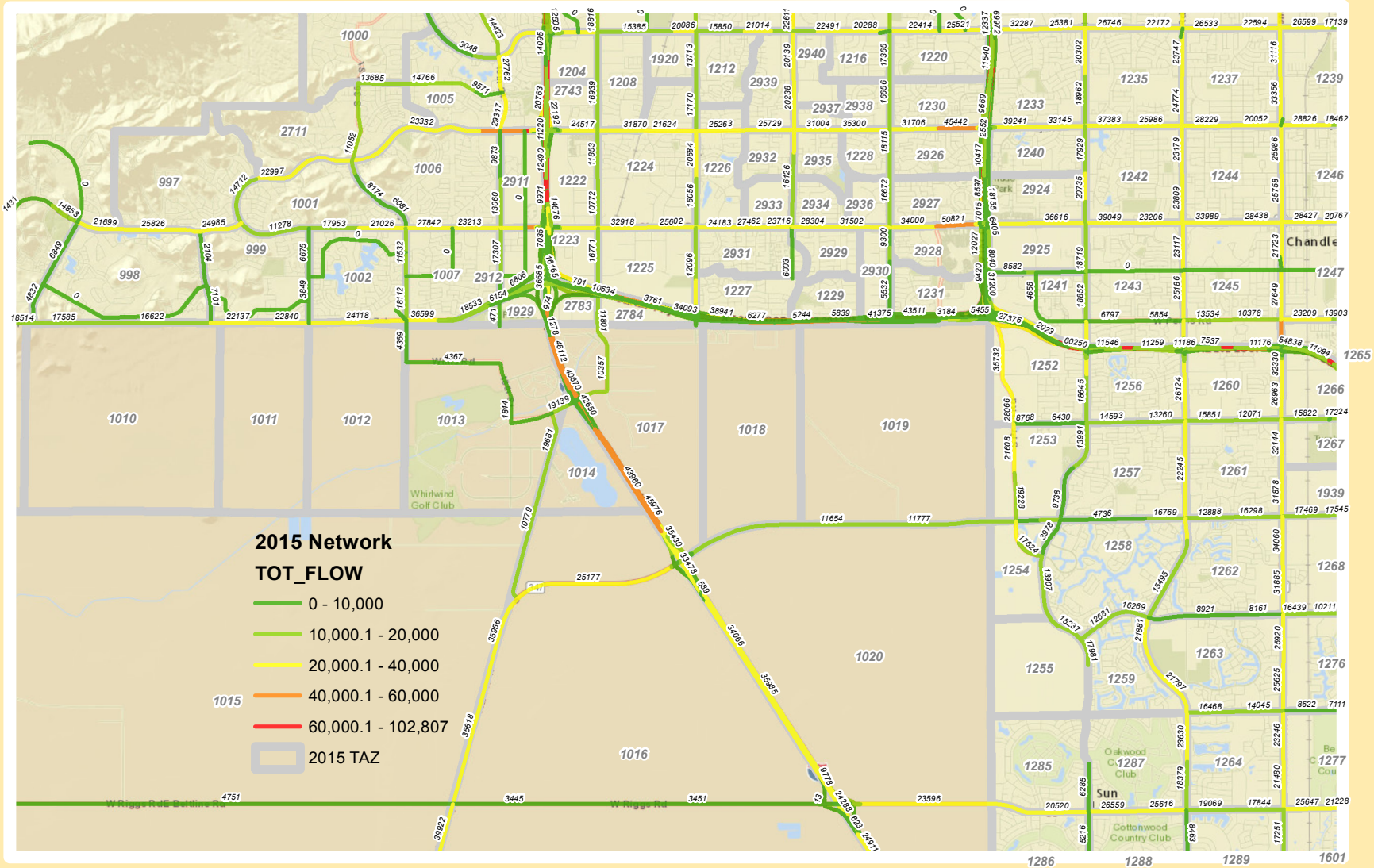
- WHPDA and MAG should continue to coordinate with ADOT on the implementation of a permanent traffic signal at the Maricopa Road/SR-347 intersection. If the permanent traffic signal cannot be installed in advance of the 2017 NHRA event, WHPDA should coordinate with ADOT to implement a temporary traffic signal at this intersection during the 2017 NHRA event, similar to what was done during the 2016 NHRA event.
- MAG should review the current MAG model to confirm the calibration for Maricopa Road is based on current traffic counts on Maricopa Road instead of on older historical counts from when SR-347 was on the Maricopa Road alignment.
- GRIC, in coordination with MAG, should implement the improvements recommended in **Table 11** during the timeframes shown at an estimated cost of $30.4 million.
- The MAG Regional Transportation Plan includes $22.9 million for a new traffic interchange at I-10/Chandler Heights Road. Per the MAG 2035 regional travel demand model and traffic analysis conducted as part of this study, there does not appear to be sufficient demand now or in the foreseeable future to justify a traffic interchange at this location, as most of the projected traffic growth in GRIC is in the Wild Horse Pass area. It is recommended that GRIC and MAG consider reallocating that $22.9 million to help fund the improvements recommended by this study. Other potential funding sources include GRIC funds, developer fees, and federal grants.

Table 11 – Recommended Improvements

Recommended Improvement	Implementation Timeframe	Total Estimated Cost
Signalize Maricopa Rd/SR-347 intersection	Near-term (1-5 years)	$ 750,000
Provide WB acceleration lane on SR-347 west of Maricopa Rd	Near-term (1-5 years)	$ 440,000
Widen WHP Blvd from 2 to 3 through lanes EB between Maricopa Rd and I-10	Near-term (1-5 years)	$ 440,000
Widen Maricopa Rd from 2 to 4 through lanes between WHP Blvd and SR-347	Mid-term (6-10 years)	$ 12,680,000
Widen SR-347 from 4 to 6 through lanes between Maricopa Rd and I-10	Long-term (11-20 years)	$ 10,440,000
Convert SR-347/I-10 from conventional diamond to diverging diamond interchange (DDI)	Long-term (11-20 years)	$ 5,650,000
Total of All Recommended Improvements	-	*$ 30,400,000*

APPENDIX A – MAG MODEL DATA

Wild Horse Pass Circulation Study

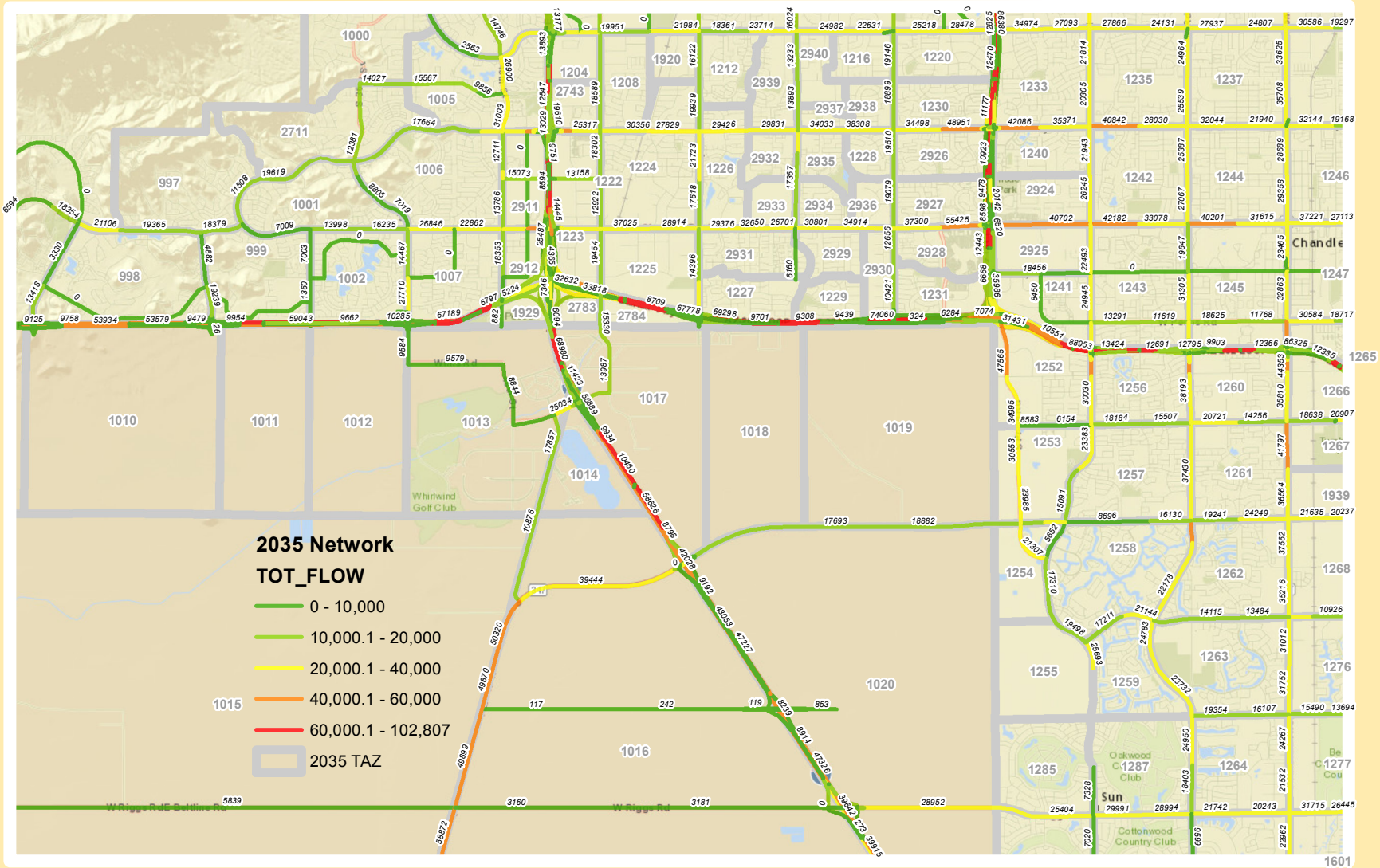


The current map was created 9/15/2015 in response to request # 1463.
It is based on MAG socio-economic and travel demand models.

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

MARICOPA ASSOCIATION of GOVERNMENTS

Wild Horse Pass Circulation Study



The current map was created 9/15/2015 in response to request # 1463.
It is based on MAG socio-economic and travel demand models.

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

THIS CAPACITY TABLE CONTAINS THE CAPACITIES CALCULATED FOR

AM PERIOD - 3 HRS
MIDDAY PERIOD - 5 HRS
PM PERIOD - 4 HRS
NIGHT PERIOD - 12 HRS
DAILY - 24 HRS

Are Type	Facility Type	VDF Code		AM_CAP (per lane)	MD_CAP (per lane)	PM_CAP (per lane)	NT_CAP (per lane)	24H_CAP (per lane)
1	CBD	100	HOV Lane	4,774	8,147	6,569	8,296	23,790
		101	Freeway	4,984	8,374	6,856	8,566	24,644
		102	Expressway	1,895	3,563	2,955	3,119	9,244
		103	Collector	1,133	2,130	1,672	1,865	5,527
		104	6-Leg Arterial	1,179	2,218	1,740	1,941	5,753
		105	Centroid Connector	99,999	99,999	99,999	99,999	99,999
		106	Major Arterial	1,764	3,318	2,603	2,904	8,607
		107	Unmetered Ramp	3,105	5,217	4,271	5,336	15,352
		108	Metered Ramp	2,676	4,496	3,681	4,599	13,230
		109	C/D Road	2,921	4,908	4,019	5,020	14,444
		110	Boulevard	2,533	4,764	3,950	4,170	12,358
		111	Unpaved Road	586	1,102	865	964	2,858
2	Outlying CBD	200	HOV Lane	5,072	8,656	6,979	8,814	25,275
		201	Freeway	5,244	8,841	7,284	9,082	26,080
		202	Expressway	2,192	4,120	3,424	3,603	10,697
		203	Collector	1,256	2,360	1,857	2,064	6,128
		204	6-Leg Arterial	1,327	2,494	1,962	2,182	6,476
		205	Centroid Connector	99,999	99,999	99,999	99,999	99,999
		206	Major Arterial	1,944	3,655	2,875	3,197	9,489
		207	Unmetered Ramp	3,364	5,672	4,673	5,827	16,733
		208	Metered Ramp	2,927	4,935	4,066	5,069	14,558
		209	C/D Road	3,043	5,131	4,227	5,271	15,136
		210	Boulevard	2,740	5,150	4,281	4,504	13,371
		211	Unpaved Road	649	1,220	960	1,068	3,169
3	Mixed Urban	300	HOV Lane	5,492	9,372	7,556	9,543	27,367
		301	Freeway	5,551	9,255	7,637	9,512	27,277
		302	Expressway	2,260	4,246	3,535	3,719	11,035
		303	Collector	1,261	2,369	1,866	2,075	6,155
		304	6-Leg Arterial	1,379	2,591	2,041	2,269	6,734
		305	Centroid Connector	99,999	99,999	99,999	99,999	99,999
		306	Major Arterial	2,050	3,852	3,034	3,374	10,010
		307	Unmetered Ramp	3,508	5,848	4,826	6,011	17,236
		308	Metered Ramp	3,034	5,059	4,174	5,199	14,908
		309	C/D Road	3,181	5,304	4,376	5,451	15,631
		310	Boulevard	2,825	5,308	4,418	4,649	13,794
		311	Unpaved Road	652	1,225	965	1,073	3,183
4	Suburban	400	HOV Lane	5,781	9,865	7,954	10,046	28,808
		401	Freeway	5,683	9,481	7,819	9,742	27,936
		402	Expressway	2,316	4,348	3,621	3,817	11,312
		403	Collector	1,282	2,407	1,897	2,113	6,262
		404	6-Leg Arterial	1,417	2,661	2,097	2,336	6,922
		405	Centroid Connector	99,999	99,999	99,999	99,999	99,999
		406	Major Arterial	2,126	3,991	3,146	3,504	10,383
		407	Unmetered Ramp	3,798	6,337	5,226	6,511	18,671
		408	Metered Ramp	3,376	5,633	4,645	5,787	16,596
		409	C/D Road	3,339	5,570	4,594	5,723	16,413
		410	Boulevard	2,895	5,435	4,527	4,771	14,140
		411	Unpaved Road	663	1,245	981	1,093	3,238
5	Rural	500	HOV Lane	5,781	9,865	7,954	10,046	28,808
		501	Freeway	5,350	8,933	7,361	9,176	26,313
		502	Expressway	2,773	5,201	4,361	4,545	13,537
		503	Collector	1,505	2,822	2,239	2,466	7,344
		504	6-Leg Arterial	1,551	2,909	2,308	2,542	7,571
		505	Centroid Connector	99,999	99,999	99,999	99,999	99,999
		506	Major Arterial	2,333	4,376	3,472	3,824	11,389
		507	Unmetered Ramp	3,664	6,118	5,042	6,284	18,022
		508	Metered Ramp	3,257	5,439	4,481	5,586	16,019
		509	C/D Road	3,221	5,378	4,432	5,524	15,842
		510	Boulevard	2,947	5,526	4,633	4,829	14,383
		511	Unpaved Road	778	1,459	1,158	1,275	3,798

Period	AM	MD	PM	NT	Daily
Duration	3	5	4	12	24
Hourly Capacity	1,927	1,973	1,988	837	1,200
	1,783	1,787	1,840	765	1,096
	924	1,040	1,090	379	564
	502	564	560	206	306
	517	582	577	212	315
	33,333	20,000	25,000	8,333	4,167
	778	875	868	319	475
	1,221	1,224	1,260	524	751
	1,086	1,088	1,120	466	667
	1,074	1,076	1,108	460	660
	982	1,105	1,158	402	599
	259	292	289	106	158

APPENDIX B – TRAFFIC VOLUME DISTRIBUTION DATA

Location Info	
Location ID	101624
Type	LINK
Functional Class	4
Located On	SR 347
Between	Maricopa Rd North AND I-10 (Exit 164) / Ocotillo Rd
Direction	2-WAY
Community	-
MPO_ID	
HPMS ID	2007F06G05Ra
Agency	Arizona Department of Transportation

Count Data Info	
Start Date	3/18/2015
End Date	3/19/2015
Start Time	9:00 AM
End Time	9:00 AM
Direction	
Notes	adot
Count Source	1.36859E+11
File Name	
Weather	
Study	
Owner	vgreen

Interval: 15 mins									
Time	15 Min				Hourly Count	Period Volume	Peak Hour Volume During Period	Factor	
	1st	2nd	3rd	4th					
00:00 - 01:00	63	58	47	45	213				
01:00 - 02:00	40	36	37	27	140				
02:00 - 03:00	30	41	41	40	152				
03:00 - 04:00	51	83	86	78	298				
04:00 - 05:00	111	229	200	192	732				
05:00 - 06:00	333	425	490	414	1662				
06:00 - 07:00	548	677	609	623	2457	6750	2458	36.4%	AM
07:00 - 08:00	612	631	636	579	2458				
08:00 - 09:00	463	462	494	416	1835				
09:00 - 10:00	346	451	365	399	1561	7164	1561	21.8%	MD
10:00 - 11:00	377	404	380	358	1519				
11:00 - 12:00	303	328	346	355	1332				
12:00 - 13:00	359	371	348	303	1381				
13:00 - 14:00	314	353	341	363	1371				
14:00 - 15:00	443	499	409	461	1812	9724	2823	29.0%	PM
15:00 - 16:00	462	601	626	695	2384				
16:00 - 17:00	591	722	713	679	2705				
17:00 - 18:00	681	769	692	681	2823				
18:00 - 19:00	625	587	519	450	2181	9743	2181	22.4%	NT
19:00 - 20:00	404	440	343	290	1477				
20:00 - 21:00	280	287	259	232	1058				
21:00 - 22:00	240	248	227	166	881				
22:00 - 23:00	158	157	145	112	572				
23:00 - 24:00	103	104	78	92	377				
TOTAL					33381	33381	2823	8.5%	24HR

APPENDIX C – GRICDOT 2016 TRAFFIC COUNT DATA

Traffic Counts - Willis Road; 48th St.; Wild Horse Pass Blvd.; Maricopa Road
2/25/16 10:45 am - 2/29/16 10:00 am

Map number	Road Name and Loc (If app)	Date	Day	Volume Count	~~Daily Avg Adj Count~~	~~20 yr Projection~~
1	Willis Road: W of 48th St. (Westbound)	2/25/2016	Thursday	1910	~~1396~~	~~2073~~
		2/26/2016	Friday	2848	~~1791~~	~~2660~~
		2/27/2016	Saturday	4525	~~3077~~	~~4569~~
		2/28/2016	Sunday	3687	~~2695~~	~~4002~~
	Willis Road: W of 48th St. (Eastbound)	2/25/2016	Thursday			
		2/26/2016	Friday			
		2/27/2016	Saturday			
		2/28/2016	Sunday			
2	48th St: 500' N of N Loop Road	2/25/2016	Thursday	4310	~~3151~~	~~4679~~
		2/26/2016	Friday	11407	~~7175~~	~~10655~~
		2/27/2016	Saturday	14789	~~10057~~	~~14934~~
		2/28/2016	Sunday	6794	~~4966~~	~~7375~~
3	Wild Horse Pass Blvd: 500' W Maricopa Rd.	2/25/2016	Thursday	11475	~~8388~~	~~12457~~
		2/26/2016	Friday	19396	~~12200~~	~~18117~~
		2/27/2016	Saturday	20206	~~13740~~	~~20404~~
		2/28/2016	Sunday	11640	~~8509~~	~~12636~~
4	Maricopa Road: 500' S of WHP Blvd. (Northbound)	2/25/2016	Thursday	3828	~~2798~~	~~4155~~
		2/26/2016	Friday	3473	~~2185~~	~~3244~~
		2/27/2016	Saturday	3152	~~2143~~	~~3183~~
		2/28/2016	Sunday	3244	~~2371~~	~~3521~~
	Maricopa Road: 500' S of WHP Blvd. (Southbound)	2/25/2016	Thursday	3342	~~2443~~	~~3628~~
		2/26/2016	Friday	1417	~~891~~	~~1324~~
		2/27/2016	Saturday	1372	~~933~~	~~1385~~
		2/28/2016	Sunday	1583	~~1157~~	~~1718~~
5	Wild Horse Pass Blvd: 500' E Maricopa Rd. (Westbound)	2/25/2016	Thursday	12202	~~8920~~	~~13246~~
		2/26/2016	Friday	16011	~~10071~~	~~14955~~
		2/27/2016	Saturday	17056	~~11598~~	~~17223~~
		2/28/2016	Sunday	8464	~~6137~~	~~9188~~
6	Maricopa Road: 200' N of Koli Rd	2/25/2016	Thursday	5368	~~3924~~	~~5827~~
		2/26/2016	Friday	4527	~~2847~~	~~4229~~
		2/27/2016	Saturday	6523	~~4436~~	~~6587~~
		2/28/2016	Sunday	6016	~~4393~~	~~6531~~

The Counter on Willis Road either died or did not pick up any data.

Traffic Counts - Willis Road; 48th St.; Wild Horse Pass Blvd.; Maricopa Road
2/25/16 10:45 am - 2/29/16 10:00 am

Map number	Road Name and Loc (If app)	Date	Day	Volume Count	Daily Peak Hour am	Daily Peak Vol am	Daily Peak Hour pm	Daily Peak Vol pm
1	Willis Road: W of 48th St. (Westbound)	2/25/2016	Thursday	1910	8:30 AM	106	5:30 PM	191
		2/26/2016	Friday	2848	11:00 AM	52	6:45 PM	638
		2/27/2016	Saturday	4525	11:00 AM	73	7:15 AM	953
		2/28/2016	Sunday	3687	8:30 AM	115	6:15 PM	1147
	Willis Road: W of 48th St. (Eastbound)	2/25/2016	Thursday					
		2/26/2016	Friday					
		2/27/2016	Saturday					
		2/28/2016	Sunday					
2	48th St: 500' N of N Loop Road	2/25/2016	Thursday	4310	11:00 AM	847	11:30 AM	422
		2/26/2016	Friday	11407	10:45 AM	1637	6:30 PM	1581
		2/27/2016	Saturday	14789	10:00 AM	1703	7:00 PM	1662
		2/28/2016	Sunday	6794	8:30 AM	245	6:00 PM	1813
3	Wild Horse Pass Blvd: 500' W Maricopa Rd.	2/25/2016	Thursday	11475	11:00 AM	1314	12:15 PM	1541
		2/26/2016	Friday	19396	11:00 AM	2014	12:30 AM	2046
		2/27/2016	Saturday	20206	10:30 AM	2138	1:30 PM	1814
		2/28/2016	Sunday	11640	8:30 AM	555	3:00 PM	1521
4	Maricopa Road: 500' S of WHP Blvd. (Northbound)	2/25/2016	Thursday	3828	7:15 AM	326	1:45 PM	325
		2/26/2016	Friday	3473	11:00 AM	206	6:15 PM	472
		2/27/2016	Saturday	3152	8:15 AM	174	2:15 PM	457
		2/28/2016	Sunday	3244	7:30 AM	395	6:00 PM	488
	Maricopa Road: 500' S of WHP Blvd. (Southbound)	2/25/2016	Thursday	3342	7:45 AM	308	4:00 PM	398
		2/26/2016	Friday	1417	7:30 AM	318	7:45 PM	185
		2/27/2016	Saturday	1372	8:00 AM	464	8:45 PM	125
		2/28/2016	Sunday	1583	8:45 AM	229	7:15 PM	159
5	Wild Horse Pass Blvd: 500' E Maricopa Rd. (Westbound)	2/25/2016	Thursday	12202	11:00 AM	1020	12:00 PM	1015
		2/26/2016	Friday	16011	9:45 AM	1318	12:30 PM	1282
		2/27/2016	Saturday	17056	9:30 AM	1267	1:15 PM	1162
		2/28/2016	Sunday	8464	9:15 AM	669	2:15 PM	1059
6	Maricopa Road: 200' N of Koli Rd	2/25/2016	Thursday	5368	7:15 AM	418	3:30 PM	466
		2/26/2016	Friday	4527	9:30 AM	295	4:45 PM	669
		2/27/2016	Saturday	6523	9:15 AM	390	5:45 PM	1345
		2/28/2016	Sunday	6016	7:00 AM	509	4:45 PM	1213

The Counter on Willis Road either died or did not pick up any data.

APPENDIX D – WILD HORSE PASS CONCEPTUAL MASTER PLAN DATA

WILD HORSE PASS
DEVELOPMENT AUTHORITY

WILD HORSE PASS CONCEPTUAL MASTER PLAN

0' 250' 500' 1000' NORTH

Prepared for Wild Horse Pass Development Authority

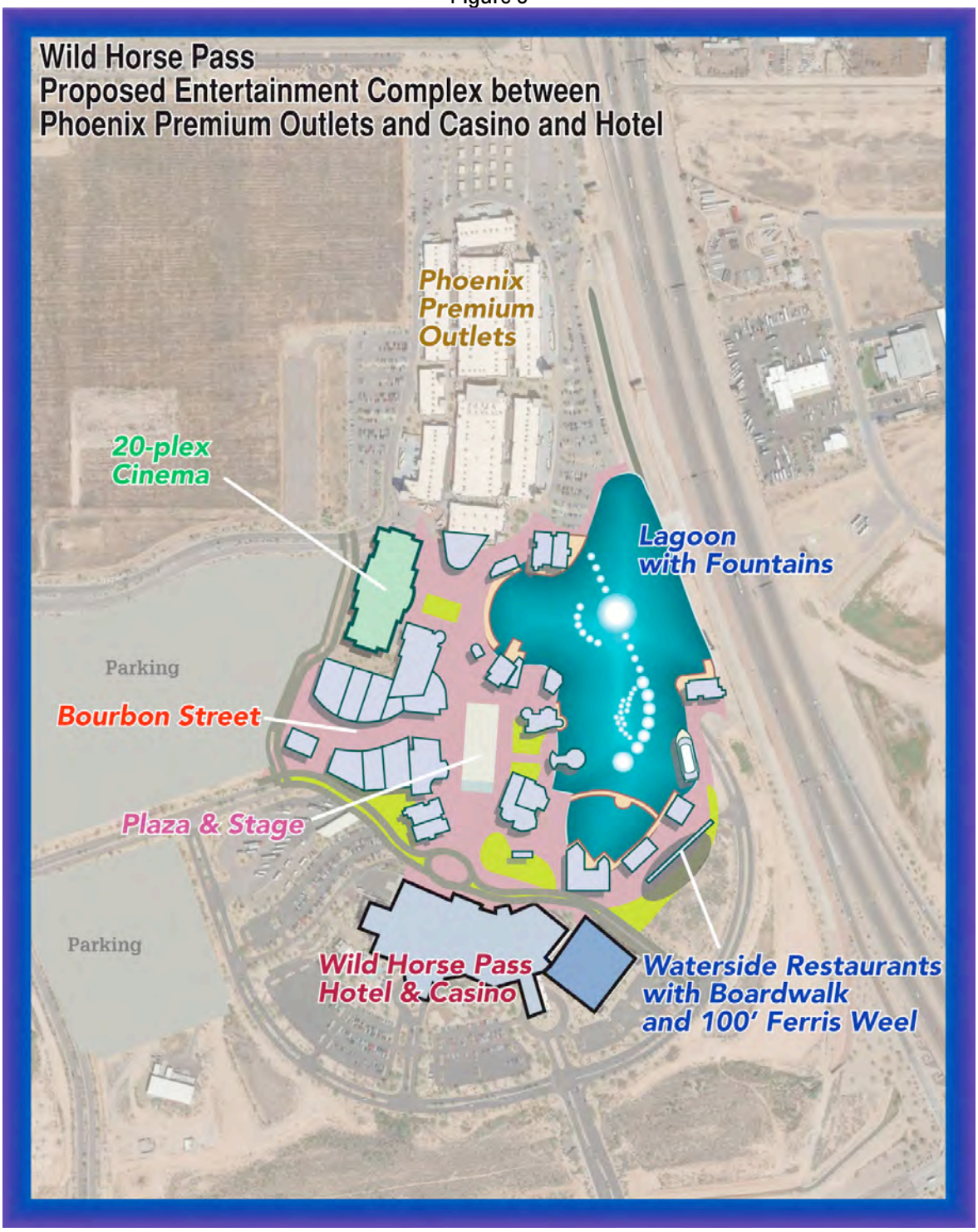
Revised August 18, 2014

Figure 4

One of the key features of the development is the nightlife district. There are two options for locating this district. One is amongst the water, hotels, conference and convention facilities and other amenities. The other is between the existing outlet mall and casino hotel. There are pro's and con's to each concept and the synergy would exist in both places. In fact, it is possible that a restaurant and entertainment district could ultimately thrive in both places if the concepts were unique enough.

The next figure shows the concept between the outlet mall and casino hotel.

Figure 5



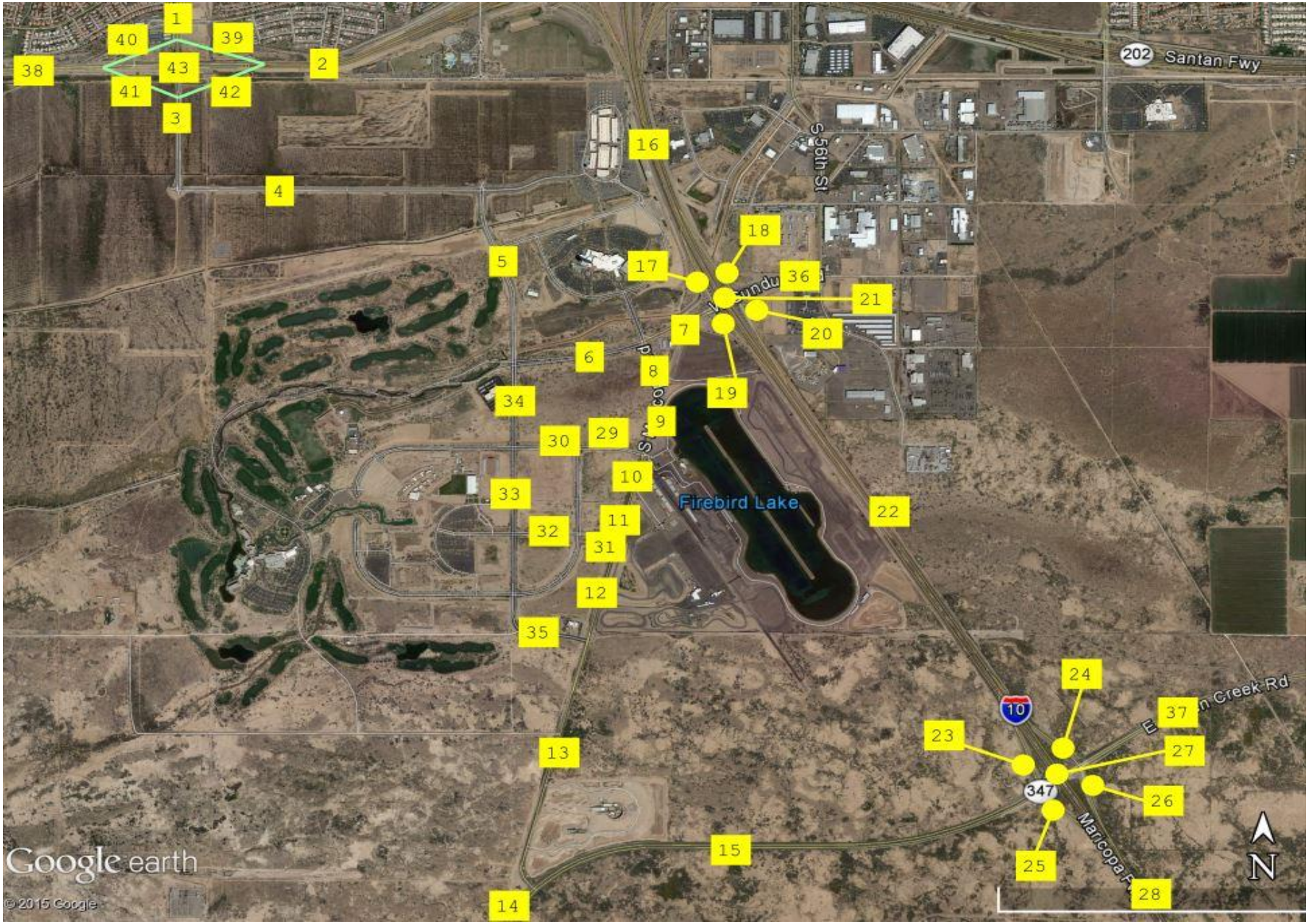
APPENDIX E – WILD HORSE PASS EVENT ATTENDANCE DATA

Wild Horse Pass Area Events in 2015

Event	Date	Attendence (Actual or Projected)	Peak Time for Traffic in bound
FanFest	01/30/2015 - 01/31/2015	5,500	6 to 8 PM
Crush	2/21/2015	7,000	8 to 9:30 PM
NHRA Carquest National Drag Race	2/20/2015 - 2/22/2015	30,000 - 50,000	60-90 minutes before races
Bacon Festival	2/28/2015	3,000	4 to 6 PM
Easter Eggstravaganza	4/5/2015	5,100	12 to 4 PM
Cinco De Mayo	5/1/2015	1,500	5 to 7 PM
Red, White & Rawhide	7/4/2015	7,600	5 to 7 PM
Fiesta Patrias	9/12/2015	8,400	4 to 6 PM
Mad Decent Block Party	9/25/2015	10,000	7 to 9 PM
The Color Run Night	10/10/2015	10,000	7 to 9 PM
Foam Wonderland	10/17/2015	2,000	8 to 9:30 PM
Country Run	10/24/2015	5,000	8 to 10 AM
Jazz Festival	10/23/2015 - 10/25/2015	20,000 - 30,000	7 to 9 PM
Discover the Dino	11/3/2015 - 11/9/2015	10,000	12 to 10 PM
Dirtty 6 Mud Run	11/7/2015	1,500	7 to 8 AM
Thanksgiving	11/26/2015	2,400	2 to 5 PM
Rawhide Snowy Christmas	11/26/2015 - 01/3/2016	15,000	5 to 7 PM
Decadence NYE	12/30/2015 - 12/31/2015	17,000 - 20,000	7 to 9 PM

APPENDIX F – VOLUME-TO-CAPACITY ANALYSIS DATA

Wild Horse Pass Circulation Study
Roadway Segment Map



Abbreviations Legend

Abbreviation	Definition
AB	Southbound or westbound travel direction
BA	Northbound or eastbound travel direction
BK	Background
MP	Master Plan
MS	Motorsports
78	Parcels 7 and 8 in the models were used for the additional motorsports land uses
Cap	Roadway Capacity (vehicles/hour)
PM	Afternoon
NT	Nighttime

2015 MAG Egress Volumes for Friday PM Peak Hour with 5,000 Event Vehicles and Alt 1 Distributior

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C	Back AB V/C	Back BA V/C	Tot Back V/C
1	734	941	1675	0	250	250	734	1191	1925	1517	1517	3034	0.48	0.79	0.63	0.48	0.62	0.55
2	1347	1945	3292	126	634	760	1473	2579	4052	1517	3034	4551	0.97	0.85	0.89	0.89	0.64	0.72
3	229	176	405	0	758	758	229	934	1163	1736	1736	3472	0.13	0.54	0.33	0.13	0.10	0.12
4	176	229	405	758	0	758	934	229	1163	1736	1736	3472	0.54	0.13	0.33	0.10	0.13	0.12
5	96	120	216	0	758	758	96	878	974	1736	1736	3472	0.06	0.51	0.28	0.06	0.07	0.06
6	120	96	216	517	0	517	637	96	733	1736	1736	3472	0.37	0.06	0.21	0.07	0.06	0.06
7	739	762	1501	0	1731	1731	739	2493	3232	1736	1736	3472	0.43	1.44	0.93	0.43	0.44	0.43
8	116	74	190	0	2248	2248	116	2322	2438	560	560	1120	0.21	4.15	2.18	0.21	0.13	0.17
9	116	74	190	0	0	0	116	74	190	560	560	1120	0.21	0.13	0.17	0.21	0.13	0.17
10	116	74	190	0	0	0	116	74	190	560	560	1120	0.21	0.13	0.17	0.21	0.13	0.17
11	116	74	190	2511	0	2511	2627	74	2701	560	560	1120	4.69	0.13	2.41	0.21	0.13	0.17
12	116	74	190	2511	0	2511	2627	74	2701	560	560	1120	4.69	0.13	2.41	0.21	0.13	0.17
13	78	47	125	2511	0	2511	2589	47	2636	560	560	1120	4.62	0.08	2.35	0.14	0.08	0.11
14	2076	777	2853	126	0	126	2202	777	2979	2180	2180	4360	1.01	0.36	0.68	0.95	0.36	0.65
15	1587	501	2088	0	2385	2385	1587	2886	4473	2180	2180	4360	0.73	1.32	1.03	0.73	0.23	0.48
16	4777	3185	7962	47	3789	3836	4824	6974	11798	5728	5728	11456	0.84	1.22	1.03	0.83	0.56	0.70
17	468	0	468	0	0	0	468	0	468	2521	0	2521	0.19	N/A	0.19	0.19	N/A	0.19
18	728	0	728	1529	0	1529	2257	0	2257	1260	0	1260	1.79	N/A	1.79	0.58	N/A	0.58
19	489	0	489	202	0	202	691	0	691	2521	0	2521	0.27	N/A	0.27	0.19	N/A	0.19
20	117	0	117	0	0	0	117	0	117	1260	0	1260	0.09	N/A	0.09	0.09	N/A	0.09
21	667	670	1337	0	1529	1529	667	2199	2866	1736	1736	3472	0.38	1.27	0.83	0.38	0.39	0.39
22	4798	2573	7371	249	2260	2509	5047	4833	9880	5521	5521	11042	0.91	0.88	0.89	0.87	0.47	0.67
23	1474	0	1474	0	0	0	1474	0	1474	2521	0	2521	0.58	N/A	0.58	0.58	N/A	0.58
24	408	0	408	2260	0	2260	2668	0	2668	2521	0	2521	1.06	N/A	1.06	0.16	N/A	0.16
25	105	0	105	126	0	126	231	0	231	1260	0	1260	0.18	N/A	0.18	0.08	N/A	0.08
26	22	0	22	0	0	0	22	0	22	1260	0	1260	0.02	N/A	0.02	0.02	N/A	0.02
27	465	749	1214	0	2260	2260	465	3009	3474	2180	2180	4360	0.21	1.38	0.80	0.21	0.34	0.28
28	3324	2187	5511	374	0	374	3698	2187	5885	3680	3680	7360	1.00	0.59	0.80	0.90	0.59	0.75
29	0	0	0	241	0	241	241	0	241	1736	1736	3472	0.14	0.00	0.07	0.00	0.00	0.00
30	0	0	0	241	0	241	241	0	241	1736	1736	3472	0.14	0.00	0.07	0.00	0.00	0.00
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
33	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
34	0	0	0	0	241	241	0	241	241	1736	1736	3472	0.00	0.14	0.07	0.00	0.00	0.00
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
36	175	784	959	0	0	0	175	784	959	1736	1736	3472	0.10	0.45	0.28	0.10	0.45	0.28
37	455	557	1012	0	0	0	455	557	1012	1736	1736	3472	0.26	0.32	0.29	0.26	0.32	0.29
38	823	1266	2089	0	0	0	823	1266	2089	1517	1517	3034	0.54	0.83	0.69	0.54	0.83	0.69

2015 MAG Egress Volumes for Friday PM Peak Hour with 5,000 Event Vehicles and Alt 2 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	734	941	1675	0	250	250	734	1191	1925	1517	1517	3034	0.48	0.79	0.63
2	1347	1945	3292	112	468	580	1459	2413	3872	1517	3034	4551	0.96	0.80	0.85
3	229	176	405	0	605	605	229	781	1010	1736	1736	3472	0.13	0.45	0.29
4	176	229	405	605	0	605	781	229	1010	1736	1736	3472	0.45	0.13	0.29
5	96	120	216	0	605	605	96	725	821	1736	1736	3472	0.06	0.42	0.24
6	120	96	216	0	0	0	120	96	216	1736	1736	3472	0.07	0.06	0.06
7	739	762	1501	0	2248	2248	739	3010	3749	1736	1736	3472	0.43	1.73	1.08
8	116	74	190	0	2248	2248	116	2322	2438	560	560	1120	0.21	4.15	2.18
9	116	74	190	0	0	0	116	74	190	560	560	1120	0.21	0.13	0.17
10	116	74	190	241	0	241	357	74	431	560	560	1120	0.64	0.13	0.38
11	116	74	190	2752	0	2752	2868	74	2942	560	560	1120	5.12	0.13	2.63
12	116	74	190	2147	0	2147	2263	74	2337	560	560	1120	4.04	0.13	2.09
13	78	47	125	2147	0	2147	2225	47	2272	560	560	1120	3.97	0.08	2.03
14	2076	777	2853	138	0	138	2214	777	2991	2180	2180	4360	1.02	0.36	0.69
15	1587	501	2088	0	2009	2009	1587	2510	4097	2180	2180	4360	0.73	1.15	0.94
16	4777	3185	7962	0	3895	3895	4777	7080	11857	5728	5728	11456	0.83	1.24	1.04
17	468	0	468	0	0	0	468	0	468	2521	0	2521	0.19	N/A	0.19
18	728	0	728	2023	0	2023	2751	0	2751	1260	0	1260	2.18	N/A	2.18
19	489	0	489	225	0	225	714	0	714	2521	0	2521	0.28	N/A	0.28
20	117	0	117	0	0	0	117	0	117	1260	0	1260	0.09	N/A	0.09
21	667	670	1337	0	2023	2023	667	2693	3360	1736	1736	3472	0.38	1.55	0.97
22	4798	2573	7371	225	1871	2096	5023	4444	9467	5521	5521	11042	0.91	0.80	0.86
23	1474	0	1474	0	0	0	1474	0	1474	2521	0	2521	0.58	N/A	0.58
24	408	0	408	1871	0	1871	2279	0	2279	2521	0	2521	0.90	N/A	0.90
25	105	0	105	138	0	138	243	0	243	1260	0	1260	0.19	N/A	0.19
26	22	0	22	0	0	0	22	0	22	1260	0	1260	0.02	N/A	0.02
27	465	749	1214	0	1871	1871	465	2620	3085	2180	2180	4360	0.21	1.20	0.71
28	3324	2187	5511	362	0	362	3686	2187	5873	3680	3680	7360	1.00	0.59	0.80
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	605	0	605	605	0	605	1736	1736	3472	0.35	0.00	0.17
32	0	0	0	605	0	605	605	0	605	1736	1736	3472	0.35	0.00	0.17
33	0	0	0	0	605	605	0	605	605	1736	1736	3472	0.00	0.35	0.17
34	0	0	0	0	605	605	0	605	605	1736	1736	3472	0.00	0.35	0.17
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	175	784	959	0	0	0	175	784	959	1736	1736	3472	0.10	0.45	0.28
37	455	557	1012	0	0	0	455	557	1012	1736	1736	3472	0.26	0.32	0.29
38	823	1266	2089	0	0	0	823	1266	2089	1517	1517	3034	0.54	0.83	0.69

2015 MAG Egress Volumes for Friday PM Peak Hour with 5,000 Event Vehicles and Alt 3 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	734	941	1675	0	250	250	734	1191	1925	1517	1517	3034	0.48	0.79	0.63
2	1347	1945	3292	112	2614	2726	1459	4559	6018	1517	3034	4551	0.96	1.50	1.32
3	229	176	405	0	2752	2752	229	2928	3157	1736	1736	3472	0.13	1.69	0.91
4	176	229	405	2752	0	2752	2928	229	3157	1736	1736	3472	1.69	0.13	0.91
5	96	120	216	0	2752	2752	96	2872	2968	1736	1736	3472	0.06	1.65	0.85
6	120	96	216	0	0	0	120	96	216	1736	1736	3472	0.07	0.06	0.06
7	739	762	1501	0	2248	2248	739	3010	3749	1736	1736	3472	0.43	1.73	1.08
8	116	74	190	0	2248	2248	116	2322	2438	560	560	1120	0.21	4.15	2.18
9	116	74	190	0	0	0	116	74	190	560	560	1120	0.21	0.13	0.17
10	116	74	190	241	0	241	357	74	431	560	560	1120	0.64	0.13	0.38
11	116	74	190	2752	0	2752	2868	74	2942	560	560	1120	5.12	0.13	2.63
12	116	74	190	0	0	0	116	74	190	560	560	1120	0.21	0.13	0.17
13	78	47	125	0	0	0	78	47	125	560	560	1120	0.14	0.08	0.11
14	2076	777	2853	0	0	0	2076	777	2853	2180	2180	4360	0.95	0.36	0.65
15	1587	501	2088	0	0	0	1587	501	2088	2180	2180	4360	0.73	0.23	0.48
16	4777	3185	7962	275	2023	2298	5052	5208	10260	5728	5728	11456	0.88	0.91	0.90
17	468	0	468	0	0	0	468	0	468	2521	0	2521	0.19	N/A	0.19
18	728	0	728	2023	0	2023	2751	0	2751	1260	0	1260	2.18	N/A	2.18
19	489	0	489	225	0	225	714	0	714	2521	0	2521	0.28	N/A	0.28
20	117	0	117	0	0	0	117	0	117	1260	0	1260	0.09	N/A	0.09
21	667	670	1337	0	2023	2023	667	2693	3360	1736	1736	3472	0.38	1.55	0.97
22	4798	2573	7371	500	0	500	5298	2573	7871	5521	5521	11042	0.96	0.47	0.71
23	1474	0	1474	0	0	0	1474	0	1474	2521	0	2521	0.58	N/A	0.58
24	408	0	408	0	0	0	408	0	408	2521	0	2521	0.16	N/A	0.16
25	105	0	105	0	0	0	105	0	105	1260	0	1260	0.08	N/A	0.08
26	22	0	22	0	0	0	22	0	22	1260	0	1260	0.02	N/A	0.02
27	465	749	1214	0	0	0	465	749	1214	2180	2180	4360	0.21	0.34	0.28
28	3324	2187	5511	500	0	500	3824	2187	6011	3680	3680	7360	1.04	0.59	0.82
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	2752	0	2752	2752	0	2752	1736	1736	3472	1.59	0.00	0.79
32	0	0	0	2752	0	2752	2752	0	2752	1736	1736	3472	1.59	0.00	0.79
33	0	0	0	0	2752	2752	0	2752	2752	1736	1736	3472	0.00	1.59	0.79
34	0	0	0	0	2752	2752	0	2752	2752	1736	1736	3472	0.00	1.59	0.79
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	175	784	959	0	0	0	175	784	959	1736	1736	3472	0.10	0.45	0.28
37	455	557	1012	0	0	0	455	557	1012	1736	1736	3472	0.26	0.32	0.29
38	823	1266	2089	0	0	0	823	1266	2089	1517	1517	3034	0.54	0.83	0.69

2035 MAG Egress Volumes for Friday NT Peak Hour with 5,000 Event Vehicles and Alt 3 Distributior

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C	Back AB V/C	Back BA V/C	Tot Back V/C
1	472	501	973	0	250	250	472	751	1223	1517	1517	3034	0.31	0.50	0.40	0.31	0.33	0.32
2	971	1062	2033	126	634	760	1097	1696	2793	1517	3034	4551	0.72	0.56	0.61	0.64	0.35	0.45
3	119	102	221	0	758	758	119	860	979	1736	1736	3472	0.07	0.50	0.28	0.07	0.06	0.06
4	102	119	221	758	0	758	860	119	979	1736	1736	3472	0.50	0.07	0.28	0.06	0.07	0.06
5	38	30	68	0	758	758	38	788	826	1736	1736	3472	0.02	0.45	0.24	0.02	0.02	0.02
6	30	38	68	517	0	517	547	38	585	1736	1736	3472	0.32	0.02	0.17	0.02	0.02	0.02
7	536	560	1096	0	1731	1731	536	2291	2827	1736	1736	3472	0.31	1.32	0.81	0.31	0.32	0.32
8	93	75	168	0	2248	2248	93	2323	2416	560	560	1120	0.17	4.15	2.16	0.17	0.13	0.15
9	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15	0.17	0.13	0.15
10	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15	0.17	0.13	0.15
11	93	75	168	2511	0	2511	2604	75	2679	560	560	1120	4.65	0.13	2.39	0.17	0.13	0.15
12	93	75	168	2511	0	2511	2604	75	2679	560	560	1120	4.65	0.13	2.39	0.17	0.13	0.15
13	58	27	85	2511	0	2511	2569	27	2596	560	560	1120	4.59	0.05	2.32	0.10	0.05	0.08
14	1183	1053	2236	126	0	126	1309	1053	2362	2180	2180	4360	0.60	0.48	0.54	0.54	0.48	0.51
15	849	718	1567	0	2385	2385	849	3103	3952	2180	2180	4360	0.39	1.42	0.91	0.39	0.33	0.36
16	3019	2995	6014	47	3789	3836	3066	6784	9850	5728	5728	11456	0.54	1.18	0.86	0.53	0.52	0.52
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17	0.17	N/A	0.17
18	499	0	499	1529	0	1529	2028	0	2028	1260	0	1260	1.61	N/A	1.61	0.40	N/A	0.40
19	182	0	182	202	0	202	384	0	384	2521	0	2521	0.15	N/A	0.15	0.07	N/A	0.07
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14	0.14	N/A	0.14
21	280	535	815	0	1529	1529	280	2064	2344	1736	1736	3472	0.16	1.19	0.68	0.16	0.31	0.23
22	2778	2667	5445	249	2260	2509	3027	4927	7954	5521	5521	11042	0.55	0.89	0.72	0.50	0.48	0.49
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27	0.27	N/A	0.27
24	592	0	592	2260	0	2260	2852	0	2852	2521	0	2521	1.13	N/A	1.13	0.23	N/A	0.23
25	26	0	26	126	0	126	152	0	152	1260	0	1260	0.12	N/A	0.12	0.02	N/A	0.02
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02	0.02	N/A	0.02
27	259	792	1051	0	2260	2260	259	3052	3311	2180	2180	4360	0.12	1.40	0.76	0.12	0.36	0.24
28	2114	2098	4212	374	0	374	2488	2098	4586	3680	3680	7360	0.68	0.57	0.62	0.57	0.57	0.57
29	0	0	0	241	0	241	241	0	241	1736	1736	3472	0.14	0.00	0.07	0.00	0.00	0.00
30	0	0	0	241	0	241	241	0	241	1736	1736	3472	0.14	0.00	0.07	0.00	0.00	0.00
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
33	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
34	0	0	0	0	241	241	0	241	241	1736	1736	3472	0.00	0.14	0.07	0.00	0.00	0.00
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45	0.42	0.47	0.45

2015 MAG Egress Volumes for Friday NT Peak Hour with 5,000 Event Vehicles and Alt 2 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	0	250	250	472	751	1223	1517	1517	3034	0.31	0.50	0.40
2	971	1062	2033	112	468	580	1083	1530	2613	1517	3034	4551	0.71	0.50	0.57
3	119	102	221	0	605	605	119	707	826	1736	1736	3472	0.07	0.41	0.24
4	102	119	221	605	0	605	707	119	826	1736	1736	3472	0.41	0.07	0.24
5	38	30	68	0	605	605	38	635	673	1736	1736	3472	0.02	0.37	0.19
6	30	38	68	0	0	0	30	38	68	1736	1736	3472	0.02	0.02	0.02
7	536	560	1096	0	2248	2248	536	2808	3344	1736	1736	3472	0.31	1.62	0.96
8	93	75	168	0	2248	2248	93	2323	2416	560	560	1120	0.17	4.15	2.16
9	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15
10	93	75	168	241	0	241	334	75	409	560	560	1120	0.60	0.13	0.37
11	93	75	168	2752	0	2752	2845	75	2920	560	560	1120	5.08	0.13	2.61
12	93	75	168	2147	0	2147	2240	75	2315	560	560	1120	4.00	0.13	2.07
13	58	27	85	2147	0	2147	2205	27	2232	560	560	1120	3.94	0.05	1.99
14	1183	1053	2236	138	0	138	1321	1053	2374	2180	2180	4360	0.61	0.48	0.54
15	849	718	1567	0	2009	2009	849	2727	3576	2180	2180	4360	0.39	1.25	0.82
16	3019	2995	6014	0	3895	3895	3019	6890	9909	5728	5728	11456	0.53	1.20	0.86
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	2023	0	2023	2522	0	2522	1260	0	1260	2.00	N/A	2.00
19	182	0	182	225	0	225	407	0	407	2521	0	2521	0.16	N/A	0.16
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	2023	2023	280	2558	2838	1736	1736	3472	0.16	1.47	0.82
22	2778	2667	5445	225	1871	2096	3003	4538	7541	5521	5521	11042	0.54	0.82	0.68
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27
24	592	0	592	1871	0	1871	2463	0	2463	2521	0	2521	0.98	N/A	0.98
25	26	0	26	138	0	138	164	0	164	1260	0	1260	0.13	N/A	0.13
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02
27	259	792	1051	0	1871	1871	259	2663	2922	2180	2180	4360	0.12	1.22	0.67
28	2114	2098	4212	362	0	362	2476	2098	4574	3680	3680	7360	0.67	0.57	0.62
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	605	0	605	605	0	605	1736	1736	3472	0.35	0.00	0.17
32	0	0	0	605	0	605	605	0	605	1736	1736	3472	0.35	0.00	0.17
33	0	0	0	0	605	605	0	605	605	1736	1736	3472	0.00	0.35	0.17
34	0	0	0	0	605	605	0	605	605	1736	1736	3472	0.00	0.35	0.17
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Egress Volumes for Friday NT Peak Hour with 5,000 Event Vehicles and Alt 3 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	0	250	250	472	751	1223	1517	1517	3034	0.31	0.50	0.40
2	971	1062	2033	112	2614	2726	1083	3676	4759	1517	3034	4551	0.71	1.21	1.05
3	119	102	221	0	2752	2752	119	2854	2973	1736	1736	3472	0.07	1.64	0.86
4	102	119	221	2752	0	2752	2854	119	2973	1736	1736	3472	1.64	0.07	0.86
5	38	30	68	0	2752	2752	38	2782	2820	1736	1736	3472	0.02	1.60	0.81
6	30	38	68	0	0	0	30	38	68	1736	1736	3472	0.02	0.02	0.02
7	536	560	1096	0	2248	2248	536	2808	3344	1736	1736	3472	0.31	1.62	0.96
8	93	75	168	0	2248	2248	93	2323	2416	560	560	1120	0.17	4.15	2.16
9	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15
10	93	75	168	241	0	241	334	75	409	560	560	1120	0.60	0.13	0.37
11	93	75	168	2752	0	2752	2845	75	2920	560	560	1120	5.08	0.13	2.61
12	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15
13	58	27	85	0	0	0	58	27	85	560	560	1120	0.10	0.05	0.08
14	1183	1053	2236	0	0	0	1183	1053	2236	2180	2180	4360	0.54	0.48	0.51
15	849	718	1567	0	0	0	849	718	1567	2180	2180	4360	0.39	0.33	0.36
16	3019	2995	6014	275	2023	2298	3294	5018	8312	5728	5728	11456	0.58	0.88	0.73
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	2023	0	2023	2522	0	2522	1260	0	1260	2.00	N/A	2.00
19	182	0	182	225	0	225	407	0	407	2521	0	2521	0.16	N/A	0.16
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	2023	2023	280	2558	2838	1736	1736	3472	0.16	1.47	0.82
22	2778	2667	5445	500	0	500	3278	2667	5945	5521	5521	11042	0.59	0.48	0.54
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02
27	259	792	1051	0	0	0	259	792	1051	2180	2180	4360	0.12	0.36	0.24
28	2114	2098	4212	500	0	500	2614	2098	4712	3680	3680	7360	0.71	0.57	0.64
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	2752	0	2752	2752	0	2752	1736	1736	3472	1.59	0.00	0.79
32	0	0	0	2752	0	2752	2752	0	2752	1736	1736	3472	1.59	0.00	0.79
33	0	0	0	0	2752	2752	0	2752	2752	1736	1736	3472	0.00	1.59	0.79
34	0	0	0	0	2752	2752	0	2752	2752	1736	1736	3472	0.00	1.59	0.79
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles and Alt 1 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	0	350	350	472	851	1323	1517	1517	3034	0.31	0.56	0.44
2	971	1062	2033	176	888	1064	1147	1950	3097	1517	3034	4551	0.76	0.64	0.68
3	119	102	221	0	1062	1062	119	1164	1283	1736	1736	3472	0.07	0.67	0.37
4	102	119	221	1062	0	1062	1164	119	1283	1736	1736	3472	0.67	0.07	0.37
5	38	30	68	0	1062	1062	38	1092	1130	1736	1736	3472	0.02	0.63	0.33
6	30	38	68	724	0	724	754	38	792	1736	1736	3472	0.43	0.02	0.23
7	536	560	1096	0	2423	2423	536	2983	3519	1736	1736	3472	0.31	1.72	1.01
8	93	75	168	0	3147	3147	93	3222	3315	560	560	1120	0.17	5.75	2.96
9	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15
10	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15
11	93	75	168	3515	0	3515	3608	75	3683	560	560	1120	6.44	0.13	3.29
12	93	75	168	3515	0	3515	3608	75	3683	560	560	1120	6.44	0.13	3.29
13	58	27	85	3515	0	3515	3573	27	3600	560	560	1120	6.38	0.05	3.21
14	1183	1053	2236	176	0	176	1359	1053	2412	2180	2180	4360	0.62	0.48	0.55
15	849	718	1567	0	3339	3339	849	4057	4906	2180	2180	4360	0.39	1.86	1.13
16	3019	2995	6014	65	5303	5368	3084	8298	11382	5728	5728	11456	0.54	1.45	0.99
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	2140	0	2140	2639	0	2639	1260	0	1260	2.09	N/A	2.09
19	182	0	182	283	0	283	465	0	465	2521	0	2521	0.18	N/A	0.18
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	2140	2140	280	2675	2955	1736	1736	3472	0.16	1.54	0.85
22	2778	2667	5445	348	3164	3512	3126	5831	8957	5521	5521	11042	0.57	1.06	0.81
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27
24	592	0	592	3164	0	3164	3756	0	3756	2521	0	2521	1.49	N/A	1.49
25	26	0	26	173	0	173	199	0	199	1260	0	1260	0.16	N/A	0.16
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02
27	259	792	1051	0	3164	3164	259	3956	4215	2180	2180	4360	0.12	1.81	0.97
28	2114	2098	4212	524	0	524	2638	2098	4736	3680	3680	7360	0.72	0.57	0.64
29	0	0	0	338	0	338	338	0	338	1736	1736	3472	0.19	0.00	0.10
30	0	0	0	338	0	338	338	0	338	1736	1736	3472	0.19	0.00	0.10
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
33	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
34	0	0	0	0	338	338	0	338	338	1736	1736	3472	0.00	0.19	0.10
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles and Alt 2 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	0	350	350	472	851	1323	1517	1517	3034	0.31	0.56	0.44
2	971	1062	2033	157	655	812	1128	1717	2845	1517	3034	4551	0.74	0.57	0.63
3	119	102	221	0	848	848	119	950	1069	1736	1736	3472	0.07	0.55	0.31
4	102	119	221	848	0	848	950	119	1069	1736	1736	3472	0.55	0.07	0.31
5	38	30	68	0	848	848	38	878	916	1736	1736	3472	0.02	0.51	0.26
6	30	38	68	0	0	0	30	38	68	1736	1736	3472	0.02	0.02	0.02
7	536	560	1096	0	3147	3147	536	3707	4243	1736	1736	3472	0.31	2.14	1.22
8	93	75	168	0	3147	3147	93	3222	3315	560	560	1120	0.17	5.75	2.96
9	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15
10	93	75	168	338	0	338	431	75	506	560	560	1120	0.77	0.13	0.45
11	93	75	168	3853	0	3853	3946	75	4021	560	560	1120	7.05	0.13	3.59
12	93	75	168	3005	0	3005	3098	75	3173	560	560	1120	5.53	0.13	2.83
13	58	27	85	3005	0	3005	3063	27	3090	560	560	1120	5.47	0.05	2.76
14	1183	1053	2236	193	0	193	1376	1053	2429	2180	2180	4360	0.63	0.48	0.56
15	849	718	1567	0	2813	2813	849	3531	4380	2180	2180	4360	0.39	1.62	1.00
16	3019	2995	6014	0	5452	5452	3019	8447	11466	5728	5728	11456	0.53	1.47	1.00
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	2832	0	2832	3331	0	3331	1260	0	1260	2.64	N/A	2.64
19	182	0	182	315	0	315	497	0	497	2521	0	2521	0.20	N/A	0.20
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	2832	2832	280	3367	3647	1736	1736	3472	0.16	1.94	1.05
22	2778	2667	5445	315	2620	2935	3093	5287	8380	5521	5521	11042	0.56	0.96	0.76
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27
24	592	0	592	2620	0	2620	3212	0	3212	2521	0	2521	1.27	N/A	1.27
25	26	0	26	193	0	193	219	0	219	1260	0	1260	0.17	N/A	0.17
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02
27	259	792	1051	0	2620	2620	259	3412	3671	2180	2180	4360	0.12	1.57	0.84
28	2114	2098	4212	507	0	507	2621	2098	4719	3680	3680	7360	0.71	0.57	0.64
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	848	0	848	848	0	848	1736	1736	3472	0.49	0.00	0.24
32	0	0	0	848	0	848	848	0	848	1736	1736	3472	0.49	0.00	0.24
33	0	0	0	0	848	848	0	848	848	1736	1736	3472	0.00	0.49	0.24
34	0	0	0	0	848	848	0	848	848	1736	1736	3472	0.00	0.49	0.24
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles and Alt 3 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	0	350	350	472	851	1323	1517	1517	3034	0.31	0.56	0.44
2	971	1062	2033	157	3660	3817	1128	4722	5850	1517	3034	4551	0.74	1.56	1.29
3	119	102	221	0	3853	3853	119	3955	4074	1736	1736	3472	0.07	2.28	1.17
4	102	119	221	3853	0	3853	3955	119	4074	1736	1736	3472	2.28	0.07	1.17
5	38	30	68	0	3853	3853	38	3883	3921	1736	1736	3472	0.02	2.24	1.13
6	30	38	68	0	0	0	30	38	68	1736	1736	3472	0.02	0.02	0.02
7	536	560	1096	0	3147	3147	536	3707	4243	1736	1736	3472	0.31	2.14	1.22
8	93	75	168	0	3147	3147	93	3222	3315	560	560	1120	0.17	5.75	2.96
9	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15
10	93	75	168	338	0	338	431	75	506	560	560	1120	0.77	0.13	0.45
11	93	75	168	3853	0	3853	3946	75	4021	560	560	1120	7.05	0.13	3.59
12	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15
13	58	27	85	0	0	0	58	27	85	560	560	1120	0.10	0.05	0.08
14	1183	1053	2236	0	0	0	1183	1053	2236	2180	2180	4360	0.54	0.48	0.51
15	849	718	1567	0	0	0	849	718	1567	2180	2180	4360	0.39	0.33	0.36
16	3019	2995	6014	385	2832	3217	3404	5827	9231	5728	5728	11456	0.59	1.02	0.81
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	2832	0	2832	3331	0	3331	1260	0	1260	2.64	N/A	2.64
19	182	0	182	315	0	315	497	0	497	2521	0	2521	0.20	N/A	0.20
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	2832	2832	280	3367	3647	1736	1736	3472	0.16	1.94	1.05
22	2778	2667	5445	700	0	700	3478	2667	6145	5521	5521	11042	0.63	0.48	0.56
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02
27	259	792	1051	0	0	0	259	792	1051	2180	2180	4360	0.12	0.36	0.24
28	2114	2098	4212	700	0	700	2814	2098	4912	3680	3680	7360	0.76	0.57	0.67
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	3853	0	3853	3853	0	3853	1736	1736	3472	2.22	0.00	1.11
32	0	0	0	3853	0	3853	3853	0	3853	1736	1736	3472	2.22	0.00	1.11
33	0	0	0	0	3853	3853	0	3853	3853	1736	1736	3472	0.00	2.22	1.11
34	0	0	0	0	3853	3853	0	3853	3853	1736	1736	3472	0.00	2.22	1.11
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Ingress Volumes for Friday MD Peak Hour with 2,000 Event Vehicles and Alt 1 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C	Back AB V/C	Back BA V/C	Tot Back V/C
1	532	535	1067	100	0	100	632	535	1167	1517	1517	3034	0.42	0.35	0.38	0.35	0.35	0.35
2	1090	1003	2093	0	14	14	1090	1017	2107	1517	3034	4551	0.72	0.34	0.46	0.72	0.33	0.46
3	129	140	269	86	0	86	215	140	355	1736	1736	3472	0.12	0.08	0.10	0.07	0.08	0.08
4	140	129	269	0	86	86	140	215	355	1736	1736	3472	0.08	0.12	0.10	0.08	0.07	0.08
5	28	39	67	86	0	86	114	39	153	1736	1736	3472	0.07	0.02	0.04	0.02	0.02	0.02
6	39	28	67	0	85	85	39	113	152	1736	1736	3472	0.02	0.07	0.04	0.02	0.02	0.02
7	619	619	1238	1701	0	1701	2320	619	2939	1736	1736	3472	1.34	0.36	0.85	0.36	0.36	0.36
8	81	77	158	1786	0	1786	1867	77	1944	560	560	1120	3.33	0.14	1.74	0.14	0.14	0.14
9	81	77	158	968	81	1049	1049	158	1207	560	560	1120	1.87	0.28	1.08	0.14	0.14	0.14
10	81	77	158	886	94	980	967	171	1138	560	560	1120	1.73	0.31	1.02	0.14	0.14	0.14
11	81	77	158	0	212	212	81	289	370	560	560	1120	0.14	0.52	0.33	0.14	0.14	0.14
12	81	77	158	0	212	212	81	289	370	560	560	1120	0.14	0.52	0.33	0.14	0.14	0.14
13	44	42	86	0	212	212	44	254	298	560	560	1120	0.08	0.45	0.27	0.08	0.08	0.08
14	938	1061	1999	0	98	98	938	1159	2097	2180	2180	4360	0.43	0.53	0.48	0.43	0.49	0.46
15	623	705	1328	114	0	114	737	705	1442	2180	2180	4360	0.34	0.32	0.33	0.29	0.32	0.30
16	2758	3141	5899	1713	0	1713	4471	3141	7612	5728	5728	11456	0.78	0.55	0.66	0.48	0.55	0.51
17	519	0	519	1628	0	1628	2147	0	2147	2521	0	2521	0.85	N/A	0.85	0.21	N/A	0.21
18	553	0	553	0	0	0	553	0	553	1260	0	1260	0.44	N/A	0.44	0.44	N/A	0.44
19	141	0	141	0	0	0	141	0	141	2521	0	2521	0.06	N/A	0.06	0.06	N/A	0.06
20	173	0	173	73	0	73	246	0	246	1260	0	1260	0.20	N/A	0.20	0.14	N/A	0.14
21	231	609	840	73	0	73	304	609	913	1736	1736	3472	0.18	0.35	0.26	0.13	0.35	0.24
22	2380	2761	5141	85	73	158	2465	2834	5299	5521	5521	11042	0.45	0.51	0.48	0.43	0.50	0.47
23	434	0	434	85	0	85	519	0	519	2521	0	2521	0.21	N/A	0.21	0.17	N/A	0.17
24	571	0	571	0	0	0	571	0	571	2521	0	2521	0.23	N/A	0.23	0.23	N/A	0.23
25	20	0	20	0	0	0	20	0	20	1260	0	1260	0.02	N/A	0.02	0.02	N/A	0.02
26	23	0	23	29	0	29	52	0	52	1260	0	1260	0.04	N/A	0.04	0.02	N/A	0.02
27	282	779	1061	29	0	29	311	779	1090	2180	2180	4360	0.14	0.36	0.25	0.13	0.36	0.24
28	1965	2213	4178	0	102	102	1965	2315	4280	3680	3680	7360	0.53	0.63	0.58	0.53	0.60	0.57
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
33	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
34	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00
36	247	248	495	0	0	0	247	248	495	1736	1736	3472	0.14	0.14	0.14	0.14	0.14	0.14
37	305	356	661	0	0	0	305	356	661	1736	1736	3472	0.18	0.21	0.19	0.18	0.21	0.19
38	740	661	1401	0	0	0	740	661	1401	1517	1517	3034	0.49	0.44	0.46	0.49	0.44	0.46

2015 MAG Ingress Volumes for Friday MD Peak Hour with 2,000 Event Vehicles and Alt 2 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	532	535	1067	100	0	100	632	535	1167	1517	1517	3034	0.42	0.35	0.38
2	1090	1003	2093	0	10	10	1090	1013	2103	1517	3034	4551	0.72	0.33	0.46
3	129	140	269	90	0	90	219	140	359	1736	1736	3472	0.13	0.08	0.10
4	140	129	269	0	90	90	140	219	359	1736	1736	3472	0.08	0.13	0.10
5	28	39	67	90	0	90	118	39	157	1736	1736	3472	0.07	0.02	0.05
6	39	28	67	0	0	0	39	28	67	1736	1736	3472	0.02	0.02	0.02
7	619	619	1238	0	0	0	619	619	1238	1736	1736	3472	0.36	0.36	0.36
8	81	77	158	0	0	0	81	77	158	560	560	1120	0.14	0.14	0.14
9	81	77	158	0	899	899	81	976	1057	560	560	1120	0.14	1.74	0.94
10	81	77	158	0	995	995	81	1072	1153	560	560	1120	0.14	1.91	1.03
11	81	77	158	0	1999	1999	81	2076	2157	560	560	1120	0.14	3.71	1.93
12	81	77	158	0	1999	1999	81	2076	2157	560	560	1120	0.14	3.71	1.93
13	44	42	86	0	1909	1909	44	1951	1995	560	560	1120	0.08	3.48	1.78
14	938	1061	1999	0	100	100	938	1161	2099	2180	2180	4360	0.43	0.53	0.48
15	623	705	1328	1809	0	1809	2432	705	3137	2180	2180	4360	1.12	0.32	0.72
16	2758	3141	5899	1709	0	1709	4467	3141	7608	5728	5728	11456	0.78	0.55	0.66
17	519	0	519	0	0	0	519	0	519	2521	0	2521	0.21	N/A	0.21
18	553	0	553	0	0	0	553	0	553	1260	0	1260	0.44	N/A	0.44
19	141	0	141	0	0	0	141	0	141	2521	0	2521	0.06	N/A	0.06
20	173	0	173	0	0	0	173	0	173	1260	0	1260	0.14	N/A	0.14
21	231	609	840	0	0	0	231	609	840	1736	1736	3472	0.13	0.35	0.24
22	2380	2761	5141	1709	0	1709	4089	2761	6850	5521	5521	11042	0.74	0.50	0.62
23	434	0	434	1709	0	1709	2143	0	2143	2521	0	2521	0.85	N/A	0.85
24	571	0	571	0	0	0	571	0	571	2521	0	2521	0.23	N/A	0.23
25	20	0	20	0	0	0	20	0	20	1260	0	1260	0.02	N/A	0.02
26	23	0	23	100	0	100	123	0	123	1260	0	1260	0.10	N/A	0.10
27	282	779	1061	100	0	100	382	779	1161	2180	2180	4360	0.18	0.36	0.27
28	1965	2213	4178	0	100	100	1965	2313	4278	3680	3680	7360	0.53	0.63	0.58
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
33	0	0	0	90	0	90	90	0	90	1736	1736	3472	0.05	0.00	0.03
34	0	0	0	90	0	90	90	0	90	1736	1736	3472	0.05	0.00	0.03
35	0	0	0	90	0	90	90	0	90	1736	1736	3472	0.05	0.00	0.03
36	247	248	495	0	0	0	247	248	495	1736	1736	3472	0.14	0.14	0.14
37	305	356	661	0	0	0	305	356	661	1736	1736	3472	0.18	0.21	0.19
38	740	661	1401	0	0	0	740	661	1401	1517	1517	3034	0.49	0.44	0.46

2015 MAG Ingress Volumes for Friday MD Peak Hour with 2,000 Event Vehicles and Alt 3 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	532	535	1067	100	0	100	632	535	1167	1517	1517	3034	0.42	0.35	0.38
2	1090	1003	2093	0	5	5	1090	1008	2098	1517	3034	4551	0.72	0.33	0.46
3	129	140	269	95	0	95	224	140	364	1736	1736	3472	0.13	0.08	0.10
4	140	129	269	0	95	95	140	224	364	1736	1736	3472	0.08	0.13	0.10
5	28	39	67	95	0	95	123	39	162	1736	1736	3472	0.07	0.02	0.05
6	39	28	67	1583	0	1583	1622	28	1650	1736	1736	3472	0.93	0.02	0.48
7	619	619	1238	1583	0	1583	2202	619	2821	1736	1736	3472	1.27	0.36	0.81
8	81	77	158	0	0	0	81	77	158	560	560	1120	0.14	0.14	0.14
9	81	77	158	0	899	899	81	976	1057	560	560	1120	0.14	1.74	0.94
10	81	77	158	0	260	260	81	337	418	560	560	1120	0.14	0.60	0.37
11	81	77	158	0	1264	1264	81	1341	1422	560	560	1120	0.14	2.39	1.27
12	81	77	158	0	374	374	81	451	532	560	560	1120	0.14	0.81	0.48
13	44	42	86	0	321	321	44	363	407	560	560	1120	0.08	0.65	0.36
14	938	1061	1999	0	100	100	938	1161	2099	2180	2180	4360	0.43	0.53	0.48
15	623	705	1328	221	0	221	844	705	1549	2180	2180	4360	0.39	0.32	0.36
16	2758	3141	5899	1704	0	1704	4462	3141	7603	5728	5728	11456	0.78	0.55	0.66
17	519	0	519	1581	0	1581	2100	0	2100	2521	0	2521	0.83	N/A	0.83
18	553	0	553	0	0	0	553	0	553	1260	0	1260	0.44	N/A	0.44
19	141	0	141	0	0	0	141	0	141	2521	0	2521	0.06	N/A	0.06
20	173	0	173	2	0	2	175	0	175	1260	0	1260	0.14	N/A	0.14
21	231	609	840	2	0	2	233	609	842	1736	1736	3472	0.13	0.35	0.24
22	2380	2761	5141	123	2	125	2503	2763	5266	5521	5521	11042	0.45	0.50	0.48
23	434	0	434	123	0	123	557	0	557	2521	0	2521	0.22	N/A	0.22
24	571	0	571	0	0	0	571	0	571	2521	0	2521	0.23	N/A	0.23
25	20	0	20	0	0	0	20	0	20	1260	0	1260	0.02	N/A	0.02
26	23	0	23	98	0	98	121	0	121	1260	0	1260	0.10	N/A	0.10
27	282	779	1061	98	0	98	380	779	1159	2180	2180	4360	0.17	0.36	0.27
28	1965	2213	4178	0	100	100	1965	2313	4278	3680	3680	7360	0.53	0.63	0.58
29	0	0	0	0	735	735	0	735	735	1736	1736	3472	0.00	0.42	0.21
30	0	0	0	0	735	735	0	735	735	1736	1736	3472	0.00	0.42	0.21
31	0	0	0	0	891	891	0	891	891	1736	1736	3472	0.00	0.51	0.26
32	0	0	0	0	891	891	0	891	891	1736	1736	3472	0.00	0.51	0.26
33	0	0	0	943	0	943	943	0	943	1736	1736	3472	0.54	0.00	0.27
34	0	0	0	1678	0	1678	1678	0	1678	1736	1736	3472	0.97	0.00	0.48
35	0	0	0	53	0	53	53	0	53	1736	1736	3472	0.03	0.00	0.02
36	247	248	495	0	0	0	247	248	495	1736	1736	3472	0.14	0.14	0.14
37	305	356	661	0	0	0	305	356	661	1736	1736	3472	0.18	0.21	0.19
38	740	661	1401	0	0	0	740	661	1401	1517	1517	3034	0.49	0.44	0.46

2015 MAG Ingress Volumes for Saturday MD Peak Hour with 2,800 Event Vehicles and Alt 1 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	140	0	140	612	501	1113	1517	1517	3034	0.40	0.33	0.37
2	971	1062	2033	0	20	20	971	1082	2053	1517	3034	4551	0.64	0.36	0.45
3	119	102	221	120	0	120	239	102	341	1736	1736	3472	0.14	0.06	0.10
4	102	119	221	0	120	120	102	239	341	1736	1736	3472	0.06	0.14	0.10
5	38	30	68	120	0	120	158	30	188	1736	1736	3472	0.09	0.02	0.05
6	30	38	68	0	120	120	30	158	188	1736	1736	3472	0.02	0.09	0.05
7	536	560	1096	2383	0	2383	2919	560	3479	1736	1736	3472	1.68	0.32	1.00
8	93	75	168	2502	0	2502	2595	75	2670	560	560	1120	4.63	0.13	2.38
9	93	75	168	1357	113	1470	1450	188	1638	560	560	1120	2.59	0.34	1.46
10	93	75	168	1241	132	1373	1334	207	1541	560	560	1120	2.38	0.37	1.38
11	93	75	168	0	297	297	93	372	465	560	560	1120	0.17	0.66	0.42
12	93	75	168	0	297	297	93	372	465	560	560	1120	0.17	0.66	0.42
13	58	27	85	0	297	297	58	324	382	560	560	1120	0.10	0.58	0.34
14	1183	1053	2236	0	137	137	1183	1190	2373	2180	2180	4360	0.54	0.55	0.54
15	849	718	1567	160	0	160	1009	718	1727	2180	2180	4360	0.46	0.33	0.40
16	3019	2995	6014	2400	0	2400	5419	2995	8414	5728	5728	11456	0.95	0.52	0.73
17	423	0	423	2281	0	2281	2704	0	2704	2521	0	2521	1.07	N/A	1.07
18	499	0	499	0	0	0	499	0	499	1260	0	1260	0.40	N/A	0.40
19	182	0	182	0	0	0	182	0	182	2521	0	2521	0.07	N/A	0.07
20	171	0	171	102	0	102	273	0	273	1260	0	1260	0.22	N/A	0.22
21	280	535	815	102	0	102	382	535	917	1736	1736	3472	0.22	0.31	0.26
22	2778	2667	5445	119	102	221	2897	2769	5666	5521	5521	11042	0.52	0.50	0.51
23	690	0	690	119	0	119	809	0	809	2521	0	2521	0.32	N/A	0.32
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	41	0	41	64	0	64	1260	0	1260	0.05	N/A	0.05
27	259	792	1051	41	0	41	300	792	1092	2180	2180	4360	0.14	0.36	0.25
28	2114	2098	4212	0	143	143	2114	2241	4355	3680	3680	7360	0.57	0.61	0.59
29	0	0	0	0	1	1	0	1	1	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	1	1	0	1	1	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
33	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
34	0	0	0	1	0	1	1	0	1	1736	1736	3472	0.00	0.00	0.00
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Ingress Volumes for Saturday MD Peak Hour with 2,800 Event Vehicles and Alt 2 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	140	0	140	612	501	1113	1517	1517	3034	0.40	0.33	0.37
2	971	1062	2033	0	14	14	971	1076	2047	1517	3034	4551	0.64	0.35	0.45
3	119	102	221	126	0	126	245	102	347	1736	1736	3472	0.14	0.06	0.10
4	102	119	221	0	126	126	102	245	347	1736	1736	3472	0.06	0.14	0.10
5	38	30	68	126	0	126	164	30	194	1736	1736	3472	0.09	0.02	0.06
6	30	38	68	0	0	0	30	38	68	1736	1736	3472	0.02	0.02	0.02
7	536	560	1096	0	0	0	536	560	1096	1736	1736	3472	0.31	0.32	0.32
8	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15
9	93	75	168	0	1259	1259	93	1334	1427	560	560	1120	0.17	2.38	1.27
10	93	75	168	0	1394	1394	93	1469	1562	560	560	1120	0.17	2.62	1.39
11	93	75	168	0	2800	2800	93	2875	2968	560	560	1120	0.17	5.13	2.65
12	93	75	168	0	2800	2800	93	2875	2968	560	560	1120	0.17	5.13	2.65
13	58	27	85	0	2674	2674	58	2701	2759	560	560	1120	0.10	4.82	2.46
14	1183	1053	2236	0	140	140	1183	1193	2376	2180	2180	4360	0.54	0.55	0.54
15	849	718	1567	2534	0	2534	3383	718	4101	2180	2180	4360	1.55	0.33	0.94
16	3019	2995	6014	2394	0	2394	5413	2995	8408	5728	5728	11456	0.95	0.52	0.73
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	0	0	0	499	0	499	1260	0	1260	0.40	N/A	0.40
19	182	0	182	0	0	0	182	0	182	2521	0	2521	0.07	N/A	0.07
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	0	0	280	535	815	1736	1736	3472	0.16	0.31	0.23
22	2778	2667	5445	2394	0	2394	5172	2667	7839	5521	5521	11042	0.94	0.48	0.71
23	690	0	690	2394	0	2394	3084	0	3084	2521	0	2521	1.22	N/A	1.22
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	140	0	140	163	0	163	1260	0	1260	0.13	N/A	0.13
27	259	792	1051	140	0	140	399	792	1191	2180	2180	4360	0.18	0.36	0.27
28	2114	2098	4212	0	140	140	2114	2238	4352	3680	3680	7360	0.57	0.61	0.59
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
33	0	0	0	126	0	126	126	0	126	1736	1736	3472	0.07	0.00	0.04
34	0	0	0	126	0	126	126	0	126	1736	1736	3472	0.07	0.00	0.04
35	0	0	0	126	0	126	126	0	126	1736	1736	3472	0.07	0.00	0.04
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Ingress Volumes for Saturday MD Peak Hour with 2,800 Event Vehicles and Alt 3 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	140	0	140	612	501	1113	1517	1517	3034	0.40	0.33	0.37
2	971	1062	2033	0	7	7	971	1069	2040	1517	3034	4551	0.64	0.35	0.45
3	119	102	221	133	0	133	252	102	354	1736	1736	3472	0.15	0.06	0.10
4	102	119	221	0	133	133	102	252	354	1736	1736	3472	0.06	0.15	0.10
5	38	30	68	133	0	133	171	30	201	1736	1736	3472	0.10	0.02	0.06
6	30	38	68	2218	0	2218	2248	38	2286	1736	1736	3472	1.29	0.02	0.66
7	536	560	1096	2218	0	2218	2754	560	3314	1736	1736	3472	1.59	0.32	0.95
8	93	75	168	0	0	0	93	75	168	560	560	1120	0.17	0.13	0.15
9	93	75	168	0	1259	1259	93	1334	1427	560	560	1120	0.17	2.38	1.27
10	93	75	168	0	365	365	93	440	533	560	560	1120	0.17	0.79	0.48
11	93	75	168	0	1771	1771	93	1846	1939	560	560	1120	0.17	3.30	1.73
12	93	75	168	0	523	523	93	598	691	560	560	1120	0.17	1.07	0.62
13	58	27	85	0	449	449	58	476	534	560	560	1120	0.10	0.85	0.48
14	1183	1053	2236	0	140	140	1183	1193	2376	2180	2180	4360	0.54	0.55	0.54
15	849	718	1567	309	0	309	1158	718	1876	2180	2180	4360	0.53	0.33	0.43
16	3019	2995	6014	2387	0	2387	5406	2995	8401	5728	5728	11456	0.94	0.52	0.73
17	423	0	423	2214	0	2214	2637	0	2637	2521	0	2521	1.05	N/A	1.05
18	499	0	499	0	0	0	499	0	499	1260	0	1260	0.40	N/A	0.40
19	182	0	182	0	0	0	182	0	182	2521	0	2521	0.07	N/A	0.07
20	171	0	171	3	0	3	174	0	174	1260	0	1260	0.14	N/A	0.14
21	280	535	815	3	0	3	283	535	818	1736	1736	3472	0.16	0.31	0.24
22	2778	2667	5445	173	3	176	2951	2670	5621	5521	5521	11042	0.53	0.48	0.51
23	690	0	690	173	0	173	863	0	863	2521	0	2521	0.34	N/A	0.34
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	137	0	137	160	0	160	1260	0	1260	0.13	N/A	0.13
27	259	792	1051	137	0	137	396	792	1188	2180	2180	4360	0.18	0.36	0.27
28	2114	2098	4212	0	140	140	2114	2238	4352	3680	3680	7360	0.57	0.61	0.59
29	0	0	0	0	1029	1029	0	1029	1029	1736	1736	3472	0.00	0.59	0.30
30	0	0	0	0	1029	1029	0	1029	1029	1736	1736	3472	0.00	0.59	0.30
31	0	0	0	0	1248	1248	0	1248	1248	1736	1736	3472	0.00	0.72	0.36
32	0	0	0	0	1248	1248	0	1248	1248	1736	1736	3472	0.00	0.72	0.36
33	0	0	0	1321	0	1321	1321	0	1321	1736	1736	3472	0.76	0.00	0.38
34	0	0	0	2351	0	2351	2351	0	2351	1736	1736	3472	1.35	0.00	0.68
35	0	0	0	74	0	74	74	0	74	1736	1736	3472	0.04	0.00	0.02
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles, Interim Capacity Improvements, and Alt 1 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	0	350	350	472	851	1323	1517	1517	3034	0.31	0.56	0.44
2	971	1062	2033	176	888	1064	1147	1950	3097	1517	3034	4551	0.76	0.64	0.68
3	119	102	221	0	1062	1062	119	1164	1283	1736	1736	3472	0.07	0.67	0.37
4	102	119	221	1062	0	1062	1164	119	1283	1736	1736	3472	0.67	0.07	0.37
5	38	30	68	0	1062	1062	38	1092	1130	1736	1736	3472	0.02	0.63	0.33
6	30	38	68	724	0	724	754	38	792	1736	1736	3472	0.43	0.02	0.23
7	536	560	1096	0	2423	2423	536	2983	3519	1736	1736	3472	0.31	1.72	1.01
8	93	75	168	0	3147	3147	93	3222	3315	1120	1120	2240	0.08	2.88	1.48
9	93	75	168	0	0	0	93	75	168	1120	1120	2240	0.08	0.07	0.08
10	93	75	168	0	0	0	93	75	168	1120	1120	2240	0.08	0.07	0.08
11	93	75	168	3515	0	3515	3608	75	3683	1120	1120	2240	3.22	0.07	1.64
12	93	75	168	3515	0	3515	3608	75	3683	1120	1120	2240	3.22	0.07	1.64
13	58	27	85	3515	0	3515	3573	27	3600	1120	1120	2240	3.19	0.02	1.61
14	1183	1053	2236	176	0	176	1359	1053	2412	2180	2180	4360	0.62	0.48	0.55
15	849	718	1567	0	3339	3339	849	4057	4906	2180	2180	4360	0.39	1.86	1.13
16	3019	2995	6014	65	5303	5368	3084	8298	11382	5728	5728	11456	0.54	1.45	0.99
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	2140	0	2140	2639	0	2639	1260	0	1260	2.09	N/A	2.09
19	182	0	182	283	0	283	465	0	465	2521	0	2521	0.18	N/A	0.18
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	2140	2140	280	2675	2955	1736	1736	3472	0.16	1.54	0.85
22	2778	2667	5445	348	3164	3512	3126	5831	8957	5521	5521	11042	0.57	1.06	0.81
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27
24	592	0	592	3164	0	3164	3756	0	3756	2521	0	2521	1.49	N/A	1.49
25	26	0	26	173	0	173	199	0	199	1260	0	1260	0.16	N/A	0.16
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02
27	259	792	1051	0	3164	3164	259	3956	4215	2180	2180	4360	0.12	1.81	0.97
28	2114	2098	4212	524	0	524	2638	2098	4736	3680	3680	7360	0.72	0.57	0.64
29	0	0	0	338	0	338	338	0	338	1736	1736	3472	0.19	0.00	0.10
30	0	0	0	338	0	338	338	0	338	1736	1736	3472	0.19	0.00	0.10
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
33	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
34	0	0	0	0	338	338	0	338	338	1736	1736	3472	0.00	0.19	0.10
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles, Interim Capacity Improvements, and Alt 2 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	0	350	350	472	851	1323	1517	1517	3034	0.31	0.56	0.44
2	971	1062	2033	157	655	812	1128	1717	2845	1517	3034	4551	0.74	0.57	0.63
3	119	102	221	0	848	848	119	950	1069	1736	1736	3472	0.07	0.55	0.31
4	102	119	221	848	0	848	950	119	1069	1736	1736	3472	0.55	0.07	0.31
5	38	30	68	0	848	848	38	878	916	1736	1736	3472	0.02	0.51	0.26
6	30	38	68	0	0	0	30	38	68	1736	1736	3472	0.02	0.02	0.02
7	536	560	1096	0	3147	3147	536	3707	4243	1736	1736	3472	0.31	2.14	1.22
8	93	75	168	0	3147	3147	93	3222	3315	1120	1120	2240	0.08	2.88	1.48
9	93	75	168	0	0	0	93	75	168	1120	1120	2240	0.08	0.07	0.08
10	93	75	168	338	0	338	431	75	506	1120	1120	2240	0.38	0.07	0.23
11	93	75	168	3853	0	3853	3946	75	4021	1120	1120	2240	3.52	0.07	1.80
12	93	75	168	3005	0	3005	3098	75	3173	1120	1120	2240	2.77	0.07	1.42
13	58	27	85	3005	0	3005	3063	27	3090	1120	1120	2240	2.73	0.02	1.38
14	1183	1053	2236	193	0	193	1376	1053	2429	2180	2180	4360	0.63	0.48	0.56
15	849	718	1567	0	2813	2813	849	3531	4380	2180	2180	4360	0.39	1.62	1.00
16	3019	2995	6014	0	5452	5452	3019	8447	11466	5728	5728	11456	0.53	1.47	1.00
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	2832	0	2832	3331	0	3331	1260	0	1260	2.64	N/A	2.64
19	182	0	182	315	0	315	497	0	497	2521	0	2521	0.20	N/A	0.20
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	2832	2832	280	3367	3647	1736	1736	3472	0.16	1.94	1.05
22	2778	2667	5445	315	2620	2935	3093	5287	8380	5521	5521	11042	0.56	0.96	0.76
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27
24	592	0	592	2620	0	2620	3212	0	3212	2521	0	2521	1.27	N/A	1.27
25	26	0	26	193	0	193	219	0	219	1260	0	1260	0.17	N/A	0.17
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02
27	259	792	1051	0	2620	2620	259	3412	3671	2180	2180	4360	0.12	1.57	0.84
28	2114	2098	4212	507	0	507	2621	2098	4719	3680	3680	7360	0.71	0.57	0.64
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	848	0	848	848	0	848	1736	1736	3472	0.49	0.00	0.24
32	0	0	0	848	0	848	848	0	848	1736	1736	3472	0.49	0.00	0.24
33	0	0	0	0	848	848	0	848	848	1736	1736	3472	0.00	0.49	0.24
34	0	0	0	0	848	848	0	848	848	1736	1736	3472	0.00	0.49	0.24
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles, Interim Capacity Improvements, and Alt 3 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	0	350	350	472	851	1323	1517	1517	3034	0.31	0.56	0.44
2	971	1062	2033	157	3660	3817	1128	4722	5850	1517	3034	4551	0.74	1.56	1.29
3	119	102	221	0	3853	3853	119	3955	4074	1736	1736	3472	0.07	2.28	1.17
4	102	119	221	3853	0	3853	3955	119	4074	1736	1736	3472	2.28	0.07	1.17
5	38	30	68	0	3853	3853	38	3883	3921	1736	1736	3472	0.02	2.24	1.13
6	30	38	68	0	0	0	30	38	68	1736	1736	3472	0.02	0.02	0.02
7	536	560	1096	0	3147	3147	536	3707	4243	1736	1736	3472	0.31	2.14	1.22
8	93	75	168	0	3147	3147	93	3222	3315	1120	1120	2240	0.08	2.88	1.48
9	93	75	168	0	0	0	93	75	168	1120	1120	2240	0.08	0.07	0.08
10	93	75	168	338	0	338	431	75	506	1120	1120	2240	0.38	0.07	0.23
11	93	75	168	3853	0	3853	3946	75	4021	1120	1120	2240	3.52	0.07	1.80
12	93	75	168	0	0	0	93	75	168	1120	1120	2240	0.08	0.07	0.08
13	58	27	85	0	0	0	58	27	85	1120	1120	2240	0.05	0.02	0.04
14	1183	1053	2236	0	0	0	1183	1053	2236	2180	2180	4360	0.54	0.48	0.51
15	849	718	1567	0	0	0	849	718	1567	2180	2180	4360	0.39	0.33	0.36
16	3019	2995	6014	385	2832	3217	3404	5827	9231	5728	5728	11456	0.59	1.02	0.81
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	2832	0	2832	3331	0	3331	1260	0	1260	2.64	N/A	2.64
19	182	0	182	315	0	315	497	0	497	2521	0	2521	0.20	N/A	0.20
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	2832	2832	280	3367	3647	1736	1736	3472	0.16	1.94	1.05
22	2778	2667	5445	700	0	700	3478	2667	6145	5521	5521	11042	0.63	0.48	0.56
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02
27	259	792	1051	0	0	0	259	792	1051	2180	2180	4360	0.12	0.36	0.24
28	2114	2098	4212	700	0	700	2814	2098	4912	3680	3680	7360	0.76	0.57	0.67
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	3853	0	3853	3853	0	3853	1736	1736	3472	2.22	0.00	1.11
32	0	0	0	3853	0	3853	3853	0	3853	1736	1736	3472	2.22	0.00	1.11
33	0	0	0	0	3853	3853	0	3853	3853	1736	1736	3472	0.00	2.22	1.11
34	0	0	0	0	3853	3853	0	3853	3853	1736	1736	3472	0.00	2.22	1.11
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles, Improved Capacity Improvements, and Alt 1 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	0	350	350	472	851	1323	1517	1517	3034	0.31	0.56	0.44
2	971	1062	2033	176	888	1064	1147	1950	3097	1517	3034	4551	0.76	0.64	0.68
3	119	102	221	0	1062	1062	119	1164	1283	1736	1736	3472	0.07	0.67	0.37
4	102	119	221	1062	0	1062	1164	119	1283	1736	1736	3472	0.67	0.07	0.37
5	38	30	68	0	1062	1062	38	1092	1130	1736	1736	3472	0.02	0.63	0.33
6	30	38	68	724	0	724	754	38	792	1736	1736	3472	0.43	0.02	0.23
7	536	560	1096	0	2423	2423	536	2983	3519	2604	2604	5208	0.21	1.15	0.68
8	93	75	168	0	3147	3147	93	3222	3315	2604	2604	5208	0.04	1.24	0.64
9	93	75	168	0	0	0	93	75	168	2604	2604	5208	0.04	0.03	0.03
10	93	75	168	0	0	0	93	75	168	2604	2604	5208	0.04	0.03	0.03
11	93	75	168	3515	0	3515	3608	75	3683	2604	2604	5208	1.39	0.03	0.71
12	93	75	168	3515	0	3515	3608	75	3683	2604	2604	5208	1.39	0.03	0.71
13	58	27	85	3515	0	3515	3573	27	3600	2604	2604	5208	1.37	0.01	0.69
14	1183	1053	2236	176	0	176	1359	1053	2412	2180	2180	4360	0.62	0.48	0.55
15	849	718	1567	0	3339	3339	849	4057	4906	3271	3271	6542	0.26	1.24	0.75
16	3019	2995	6014	65	5303	5368	3084	8298	11382	5728	5728	11456	0.54	1.45	0.99
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	2140	0	2140	2639	0	2639	1260	0	1260	2.09	N/A	2.09
19	182	0	182	283	0	283	465	0	465	2521	0	2521	0.18	N/A	0.18
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	2140	2140	280	2675	2955	1736	1736	3472	0.16	1.54	0.85
22	2778	2667	5445	348	3164	3512	3126	5831	8957	5521	5521	11042	0.57	1.06	0.81
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27
24	592	0	592	3164	0	3164	3756	0	3756	2521	0	2521	1.49	N/A	1.49
25	26	0	26	173	0	173	199	0	199	1260	0	1260	0.16	N/A	0.16
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02
27	259	792	1051	0	3164	3164	259	3956	4215	2180	2180	4360	0.12	1.81	0.97
28	2114	2098	4212	524	0	524	2638	2098	4736	3680	3680	7360	0.72	0.57	0.64
29	0	0	0	338	0	338	338	0	338	1736	1736	3472	0.19	0.00	0.10
30	0	0	0	338	0	338	338	0	338	1736	1736	3472	0.19	0.00	0.10
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
33	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
34	0	0	0	0	338	338	0	338	338	1736	1736	3472	0.00	0.19	0.10
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles, Improved Capacity Improvements, and Alt 2 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	0	350	350	472	851	1323	1517	1517	3034	0.31	0.56	0.44
2	971	1062	2033	157	655	812	1128	1717	2845	1517	3034	4551	0.74	0.57	0.63
3	119	102	221	0	848	848	119	950	1069	1736	1736	3472	0.07	0.55	0.31
4	102	119	221	848	0	848	950	119	1069	1736	1736	3472	0.55	0.07	0.31
5	38	30	68	0	848	848	38	878	916	1736	1736	3472	0.02	0.51	0.26
6	30	38	68	0	0	0	30	38	68	1736	1736	3472	0.02	0.02	0.02
7	536	560	1096	0	3147	3147	536	3707	4243	2604	2604	5208	0.21	1.42	0.81
8	93	75	168	0	3147	3147	93	3222	3315	2604	2604	5208	0.04	1.24	0.64
9	93	75	168	0	0	0	93	75	168	2604	2604	5208	0.04	0.03	0.03
10	93	75	168	338	0	338	431	75	506	2604	2604	5208	0.17	0.03	0.10
11	93	75	168	3853	0	3853	3946	75	4021	2604	2604	5208	1.52	0.03	0.77
12	93	75	168	3005	0	3005	3098	75	3173	2604	2604	5208	1.19	0.03	0.61
13	58	27	85	3005	0	3005	3063	27	3090	2604	2604	5208	1.18	0.01	0.59
14	1183	1053	2236	193	0	193	1376	1053	2429	2180	2180	4360	0.63	0.48	0.56
15	849	718	1567	0	2813	2813	849	3531	4380	3271	3271	6542	0.26	1.08	0.67
16	3019	2995	6014	0	5452	5452	3019	8447	11466	5728	5728	11456	0.53	1.47	1.00
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	2832	0	2832	3331	0	3331	1260	0	1260	2.64	N/A	2.64
19	182	0	182	315	0	315	497	0	497	2521	0	2521	0.20	N/A	0.20
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	2832	2832	280	3367	3647	1736	1736	3472	0.16	1.94	1.05
22	2778	2667	5445	315	2620	2935	3093	5287	8380	5521	5521	11042	0.56	0.96	0.76
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27
24	592	0	592	2620	0	2620	3212	0	3212	2521	0	2521	1.27	N/A	1.27
25	26	0	26	193	0	193	219	0	219	1260	0	1260	0.17	N/A	0.17
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02
27	259	792	1051	0	2620	2620	259	3412	3671	2180	2180	4360	0.12	1.57	0.84
28	2114	2098	4212	507	0	507	2621	2098	4719	3680	3680	7360	0.71	0.57	0.64
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	848	0	848	848	0	848	1736	1736	3472	0.49	0.00	0.24
32	0	0	0	848	0	848	848	0	848	1736	1736	3472	0.49	0.00	0.24
33	0	0	0	0	848	848	0	848	848	1736	1736	3472	0.00	0.49	0.24
34	0	0	0	0	848	848	0	848	848	1736	1736	3472	0.00	0.49	0.24
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles, Improved Capacity Improvements, and Alt 3 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	0	350	350	472	851	1323	1517	1517	3034	0.31	0.56	0.44
2	971	1062	2033	157	3660	3817	1128	4722	5850	1517	3034	4551	0.74	1.56	1.29
3	119	102	221	0	3853	3853	119	3955	4074	1736	1736	3472	0.07	2.28	1.17
4	102	119	221	3853	0	3853	3955	119	4074	1736	1736	3472	2.28	0.07	1.17
5	38	30	68	0	3853	3853	38	3883	3921	1736	1736	3472	0.02	2.24	1.13
6	30	38	68	0	0	0	30	38	68	1736	1736	3472	0.02	0.02	0.02
7	536	560	1096	0	3147	3147	536	3707	4243	2604	2604	5208	0.21	1.42	0.81
8	93	75	168	0	3147	3147	93	3222	3315	2604	2604	5208	0.04	1.24	0.64
9	93	75	168	0	0	0	93	75	168	2604	2604	5208	0.04	0.03	0.03
10	93	75	168	338	0	338	431	75	506	2604	2604	5208	0.17	0.03	0.10
11	93	75	168	3853	0	3853	3946	75	4021	2604	2604	5208	1.52	0.03	0.77
12	93	75	168	0	0	0	93	75	168	2604	2604	5208	0.04	0.03	0.03
13	58	27	85	0	0	0	58	27	85	2604	2604	5208	0.02	0.01	0.02
14	1183	1053	2236	0	0	0	1183	1053	2236	2180	2180	4360	0.54	0.48	0.51
15	849	718	1567	0	0	0	849	718	1567	3271	3271	6542	0.26	0.22	0.24
16	3019	2995	6014	385	2832	3217	3404	5827	9231	5728	5728	11456	0.59	1.02	0.81
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	2832	0	2832	3331	0	3331	1260	0	1260	2.64	N/A	2.64
19	182	0	182	315	0	315	497	0	497	2521	0	2521	0.20	N/A	0.20
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	2832	2832	280	3367	3647	1736	1736	3472	0.16	1.94	1.05
22	2778	2667	5445	700	0	700	3478	2667	6145	5521	5521	11042	0.63	0.48	0.56
23	690	0	690	0	0	0	690	0	690	2521	0	2521	0.27	N/A	0.27
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	0	0	0	23	0	23	1260	0	1260	0.02	N/A	0.02
27	259	792	1051	0	0	0	259	792	1051	2180	2180	4360	0.12	0.36	0.24
28	2114	2098	4212	700	0	700	2814	2098	4912	3680	3680	7360	0.76	0.57	0.67
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	3853	0	3853	3853	0	3853	1736	1736	3472	2.22	0.00	1.11
32	0	0	0	3853	0	3853	3853	0	3853	1736	1736	3472	2.22	0.00	1.11
33	0	0	0	0	3853	3853	0	3853	3853	1736	1736	3472	0.00	2.22	1.11
34	0	0	0	0	3853	3853	0	3853	3853	1736	1736	3472	0.00	2.22	1.11
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Ingress Volumes for Saturday MD Peak Hour with 2,000 Event Vehicles, Interim Capacity Improvements, and Alt 1 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	140	0	140	612	501	1113	1517	1517	3034	0.40	0.33	0.37
2	971	1062	2033	0	20	20	971	1082	2053	1517	3034	4551	0.64	0.36	0.45
3	119	102	221	120	0	120	239	102	341	1736	1736	3472	0.14	0.06	0.10
4	102	119	221	0	120	120	102	239	341	1736	1736	3472	0.06	0.14	0.10
5	38	30	68	120	0	120	158	30	188	1736	1736	3472	0.09	0.02	0.05
6	30	38	68	0	120	120	30	158	188	1736	1736	3472	0.02	0.09	0.05
7	536	560	1096	2383	0	2383	2919	560	3479	1736	1736	3472	1.68	0.32	1.00
8	93	75	168	2502	0	2502	2595	75	2670	1120	1120	2240	2.32	0.07	1.19
9	93	75	168	1357	113	1470	1450	188	1638	1120	1120	2240	1.29	0.17	0.73
10	93	75	168	1241	132	1373	1334	207	1541	1120	1120	2240	1.19	0.18	0.69
11	93	75	168	0	297	297	93	372	465	1120	1120	2240	0.08	0.33	0.21
12	93	75	168	0	297	297	93	372	465	1120	1120	2240	0.08	0.33	0.21
13	58	27	85	0	297	297	58	324	382	1120	1120	2240	0.05	0.29	0.17
14	1183	1053	2236	0	137	137	1183	1190	2373	2180	2180	4360	0.54	0.55	0.54
15	849	718	1567	160	0	160	1009	718	1727	2180	2180	4360	0.46	0.33	0.40
16	3019	2995	6014	2400	0	2400	5419	2995	8414	5728	5728	11456	0.95	0.52	0.73
17	423	0	423	2281	0	2281	2704	0	2704	2521	0	2521	1.07	N/A	1.07
18	499	0	499	0	0	0	499	0	499	1260	0	1260	0.40	N/A	0.40
19	182	0	182	0	0	0	182	0	182	2521	0	2521	0.07	N/A	0.07
20	171	0	171	102	0	102	273	0	273	1260	0	1260	0.22	N/A	0.22
21	280	535	815	102	0	102	382	535	917	1736	1736	3472	0.22	0.31	0.26
22	2778	2667	5445	119	102	221	2897	2769	5666	5521	5521	11042	0.52	0.50	0.51
23	690	0	690	119	0	119	809	0	809	2521	0	2521	0.32	N/A	0.32
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	41	0	41	64	0	64	1260	0	1260	0.05	N/A	0.05
27	259	792	1051	41	0	41	300	792	1092	2180	2180	4360	0.14	0.36	0.25
28	2114	2098	4212	0	143	143	2114	2241	4355	3680	3680	7360	0.57	0.61	0.59
29	0	0	0	0	1	1	0	1	1	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	1	1	0	1	1	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
33	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
34	0	0	0	1	0	1	1	0	1	1736	1736	3472	0.00	0.00	0.00
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Ingress Volumes for Saturday MD Peak Hour with 2,000 Event Vehicles, Interim Capacity Improvements, and Alt 2 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	140	0	140	612	501	1113	1517	1517	3034	0.40	0.33	0.37
2	971	1062	2033	0	14	14	971	1076	2047	1517	3034	4551	0.64	0.35	0.45
3	119	102	221	126	0	126	245	102	347	1736	1736	3472	0.14	0.06	0.10
4	102	119	221	0	126	126	102	245	347	1736	1736	3472	0.06	0.14	0.10
5	38	30	68	126	0	126	164	30	194	1736	1736	3472	0.09	0.02	0.06
6	30	38	68	0	0	0	30	38	68	1736	1736	3472	0.02	0.02	0.02
7	536	560	1096	0	0	0	536	560	1096	1736	1736	3472	0.31	0.32	0.32
8	93	75	168	0	0	0	93	75	168	1120	1120	2240	0.08	0.07	0.08
9	93	75	168	0	1259	1259	93	1334	1427	1120	1120	2240	0.08	1.19	0.64
10	93	75	168	0	1394	1394	93	1469	1562	1120	1120	2240	0.08	1.31	0.70
11	93	75	168	0	2800	2800	93	2875	2968	1120	1120	2240	0.08	2.57	1.33
12	93	75	168	0	2800	2800	93	2875	2968	1120	1120	2240	0.08	2.57	1.33
13	58	27	85	0	2674	2674	58	2701	2759	1120	1120	2240	0.05	2.41	1.23
14	1183	1053	2236	0	140	140	1183	1193	2376	2180	2180	4360	0.54	0.55	0.54
15	849	718	1567	2534	0	2534	3383	718	4101	2180	2180	4360	1.55	0.33	0.94
16	3019	2995	6014	2394	0	2394	5413	2995	8408	5728	5728	11456	0.95	0.52	0.73
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	0	0	0	499	0	499	1260	0	1260	0.40	N/A	0.40
19	182	0	182	0	0	0	182	0	182	2521	0	2521	0.07	N/A	0.07
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	0	0	280	535	815	1736	1736	3472	0.16	0.31	0.23
22	2778	2667	5445	2394	0	2394	5172	2667	7839	5521	5521	11042	0.94	0.48	0.71
23	690	0	690	2394	0	2394	3084	0	3084	2521	0	2521	1.22	N/A	1.22
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	140	0	140	163	0	163	1260	0	1260	0.13	N/A	0.13
27	259	792	1051	140	0	140	399	792	1191	2180	2180	4360	0.18	0.36	0.27
28	2114	2098	4212	0	140	140	2114	2238	4352	3680	3680	7360	0.57	0.61	0.59
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
33	0	0	0	126	0	126	126	0	126	1736	1736	3472	0.07	0.00	0.04
34	0	0	0	126	0	126	126	0	126	1736	1736	3472	0.07	0.00	0.04
35	0	0	0	126	0	126	126	0	126	1736	1736	3472	0.07	0.00	0.04
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Ingress Volumes for Saturday MD Peak Hour with 2,000 Event Vehicles, Interim Capacity Improvements, and Alt 3 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	140	0	140	612	501	1113	1517	1517	3034	0.40	0.33	0.37
2	971	1062	2033	0	7	7	971	1069	2040	1517	3034	4551	0.64	0.35	0.45
3	119	102	221	133	0	133	252	102	354	1736	1736	3472	0.15	0.06	0.10
4	102	119	221	0	133	133	102	252	354	1736	1736	3472	0.06	0.15	0.10
5	38	30	68	133	0	133	171	30	201	1736	1736	3472	0.10	0.02	0.06
6	30	38	68	2218	0	2218	2248	38	2286	1736	1736	3472	1.29	0.02	0.66
7	536	560	1096	2218	0	2218	2754	560	3314	1736	1736	3472	1.59	0.32	0.95
8	93	75	168	0	0	0	93	75	168	1120	1120	2240	0.08	0.07	0.08
9	93	75	168	0	1259	1259	93	1334	1427	1120	1120	2240	0.08	1.19	0.64
10	93	75	168	0	365	365	93	440	533	1120	1120	2240	0.08	0.39	0.24
11	93	75	168	0	1771	1771	93	1846	1939	1120	1120	2240	0.08	1.65	0.87
12	93	75	168	0	523	523	93	598	691	1120	1120	2240	0.08	0.53	0.31
13	58	27	85	0	449	449	58	476	534	1120	1120	2240	0.05	0.43	0.24
14	1183	1053	2236	0	140	140	1183	1193	2376	2180	2180	4360	0.54	0.55	0.54
15	849	718	1567	309	0	309	1158	718	1876	2180	2180	4360	0.53	0.33	0.43
16	3019	2995	6014	2387	0	2387	5406	2995	8401	5728	5728	11456	0.94	0.52	0.73
17	423	0	423	2214	0	2214	2637	0	2637	2521	0	2521	1.05	N/A	1.05
18	499	0	499	0	0	0	499	0	499	1260	0	1260	0.40	N/A	0.40
19	182	0	182	0	0	0	182	0	182	2521	0	2521	0.07	N/A	0.07
20	171	0	171	3	0	3	174	0	174	1260	0	1260	0.14	N/A	0.14
21	280	535	815	3	0	3	283	535	818	1736	1736	3472	0.16	0.31	0.24
22	2778	2667	5445	173	3	176	2951	2670	5621	5521	5521	11042	0.53	0.48	0.51
23	690	0	690	173	0	173	863	0	863	2521	0	2521	0.34	N/A	0.34
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	137	0	137	160	0	160	1260	0	1260	0.13	N/A	0.13
27	259	792	1051	137	0	137	396	792	1188	2180	2180	4360	0.18	0.36	0.27
28	2114	2098	4212	0	140	140	2114	2238	4352	3680	3680	7360	0.57	0.61	0.59
29	0	0	0	0	1029	1029	0	1029	1029	1736	1736	3472	0.00	0.59	0.30
30	0	0	0	0	1029	1029	0	1029	1029	1736	1736	3472	0.00	0.59	0.30
31	0	0	0	0	1248	1248	0	1248	1248	1736	1736	3472	0.00	0.72	0.36
32	0	0	0	0	1248	1248	0	1248	1248	1736	1736	3472	0.00	0.72	0.36
33	0	0	0	1321	0	1321	1321	0	1321	1736	1736	3472	0.76	0.00	0.38
34	0	0	0	2351	0	2351	2351	0	2351	1736	1736	3472	1.35	0.00	0.68
35	0	0	0	74	0	74	74	0	74	1736	1736	3472	0.04	0.00	0.02
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Ingress Volumes for Saturday MD Peak Hour with 2,000 Event Vehicles, Improved Capacity Improvements, and Alt 1 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	140	0	140	612	501	1113	1517	1517	3034	0.40	0.33	0.37
2	971	1062	2033	0	20	20	971	1082	2053	1517	3034	4551	0.64	0.36	0.45
3	119	102	221	120	0	120	239	102	341	1736	1736	3472	0.14	0.06	0.10
4	102	119	221	0	120	120	102	239	341	1736	1736	3472	0.06	0.14	0.10
5	38	30	68	120	0	120	158	30	188	1736	1736	3472	0.09	0.02	0.05
6	30	38	68	0	120	120	30	158	188	1736	1736	3472	0.02	0.09	0.05
7	536	560	1096	2383	0	2383	2919	560	3479	2604	2604	5208	1.12	0.22	0.67
8	93	75	168	2502	0	2502	2595	75	2670	2604	2604	5208	1.00	0.03	0.51
9	93	75	168	1357	113	1470	1450	188	1638	2604	2604	5208	0.56	0.07	0.31
10	93	75	168	1241	132	1373	1334	207	1541	2604	2604	5208	0.51	0.08	0.30
11	93	75	168	0	297	297	93	372	465	2604	2604	5208	0.04	0.14	0.09
12	93	75	168	0	297	297	93	372	465	2604	2604	5208	0.04	0.14	0.09
13	58	27	85	0	297	297	58	324	382	2604	2604	5208	0.02	0.12	0.07
14	1183	1053	2236	0	137	137	1183	1190	2373	2180	2180	4360	0.54	0.55	0.54
15	849	718	1567	160	0	160	1009	718	1727	3271	3271	6542	0.31	0.22	0.26
16	3019	2995	6014	2400	0	2400	5419	2995	8414	5728	5728	11456	0.95	0.52	0.73
17	423	0	423	2281	0	2281	2704	0	2704	2521	0	2521	1.07	N/A	1.07
18	499	0	499	0	0	0	499	0	499	1260	0	1260	0.40	N/A	0.40
19	182	0	182	0	0	0	182	0	182	2521	0	2521	0.07	N/A	0.07
20	171	0	171	102	0	102	273	0	273	1260	0	1260	0.22	N/A	0.22
21	280	535	815	102	0	102	382	535	917	1736	1736	3472	0.22	0.31	0.26
22	2778	2667	5445	119	102	221	2897	2769	5666	5521	5521	11042	0.52	0.50	0.51
23	690	0	690	119	0	119	809	0	809	2521	0	2521	0.32	N/A	0.32
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	41	0	41	64	0	64	1260	0	1260	0.05	N/A	0.05
27	259	792	1051	41	0	41	300	792	1092	2180	2180	4360	0.14	0.36	0.25
28	2114	2098	4212	0	143	143	2114	2241	4355	3680	3680	7360	0.57	0.61	0.59
29	0	0	0	0	1	1	0	1	1	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	1	1	0	1	1	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
33	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
34	0	0	0	1	0	1	1	0	1	1736	1736	3472	0.00	0.00	0.00
35	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Ingress Volumes for Saturday MD Peak Hour with 2,000 Event Vehicles, Improved Capacity Improvements, and Alt 2 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	140	0	140	612	501	1113	1517	1517	3034	0.40	0.33	0.37
2	971	1062	2033	0	14	14	971	1076	2047	1517	3034	4551	0.64	0.35	0.45
3	119	102	221	126	0	126	245	102	347	1736	1736	3472	0.14	0.06	0.10
4	102	119	221	0	126	126	102	245	347	1736	1736	3472	0.06	0.14	0.10
5	38	30	68	126	0	126	164	30	194	1736	1736	3472	0.09	0.02	0.06
6	30	38	68	0	0	0	30	38	68	1736	1736	3472	0.02	0.02	0.02
7	536	560	1096	0	0	0	536	560	1096	2604	2604	5208	0.21	0.22	0.21
8	93	75	168	0	0	0	93	75	168	2604	2604	5208	0.04	0.03	0.03
9	93	75	168	0	1259	1259	93	1334	1427	2604	2604	5208	0.04	0.51	0.27
10	93	75	168	0	1394	1394	93	1469	1562	2604	2604	5208	0.04	0.56	0.30
11	93	75	168	0	2800	2800	93	2875	2968	2604	2604	5208	0.04	1.10	0.57
12	93	75	168	0	2800	2800	93	2875	2968	2604	2604	5208	0.04	1.10	0.57
13	58	27	85	0	2674	2674	58	2701	2759	2604	2604	5208	0.02	1.04	0.53
14	1183	1053	2236	0	140	140	1183	1193	2376	2180	2180	4360	0.54	0.55	0.54
15	849	718	1567	2534	0	2534	3383	718	4101	3271	3271	6542	1.03	0.22	0.63
16	3019	2995	6014	2394	0	2394	5413	2995	8408	5728	5728	11456	0.95	0.52	0.73
17	423	0	423	0	0	0	423	0	423	2521	0	2521	0.17	N/A	0.17
18	499	0	499	0	0	0	499	0	499	1260	0	1260	0.40	N/A	0.40
19	182	0	182	0	0	0	182	0	182	2521	0	2521	0.07	N/A	0.07
20	171	0	171	0	0	0	171	0	171	1260	0	1260	0.14	N/A	0.14
21	280	535	815	0	0	0	280	535	815	1736	1736	3472	0.16	0.31	0.23
22	2778	2667	5445	2394	0	2394	5172	2667	7839	5521	5521	11042	0.94	0.48	0.71
23	690	0	690	2394	0	2394	3084	0	3084	2521	0	2521	1.22	N/A	1.22
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	140	0	140	163	0	163	1260	0	1260	0.13	N/A	0.13
27	259	792	1051	140	0	140	399	792	1191	2180	2180	4360	0.18	0.36	0.27
28	2114	2098	4212	0	140	140	2114	2238	4352	3680	3680	7360	0.57	0.61	0.59
29	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
30	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
31	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
32	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00
33	0	0	0	126	0	126	126	0	126	1736	1736	3472	0.07	0.00	0.04
34	0	0	0	126	0	126	126	0	126	1736	1736	3472	0.07	0.00	0.04
35	0	0	0	126	0	126	126	0	126	1736	1736	3472	0.07	0.00	0.04
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2015 MAG Ingress Volumes for Saturday MD Peak Hour with 2,000 Event Vehicles, Improved Capacity Improvements, and Alt 3 Distribution

Segment	AB Vol	BA Vol	Tot Vol	AB Assign	BA Assign	Tot Assign	Tot AB Vol	Tot BA Vol	Tot Tot Vol	AB Cap	BA Cap	Tot Cap	Tot AB V/C	Tot BA V/C	Tot Tot V/C
1	472	501	973	140	0	140	612	501	1113	1517	1517	3034	0.40	0.33	0.37
2	971	1062	2033	0	7	7	971	1069	2040	1517	3034	4551	0.64	0.35	0.45
3	119	102	221	133	0	133	252	102	354	1736	1736	3472	0.15	0.06	0.10
4	102	119	221	0	133	133	102	252	354	1736	1736	3472	0.06	0.15	0.10
5	38	30	68	133	0	133	171	30	201	1736	1736	3472	0.10	0.02	0.06
6	30	38	68	2218	0	2218	2248	38	2286	1736	1736	3472	1.29	0.02	0.66
7	536	560	1096	2218	0	2218	2754	560	3314	2604	2604	5208	1.06	0.22	0.64
8	93	75	168	0	0	0	93	75	168	2604	2604	5208	0.04	0.03	0.03
9	93	75	168	0	1259	1259	93	1334	1427	2604	2604	5208	0.04	0.51	0.27
10	93	75	168	0	365	365	93	440	533	2604	2604	5208	0.04	0.17	0.10
11	93	75	168	0	1771	1771	93	1846	1939	2604	2604	5208	0.04	0.71	0.37
12	93	75	168	0	523	523	93	598	691	2604	2604	5208	0.04	0.23	0.13
13	58	27	85	0	449	449	58	476	534	2604	2604	5208	0.02	0.18	0.10
14	1183	1053	2236	0	140	140	1183	1193	2376	2180	2180	4360	0.54	0.55	0.54
15	849	718	1567	309	0	309	1158	718	1876	3271	3271	6542	0.35	0.22	0.29
16	3019	2995	6014	2387	0	2387	5406	2995	8401	5728	5728	11456	0.94	0.52	0.73
17	423	0	423	2214	0	2214	2637	0	2637	2521	0	2521	1.05	N/A	1.05
18	499	0	499	0	0	0	499	0	499	1260	0	1260	0.40	N/A	0.40
19	182	0	182	0	0	0	182	0	182	2521	0	2521	0.07	N/A	0.07
20	171	0	171	3	0	3	174	0	174	1260	0	1260	0.14	N/A	0.14
21	280	535	815	3	0	3	283	535	818	1736	1736	3472	0.16	0.31	0.24
22	2778	2667	5445	173	3	176	2951	2670	5621	5521	5521	11042	0.53	0.48	0.51
23	690	0	690	173	0	173	863	0	863	2521	0	2521	0.34	N/A	0.34
24	592	0	592	0	0	0	592	0	592	2521	0	2521	0.23	N/A	0.23
25	26	0	26	0	0	0	26	0	26	1260	0	1260	0.02	N/A	0.02
26	23	0	23	137	0	137	160	0	160	1260	0	1260	0.13	N/A	0.13
27	259	792	1051	137	0	137	396	792	1188	2180	2180	4360	0.18	0.36	0.27
28	2114	2098	4212	0	140	140	2114	2238	4352	3680	3680	7360	0.57	0.61	0.59
29	0	0	0	0	1029	1029	0	1029	1029	1736	1736	3472	0.00	0.59	0.30
30	0	0	0	0	1029	1029	0	1029	1029	1736	1736	3472	0.00	0.59	0.30
31	0	0	0	0	1248	1248	0	1248	1248	1736	1736	3472	0.00	0.72	0.36
32	0	0	0	0	1248	1248	0	1248	1248	1736	1736	3472	0.00	0.72	0.36
33	0	0	0	1321	0	1321	1321	0	1321	1736	1736	3472	0.76	0.00	0.38
34	0	0	0	2351	0	2351	2351	0	2351	1736	1736	3472	1.35	0.00	0.68
35	0	0	0	74	0	74	74	0	74	1736	1736	3472	0.04	0.00	0.02
36	250	323	573	0	0	0	250	323	573	1736	1736	3472	0.14	0.19	0.17
37	291	327	618	0	0	0	291	327	618	1736	1736	3472	0.17	0.19	0.18
38	640	720	1360	0	0	0	640	720	1360	1517	1517	3034	0.42	0.47	0.45

2035 MAG Egress Volumes for Friday PM Peak Hour with 5,000 Event Vehicles and Alt 1 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BK Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	1159	1269	2428	447	774	1221	0	250	250	0	83	83	1606	2043	3649	1606	2376	3982	1517	1517	3034	0.76	0.84	0.80	1.06	1.35	1.20	1.06	1.57	1.31
2	7182	5218	12400	1747	1948	3695	377	565	942	110	688	798	8929	7166	16095	9416	8419	17835	7473	7473	14946	0.96	0.70	0.83	1.19	0.96	1.08	1.26	1.13	1.19
3	673	272	945	2341	3523	5864	0	938	938	0	825	825	3014	3795	6809	3014	5558	8572	1736	1736	3472	0.39	0.16	0.27	1.74	2.19	1.96	1.74	3.20	2.47
4	272	673	945	3523	2341	5864	938	0	938	825	0	825	3795	3014	6809	5558	3014	8572	1736	1736	3472	0.16	0.39	0.27	2.19	1.74	1.96	3.20	1.74	2.47
5	370	379	749	1222	1759	2981	0	938	938	0	825	825	1592	2138	3730	1592	3901	5493	1736	1736	3472	0.21	0.22	0.22	0.92	1.23	1.07	0.92	2.25	1.58
6	379	370	749	1656	1902	3558	697	0	697	0	0	0	2035	2272	4307	2732	2272	5004	1736	1736	3472	0.22	0.21	0.22	1.17	1.31	1.24	1.57	1.31	1.44
7	967	967	1934	5324	9396	14720	0	1551	1551	0	0	0	6291	10363	16654	6291	11914	18205	2604	2604	5208	0.37	0.37	0.37	2.42	3.98	3.20	2.42	4.58	3.50
8	116	74	190	3621	7393	11014	0	2248	2248	0	0	0	3737	7467	11204	3737	9715	13452	474	474	948	0.24	0.16	0.20	7.88	15.75	11.82	7.88	20.50	14.19
9	116	74	190	3355	6971	10326	0	0	0	0	0	0	3471	7045	10516	3471	7045	10516	474	474	948	0.24	0.16	0.20	7.32	14.86	11.09	7.32	14.86	11.09
10	116	74	190	3381	6987	10368	0	0	0	0	0	0	3497	7061	10558	3497	7061	10558	560	560	1120	0.21	0.13	0.17	6.24	12.61	9.43	6.24	12.61	9.43
11	116	74	190	3381	6987	10368	2511	0	2511	92	0	92	3497	7061	10558	6100	7061	13161	560	560	1120	0.21	0.13	0.17	6.24	12.61	9.43	10.89	12.61	11.75
12	116	74	190	3371	6921	10292	2511	0	2511	92	0	92	3487	6995	10482	6090	6995	13085	560	560	1120	0.21	0.13	0.17	6.23	12.49	9.36	10.88	12.49	11.68
13	78	47	125	3430	6950	10380	2511	0	2511	825	0	825	3508	6997	10505	6844	6997	13841	560	560	1120	0.14	0.08	0.11	6.26	12.49	9.38	12.22	12.49	12.36
14	2563	1303	3866	774	447	1221	126	0	126	83	0	83	3337	1750	5087	3546	1750	5296	3271	3271	6542	0.78	0.40	0.59	1.02	0.54	0.78	1.08	0.54	0.81
15	2069	991	3060	828	1789	2617	0	2385	2385	0	742	742	2897	2780	5677	2897	5907	8804	3271	3271	6542	0.63	0.30	0.47	0.89	0.85	0.87	0.89	1.81	1.35
16	6549	5664	12213	5748	10454	16202	74	3609	3683	0	660	660	12297	16118	28415	12371	20387	32758	7609	7609	15218	0.86	0.74	0.80	1.62	2.12	1.87	1.63	2.68	2.15
17	692	0	692	5103	0	5103	0	0	0	0	0	0	5795	0	5795	5795	0	5795	2613	0	2613	0.26	N/A	0.26	2.22	N/A	2.22	2.22	N/A	2.22
18	1070	0	1070	9094	0	9094	1349	0	1349	0	0	0	10164	0	10164	11513	0	11513	1306	0	1306	0.82	N/A	0.82	7.78	N/A	7.78	8.82	N/A	8.82
19	463	0	463	302	0	302	202	0	202	0	0	0	765	0	765	967	0	967	2521	0	2521	0.18	N/A	0.18	0.30	N/A	0.30	0.38	N/A	0.38
20	174	0	174	222	0	222	0	0	0	0	0	0	396	0	396	396	0	396	1260	0	1260	0.14	N/A	0.14	0.31	N/A	0.31	0.31	N/A	0.31
21	649	888	1537	222	9094	9316	0	1349	1349	0	0	0	871	9982	10853	871	11331	12202	1573	1573	3146	0.41	0.56	0.49	0.55	6.35	3.45	0.55	7.20	3.88
22	6321	4768	11089	947	1582	2529	249	2260	2509	0	660	660	7268	6350	13618	7517	9270	16787	7509	7509	15018	0.84	0.63	0.74	0.97	0.85	0.91	1.00	1.23	1.12
23	1825	0	1825	621	0	621	0	0	0	0	0	0	2446	0	2446	2446	0	2446	2521	0	2521	0.72	N/A	0.72	0.97	N/A	0.97	0.97	N/A	0.97
24	835	0	835	1342	0	1342	2260	0	2260	660	0	660	2177	0	2177	5097	0	5097	2521	0	2521	0.33	N/A	0.33	0.86	N/A	0.86	2.02	N/A	2.02
25	114	0	114	447	0	447	126	0	126	83	0	83	561	0	561	770	0	770	1260	0	1260	0.09	N/A	0.09	0.45	N/A	0.45	0.61	N/A	0.61
26	67	0	67	207	0	207	0	0	0	0	0	0	274	0	274	274	0	274	1260	0	1260	0.05	N/A	0.05	0.22	N/A	0.22	0.22	N/A	0.22
27	674	1307	1981	207	1342	1549	0	2260	2260	0	660	660	881	2649	3530	881	5569	6450	2181	2181	4362	0.31	0.60	0.45	0.40	1.21	0.81	0.40	2.55	1.48
28	4609	4000	8609	774	447	1221	374	0	374	83	0	83	5383	4447	9830	5840	4447	10287	7509	7509	15018	0.61	0.53	0.57	0.72	0.59	0.65	0.78	0.59	0.68
29	0	0	0	16	26	42	241	0	241	0	0	0	16	26	42	257	26	283	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.15	0.01	0.08
30	0	0	0	0	0	0	241	0	241	825	0	825	0	0	0	1066	0	1066	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.31
31	0	0	0	25	80	105	0	0	0	0	0	0	25	80	105	25	80	105	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.05	0.03
32	0	0	0	25	80	105	0	0	0	0	0	0	25	80	105	25	80	105	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.05	0.03
33	0	0	0	200	538	738	0	0	0	0	0	0	200	538	738	200	538	738	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	0.12	0.31	0.21
34	0	0	0	353	950	1303	0	241	241	0	825	825	353	950	1303	353	2016	2369	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	0.20	1.16	0.68
35	0	0	0	59	29	88	0	0	0	0	0	0	59	29	88	59	29	88	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.03	0.02	0.03
36	310	967	1277	0	0	0	0	0	0	0	0	0	310	967	1277	310	967	1277	1573	1573	3146	0.20	0.61	0.41	0.20	0.61	0.41	0.20	0.61	0.41
37	705	840	1545	0	0	0	0	0	0	0	0	0	705	840	1545	705	840	1545	1736	1736	3472	0.41	0.48	0.44	0.41	0.48	0.44	0.41	0.48	0.44
38	7131	4878	12009	1548	894	2442	500	0	500	165	0	165	8679	5772	14451	9344	5772	15116	7617	7617	15234	0.94	0.64	0.79	1.14	0.76	0.95	1.23	0.76	0.99
39	765	0	765	1253	0	1253	126	0	126	37	0	37	2018	0	2018	2181	0	2181	1206	0	1206	0.63	N/A	0.63	1.67	N/A	1.67	1.81	N/A	1.81
40	715	0	715	1054	0	1054	249	0	249	92	0	92	1769	0	1769	2110	0	2110	2413	0	2413	0.30	N/A	0.30	0.73	N/A	0.73	0.87	N/A	0.87
41	393	0	393	641	0	641	0	0	0	0	0	0	1034	0	1034	1034	0	1034	1206	0	1206	0.33	N/A	0.33	0.86	N/A	0.86	0.86	N/A	0.86
42	734	0	734	1695	0	1695	565	0	565	688	0	688	2429	0	2429	3682	0	3682	2413	0	2413	0.30	N/A	0.30	1.01	N/A	1.01	1.53	N/A	1.53
43	742	529	1271	1700	1828	3528	0	373	373	0	138	138	2442	2357	4799	2442	2868	5310	1517	1517	3034	0.49	0.35	0.42	1.61	1.55	1.58	1.61	1.89	1.75

2035 MAG Egress Volumes for Friday PM Peak Hour with 5,000 Event Vehicles and Alt 2 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	1159	1269	2428	447	774	1221	0	250	250	0	83	83	1606	2043	3649	1606	2376	3982	1517	1517	3034	0.76	0.84	0.80	1.06	1.35	1.20	1.06	1.57	1.31
2	7182	5218	12400	1747	1948	3695	337	413	750	55	688	743	8929	7166	16095	9321	8267	17588	7473	7473	14946	0.96	0.70	0.83	1.19	0.96	1.08	1.25	1.11	1.18
3	673	272	945	2341	3523	5864	0	826	826	0	880	880	3014	3795	6809	3014	5501	8515	1736	1736	3472	0.39	0.16	0.27	1.74	2.19	1.96	1.74	3.17	2.45
4	272	673	945	3523	2341	5864	826	0	826	880	0	880	3795	3014	6809	5501	3014	8515	1736	1736	3472	0.16	0.39	0.27	2.19	1.74	1.96	3.17	1.74	2.45
5	370	379	749	1222	1759	2981	0	826	826	0	880	880	1592	2138	3730	1592	3844	5436	1736	1736	3472	0.21	0.22	0.22	0.92	1.23	1.07	0.92	2.21	1.57
6	379	370	749	1656	1902	3558	0	0	0	0	0	0	2035	2272	4307	2035	2272	4307	1736	1736	3472	0.22	0.21	0.22	1.17	1.31	1.24	1.17	1.31	1.24
7	967	967	1934	5324	9396	14720	0	2248	2248	0	0	0	6291	10363	16654	6291	12611	18902	2604	2604	5208	0.37	0.37	0.37	2.42	3.98	3.20	2.42	4.84	3.63
8	116	74	190	3621	7393	11014	0	2248	2248	0	0	0	3737	7467	11204	3737	9715	13452	474	474	948	0.24	0.16	0.20	7.88	15.75	11.82	7.88	20.50	14.19
9	116	74	190	3355	6971	10326	0	0	0	0	0	0	3471	7045	10516	3471	7045	10516	474	474	948	0.24	0.16	0.20	7.32	14.86	11.09	7.32	14.86	11.09
10	116	74	190	3381	6987	10368	241	0	241	0	0	0	3497	7061	10558	3738	7061	10799	560	560	1120	0.21	0.13	0.17	6.24	12.61	9.43	6.68	12.61	9.64
11	116	74	190	3381	6987	10368	2752	0	2752	92	0	92	3497	7061	10558	6341	7061	13402	560	560	1120	0.21	0.13	0.17	6.24	12.61	9.43	11.32	12.61	11.97
12	116	74	190	3371	6921	10292	1926	0	1926	92	0	92	3487	6995	10482	5505	6995	12500	560	560	1120	0.21	0.13	0.17	6.23	12.49	9.36	9.83	12.49	11.16
13	78	47	125	3430	6950	10380	1926	0	1926	770	0	770	3508	6997	10505	6204	6997	13201	560	560	1120	0.14	0.08	0.11	6.26	12.49	9.38	11.08	12.49	11.79
14	2563	1303	3866	774	447	1221	138	0	138	83	0	83	3337	1750	5087	3558	1750	5308	3271	3271	6542	0.78	0.40	0.59	1.02	0.54	0.78	1.09	0.54	0.81
15	2069	991	3060	828	1789	2617	0	1789	1789	0	687	687	2897	2780	5677	2897	5256	8153	3271	3271	6542	0.63	0.30	0.47	0.89	0.85	0.87	0.89	1.61	1.25
16	6549	5664	12213	5748	10454	16202	0	3674	3674	0	605	605	12297	16118	28415	12297	20397	32694	7609	7609	15218	0.86	0.74	0.80	1.62	2.12	1.87	1.62	2.68	2.15
17	692	0	692	5103	0	5103	0	0	0	0	0	0	5795	0	5795	5795	0	5795	2613	0	2613	0.26	N/A	0.26	2.22	N/A	2.22	2.22	N/A	2.22
18	1070	0	1070	9094	0	9094	2023	0	2023	0	0	0	10164	0	10164	12187	0	12187	1306	0	1306	0.82	N/A	0.82	7.78	N/A	7.78	9.33	N/A	9.33
19	463	0	463	302	0	302	225	0	225	0	0	0	765	0	765	990	0	990	2521	0	2521	0.18	N/A	0.18	0.30	N/A	0.30	0.39	N/A	0.39
20	174	0	174	222	0	222	0	0	0	0	0	0	396	0	396	396	0	396	1260	0	1260	0.14	N/A	0.14	0.31	N/A	0.31	0.31	N/A	0.31
21	649	888	1537	222	9094	9316	0	2023	2023	0	0	0	871	9982	10853	871	12005	12876	1573	1573	3146	0.41	0.56	0.49	0.55	6.35	3.45	0.55	7.63	4.09
22	6321	4768	11089	947	1582	2529	225	1651	1876	0	605	605	7268	6350	13618	7493	8606	16099	7509	7509	15018	0.84	0.63	0.74	0.97	0.85	0.91	1.00	1.15	1.07
23	1825	0	1825	621	0	621	0	0	0	0	0	0	2446	0	2446	2446	0	2446	2521	0	2521	0.72	N/A	0.72	0.97	N/A	0.97	0.97	N/A	0.97
24	835	0	835	1342	0	1342	1651	0	1651	605	0	605	2177	0	2177	4433	0	4433	2521	0	2521	0.33	N/A	0.33	0.86	N/A	0.86	1.76	N/A	1.76
25	114	0	114	447	0	447	138	0	138	83	0	83	561	0	561	782	0	782	1260	0	1260	0.09	N/A	0.09	0.45	N/A	0.45	0.62	N/A	0.62
26	67	0	67	207	0	207	0	0	0	0	0	0	274	0	274	274	0	274	1260	0	1260	0.05	N/A	0.05	0.22	N/A	0.22	0.22	N/A	0.22
27	674	1307	1981	207	1342	1549	0	1651	1651	0	605	605	881	2649	3530	881	4905	5786	2181	2181	4362	0.31	0.60	0.45	0.40	1.21	0.81	0.40	2.25	1.33
28	4609	4000	8609	774	447	1221	362	0	362	83	0	83	5383	4447	9830	5828	4447	10275	7509	7509	15018	0.61	0.53	0.57	0.72	0.59	0.65	0.78	0.59	0.68
29	0	0	0	16	26	42	0	0	0	0	0	0	16	26	42	16	26	42	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	25	80	105	826	0	826	0	0	0	25	80	105	851	80	931	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.49	0.05	0.27
32	0	0	0	25	80	105	826	0	826	55	0	55	25	80	105	906	80	986	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.52	0.05	0.28
33	0	0	0	200	538	738	0	826	826	0	880	880	200	538	738	200	2244	2444	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	0.12	1.29	0.70
34	0	0	0	353	950	1303	0	826	826	0	880	880	353	950	1303	353	2656	3009	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	0.20	1.53	0.87
35	0	0	0	59	29	88	0	0	0	0	0	0	59	29	88	59	29	88	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.03	0.02	0.03
36	310	967	1277	0	0	0	0	0	0	0	0	0	310	967	1277	310	967	1277	1573	1573	3146	0.20	0.61	0.41	0.20	0.61	0.41	0.20	0.61	0.41
37	705	840	1545	0	0	0	0	0	0	0	0	0	705	840	1545	705	840	1545	1736	1736	3472	0.41	0.48	0.44	0.41	0.48	0.44	0.41	0.48	0.44
38	7131	4878	12009	1548	894	2442	500	0	500	165	0	165	8679	5772	14451	9344	5772	15116	7617	7617	15234	0.94	0.64	0.79	1.14	0.76	0.95	1.23	0.76	0.99
39	765	0	765	1253	0	1253	112	0	112	18	0	18	2018	0	2018	2148	0	2148	1206	0	1206	0.63	N/A	0.63	1.67	N/A	1.67	1.78	N/A	1.78
40	715	0	715	1054	0	1054	275	0	275	128	0	128	1769	0	1769	2172	0	2172	2413	0	2413	0.30	N/A	0.30	0.73	N/A	0.73	0.90	N/A	0.90
41	393	0	393	641	0	641	0	0	0	0	0	0	1034	0	1034	1034	0	1034	1206	0	1206	0.33	N/A	0.33	0.86	N/A	0.86	0.86	N/A	0.86
42	734	0	734	1695	0	1695	413	0	413	688	0	688	2429	0	2429	3530	0	3530	2413	0	2413	0.30	N/A	0.30	1.01	N/A	1.01	1.46	N/A	1.46
43	742	529	1271	1700	1828	3528	0	413	413	0	193	193	2442	2357	4799	2442	2963	5405	1517	1517	3034	0.49	0.35	0.42	1.61	1.55	1.58	1.61	1.95	1.78

2035 MAG Egress Volumes for Friday PM Peak Hour with 5,000 Event Vehicles and Alt 3 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	1159	1269	2428	447	774	1221	0	250	250	0	83	83	1606	2043	3649	1606	2376	3982	1517	1517	3034	0.76	0.84	0.80	1.06	1.35	1.20	1.06	1.57	1.31
2	7182	5218	12400	1747	1948	3695	337	2339	2676	0	1403	1403	8929	7166	16095	9266	10908	20174	7473	7473	14946	0.96	0.70	0.83	1.19	0.96	1.08	1.24	1.46	1.35
3	673	272	945	2341	3523	5864	0	2752	2752	0	1650	1650	3014	3795	6809	3014	8197	11211	1736	1736	3472	0.39	0.16	0.27	1.74	2.19	1.96	1.74	4.72	3.23
4	272	673	945	3523	2341	5864	2752	0	2752	1650	0	1650	3795	3014	6809	8197	3014	11211	1736	1736	3472	0.16	0.39	0.27	2.19	1.74	1.96	4.72	1.74	3.23
5	370	379	749	1222	1759	2981	0	2752	2752	0	1650	1650	1592	2138	3730	1592	6540	8132	1736	1736	3472	0.21	0.22	0.22	0.92	1.23	1.07	0.92	3.77	2.34
6	379	370	749	1656	1902	3558	0	0	0	0	0	0	2035	2272	4307	2035	2272	4307	1736	1736	3472	0.22	0.21	0.22	1.17	1.31	1.24	1.17	1.31	1.24
7	967	967	1934	5324	9396	14720	0	2248	2248	0	0	0	6291	10363	16654	6291	12611	18902	2604	2604	5208	0.37	0.37	0.37	2.42	3.98	3.20	2.42	4.84	3.63
8	116	74	190	3621	7393	11014	0	2248	2248	0	0	0	3737	7467	11204	3737	9715	13452	474	474	948	0.24	0.16	0.20	7.88	15.75	11.82	7.88	20.50	14.19
9	116	74	190	3355	6971	10326	0	0	0	0	0	0	3471	7045	10516	3471	7045	10516	474	474	948	0.24	0.16	0.20	7.32	14.86	11.09	7.32	14.86	11.09
10	116	74	190	3381	6987	10368	241	0	241	0	0	0	3497	7061	10558	3738	7061	10799	560	560	1120	0.21	0.13	0.17	6.24	12.61	9.43	6.68	12.61	9.64
11	116	74	190	3381	6987	10368	2752	0	2752	0	0	0	3497	7061	10558	6249	7061	13310	560	560	1120	0.21	0.13	0.17	6.24	12.61	9.43	11.16	12.61	11.88
12	116	74	190	3371	6921	10292	0	0	0	0	0	0	3487	6995	10482	3487	6995	10482	560	560	1120	0.21	0.13	0.17	6.23	12.49	9.36	6.23	12.49	9.36
13	78	47	125	3430	6950	10380	0	0	0	0	0	0	3508	6997	10505	3508	6997	10505	560	560	1120	0.14	0.08	0.11	6.26	12.49	9.38	6.26	12.49	9.38
14	2563	1303	3866	774	447	1221	0	0	0	0	0	0	3337	1750	5087	3337	1750	5087	3271	3271	6542	0.78	0.40	0.59	1.02	0.54	0.78	1.02	0.54	0.78
15	2069	991	3060	828	1789	2617	0	0	0	0	0	0	2897	2780	5677	2897	2780	5677	3271	3271	6542	0.63	0.30	0.47	0.89	0.85	0.87	0.89	0.85	0.87
16	6549	5664	12213	5748	10454	16202	275	2023	2298	165	0	165	12297	16118	28415	12737	18141	30878	7609	7609	15218	0.86	0.74	0.80	1.62	2.12	1.87	1.67	2.38	2.03
17	692	0	692	5103	0	5103	0	0	0	0	0	0	5795	0	5795	5795	0	5795	2613	0	2613	0.26	N/A	0.26	2.22	N/A	2.22	2.22	N/A	2.22
18	1070	0	1070	9094	0	9094	2023	0	2023	0	0	0	10164	0	10164	12187	0	12187	1306	0	1306	0.82	N/A	0.82	7.78	N/A	7.78	9.33	N/A	9.33
19	463	0	463	302	0	302	225	0	225	0	0	0	765	0	765	990	0	990	2521	0	2521	0.18	N/A	0.18	0.30	N/A	0.30	0.39	N/A	0.39
20	174	0	174	222	0	222	0	0	0	0	0	0	396	0	396	396	0	396	1260	0	1260	0.14	N/A	0.14	0.31	N/A	0.31	0.31	N/A	0.31
21	649	888	1537	222	9094	9316	0	2023	2023	0	0	0	871	9982	10853	871	12005	12876	1573	1573	3146	0.41	0.56	0.49	0.55	6.35	3.45	0.55	7.63	4.09
22	6321	4768	11089	947	1582	2529	500	0	500	165	0	165	7268	6350	13618	7933	6350	14283	7509	7509	15018	0.84	0.63	0.74	0.97	0.85	0.91	1.06	0.85	0.95
23	1825	0	1825	621	0	621	0	0	0	0	0	0	2446	0	2446	2446	0	2446	2521	0	2521	0.72	N/A	0.72	0.97	N/A	0.97	0.97	N/A	0.97
24	835	0	835	1342	0	1342	0	0	0	0	0	0	2177	0	2177	2177	0	2177	2521	0	2521	0.33	N/A	0.33	0.86	N/A	0.86	0.86	N/A	0.86
25	114	0	114	447	0	447	0	0	0	0	0	0	561	0	561	561	0	561	1260	0	1260	0.09	N/A	0.09	0.45	N/A	0.45	0.45	N/A	0.45
26	67	0	67	207	0	207	0	0	0	0	0	0	274	0	274	274	0	274	1260	0	1260	0.05	N/A	0.05	0.22	N/A	0.22	0.22	N/A	0.22
27	674	1307	1981	207	1342	1549	0	0	0	0	0	0	881	2649	3530	881	2649	3530	2181	2181	4362	0.31	0.60	0.45	0.40	1.21	0.81	0.40	1.21	0.81
28	4609	4000	8609	774	447	1221	500	0	500	165	0	165	5383	4447	9830	6048	4447	10495	7509	7509	15018	0.61	0.53	0.57	0.72	0.59	0.65	0.81	0.59	0.70
29	0	0	0	16	26	42	0	0	0	0	0	0	16	26	42	16	26	42	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	25	80	105	2752	0	2752	0	0	0	25	80	105	2777	80	2857	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	1.60	0.05	0.82
32	0	0	0	25	80	105	2752	0	2752	733	0	733	25	80	105	3510	80	3590	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	2.02	0.05	1.03
33	0	0	0	200	538	738	0	2752	2752	0	1650	1650	200	538	738	200	4940	5140	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	0.12	2.85	1.48
34	0	0	0	353	950	1303	0	2752	2752	0	1650	1650	353	950	1303	353	5352	5705	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	0.20	3.08	1.64
35	0	0	0	59	29	88	0	0	0	0	0	0	59	29	88	59	29	88	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.03	0.02	0.03
36	310	967	1277	0	0	0	0	0	0	0	0	0	310	967	1277	310	967	1277	1573	1573	3146	0.20	0.61	0.41	0.20	0.61	0.41	0.20	0.61	0.41
37	705	840	1545	0	0	0	0	0	0	0	0	0	705	840	1545	705	840	1545	1736	1736	3472	0.41	0.48	0.44	0.41	0.48	0.44	0.41	0.48	0.44
38	7131	4878	12009	1548	894	2442	500	0	500	165	0	165	8679	5772	14451	9344	5772	15116	7617	7617	15234	0.94	0.64	0.79	1.14	0.76	0.95	1.23	0.76	0.99
39	765	0	765	1253	0	1253	112	0	112	0	0	0	2018	0	2018	2130	0	2130	1206	0	1206	0.63	N/A	0.63	1.67	N/A	1.67	1.77	N/A	1.77
40	715	0	715	1054	0	1054	275	0	275	165	0	165	1769	0	1769	2209	0	2209	2413	0	2413	0.30	N/A	0.30	0.73	N/A	0.73	0.92	N/A	0.92
41	393	0	393	641	0	641	0	0	0	0	0	0	1034	0	1034	1034	0	1034	1206	0	1206	0.33	N/A	0.33	0.86	N/A	0.86	0.86	N/A	0.86
42	734	0	734	1695	0	1695	2339	0	2339	1403	0	1403	2429	0	2429	6171	0	6171	2413	0	2413	0.30	N/A	0.30	1.01	N/A	1.01	2.56	N/A	2.56
43	742	529	1271	1700	1828	3528	0	413	413	0	248	248	2442	2357	4799	2442	3018	5460	1517	1517	3034	0.49	0.35	0.42	1.61	1.55	1.58	1.61	1.99	1.80

2035 MAG Egress Volumes for Friday NT Peak Hour with 5,000 Event Vehicles and Alt 1 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	447	774	1221	0	250	250	0	83	83	1165	1547	2712	1165	1880	3045	1517	1517	3034	0.47	0.51	0.49	0.77	1.02	0.89	0.77	1.24	1.00
2	4454	3943	8397	1747	1948	3695	377	565	942	110	688	798	6201	5891	12092	6688	7144	13832	7473	7473	14946	0.60	0.53	0.56	0.83	0.79	0.81	0.89	0.96	0.93
3	271	192	463	2341	3523	5864	0	938	938	0	825	825	2612	3715	6327	2612	5478	8090	1736	1736	3472	0.16	0.11	0.13	1.50	2.14	1.82	1.50	3.16	2.33
4	192	271	463	3523	2341	5864	938	0	938	825	0	825	3715	2612	6327	5478	2612	8090	1736	1736	3472	0.11	0.16	0.13	2.14	1.50	1.82	3.16	1.50	2.33
5	206	226	432	1222	1759	2981	0	938	938	0	825	825	1428	1985	3413	1428	3748	5176	1736	1736	3472	0.12	0.13	0.12	0.82	1.14	0.98	0.82	2.16	1.49
6	226	206	432	1656	1902	3558	697	0	697	0	0	0	1882	2108	3990	2579	2108	4687	1736	1736	3472	0.13	0.12	0.12	1.08	1.21	1.15	1.49	1.21	1.35
7	701	722	1423	5324	9396	14720	0	1551	1551	0	0	0	6025	10118	16143	6025	11669	17694	2604	2604	5208	0.27	0.28	0.27	2.31	3.89	3.10	2.31	4.48	3.40
8	93	75	168	3621	7393	11014	0	2248	2248	0	0	0	3714	7468	11182	3714	9716	13430	474	474	948	0.20	0.16	0.18	7.84	15.76	11.80	7.84	20.50	14.17
9	93	75	168	3355	6971	10326	0	0	0	0	0	0	3448	7046	10494	3448	7046	10494	474	474	948	0.20	0.16	0.18	7.27	14.86	11.07	7.27	14.86	11.07
10	93	75	168	3381	6987	10368	0	0	0	0	0	0	3474	7062	10536	3474	7062	10536	560	560	1120	0.17	0.13	0.15	6.20	12.61	9.41	6.20	12.61	9.41
11	93	75	168	3381	6987	10368	2511	0	2511	92	0	92	3474	7062	10536	6077	7062	13139	560	560	1120	0.17	0.13	0.15	6.20	12.61	9.41	10.85	12.61	11.73
12	93	75	168	3371	6921	10292	2511	0	2511	92	0	92	3464	6996	10460	6067	6996	13063	560	560	1120	0.17	0.13	0.15	6.19	12.49	9.34	10.83	12.49	11.66
13	58	27	85	3430	6950	10380	2511	0	2511	825	0	825	3488	6977	10465	6824	6977	13801	560	560	1120	0.10	0.05	0.08	6.23	12.46	9.34	12.19	12.46	12.32
14	1641	1499	3140	774	447	1221	126	0	126	83	0	83	2415	1946	4361	2624	1946	4570	3271	3271	6542	0.50	0.46	0.48	0.74	0.59	0.67	0.80	0.59	0.70
15	1331	1155	2486	828	1789	2617	0	2385	2385	0	742	742	2159	2944	5103	2159	6071	8230	3271	3271	6542	0.41	0.35	0.38	0.66	0.90	0.78	0.66	1.86	1.26
16	4569	4737	9306	5748	10454	16202	74	3609	3683	0	660	660	10317	15191	25508	10391	19460	29851	7609	7609	15218	0.60	0.62	0.61	1.36	2.00	1.68	1.37	2.56	1.96
17	612	0	612	5103	0	5103	0	0	0	0	0	0	5715	0	5715	5715	0	5715	2613	0	2613	0.23	N/A	0.23	2.19	N/A	2.19	2.19	N/A	2.19
18	693	0	693	9094	0	9094	1349	0	1349	0	0	0	9787	0	9787	11136	0	11136	1306	0	1306	0.53	N/A	0.53	7.49	N/A	7.49	8.53	N/A	8.53
19	204	0	204	302	0	302	202	0	202	0	0	0	506	0	506	708	0	708	2521	0	2521	0.08	N/A	0.08	0.20	N/A	0.20	0.28	N/A	0.28
20	188	0	188	222	0	222	0	0	0	0	0	0	410	0	410	410	0	410	1260	0	1260	0.15	N/A	0.15	0.33	N/A	0.33	0.33	N/A	0.33
21	318	748	1066	222	9094	9316	0	1349	1349	0	0	0	540	9842	10382	540	11191	11731	1573	1573	3146	0.20	0.48	0.34	0.34	6.26	3.30	0.34	7.11	3.73
22	4160	4232	8392	947	1582	2529	249	2260	2509	0	660	660	5107	5814	10921	5356	8734	14090	7509	7509	15018	0.55	0.56	0.56	0.68	0.77	0.73	0.71	1.16	0.94
23	1063	0	1063	621	0	621	0	0	0	0	0	0	1684	0	1684	1684	0	1684	2521	0	2521	0.42	N/A	0.42	0.67	N/A	0.67	0.67	N/A	0.67
24	913	0	913	1342	0	1342	2260	0	2260	660	0	660	2255	0	2255	5175	0	5175	2521	0	2521	0.36	N/A	0.36	0.89	N/A	0.89	2.05	N/A	2.05
25	55	0	55	447	0	447	126	0	126	83	0	83	502	0	502	711	0	711	1260	0	1260	0.04	N/A	0.04	0.40	N/A	0.40	0.56	N/A	0.56
26	52	0	52	207	0	207	0	0	0	0	0	0	259	0	259	259	0	259	1260	0	1260	0.04	N/A	0.04	0.21	N/A	0.21	0.21	N/A	0.21
27	413	1245	1658	207	1342	1549	0	2260	2260	0	660	660	620	2587	3207	620	5507	6127	2181	2181	4362	0.19	0.57	0.38	0.28	1.19	0.74	0.28	2.52	1.40
28	3153	3371	6524	774	447	1221	374	0	374	83	0	83	3927	3818	7745	4384	3818	8202	7509	7509	15018	0.42	0.45	0.43	0.52	0.51	0.52	0.58	0.51	0.55
29	0	0	0	16	26	42	241	0	241	0	0	0	16	26	42	257	26	283	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.15	0.01	0.08
30	0	0	0	0	0	0	241	0	241	825	0	825	0	0	0	1066	0	1066	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.31
31	0	0	0	25	80	105	0	0	0	0	0	0	25	80	105	25	80	105	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.05	0.03
32	0	0	0	25	80	105	0	0	0	0	0	0	25	80	105	25	80	105	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.05	0.03
33	0	0	0	200	538	738	0	0	0	0	0	0	200	538	738	200	538	738	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	0.12	0.31	0.21
34	0	0	0	353	950	1303	0	241	241	0	825	825	353	950	1303	353	2016	2369	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	0.20	1.16	0.68
35	0	0	0	59	29	88	0	0	0	0	0	0	59	29	88	59	29	88	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.03	0.02	0.03
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1548	894	2442	500	0	500	165	0	165	5876	4687	10563	6541	4687	11228	7617	7617	15234	0.57	0.50	0.53	0.77	0.62	0.69	0.86	0.62	0.74
39	469	0	469	1253	0	1253	126	0	126	37	0	37	1722	0	1722	1885	0	1885	1206	0	1206	0.39	N/A	0.39	1.43	N/A	1.43	1.56	N/A	1.56
40	343	0	343	1054	0	1054	249	0	249	92	0	92	1397	0	1397	1738	0	1738	2413	0	2413	0.14	N/A	0.14	0.58	N/A	0.58	0.72	N/A	0.72
41	287	0	287	641	0	641	0	0	0	0	0	0	928	0	928	928	0	928	1206	0	1206	0.24	N/A	0.24	0.77	N/A	0.77	0.77	N/A	0.77
42	437	0	437	1695	0	1695	565	0	565	688	0	688	2132	0	2132	3385	0	3385	2413	0	2413	0.18	N/A	0.18	0.88	N/A	0.88	1.40	N/A	1.40
43	523	304	827	1700	1828	3528	0	373	373	0	138	138	2223	2132	4355	2223	2643	4866	1517	1517	3034	0.34	0.20	0.27	1.47	1.41	1.44	1.47	1.74	1.60

2035 MAG Egress Volumes for Friday NT Peak Hour with 5,000 Event Vehicles and Alt 2 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	447	774	1221	0	250	250	0	83	83	1165	1547	2712	1165	1880	3045	1517	1517	3034	0.47	0.51	0.49	0.77	1.02	0.89	0.77	1.24	1.00
2	4454	3943	8397	1747	1948	3695	337	413	750	55	688	743	6201	5891	12092	6593	6992	13585	7473	7473	14946	0.60	0.53	0.56	0.83	0.79	0.81	0.88	0.94	0.91
3	271	192	463	2341	3523	5864	0	826	826	0	880	880	2612	3715	6327	2612	5421	8033	1736	1736	3472	0.16	0.11	0.13	1.50	2.14	1.82	1.50	3.12	2.31
4	192	271	463	3523	2341	5864	826	0	826	880	0	880	3715	2612	6327	5421	2612	8033	1736	1736	3472	0.11	0.16	0.13	2.14	1.50	1.82	3.12	1.50	2.31
5	206	226	432	1222	1759	2981	0	826	826	0	880	880	1428	1985	3413	1428	3691	5119	1736	1736	3472	0.12	0.13	0.12	0.82	1.14	0.98	0.82	2.13	1.47
6	226	206	432	1656	1902	3558	0	0	0	0	0	0	1882	2108	3990	1882	2108	3990	1736	1736	3472	0.13	0.12	0.12	1.08	1.21	1.15	1.08	1.21	1.15
7	701	722	1423	5324	9396	14720	0	2248	2248	0	0	0	6025	10118	16143	6025	12366	18391	2604	2604	5208	0.27	0.28	0.27	2.31	3.89	3.10	2.31	4.75	3.53
8	93	75	168	3621	7393	11014	0	2248	2248	0	0	0	3714	7468	11182	3714	9716	13430	474	474	948	0.20	0.16	0.18	7.84	15.76	11.80	7.84	20.50	14.17
9	93	75	168	3355	6971	10326	0	0	0	0	0	0	3448	7046	10494	3448	7046	10494	474	474	948	0.20	0.16	0.18	7.27	14.86	11.07	7.27	14.86	11.07
10	93	75	168	3381	6987	10368	241	0	241	0	0	0	3474	7062	10536	3715	7062	10777	560	560	1120	0.17	0.13	0.15	6.20	12.61	9.41	6.63	12.61	9.62
11	93	75	168	3381	6987	10368	2752	0	2752	92	0	92	3474	7062	10536	6318	7062	13380	560	560	1120	0.17	0.13	0.15	6.20	12.61	9.41	11.28	12.61	11.95
12	93	75	168	3371	6921	10292	1926	0	1926	92	0	92	3464	6996	10460	5482	6996	12478	560	560	1120	0.17	0.13	0.15	6.19	12.49	9.34	9.79	12.49	11.14
13	58	27	85	3430	6950	10380	1926	0	1926	770	0	770	3488	6977	10465	6184	6977	13161	560	560	1120	0.10	0.05	0.08	6.23	12.46	9.34	11.04	12.46	11.75
14	1641	1499	3140	774	447	1221	138	0	138	83	0	83	2415	1946	4361	2636	1946	4582	3271	3271	6542	0.50	0.46	0.48	0.74	0.59	0.67	0.81	0.59	0.70
15	1331	1155	2486	828	1789	2617	0	1789	1789	0	687	687	2159	2944	5103	2159	5420	7579	3271	3271	6542	0.41	0.35	0.38	0.66	0.90	0.78	0.66	1.66	1.16
16	4569	4737	9306	5748	10454	16202	0	3674	3674	0	605	605	10317	15191	25508	10317	19470	29787	7609	7609	15218	0.60	0.62	0.61	1.36	2.00	1.68	1.36	2.56	1.96
17	612	0	612	5103	0	5103	0	0	0	0	0	0	5715	0	5715	5715	0	5715	2613	0	2613	0.23	N/A	0.23	2.19	N/A	2.19	2.19	N/A	2.19
18	693	0	693	9094	0	9094	2023	0	2023	0	0	0	9787	0	9787	11810	0	11810	1306	0	1306	0.53	N/A	0.53	7.49	N/A	7.49	9.04	N/A	9.04
19	204	0	204	302	0	302	225	0	225	0	0	0	506	0	506	731	0	731	2521	0	2521	0.08	N/A	0.08	0.20	N/A	0.20	0.29	N/A	0.29
20	188	0	188	222	0	222	0	0	0	0	0	0	410	0	410	410	0	410	1260	0	1260	0.15	N/A	0.15	0.33	N/A	0.33	0.33	N/A	0.33
21	318	748	1066	222	9094	9316	0	2023	2023	0	0	0	540	9842	10382	540	11865	12405	1573	1573	3146	0.20	0.48	0.34	0.34	6.26	3.30	0.34	7.54	3.94
22	4160	4232	8392	947	1582	2529	225	1651	1876	0	605	605	5107	5814	10921	5332	8070	13402	7509	7509	15018	0.55	0.56	0.56	0.68	0.77	0.73	0.71	1.07	0.89
23	1063	0	1063	621	0	621	0	0	0	0	0	0	1684	0	1684	1684	0	1684	2521	0	2521	0.42	N/A	0.42	0.67	N/A	0.67	0.67	N/A	0.67
24	913	0	913	1342	0	1342	1651	0	1651	605	0	605	2255	0	2255	4511	0	4511	2521	0	2521	0.36	N/A	0.36	0.89	N/A	0.89	1.79	N/A	1.79
25	55	0	55	447	0	447	138	0	138	83	0	83	502	0	502	723	0	723	1260	0	1260	0.04	N/A	0.04	0.40	N/A	0.40	0.57	N/A	0.57
26	52	0	52	207	0	207	0	0	0	0	0	0	259	0	259	259	0	259	1260	0	1260	0.04	N/A	0.04	0.21	N/A	0.21	0.21	N/A	0.21
27	413	1245	1658	207	1342	1549	0	1651	1651	0	605	605	620	2587	3207	620	4843	5463	2181	2181	4362	0.19	0.57	0.38	0.28	1.19	0.74	0.28	2.22	1.25
28	3153	3371	6524	774	447	1221	362	0	362	83	0	83	3927	3818	7745	4372	3818	8190	7509	7509	15018	0.42	0.45	0.43	0.52	0.51	0.52	0.58	0.51	0.55
29	0	0	0	16	26	42	0	0	0	0	0	0	16	26	42	16	26	42	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	25	80	105	826	0	826	0	0	0	25	80	105	851	80	931	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.49	0.05	0.27
32	0	0	0	25	80	105	826	0	826	55	0	55	25	80	105	906	80	986	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.52	0.05	0.28
33	0	0	0	200	538	738	0	826	826	0	880	880	200	538	738	200	2244	2444	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	0.12	1.29	0.70
34	0	0	0	353	950	1303	0	826	826	0	880	880	353	950	1303	353	2656	3009	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	0.20	1.53	0.87
35	0	0	0	59	29	88	0	0	0	0	0	0	59	29	88	59	29	88	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.03	0.02	0.03
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1548	894	2442	500	0	500	165	0	165	5876	4687	10563	6541	4687	11228	7617	7617	15234	0.57	0.50	0.53	0.77	0.62	0.69	0.86	0.62	0.74
39	469	0	469	1253	0	1253	112	0	112	18	0	18	1722	0	1722	1852	0	1852	1206	0	1206	0.39	N/A	0.39	1.43	N/A	1.43	1.54	N/A	1.54
40	343	0	343	1054	0	1054	275	0	275	128	0	128	1397	0	1397	1800	0	1800	2413	0	2413	0.14	N/A	0.14	0.58	N/A	0.58	0.75	N/A	0.75
41	287	0	287	641	0	641	0	0	0	0	0	0	928	0	928	928	0	928	1206	0	1206	0.24	N/A	0.24	0.77	N/A	0.77	0.77	N/A	0.77
42	437	0	437	1695	0	1695	413	0	413	688	0	688	2132	0	2132	3233	0	3233	2413	0	2413	0.18	N/A	0.18	0.88	N/A	0.88	1.34	N/A	1.34
43	523	304	827	1700	1828	3528	0	413	413	0	193	193	2223	2132	4355	2223	2738	4961	1517	1517	3034	0.34	0.20	0.27	1.47	1.41	1.44	1.47	1.80	1.64

2035 MAG Egress Volumes for Friday NT Peak Hour with 5000 Event Vehicles and Alt 3 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	447	774	1221	0	250	250	0	83	83	1165	1547	2712	1165	1880	3045	1517	1517	3034	0.47	0.51	0.49	0.77	1.02	0.89	0.77	1.24	1.00
2	4454	3943	8397	1747	1948	3695	337	2339	2676	0	1403	1403	6201	5891	12092	6538	9633	16171	7473	7473	14946	0.60	0.53	0.56	0.83	0.79	0.81	0.87	1.29	1.08
3	271	192	463	2341	3523	5864	0	2752	2752	0	1650	1650	2612	3715	6327	2612	8117	10729	1736	1736	3472	0.16	0.11	0.13	1.50	2.14	1.82	1.50	4.68	3.09
4	192	271	463	3523	2341	5864	2752	0	2752	1650	0	1650	3715	2612	6327	8117	2612	10729	1736	1736	3472	0.11	0.16	0.13	2.14	1.50	1.82	4.68	1.50	3.09
5	206	226	432	1222	1759	2981	0	2752	2752	0	1650	1650	1428	1985	3413	1428	6387	7815	1736	1736	3472	0.12	0.13	0.12	0.82	1.14	0.98	0.82	3.68	2.25
6	226	206	432	1656	1902	3558	0	0	0	0	0	0	1882	2108	3990	1882	2108	3990	1736	1736	3472	0.13	0.12	0.12	1.08	1.21	1.15	1.08	1.21	1.15
7	701	722	1423	5324	9396	14720	0	2248	2248	0	0	0	6025	10118	16143	6025	12366	18391	2604	2604	5208	0.27	0.28	0.27	2.31	3.89	3.10	2.31	4.75	3.53
8	93	75	168	3621	7393	11014	0	2248	2248	0	0	0	3714	7468	11182	3714	9716	13430	474	474	948	0.20	0.16	0.18	7.84	15.76	11.80	7.84	20.50	14.17
9	93	75	168	3355	6971	10326	0	0	0	0	0	0	3448	7046	10494	3448	7046	10494	474	474	948	0.20	0.16	0.18	7.27	14.86	11.07	7.27	14.86	11.07
10	93	75	168	3381	6987	10368	241	0	241	0	0	0	3474	7062	10536	3715	7062	10777	560	560	1120	0.17	0.13	0.15	6.20	12.61	9.41	6.63	12.61	9.62
11	93	75	168	3381	6987	10368	2752	0	2752	0	0	0	3474	7062	10536	6226	7062	13288	560	560	1120	0.17	0.13	0.15	6.20	12.61	9.41	11.12	12.61	11.86
12	93	75	168	3371	6921	10292	0	0	0	0	0	0	3464	6996	10460	3464	6996	10460	560	560	1120	0.17	0.13	0.15	6.19	12.49	9.34	6.19	12.49	9.34
13	58	27	85	3430	6950	10380	0	0	0	0	0	0	3488	6977	10465	3488	6977	10465	560	560	1120	0.10	0.05	0.08	6.23	12.46	9.34	6.23	12.46	9.34
14	1641	1499	3140	774	447	1221	0	0	0	0	0	0	2415	1946	4361	2415	1946	4361	3271	3271	6542	0.50	0.46	0.48	0.74	0.59	0.67	0.74	0.59	0.67
15	1331	1155	2486	828	1789	2617	0	0	0	0	0	0	2159	2944	5103	2159	2944	5103	3271	3271	6542	0.41	0.35	0.38	0.66	0.90	0.78	0.66	0.90	0.78
16	4569	4737	9306	5748	10454	16202	275	2023	2298	165	0	165	10317	15191	25508	10757	17214	27971	7609	7609	15218	0.60	0.62	0.61	1.36	2.00	1.68	1.41	2.26	1.84
17	612	0	612	5103	0	5103	0	0	0	0	0	0	5715	0	5715	5715	0	5715	2613	0	2613	0.23	N/A	0.23	2.19	N/A	2.19	2.19	N/A	2.19
18	693	0	693	9094	0	9094	2023	0	2023	0	0	0	9787	0	9787	11810	0	11810	1306	0	1306	0.53	N/A	0.53	7.49	N/A	7.49	9.04	N/A	9.04
19	204	0	204	302	0	302	225	0	225	0	0	0	506	0	506	731	0	731	2521	0	2521	0.08	N/A	0.08	0.20	N/A	0.20	0.29	N/A	0.29
20	188	0	188	222	0	222	0	0	0	0	0	0	410	0	410	410	0	410	1260	0	1260	0.15	N/A	0.15	0.33	N/A	0.33	0.33	N/A	0.33
21	318	748	1066	222	9094	9316	0	2023	2023	0	0	0	540	9842	10382	540	11865	12405	1573	1573	3146	0.20	0.48	0.34	0.34	6.26	3.30	0.34	7.54	3.94
22	4160	4232	8392	947	1582	2529	500	0	500	165	0	165	5107	5814	10921	5772	5814	11586	7509	7509	15018	0.55	0.56	0.56	0.68	0.77	0.73	0.77	0.77	0.77
23	1063	0	1063	621	0	621	0	0	0	0	0	0	1684	0	1684	1684	0	1684	2521	0	2521	0.42	N/A	0.42	0.67	N/A	0.67	0.67	N/A	0.67
24	913	0	913	1342	0	1342	0	0	0	0	0	0	2255	0	2255	2255	0	2255	2521	0	2521	0.36	N/A	0.36	0.89	N/A	0.89	0.89	N/A	0.89
25	55	0	55	447	0	447	0	0	0	0	0	0	502	0	502	502	0	502	1260	0	1260	0.04	N/A	0.04	0.40	N/A	0.40	0.40	N/A	0.40
26	52	0	52	207	0	207	0	0	0	0	0	0	259	0	259	259	0	259	1260	0	1260	0.04	N/A	0.04	0.21	N/A	0.21	0.21	N/A	0.21
27	413	1245	1658	207	1342	1549	0	0	0	0	0	0	620	2587	3207	620	2587	3207	2181	2181	4362	0.19	0.57	0.38	0.28	1.19	0.74	0.28	1.19	0.74
28	3153	3371	6524	774	447	1221	500	0	500	165	0	165	3927	3818	7745	4592	3818	8410	7509	7509	15018	0.42	0.45	0.43	0.52	0.51	0.52	0.61	0.51	0.56
29	0	0	0	16	26	42	0	0	0	0	0	0	16	26	42	16	26	42	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	25	80	105	2752	0	2752	0	0	0	25	80	105	2777	80	2857	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	1.60	0.05	0.82
32	0	0	0	25	80	105	2752	0	2752	733	0	733	25	80	105	3510	80	3590	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	2.02	0.05	1.03
33	0	0	0	200	538	738	0	2752	2752	0	1650	1650	200	538	738	200	4940	5140	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	0.12	2.85	1.48
34	0	0	0	353	950	1303	0	2752	2752	0	1650	1650	353	950	1303	353	5352	5705	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	0.20	3.08	1.64
35	0	0	0	59	29	88	0	0	0	0	0	0	59	29	88	59	29	88	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.03	0.02	0.03
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1548	894	2442	500	0	500	165	0	165	5876	4687	10563	6541	4687	11228	7617	7617	15234	0.57	0.50	0.53	0.77	0.62	0.69	0.86	0.62	0.74
39	469	0	469	1253	0	1253	112	0	112	0	0	0	1722	0	1722	1834	0	1834	1206	0	1206	0.39	N/A	0.39	1.43	N/A	1.43	1.52	N/A	1.52
40	343	0	343	1054	0	1054	275	0	275	165	0	165	1397	0	1397	1837	0	1837	2413	0	2413	0.14	N/A	0.14	0.58	N/A	0.58	0.76	N/A	0.76
41	287	0	287	641	0	641	0	0	0	0	0	0	928	0	928	928	0	928	1206	0	1206	0.24	N/A	0.24	0.77	N/A	0.77	0.77	N/A	0.77
42	437	0	437	1695	0	1695	2339	0	2339	1403	0	1403	2132	0	2132	5874	0	5874	2413	0	2413	0.18	N/A	0.18	0.88	N/A	0.88	2.43	N/A	2.43
43	523	304	827	1700	1828	3528	0	413	413	0	248	248	2223	2132	4355	2223	2793	5016	1517	1517	3034	0.34	0.20	0.27	1.47	1.41	1.44	1.47	1.84	1.65

2035 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles and Alt 1 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	686	620	1306	0	350	350	0	83	83	1404	1393	2797	1404	1826	3230	1517	1517	3034	0.47	0.51	0.49	0.93	0.92	0.92	0.93	1.20	1.06
2	4454	3943	8397	2127	2020	4147	527	791	1318	110	688	798	6581	5963	12544	7218	7442	14660	7473	7473	14946	0.60	0.53	0.56	0.88	0.80	0.84	0.97	1.00	0.98
3	271	192	463	3437	3131	6568	0	1314	1314	0	825	825	3708	3323	7031	3708	5462	9170	1736	1736	3472	0.16	0.11	0.13	2.14	1.91	2.03	2.14	3.15	2.64
4	192	271	463	3131	3437	6568	1314	0	1314	825	0	825	3323	3708	7031	5462	3708	9170	1736	1736	3472	0.11	0.16	0.13	1.91	2.14	2.03	3.15	2.14	2.64
5	206	226	432	1666	1576	3242	0	1314	1314	0	825	825	1872	1802	3674	1872	3941	5813	1736	1736	3472	0.12	0.13	0.12	1.08	1.04	1.06	1.08	2.27	1.67
6	226	206	432	1734	1672	3406	976	0	976	0	0	0	1960	1878	3838	2936	1878	4814	1736	1736	3472	0.13	0.12	0.12	1.13	1.08	1.11	1.69	1.08	1.39
7	701	722	1423	8301	7486	15787	0	2171	2171	0	0	0	9002	8208	17210	9002	10379	19381	2604	2604	5208	0.27	0.28	0.27	3.46	3.15	3.30	3.46	3.99	3.72
8	93	75	168	5560	5016	10576	0	3147	3147	0	0	0	5653	5091	10744	5653	8238	13891	474	474	948	0.20	0.16	0.18	11.93	10.74	11.33	11.93	17.38	14.65
9	93	75	168	5146	4662	9808	0	0	0	0	0	0	5239	4737	9976	5239	4737	9976	474	474	948	0.20	0.16	0.18	11.05	9.99	10.52	11.05	9.99	10.52
10	93	75	168	5167	4687	9854	0	0	0	0	0	0	5260	4762	10022	5260	4762	10022	560	560	1120	0.17	0.13	0.15	9.39	8.50	8.95	9.39	8.50	8.95
11	93	75	168	5167	4687	9854	3515	0	3515	92	0	92	5260	4762	10022	8867	4762	13629	560	560	1120	0.17	0.13	0.15	9.39	8.50	8.95	15.83	8.50	12.17
12	93	75	168	5137	4663	9800	3515	0	3515	92	0	92	5230	4738	9968	8837	4738	13575	560	560	1120	0.17	0.13	0.15	9.34	8.46	8.90	15.78	8.46	12.12
13	58	27	85	5176	4706	9882	3515	0	3515	825	0	825	5234	4733	9967	9574	4733	14307	560	560	1120	0.10	0.05	0.08	9.35	8.45	8.90	17.10	8.45	12.77
14	1641	1499	3140	620	686	1306	176	0	176	83	0	83	2261	2185	4446	2520	2185	4705	3271	3271	6542	0.50	0.46	0.48	0.69	0.67	0.68	0.77	0.67	0.72
15	1331	1155	2486	1292	1158	2450	0	3339	3339	0	742	742	2623	2313	4936	2623	6394	9017	3271	3271	6542	0.41	0.35	0.38	0.80	0.71	0.75	0.80	1.95	1.38
16	4569	4737	9306	8957	8074	17031	65	5052	5117	0	660	660	13526	12811	26337	13591	18523	32114	7609	7609	15218	0.60	0.62	0.61	1.78	1.68	1.73	1.79	2.43	2.11
17	612	0	612	7964	0	7964	0	0	0	0	0	0	8576	0	8576	8576	0	8576	2613	0	2613	0.23	N/A	0.23	3.28	N/A	3.28	3.28	N/A	3.28
18	693	0	693	7179	0	7179	1888	0	1888	0	0	0	7872	0	7872	9760	0	9760	1306	0	1306	0.53	N/A	0.53	6.03	N/A	6.03	7.47	N/A	7.47
19	204	0	204	306	0	306	283	0	283	0	0	0	510	0	510	793	0	793	2521	0	2521	0.08	N/A	0.08	0.20	N/A	0.20	0.31	N/A	0.31
20	188	0	188	337	0	337	0	0	0	0	0	0	525	0	525	525	0	525	1260	0	1260	0.15	N/A	0.15	0.42	N/A	0.42	0.42	N/A	0.42
21	318	748	1066	337	7179	7516	0	1888	1888	0	0	0	655	7927	8582	655	9815	10470	1573	1573	3146	0.20	0.48	0.34	0.42	5.04	2.73	0.42	6.24	3.33
22	4160	4232	8392	1299	1231	2530	349	3164	3513	0	660	660	5459	5463	10922	5808	9287	15095	7509	7509	15018	0.55	0.56	0.56	0.73	0.73	0.73	0.77	1.24	1.01
23	1063	0	1063	969	0	969	0	0	0	0	0	0	2032	0	2032	2032	0	2032	2521	0	2521	0.42	N/A	0.42	0.81	N/A	0.81	0.81	N/A	0.81
24	913	0	913	869	0	869	3164	0	3164	660	0	660	1782	0	1782	5606	0	5606	2521	0	2521	0.36	N/A	0.36	0.71	N/A	0.71	2.22	N/A	2.22
25	55	0	55	290	0	290	176	0	176	83	0	83	345	0	345	604	0	604	1260	0	1260	0.04	N/A	0.04	0.27	N/A	0.27	0.48	N/A	0.48
26	52	0	52	323	0	323	0	0	0	0	0	0	375	0	375	375	0	375	1260	0	1260	0.04	N/A	0.04	0.30	N/A	0.30	0.30	N/A	0.30
27	413	1245	1658	323	869	1192	0	3164	3164	0	660	660	736	2114	2850	736	5938	6674	2181	2181	4362	0.19	0.57	0.38	0.34	0.97	0.65	0.34	2.72	1.53
28	3153	3371	6524	620	686	1306	524	0	524	83	0	83	3773	4057	7830	4380	4057	8437	7509	7509	15018	0.42	0.45	0.43	0.50	0.54	0.52	0.58	0.54	0.56
29	0	0	0	24	21	45	338	0	338	0	0	0	24	21	45	362	21	383	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.21	0.01	0.11
30	0	0	0	0	0	0	338	0	338	825	0	825	0	0	0	1163	0	1163	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.33
31	0	0	0	41	35	76	0	0	0	0	0	0	41	35	76	41	35	76	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
32	0	0	0	41	35	76	0	0	0	0	0	0	41	35	76	41	35	76	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
33	0	0	0	294	258	552	0	0	0	0	0	0	294	258	552	294	258	552	1736	1736	3472	0.00	0.00	0.00	0.17	0.15	0.16	0.17	0.15	0.16
34	0	0	0	555	482	1037	0	338	338	0	825	825	555	482	1037	555	1645	2200	1736	1736	3472	0.00	0.00	0.00	0.32	0.28	0.30	0.32	0.95	0.63
35	0	0	0	39	43	82	0	0	0	0	0	0	39	43	82	39	43	82	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1239	1372	2611	700	0	700	165	0	165	5567	5165	10732	6432	5165	11597	7617	7617	15234	0.57	0.50	0.53	0.73	0.68	0.70	0.84	0.68	0.76
39	469	0	469	1773	0	1773	176	0	176	37	0	37	2242	0	2242	2455	0	2455	1206	0	1206	0.39	N/A	0.39	1.86	N/A	1.86	2.04	N/A	2.04
40	343	0	343	885	0	885	349	0	349	92	0	92	1228	0	1228	1669	0	1669	2413	0	2413	0.14	N/A	0.14	0.51	N/A	0.51	0.69	N/A	0.69
41	287	0	287	977	0	977	0	0	0	0	0	0	1264	0	1264	1264	0	1264	1206	0	1206	0.24	N/A	0.24	1.05	N/A	1.05	1.05	N/A	1.05
42	437	0	437	1626	0	1626	791	0	791	688	0	688	2063	0	2063	3542	0	3542	2413	0	2413	0.18	N/A	0.18	0.85	N/A	0.85	1.47	N/A	1.47
43	523	304	827	2459	1505	3964	0	523	523	0	138	138	2982	1809	4791	2982	2470	5452	1517	1517	3034	0.34	0.20	0.27	1.97	1.19	1.58	1.97	1.63	1.80

2035 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles and Alt 2 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	686	620	1306	0	350	350	0	83	83	1404	1393	2797	1404	1826	3230	1517	1517	3034	0.47	0.51	0.49	0.93	0.92	0.92	0.93	1.20	1.06
2	4454	3943	8397	2127	2020	4147	472	578	1050	55	688	743	6581	5963	12544	7108	7229	14337	7473	7473	14946	0.60	0.53	0.56	0.88	0.80	0.84	0.95	0.97	0.96
3	271	192	463	3437	3131	6568	0	1156	1156	0	880	880	3708	3323	7031	3708	5359	9067	1736	1736	3472	0.16	0.11	0.13	2.14	1.91	2.03	2.14	3.09	2.61
4	192	271	463	3131	3437	6568	1156	0	1156	880	0	880	3323	3708	7031	5359	3708	9067	1736	1736	3472	0.11	0.16	0.13	1.91	2.14	2.03	3.09	2.14	2.61
5	206	226	432	1666	1576	3242	0	1156	1156	0	880	880	1872	1802	3674	1872	3838	5710	1736	1736	3472	0.12	0.13	0.12	1.08	1.04	1.06	1.08	2.21	1.64
6	226	206	432	1734	1672	3406	0	0	0	0	0	0	1960	1878	3838	1960	1878	3838	1736	1736	3472	0.13	0.12	0.12	1.13	1.08	1.11	1.13	1.08	1.11
7	701	722	1423	8301	7486	15787	0	3147	3147	0	0	0	9002	8208	17210	9002	11355	20357	2604	2604	5208	0.27	0.28	0.27	3.46	3.15	3.30	3.46	4.36	3.91
8	93	75	168	5560	5016	10576	0	3147	3147	0	0	0	5653	5091	10744	5653	8238	13891	474	474	948	0.20	0.16	0.18	11.93	10.74	11.33	11.93	17.38	14.65
9	93	75	168	5146	4662	9808	0	0	0	0	0	0	5239	4737	9976	5239	4737	9976	474	474	948	0.20	0.16	0.18	11.05	9.99	10.52	11.05	9.99	10.52
10	93	75	168	5167	4687	9854	338	0	338	0	0	0	5260	4762	10022	5598	4762	10360	560	560	1120	0.17	0.13	0.15	9.39	8.50	8.95	10.00	8.50	9.25
11	93	75	168	5167	4687	9854	3853	0	3853	92	0	92	5260	4762	10022	9205	4762	13967	560	560	1120	0.17	0.13	0.15	9.39	8.50	8.95	16.44	8.50	12.47
12	93	75	168	5137	4663	9800	2697	0	2697	92	0	92	5230	4738	9968	8019	4738	12757	560	560	1120	0.17	0.13	0.15	9.34	8.46	8.90	14.32	8.46	11.39
13	58	27	85	5176	4706	9882	2697	0	2697	770	0	770	5234	4733	9967	8701	4733	13434	560	560	1120	0.10	0.05	0.08	9.35	8.45	8.90	15.54	8.45	11.99
14	1641	1499	3140	620	686	1306	193	0	193	83	0	83	2261	2185	4446	2537	2185	4722	3271	3271	6542	0.50	0.46	0.48	0.69	0.67	0.68	0.78	0.67	0.72
15	1331	1155	2486	1292	1158	2450	0	2504	2504	0	687	687	2623	2313	4936	2623	5504	8127	3271	3271	6542	0.41	0.35	0.38	0.80	0.71	0.75	0.80	1.68	1.24
16	4569	4737	9306	8957	8074	17031	0	5144	5144	0	605	605	13526	12811	26337	13526	18560	32086	7609	7609	15218	0.60	0.62	0.61	1.78	1.68	1.73	1.78	2.44	2.11
17	612	0	612	7964	0	7964	0	0	0	0	0	0	8576	0	8576	8576	0	8576	2613	0	2613	0.23	N/A	0.23	3.28	N/A	3.28	3.28	N/A	3.28
18	693	0	693	7179	0	7179	2832	0	2832	0	0	0	7872	0	7872	10704	0	10704	1306	0	1306	0.53	N/A	0.53	6.03	N/A	6.03	8.20	N/A	8.20
19	204	0	204	306	0	306	315	0	315	0	0	0	510	0	510	825	0	825	2521	0	2521	0.08	N/A	0.08	0.20	N/A	0.20	0.33	N/A	0.33
20	188	0	188	337	0	337	0	0	0	0	0	0	525	0	525	525	0	525	1260	0	1260	0.15	N/A	0.15	0.42	N/A	0.42	0.42	N/A	0.42
21	318	748	1066	337	7179	7516	0	2832	2832	0	0	0	655	7927	8582	655	10759	11414	1573	1573	3146	0.20	0.48	0.34	0.42	5.04	2.73	0.42	6.84	3.63
22	4160	4232	8392	1299	1231	2530	2312	315	2627	0	605	605	5459	5463	10922	7771	6383	14154	7509	7509	15018	0.55	0.56	0.56	0.73	0.73	0.73	1.03	0.85	0.94
23	1063	0	1063	969	0	969	0	0	0	0	0	0	2032	0	2032	2032	0	2032	2521	0	2521	0.42	N/A	0.42	0.81	N/A	0.81	0.81	N/A	0.81
24	913	0	913	869	0	869	2312	0	2312	605	0	605	1782	0	1782	4699	0	4699	2521	0	2521	0.36	N/A	0.36	0.71	N/A	0.71	1.86	N/A	1.86
25	55	0	55	290	0	290	193	0	193	83	0	83	345	0	345	621	0	621	1260	0	1260	0.04	N/A	0.04	0.27	N/A	0.27	0.49	N/A	0.49
26	52	0	52	323	0	323	0	0	0	0	0	0	375	0	375	375	0	375	1260	0	1260	0.04	N/A	0.04	0.30	N/A	0.30	0.30	N/A	0.30
27	413	1245	1658	323	869	1192	0	2312	2312	0	605	605	736	2114	2850	736	5031	5767	2181	2181	4362	0.19	0.57	0.38	0.34	0.97	0.65	0.34	2.31	1.32
28	3153	3371	6524	620	686	1306	507	0	507	83	0	83	3773	4057	7830	4363	4057	8420	7509	7509	15018	0.42	0.45	0.43	0.50	0.54	0.52	0.58	0.54	0.56
29	0	0	0	24	21	45	0	0	0	0	0	0	24	21	45	24	21	45	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	41	35	76	1156		1156	0	0	0	41	35	76	1197	35	1232	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.69	0.02	0.35
32	0	0	0	41	35	76	1156	0	1156	55	0	55	41	35	76	1252	35	1287	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.72	0.02	0.37
33	0	0	0	294	258	552	0	1156	1156	0	880	880	294	258	552	294	2294	2588	1736	1736	3472	0.00	0.00	0.00	0.17	0.15	0.16	0.17	1.32	0.75
34	0	0	0	555	482	1037	0	1156	1156	0	880	880	555	482	1037	555	2518	3073	1736	1736	3472	0.00	0.00	0.00	0.32	0.28	0.30	0.32	1.45	0.89
35	0	0	0	39	43	82	0	0	0	0	0	0	39	43	82	39	43	82	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1239	1372	2611	700	0	700	165	0	165	5567	5165	10732	6432	5165	11597	7617	7617	15234	0.57	0.50	0.53	0.73	0.68	0.70	0.84	0.68	0.76
39	469	0	469	1773	0	1773	157	0	157	18	0	18	2242	0	2242	2417	0	2417	1206	0	1206	0.39	N/A	0.39	1.86	N/A	1.86	2.00	N/A	2.00
40	343	0	343	885	0	885	385	0	385	128	0	128	1228	0	1228	1741	0	1741	2413	0	2413	0.14	N/A	0.14	0.51	N/A	0.51	0.72	N/A	0.72
41	287	0	287	977	0	977	0	0	0	0	0	0	1264	0	1264	1264	0	1264	1206	0	1206	0.24	N/A	0.24	1.05	N/A	1.05	1.05	N/A	1.05
42	437	0	437	1626	0	1626	578	0	578	688	0	688	2063	0	2063	3329	0	3329	2413	0	2413	0.18	N/A	0.18	0.85	N/A	0.85	1.38	N/A	1.38
43	523	304	827	2459	1505	3964	0	578	578	0	193	193	2982	1809	4791	2982	2580	5562	1517	1517	3034	0.34	0.20	0.27	1.97	1.19	1.58	1.97	1.70	1.83

2035 MAG Egress Volumes for Saturday NT Peak Hour with 7,000 Event Vehicles and Alt 3 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	686	620	1306	0	350	350	0	83	83	1404	1393	2797	1404	1826	3230	1517	1517	3034	0.47	0.51	0.49	0.93	0.92	0.92	0.93	1.20	1.06
2	4454	3943	8397	2127	2020	4147	472	3275	3747	0	1403	1403	6581	5963	12544	7053	10641	17694	7473	7473	14946	0.60	0.53	0.56	0.88	0.80	0.84	0.94	1.42	1.18
3	271	192	463	3437	3131	6568	0	3853	3853	0	1650	1650	3708	3323	7031	3708	8826	12534	1736	1736	3472	0.16	0.11	0.13	2.14	1.91	2.03	2.14	5.08	3.61
4	192	271	463	3131	3437	6568	3853	0	3853	1650	0	1650	3323	3708	7031	8826	3708	12534	1736	1736	3472	0.11	0.16	0.13	1.91	2.14	2.03	5.08	2.14	3.61
5	206	226	432	1666	1576	3242		3853	3853	0	1650	1650	1872	1802	3674	1872	7305	9177	1736	1736	3472	0.12	0.13	0.12	1.08	1.04	1.06	1.08	4.21	2.64
6	226	206	432	1734	1672	3406	0	0	0	0	0	0	1960	1878	3838	1960	1878	3838	1736	1736	3472	0.13	0.12	0.12	1.13	1.08	1.11	1.13	1.08	1.11
7	701	722	1423	8301	7486	15787		3147	3147	0	0	0	9002	8208	17210	9002	11355	20357	2604	2604	5208	0.27	0.28	0.27	3.46	3.15	3.30	3.46	4.36	3.91
8	93	75	168	5560	5016	10576	0	3147	3147	0	0	0	5653	5091	10744	5653	8238	13891	474	474	948	0.20	0.16	0.18	11.93	10.74	11.33	11.93	17.38	14.65
9	93	75	168	5146	4662	9808	0	0	0	0	0	0	5239	4737	9976	5239	4737	9976	474	474	948	0.20	0.16	0.18	11.05	9.99	10.52	11.05	9.99	10.52
10	93	75	168	5167	4687	9854	338	0	338	0	0	0	5260	4762	10022	5598	4762	10360	560	560	1120	0.17	0.13	0.15	9.39	8.50	8.95	10.00	8.50	9.25
11	93	75	168	5167	4687	9854	3853	0	3853	0	0	0	5260	4762	10022	9113	4762	13875	560	560	1120	0.17	0.13	0.15	9.39	8.50	8.95	16.27	8.50	12.39
12	93	75	168	5137	4663	9800	0	0	0	0	0	0	5230	4738	9968	5230	4738	9968	560	560	1120	0.17	0.13	0.15	9.34	8.46	8.90	9.34	8.46	8.90
13	58	27	85	5176	4706	9882	0	0	0	0	0	0	5234	4733	9967	5234	4733	9967	560	560	1120	0.10	0.05	0.08	9.35	8.45	8.90	9.35	8.45	8.90
14	1641	1499	3140	620	686	1306	0	0	0	0	0	0	2261	2185	4446	2261	2185	4446	3271	3271	6542	0.50	0.46	0.48	0.69	0.67	0.68	0.69	0.67	0.68
15	1331	1155	2486	1292	1158	2450	0		0	0	0	0	2623	2313	4936	2623	2313	4936	3271	3271	6542	0.41	0.35	0.38	0.80	0.71	0.75	0.80	0.71	0.75
16	4569	4737	9306	8957	8074	17031	385	2832	3217	165	0	165	13526	12811	26337	14076	15643	29719	7609	7609	15218	0.60	0.62	0.61	1.78	1.68	1.73	1.85	2.06	1.95
17	612	0	612	7964	0	7964	0	0	0	0	0	0	8576	0	8576	8576	0	8576	2613	0	2613	0.23	N/A	0.23	3.28	N/A	3.28	3.28	N/A	3.28
18	693	0	693	7179	0	7179	2832	0	2832	0	0	0	7872	0	7872	10704	0	10704	1306	0	1306	0.53	N/A	0.53	6.03	N/A	6.03	8.20	N/A	8.20
19	204	0	204	306	0	306	315	0	315	0	0	0	510	0	510	825	0	825	2521	0	2521	0.08	N/A	0.08	0.20	N/A	0.20	0.33	N/A	0.33
20	188	0	188	337	0	337	0	0	0	0	0	0	525	0	525	525	0	525	1260	0	1260	0.15	N/A	0.15	0.42	N/A	0.42	0.42	N/A	0.42
21	318	748	1066	337	7179	7516	0	2832	2832	0	0	0	655	7927	8582	655	10759	11414	1573	1573	3146	0.20	0.48	0.34	0.42	5.04	2.73	0.42	6.84	3.63
22	4160	4232	8392	1299	1231	2530	700	0	700	165	0	165	5459	5463	10922	6324	5463	11787	7509	7509	15018	0.55	0.56	0.56	0.73	0.73	0.73	0.84	0.73	0.78
23	1063	0	1063	969	0	969	0	0	0	0	0	0	2032	0	2032	2032	0	2032	2521	0	2521	0.42	N/A	0.42	0.81	N/A	0.81	0.81	N/A	0.81
24	913	0	913	869	0	869	0	0	0	0	0	0	1782	0	1782	1782	0	1782	2521	0	2521	0.36	N/A	0.36	0.71	N/A	0.71	0.71	N/A	0.71
25	55	0	55	290	0	290	0	0	0	0	0	0	345	0	345	345	0	345	1260	0	1260	0.04	N/A	0.04	0.27	N/A	0.27	0.27	N/A	0.27
26	52	0	52	323	0	323	0	0	0	0	0	0	375	0	375	375	0	375	1260	0	1260	0.04	N/A	0.04	0.30	N/A	0.30	0.30	N/A	0.30
27	413	1245	1658	323	869	1192	0	0	0	0	0	0	736	2114	2850	736	2114	2850	2181	2181	4362	0.19	0.57	0.38	0.34	0.97	0.65	0.34	0.97	0.65
28	3153	3371	6524	620	686	1306	700	0	700	165	0	165	3773	4057	7830	4638	4057	8695	7509	7509	15018	0.42	0.45	0.43	0.50	0.54	0.52	0.62	0.54	0.58
29	0	0	0	24	21	45	0	0	0	0	0	0	24	21	45	24	21	45	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	41	35	76	3853	0	3853	0	0	0	41	35	76	3894	35	3929	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	2.24	0.02	1.13
32	0	0	0	41	35	76	3853	0	3853	733	0	733	41	35	76	4627	35	4662	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	2.67	0.02	1.34
33	0	0	0	294	258	552	0	3853	3853	0	1650	1650	294	258	552	294	5761	6055	1736	1736	3472	0.00	0.00	0.00	0.17	0.15	0.16	0.17	3.32	1.74
34	0	0	0	555	482	1037	0	3853	3853	0	1650	1650	555	482	1037	555	5985	6540	1736	1736	3472	0.00	0.00	0.00	0.32	0.28	0.30	0.32	3.45	1.88
35	0	0	0	39	43	82	0	0	0	0	0	0	39	43	82	39	43	82	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1239	1372	2611	700	0	700	165	0	165	5567	5165	10732	6432	5165	11597	7617	7617	15234	0.57	0.50	0.53	0.73	0.68	0.70	0.84	0.68	0.76
39	469	0	469	1773	0	1773	157	0	157	0	0	0	2242	0	2242	2399	0	2399	1206	0	1206	0.39	N/A	0.39	1.86	N/A	1.86	1.99	N/A	1.99
40	343	0	343	885	0	885	385	0	385	165	0	165	1228	0	1228	1778	0	1778	2413	0	2413	0.14	N/A	0.14	0.51	N/A	0.51	0.74	N/A	0.74
41	287	0	287	977	0	977	0	0	0	0	0	0	1264	0	1264	1264	0	1264	1206	0	1206	0.24	N/A	0.24	1.05	N/A	1.05	1.05	N/A	1.05
42	437	0	437	1626	0	1626	3275	0	3275	1403	0	1403	2063	0	2063	6741	0	6741	2413	0	2413	0.18	N/A	0.18	0.85	N/A	0.85	2.79	N/A	2.79
43	523	304	827	2459	1505	3964	0	578	578	0	248	248	2982	1809	4791	2982	2635	5617	1517	1517	3034	0.34	0.20	0.27	1.97	1.19	1.58	1.97	1.74	1.85

2035 MAG Ingress Volumes for Friday MD Peak Hour with 2,000 Event Vehicles and Alt 1 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	821	817	1638	447	774	1221	100	0	100	83	0	83	1268	1591	2859	1451	1591	3042	1517	1517	3034	0.54	0.54	0.54	0.84	1.05	0.94	0.96	1.05	1.00
2	4149	4193	8342	1747	1948	3695	**0**	**42**	42	0	23	23	5896	6141	12037	5896	6206	12102	7473	7473	14946	0.56	0.56	0.56	0.79	0.82	0.81	0.79	0.83	0.81
3	322	261	583	2341	3523	5864	258	0	258	225	0	225	2663	3784	6447	3146	3784	6930	1736	1736	3472	0.19	0.15	0.17	1.53	2.18	1.86	1.81	2.18	2.00
4	261	322	583	3523	2341	5864	0	258	258	0	225	225	3784	2663	6447	3784	3146	6930	1736	1736	3472	0.15	0.19	0.17	2.18	1.53	1.86	2.18	1.81	2.00
5	302	261	563	1222	1759	2981	258	0	258	225	0	225	1524	2020	3544	2007	2020	4027	1736	1736	3472	0.17	0.15	0.16	0.88	1.16	1.02	1.16	1.16	1.16
6	261	302	563	1656	1902	3558	0	256	256	0	225	225	1917	2204	4121	1917	2685	4602	1736	1736	3472	0.15	0.17	0.16	1.10	1.27	1.19	1.10	1.55	1.33
7	858	815	1673	5324	9396	14720	1539	0	1539	1302	0	1302	6182	10211	16393	9023	10211	19234	2604	2604	5208	0.33	0.31	0.32	2.37	3.92	3.15	3.47	3.92	3.69
8	81	77	158	3621	7393	11014	1795		1795	1526	0	1526	3702	7470	11172	7023	7470	14493	474	474	948	0.17	0.16	0.17	7.81	15.76	11.78	14.82	15.76	15.29
9	81	77	158	3355	6971	10326	973	76	1049	1526	0	1526	3436	7048	10484	5935	7124	13059	474	474	948	0.17	0.16	0.17	7.25	14.87	11.06	12.52	15.03	13.78
10	81	77	158	3381	6987	10368	891	89	980	1526	0	1526	3462	7064	10526	5879	7153	13032	560	560	1120	0.14	0.14	0.14	6.18	12.61	9.40	10.50	12.77	11.64
11	81	77	158	3381	6987	10368	0	202	202	678	69	747	3462	7064	10526	4140	7335	11475	560	560	1120	0.14	0.14	0.14	6.18	12.61	9.40	7.39	13.10	10.25
12	81	77	158	3371	6921	10292	0	202	202	678	69	747	3452	6998	10450	4130	7269	11399	560	560	1120	0.14	0.14	0.14	6.16	12.50	9.33	7.38	12.98	10.18
13	44	42	86	3430	6950	10380	0	202	202	0	124	124	3474	6992	10466	3474	7318	10792	560	560	1120	0.08	0.08	0.08	6.20	12.49	9.34	6.20	13.07	9.64
14	1457	1573	3030	774	447	1221	0	98	98	0	83	83	2231	2020	4251	2231	2201	4432	3271	3271	6542	0.45	0.48	0.46	0.68	0.62	0.65	0.68	0.67	0.68
15	1160	1194	2354	828	1789	2617	104	0	104	41	0	41	1988	2983	4971	2133	2983	5116	3271	3271	6542	0.35	0.37	0.36	0.61	0.91	0.76	0.65	0.91	0.78
16	4546	4923	9469	5748	10454	16202	1541	0	1541	1260	0	1260	10294	15377	25671	13095	15377	28472	7609	7609	15218	0.60	0.65	0.62	1.35	2.02	1.69	1.72	2.02	1.87
17	748	0	748	5103	0	5103	1466	0	1466	1260	0	1260	5851	0	5851	8577	0	8577	2613	0	2613	0.29	N/A	0.29	2.24	N/A	2.24	3.28	N/A	3.28
18	718	0	718	9094	0	9094	0	0	0	0	0	0	9812	0	9812	9812	0	9812	1306	0	1306	0.55	N/A	0.55	7.51	N/A	7.51	7.51	N/A	7.51
19	178	0	178	302	0	302	0	0	0	0	0	0	480	0	480	480	0	480	2521	0	2521	0.07	N/A	0.07	0.19	N/A	0.19	0.19	N/A	0.19
20	209	0	209	222	0	222	73	0	73	41	0	41	431	0	431	545	0	545	1260	0	1260	0.17	N/A	0.17	0.34	N/A	0.34	0.43	N/A	0.43
21	312	839	1151	222	9094	9316	73	0	73	41	0	41	534	9933	10467	648	9933	10581	1573	1573	3146	0.20	0.53	0.37	0.34	6.31	3.33	0.41	6.31	3.36
22	3976	4415	8391	947	1582	2529	75	73	148	0	41	41	4923	5997	10920	4998	6111	11109	7509	7509	15018	0.53	0.59	0.56	0.66	0.80	0.73	0.67	0.81	0.74
23	900	0	900	621	0	621	75	0	75	0	0	0	1521	0	1521	1596	0	1596	2521	0	2521	0.36	N/A	0.36	0.60	N/A	0.60	0.63	N/A	0.63
24	932	0	932	1342	0	1342	0	0	0	0	0	0	2274	0	2274	2274	0	2274	2521	0	2521	0.37	N/A	0.37	0.90	N/A	0.90	0.90	N/A	0.90
25	56	0	56	447	0	447	0	0	0	0	0	0	503	0	503	503	0	503	1260	0	1260	0.04	N/A	0.04	0.40	N/A	0.40	0.40	N/A	0.40
26	58	0	58	207	0	207	29	0	29	41	0	41	265	0	265	335	0	335	1260	0	1260	0.05	N/A	0.05	0.21	N/A	0.21	0.27	N/A	0.27
27	404	1282	1686	207	1342	1549	29	0	29	41	0	41	611	2624	3235	681	2624	3305	2181	2181	4362	0.19	0.59	0.39	0.28	1.20	0.74	0.31	1.20	0.76
28	3185	3541	6726	774	447	1221	0	102	102	0	83	83	3959	3988	7947	3959	4173	8132	7509	7509	15018	0.42	0.47	0.45	0.53	0.53	0.53	0.53	0.56	0.54
29	0	0	0	16	26	42	0	1	1	0	0	0	16	26	42	16	27	43	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.02	0.01
30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	25	80	105	0	0	0	0	0	0	25	80	105	25	80	105	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.05	0.03
32	0	0	0	25	80	105	0	0	0	0	0	0	25	80	105	25	80	105	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.05	0.03
33	0	0	0	200	538	738	0	0	0	0	0	0	200	538	738	200	538	738	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	0.12	0.31	0.21
34	0	0	0	353	950	1303	1	0	1	0	0	0	353	950	1303	354	950	1304	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	0.20	0.55	0.38
35	0	0	0	59	29	88	0	0	0	0	0	0	59	29	88	59	29	88	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.03	0.02	0.03
36	373	355	728	0	0	0	0	0	0	0	0	0	373	355	728	373	355	728	1573	1573	3146	0.24	0.23	0.23	0.24	0.23	0.23	0.24	0.23	0.23
37	513	510	1023	0	0	0	0	0	0	0	0	0	513	510	1023	513	510	1023	1736	1736	3472	0.30	0.29	0.29	0.30	0.29	0.29	0.30	0.29	0.29
38	4023	4002	8025	1548	894	2442	0	200	200	0	165	165	5571	4896	10467	5571	5261	10832	7617	7617	15234	0.53	0.53	0.53	0.73	0.64	0.69	0.73	0.69	0.71
39	467	0	467	1253	0	1253	0	0	0	0	0	0	1720	0	1720	1720	0	1720	1206	0	1206	0.39	N/A	0.39	1.43	N/A	1.43	1.43	N/A	1.43
40	341	0	341	1054	0	1054	0	0	0	0	0	0	1395	0	1395	1395	0	1395	2413	0	2413	0.14	N/A	0.14	0.58	N/A	0.58	0.58	N/A	0.58
41	320	0	320	641	0	641	172	0	172	165	0	165	961	0	961	1298	0	1298	1206	0	1206	0.27	N/A	0.27	0.80	N/A	0.80	1.08	N/A	1.08
42	510	0	510	1695	0	1695	14	0	14	23	0	23	2205	0	2205	2242	0	2242	2413	0	2413	0.21	N/A	0.21	0.91	N/A	0.91	0.93	N/A	0.93
43	619	490	1109	1700	1828	3528	100	0	100	83	0	83	2319	2318	4637	2502	2318	4820	1517	1517	3034	0.41	0.32	0.37	1.53	1.53	1.53	1.65	1.53	1.59

2035 MAG Ingress Volumes for Friday MD Peak Hour with 2,000 Event Vehicles and Alt 2 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	821	817	1638	447	774	1221	100	0	100	83	0	83	1268	1591	2859	1451	1591	3042	1517	1517	3034	0.54	0.54	0.54	0.84	1.05	0.94	0.96	1.05	1.00
2	4149	4193	8342	1747	1948	3695	**0**	**29**	29	0	0	0	5896	6141	12037	5896	6170	12066	7473	7473	14946	0.56	0.56	0.56	0.79	0.82	0.81	0.79	0.83	0.81
3	322	261	583	2341	3523	5864	271	0	271	248	0	248	2663	3784	6447	3182	3784	6966	1736	1736	3472	0.19	0.15	0.17	1.53	2.18	1.86	1.83	2.18	2.01
4	261	322	583	3523	2341	5864	0	271	271	0	248	248	3784	2663	6447	3784	3182	6966	1736	1736	3472	0.15	0.19	0.17	2.18	1.53	1.86	2.18	1.83	2.01
5	302	261	563	1222	1759	2981	271	0	271	248	0	248	1524	2020	3544	2043	2020	4063	1736	1736	3472	0.17	0.15	0.16	0.88	1.16	1.02	1.18	1.16	1.17
6	261	302	563	1656	1902	3558	0	0	0	0	0	0	1917	2204	4121	1917	2204	4121	1736	1736	3472	0.15	0.17	0.16	1.10	1.27	1.19	1.10	1.27	1.19
7	858	815	1673	5324	9396	14720	0	0	0	0	0	0	6182	10211	16393	6182	10211	16393	2604	2604	5208	0.33	0.31	0.32	2.37	3.92	3.15	2.37	3.92	3.15
8	81	77	158	3621	7393	11014	0	0	0	0	0	0	3702	7470	11172	3702	7470	11172	474	474	948	0.17	0.16	0.17	7.81	15.76	11.78	7.81	15.76	11.78
9	81	77	158	3355	6971	10326	0	899	899	0	0	0	3436	7048	10484	3436	7947	11383	474	474	948	0.17	0.16	0.17	7.25	14.87	11.06	7.25	16.77	12.01
10	81	77	158	3381	6987	10368	0	995	995	0	0	0	3462	7064	10526	3462	8059	11521	560	560	1120	0.14	0.14	0.14	6.18	12.61	9.40	6.18	14.39	10.29
11	81	77	158	3381	6987	10368	0	1999	1999	0	779	779	3462	7064	10526	3462	9842	13304	560	560	1120	0.14	0.14	0.14	6.18	12.61	9.40	6.18	17.58	11.88
12	81	77	158	3371	6921	10292	0	1999	1999	0	779	779	3452	6998	10450	3452	9776	13228	560	560	1120	0.14	0.14	0.14	6.16	12.50	9.33	6.16	17.46	11.81
13	44	42	86	3430	6950	10380	0	1728	1728	0	143	143	3474	6992	10466	3474	8863	12337	560	560	1120	0.08	0.08	0.08	6.20	12.49	9.34	6.20	15.83	11.02
14	1457	1573	3030	774	447	1221	0	100	100	0	83	83	2231	2020	4251	2231	2203	4434	3271	3271	6542	0.45	0.48	0.46	0.68	0.62	0.65	0.68	0.67	0.68
15	1160	1194	2354	828	1789	2617	1628	0	1628	1320	0	1320	1988	2983	4971	4936	2983	7919	3271	3271	6542	0.35	0.37	0.36	0.61	0.91	0.76	1.51	0.91	1.21
16	4546	4923	9469	5748	10454	16202	1529	0	1529	1238	0	1238	10294	15377	25671	13061	15377	28438	7609	7609	15218	0.60	0.65	0.62	1.35	2.02	1.69	1.72	2.02	1.87
17	748	0	748	5103	0	5103	0	0	0	0	0	0	5851	0	5851	5851	0	5851	2613	0	2613	0.29	N/A	0.29	2.24	N/A	2.24	2.24	N/A	2.24
18	718	0	718	9094	0	9094	0	0	0	0	0	0	9812	0	9812	9812	0	9812	1306	0	1306	0.55	N/A	0.55	7.51	N/A	7.51	7.51	N/A	7.51
19	178	0	178	302	0	302	0	0	0	0	0	0	480	0	480	480	0	480	2521	0	2521	0.07	N/A	0.07	0.19	N/A	0.19	0.19	N/A	0.19
20	209	0	209	222	0	222	0	0	0	0	0	0	431	0	431	431	0	431	1260	0	1260	0.17	N/A	0.17	0.34	N/A	0.34	0.34	N/A	0.34
21	312	839	1151	222	9094	9316	0	0	0	0	0	0	534	9933	10467	534	9933	10467	1573	1573	3146	0.20	0.53	0.37	0.34	6.31	3.33	0.34	6.31	3.33
22	3976	4415	8391	947	1582	2529	1529	0	1529	1238	0	1238	4923	5997	10920	7690	5997	13687	7509	7509	15018	0.53	0.59	0.56	0.66	0.80	0.73	1.02	0.80	0.91
23	900	0	900	621	0	621	1529	0	1529	1238	0	1238	1521	0	1521	4288	0	4288	2521	0	2521	0.36	N/A	0.36	0.60	N/A	0.60	1.70	N/A	1.70
24	932	0	932	1342	0	1342	0	0	0	0	0	0	2274	0	2274	2274	0	2274	2521	0	2521	0.37	N/A	0.37	0.90	N/A	0.90	0.90	N/A	0.90
25	56	0	56	447	0	447	0	0	0	0	0	0	503	0	503	503	0	503	1260	0	1260	0.04	N/A	0.04	0.40	N/A	0.40	0.40	N/A	0.40
26	58	0	58	207	0	207	100	0	100	83	0	83	265	0	265	448	0	448	1260	0	1260	0.05	N/A	0.05	0.21	N/A	0.21	0.36	N/A	0.36
27	404	1282	1686	207	1342	1549	100	0	100	83	0	83	611	2624	3235	794	2624	3418	2181	2181	4362	0.19	0.59	0.39	0.28	1.20	0.74	0.36	1.20	0.78
28	3185	3541	6726	774	447	1221	0	100	100	0	83	83	3959	3988	7947	3959	4171	8130	7509	7509	15018	0.42	0.47	0.45	0.53	0.53	0.53	0.53	0.56	0.54
29	0	0	0	16	26	42	0	0	0	0	0	0	16	26	42	16	26	42	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	25	80	105	0	0	0	0	0	0	25	80	105	25	80	105	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.05	0.03
32	0	0	0	25	80	105	0	0	0	0	0	0	25	80	105	25	80	105	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.05	0.03
33	0	0	0	200	538	738	271	0	271	248	0	248	200	538	738	719	538	1257	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	0.41	0.31	0.36
34	0	0	0	353	950	1303	271	0	271	248	0	248	353	950	1303	872	950	1822	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	0.50	0.55	0.52
35	0	0	0	59	29	88	271	0	271	0	0	0	59	29	88	330	29	359	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.19	0.02	0.10
36	373	355	728	0	0	0	0	0	0	0	0	0	373	355	728	373	355	728	1573	1573	3146	0.24	0.23	0.23	0.24	0.23	0.23	0.24	0.23	0.23
37	513	510	1023	0	0	0	0	0	0	0	0	0	513	510	1023	513	510	1023	1736	1736	3472	0.30	0.29	0.29	0.30	0.29	0.29	0.30	0.29	0.29
38	4023	4002	8025	1548	894	2442	0	200	200	0	165	165	5571	4896	10467	5571	5261	10832	7617	7617	15234	0.53	0.53	0.53	0.73	0.64	0.69	0.73	0.69	0.71
39	467	0	467	1253	0	1253	0	0	0	0	0	0	1720	0	1720	1720	0	1720	1206	0	1206	0.39	N/A	0.39	1.43	N/A	1.43	1.43	N/A	1.43
40	341	0	341	1054	0	1054	0	0	0	0	0	0	1395	0	1395	1395	0	1395	2413	0	2413	0.14	N/A	0.14	0.58	N/A	0.58	0.58	N/A	0.58
41	320	0	320	641	0	641	180	0	180	165	0	165	961	0	961	1306	0	1306	1206	0	1206	0.27	N/A	0.27	0.80	N/A	0.80	1.08	N/A	1.08
42	510	0	510	1695	0	1695	10	0	10	0	0	0	2205	0	2205	2215	0	2215	2413	0	2413	0.21	N/A	0.21	0.91	N/A	0.91	0.92	N/A	0.92
43	619	490	1109	1700	1828	3528	100	0	100	83	0	83	2319	2318	4637	2502	2318	4820	1517	1517	3034	0.41	0.32	0.37	1.53	1.53	1.53	1.65	1.53	1.59

2035 MAG Ingress Volumes for Friday MD Peak Hour with 2,000 Event Vehicles and Alt 3 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	821	817	1638	447	774	1221	100	0	100	83	0	83	1268	1591	2859	1451	1591	3042	1517	1517	3034	0.54	0.54	0.54	0.84	1.05	0.94	0.96	1.05	1.00
2	4149	4193	8342	1747	1948	3695	0	15	15	0	0	0	5896	6141	12037	5896	6156	12052	7473	7473	14946	0.56	0.56	0.56	0.79	0.82	0.81	0.79	0.82	0.81
3	322	261	583	2341	3523	5864	285	0	285	248	0	248	2663	3784	6447	3196	3784	6980	1736	1736	3472	0.19	0.15	0.17	1.53	2.18	1.86	1.84	2.18	2.01
4	261	322	583	3523	2341	5864	0	285	285	0	248	248	3784	2663	6447	3784	3196	6980	1736	1736	3472	0.15	0.19	0.17	2.18	1.53	1.86	2.18	1.84	2.01
5	302	261	563	1222	1759	2981	285	0	285	248	0	248	1524	2020	3544	2057	2020	4077	1736	1736	3472	0.17	0.15	0.16	0.88	1.16	1.02	1.18	1.16	1.17
6	261	302	563	1656	1902	3558	1408	0	1408	963	0	963	1917	2204	4121	4288	2204	6492	1736	1736	3472	0.15	0.17	0.16	1.10	1.27	1.19	2.47	1.27	1.87
7	858	815	1673	5324	9396	14720	1408	0	1408	963	0	963	6182	10211	16393	8553	10211	18764	2604	2604	5208	0.33	0.31	0.32	2.37	3.92	3.15	3.28	3.92	3.60
8	81	77	158	3621	7393	11014	0	0	0	0	0	0	3702	7470	11172	3702	7470	11172	474	474	948	0.17	0.16	0.17	7.81	15.76	11.78	7.81	15.76	11.78
9	81	77	158	3355	6971	10326	0	899	899	0	0	0	3436	7048	10484	3436	7947	11383	474	474	948	0.17	0.16	0.17	7.25	14.87	11.06	7.25	16.77	12.01
10	81	77	158	3381	6987	10368	0	251	251	0	0	0	3462	7064	10526	3462	7315	10777	560	560	1120	0.14	0.14	0.14	6.18	12.61	9.40	6.18	13.06	9.62
11	81	77	158	3381	6987	10368	0	1255	1255	0	92	92	3462	7064	10526	3462	8411	11873	560	560	1120	0.14	0.14	0.14	6.18	12.61	9.40	6.18	15.02	10.60
12	81	77	158	3371	6921	10292	0	374	374	0	92	92	3452	6998	10450	3452	7464	10916	560	560	1120	0.14	0.14	0.14	6.16	12.50	9.33	6.16	13.33	9.75
13	44	42	86	3430	6950	10380	0	306	306	0	440	440	3474	6992	10466	3474	7738	11212	560	560	1120	0.08	0.08	0.08	6.20	12.49	9.34	6.20	13.82	10.01
14	1457	1573	3030	774	447	1221	0	100	100	0	83	83	2231	2020	4251	2231	2203	4434	3271	3271	6542	0.45	0.48	0.46	0.68	0.62	0.65	0.68	0.67	0.68
15	1160	1194	2354	828	1789	2617	206	0	206	357	0	357	1988	2983	4971	2551	2983	5534	3271	3271	6542	0.35	0.37	0.36	0.61	0.91	0.76	0.78	0.91	0.85
16	4546	4923	9469	5748	10454	16202	1514	0	1514	1238	0	1238	10294	15377	25671	13046	15377	28423	7609	7609	15218	0.60	0.65	0.62	1.35	2.02	1.69	1.71	2.02	1.87
17	748	0	748	5103	0	5103	1406	0	1406	963	0	963	5851	0	5851	8220	0	8220	2613	0	2613	0.29	N/A	0.29	2.24	N/A	2.24	3.15	N/A	3.15
18	718	0	718	9094	0	9094	0	0	0	0	0	0	9812	0	9812	9812	0	9812	1306	0	1306	0.55	N/A	0.55	7.51	N/A	7.51	7.51	N/A	7.51
19	178	0	178	302	0	302	0	0	0	0	0	0	480	0	480	480	0	480	2521	0	2521	0.07	N/A	0.07	0.19	N/A	0.19	0.19	N/A	0.19
20	209	0	209	222	0	222	2	0	2	0	0	0	431	0	431	433	0	433	1260	0	1260	0.17	N/A	0.17	0.34	N/A	0.34	0.34	N/A	0.34
21	312	839	1151	222	9094	9316	2	0	2	0	0	0	534	9933	10467	536	9933	10469	1573	1573	3146	0.20	0.53	0.37	0.34	6.31	3.33	0.34	6.31	3.33
22	3976	4415	8391	947	1582	2529	109	2	111	275	0	275	4923	5997	10920	5307	5999	11306	7509	7509	15018	0.53	0.59	0.56	0.66	0.80	0.73	0.71	0.80	0.75
23	900	0	900	621	0	621	109	0	109	275	0	275	1521	0	1521	1905	0	1905	2521	0	2521	0.36	N/A	0.36	0.60	N/A	0.60	0.76	N/A	0.76
24	932	0	932	1342	0	1342	0	0	0	0	0	0	2274	0	2274	2274	0	2274	2521	0	2521	0.37	N/A	0.37	0.90	N/A	0.90	0.90	N/A	0.90
25	56	0	56	447	0	447	0	0	0	0	0	0	503	0	503	503	0	503	1260	0	1260	0.04	N/A	0.04	0.40	N/A	0.40	0.40	N/A	0.40
26	58	0	58	207	0	207	98	0	98	83	0	83	265	0	265	446	0	446	1260	0	1260	0.05	N/A	0.05	0.21	N/A	0.21	0.35	N/A	0.35
27	404	1282	1686	207	1342	1549	98	0	98	83	0	83	611	2624	3235	792	2624	3416	2181	2181	4362	0.19	0.59	0.39	0.28	1.20	0.74	0.36	1.20	0.78
28	3185	3541	6726	774	447	1221	0	100	100	0	83	83	3959	3988	7947	3959	4171	8130	7509	7509	15018	0.42	0.47	0.45	0.53	0.53	0.53	0.53	0.56	0.54
29	0	0	0	16	26	42	0	744	744	0	0	0	16	26	42	16	770	786	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.44	0.23
30	0	0	0	0	0	0	0	744	744	0	0	0	0	0	0	0	744	744	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.21
31	0	0	0	25	80	105	0	881	881	0	0	0	25	80	105	25	961	986	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.55	0.28
32	0	0	0	25	80	105	0	881	881	0	0	0	25	80	105	25	961	986	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.55	0.28
33	0	0	0	200	538	738	949	0	949	1210	0	1210	200	538	738	2359	538	2897	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	1.36	0.31	0.83
34	0	0	0	353	950	1303	1693	0	1693	1210	0	1210	353	950	1303	3256	950	4206	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	1.88	0.55	1.21
35	0	0	0	59	29	88	68	0	68	0	0	0	59	29	88	127	29	156	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.07	0.02	0.04
36	373	355	728	0	0	0	0	0	0	0	0	0	373	355	728	373	355	728	1573	1573	3146	0.24	0.23	0.23	0.24	0.23	0.23	0.24	0.23	0.23
37	513	510	1023	0	0	0	0	0	0	0	0	0	513	510	1023	513	510	1023	1736	1736	3472	0.30	0.29	0.29	0.30	0.29	0.29	0.30	0.29	0.29
38	4023	4002	8025	1548	894	2442	0	200	200	0	165	165	5571	4896	10467	5571	5261	10832	7617	7617	15234	0.53	0.53	0.53	0.73	0.64	0.69	0.73	0.69	0.71
39	467	0	467	1253	0	1253	0	0	0	0	0	0	1720	0	1720	1720	0	1720	1206	0	1206	0.39	N/A	0.39	1.43	N/A	1.43	1.43	N/A	1.43
40	341	0	341	1054	0	1054	0	0	0	0	0	0	1395	0	1395	1395	0	1395	2413	0	2413	0.14	N/A	0.14	0.58	N/A	0.58	0.58	N/A	0.58
41	320	0	320	641	0	641	190	0	190	165	0	165	961	0	961	1316	0	1316	1206	0	1206	0.27	N/A	0.27	0.80	N/A	0.80	1.09	N/A	1.09
42	510	0	510	1695	0	1695	5	0	5	0	0	0	2205	0	2205	2210	0	2210	2413	0	2413	0.21	N/A	0.21	0.91	N/A	0.91	0.92	N/A	0.92
43	619	490	1109	1700	1828	3528	100	0	100	83	0	83	2319	2318	4637	2502	2318	4820	1517	1517	3034	0.41	0.32	0.37	1.53	1.53	1.53	1.65	1.53	1.59

2035 MAG Ingress Volumes for Saturday MD Peak Hour with 2,800 Event Vehicles and Alt 1 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	664	592	1256	140	0	140	83	0	83	1382	1365	2747	1605	1365	2970	1517	1517	3034	0.47	0.51	0.49	0.91	0.90	0.91	1.06	0.90	0.98
2	4454	3943	8397	2116	2011	4127	**0**	**59**	59	0	23	23	6570	5954	12524	6570	6036	12606	7473	7473	14946	0.60	0.53	0.56	0.88	0.80	0.84	0.88	0.81	0.84
3	271	192	463	3381	3059	6440	361	0	361	225	0	225	3652	3251	6903	4238	3251	7489	1736	1736	3472	0.16	0.11	0.13	2.10	1.87	1.99	2.44	1.87	2.16
4	192	271	463	3059	3381	6440	0	361	361	0	225	225	3251	3652	6903	3251	4238	7489	1736	1736	3472	0.11	0.16	0.13	1.87	2.10	1.99	1.87	2.44	2.16
5	206	226	432	1610	1505	3115	361	0	361	225	0	225	1816	1731	3547	2402	1731	4133	1736	1736	3472	0.12	0.13	0.12	1.05	1.00	1.02	1.38	1.00	1.19
6	226	206	432	1734	1672	3406	0	359	359	0	225	225	1960	1878	3838	1960	2462	4422	1736	1736	3472	0.13	0.12	0.12	1.13	1.08	1.11	1.13	1.42	1.27
7	701	722	1423	7947	7033	14980	2156	0	2156	1302	0	1302	8648	7755	16403	12106	7755	19861	2604	2604	5208	0.27	0.28	0.27	3.32	2.98	3.15	4.65	2.98	3.81
8	93	75	168	5533	4995	10528	2515	0	2515	1526	0	1526	5626	5070	10696	9667	5070	14737	474	474	948	0.20	0.16	0.18	11.87	10.70	11.28	20.39	10.70	15.55
9	93	75	168	5118	4641	9759	1363	107	1470	1526	0	1526	5211	4716	9927	8100	4823	12923	474	474	948	0.20	0.16	0.18	10.99	9.95	10.47	17.09	10.18	13.63
10	93	75	168	5140	4665	9805	1248	125	1373	1526	0	1526	5233	4740	9973	8007	4865	12872	560	560	1120	0.17	0.13	0.15	9.34	8.46	8.90	14.30	8.69	11.49
11	93	75	168	5140	4665	9805	0	283	283	678	69	747	5233	4740	9973	5911	5092	11003	560	560	1120	0.17	0.13	0.15	9.34	8.46	8.90	10.56	9.09	9.82
12	93	75	168	5110	4641	9751	0	283	283	678	69	747	5203	4716	9919	5881	5068	10949	560	560	1120	0.17	0.13	0.15	9.29	8.42	8.86	10.50	9.05	9.78
13	58	27	85	5148	4684	9832	0	283	283	0	124	124	5206	4711	9917	5206	5118	10324	560	560	1120	0.10	0.05	0.08	9.30	8.41	8.85	9.30	9.14	9.22
14	1641	1499	3140	592	664	1256	0	137	137	0	83	83	2233	2163	4396	2233	2383	4616	3271	3271	6542	0.50	0.46	0.48	0.68	0.66	0.67	0.68	0.73	0.71
15	1331	1155	2486	1292	1158	2450	146	0	146	41	0	41	2623	2313	4936	2810	2313	5123	3271	3271	6542	0.41	0.35	0.38	0.80	0.71	0.75	0.86	0.71	0.78
16	4569	4737	9306	8625	7649	16274	2159	0	2159	1260	0	1260	13194	12386	25580	16613	12386	28999	7609	7609	15218	0.60	0.62	0.61	1.73	1.63	1.68	2.18	1.63	1.91
17	612	0	612	7632	0	7632	2054	0	2054	1260	0	1260	8244	0	8244	11558	0	11558	2613	0	2613	0.23	N/A	0.23	3.15	N/A	3.15	4.42	N/A	4.42
18	693	0	693	6754	0	6754	0	0	0	0	0	0	7447	0	7447	7447	0	7447	1306	0	1306	0.53	N/A	0.53	5.70	N/A	5.70	5.70	N/A	5.70
19	204	0	204	279	0	279	0	0	0	0	0	0	483	0	483	483	0	483	2521	0	2521	0.08	N/A	0.08	0.19	N/A	0.19	0.19	N/A	0.19
20	188	0	188	315	0	315	102	0	102	41	0	41	503	0	503	646	0	646	1260	0	1260	0.15	N/A	0.15	0.40	N/A	0.40	0.51	N/A	0.51
21	318	748	1066	315	6754	7069	102	0	102	41	0	41	633	7502	8135	776	7502	8278	1573	1573	3146	0.20	0.48	0.34	0.40	4.77	2.59	0.49	4.77	2.63
22	4160	4232	8392	1272	1210	2482	105	102	207	0	41	41	5432	5442	10874	5537	5585	11122	7509	7509	15018	0.55	0.56	0.56	0.72	0.72	0.72	0.74	0.74	0.74
23	1063	0	1063	969	0	969	105	0	105	0	0	0	2032	0	2032	2137	0	2137	2521	0	2521	0.42	N/A	0.42	0.81	N/A	0.81	0.85	N/A	0.85
24	913	0	913	869	0	869	0	0	0	0	0	0	1782	0	1782	1782	0	1782	2521	0	2521	0.36	N/A	0.36	0.71	N/A	0.71	0.71	N/A	0.71
25	55	0	55	290	0	290	0	0	0	0	0	0	345	0	345	345	0	345	1260	0	1260	0.04	N/A	0.04	0.27	N/A	0.27	0.27	N/A	0.27
26	52	0	52	323	0	323	41	0	41	41	0	41	375	0	375	457	0	457	1260	0	1260	0.04	N/A	0.04	0.30	N/A	0.30	0.36	N/A	0.36
27	413	1245	1658	323	869	1192	41	0	41	41	0	41	736	2114	2850	818	2114	2932	2181	2181	4362	0.19	0.57	0.38	0.34	0.97	0.65	0.38	0.97	0.67
28	3153	3371	6524	592	664	1256	0	143	143	0	83	83	3745	4035	7780	3745	4261	8006	7509	7509	15018	0.42	0.45	0.43	0.50	0.54	0.52	0.50	0.57	0.53
29	0	0	0	24	21	45	0	2	2	0	0	0	24	21	45	24	23	47	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	2	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	41	35	76	0	0	0	0	0	0	41	35	76	41	35	76	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
32	0	0	0	41	35	76	0	0	0	0	0	0	41	35	76	41	35	76	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
33	0	0	0	294	258	552	0	0	0	0	0	0	294	258	552	294	258	552	1736	1736	3472	0.00	0.00	0.00	0.17	0.15	0.16	0.17	0.15	0.16
34	0	0	0	555	482	1037	2	0	2	0	0	0	555	482	1037	557	482	1039	1736	1736	3472	0.00	0.00	0.00	0.32	0.28	0.30	0.32	0.28	0.30
35	0	0	0	39	43	82	0	0	0	0	0	0	39	43	82	39	43	82	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1184	1328	2512	0	280	280	0	165	165	5512	5121	10633	5512	5566	11078	7617	7617	15234	0.57	0.50	0.53	0.72	0.67	0.70	0.72	0.73	0.73
39	469	0	469	1773	0	1773	0	0	0	0	0	0	2242	0	2242	2242	0	2242	1206	0	1206	0.39	N/A	0.39	1.86	N/A	1.86	1.86	N/A	1.86
40	343	0	343	841	0	841	0	0	0	0	0	0	1184	0	1184	1184	0	1184	2413	0	2413	0.14	N/A	0.14	0.49	N/A	0.49	0.49	N/A	0.49
41	287	0	287	943	0	943	241	0	241	165	0	165	1230	0	1230	1636	0	1636	1206	0	1206	0.24	N/A	0.24	1.02	N/A	1.02	1.36	N/A	1.36
42	437	0	437	1626	0	1626	20	0	20	23	0	23	2063	0	2063	2106	0	2106	2413	0	2413	0.18	N/A	0.18	0.85	N/A	0.85	0.87	N/A	0.87
43	523	304	827	2438	1433	3871	140	0	140	83	0	83	2961	1737	4698	3184	1737	4921	1517	1517	3034	0.34	0.20	0.27	1.95	1.15	1.55	2.10	1.15	1.62

2035 MAG Ingress Volumes for Saturday MD Peak Hour with 2,800 Event Vehicles and Alt 2 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	664	592	1256	140	0	140	83	0	83	1382	1365	2747	1605	1365	2970	1517	1517	3034	0.47	0.51	0.49	0.91	0.90	0.91	1.06	0.90	0.98
2	4454	3943	8397	2116	2011	4127	0	41	41	0	0	0	6570	5954	12524	6570	5995	12565	7473	7473	14946	0.60	0.53	0.56	0.88	0.80	0.84	0.88	0.80	0.84
3	271	192	463	3381	3059	6440	379	0	379	248	0	248	3652	3251	6903	4279	3251	7530	1736	1736	3472	0.16	0.11	0.13	2.10	1.87	1.99	2.46	1.87	2.17
4	192	271	463	3059	3381	6440	0	379	379	0	248	248	3251	3652	6903	3251	4279	7530	1736	1736	3472	0.11	0.16	0.13	1.87	2.10	1.99	1.87	2.46	2.17
5	206	226	432	1610	1505	3115	379	0	379	248	0	248	1816	1731	3547	2443	1731	4174	1736	1736	3472	0.12	0.13	0.12	1.05	1.00	1.02	1.41	1.00	1.20
6	226	206	432	1734	1672	3406	0	0	0	0	0	0	1960	1878	3838	1960	1878	3838	1736	1736	3472	0.13	0.12	0.12	1.13	1.08	1.11	1.13	1.08	1.11
7	701	722	1423	7947	7033	14980	0	0	0	0	0	0	8648	7755	16403	8648	7755	16403	2604	2604	5208	0.27	0.28	0.27	3.32	2.98	3.15	3.32	2.98	3.15
8	93	75	168	5533	4995	10528	0	0	0	0	0	0	5626	5070	10696	5626	5070	10696	474	474	948	0.20	0.16	0.18	11.87	10.70	11.28	11.87	10.70	11.28
9	93	75	168	5118	4641	9759	0	1259	1259	0	0	0	5211	4716	9927	5211	5975	11186	474	474	948	0.20	0.16	0.18	10.99	9.95	10.47	10.99	12.61	11.80
10	93	75	168	5140	4665	9805	0	1394	1394	0	0	0	5233	4740	9973	5233	6134	11367	560	560	1120	0.17	0.13	0.15	9.34	8.46	8.90	9.34	10.95	10.15
11	93	75	168	5140	4665	9805	0	2800	2800	0	779	779	5233	4740	9973	5233	8319	13552	560	560	1120	0.17	0.13	0.15	9.34	8.46	8.90	9.34	14.86	12.10
12	93	75	168	5110	4641	9751	0	2800	2800	0	779	779	5203	4716	9919	5203	8295	13498	560	560	1120	0.17	0.13	0.15	9.29	8.42	8.86	9.29	14.81	12.05
13	58	27	85	5148	4684	9832	0	2421	2421	0	143	143	5206	4711	9917	5206	7275	12481	560	560	1120	0.10	0.05	0.08	9.30	8.41	8.85	9.30	12.99	11.14
14	1641	1499	3140	592	664	1256	0	140	140	0	83	83	2233	2163	4396	2233	2386	4619	3271	3271	6542	0.50	0.46	0.48	0.68	0.66	0.67	0.68	0.73	0.71
15	1331	1155	2486	1292	1158	2450	2281	0	2281	1320	0	1320	2623	2313	4936	6224	2313	8537	3271	3271	6542	0.41	0.35	0.38	0.80	0.71	0.75	1.90	0.71	1.30
16	4569	4737	9306	8625	7649	16274	2141	0	2141	1238	0	1238	13194	12386	25580	16573	12386	28959	7609	7609	15218	0.60	0.62	0.61	1.73	1.63	1.68	2.18	1.63	1.90
17	612	0	612	7632	0	7632	0	0	0	0	0	0	8244	0	8244	8244	0	8244	2613	0	2613	0.23	N/A	0.23	3.15	N/A	3.15	3.15	N/A	3.15
18	693	0	693	6754	0	6754	0	0	0	0	0	0	7447	0	7447	7447	0	7447	1306	0	1306	0.53	N/A	0.53	5.70	N/A	5.70	5.70	N/A	5.70
19	204	0	204	279	0	279	0	0	0	0	0	0	483	0	483	483	0	483	2521	0	2521	0.08	N/A	0.08	0.19	N/A	0.19	0.19	N/A	0.19
20	188	0	188	315	0	315	0	0	0	0	0	0	503	0	503	503	0	503	1260	0	1260	0.15	N/A	0.15	0.40	N/A	0.40	0.40	N/A	0.40
21	318	748	1066	315	6754	7069	0	0	0	0	0	0	633	7502	8135	633	7502	8135	1573	1573	3146	0.20	0.48	0.34	0.40	4.77	2.59	0.40	4.77	2.59
22	4160	4232	8392	1272	1210	2482	2141	0	2141	1238	0	1238	5432	5442	10874	8811	5442	14253	7509	7509	15018	0.55	0.56	0.56	0.72	0.72	0.72	1.17	0.72	0.95
23	1063	0	1063	969	0	969	2141	0	2141	1238	0	1238	2032	0	2032	5411	0	5411	2521	0	2521	0.42	N/A	0.42	0.81	N/A	0.81	2.15	N/A	2.15
24	913	0	913	869	0	869	0	0	0	0	0	0	1782	0	1782	1782	0	1782	2521	0	2521	0.36	N/A	0.36	0.71	N/A	0.71	0.71	N/A	0.71
25	55	0	55	290	0	290	0	0	0	0	0	0	345	0	345	345	0	345	1260	0	1260	0.04	N/A	0.04	0.27	N/A	0.27	0.27	N/A	0.27
26	52	0	52	323	0	323	140	0	140	83	0	83	375	0	375	598	0	598	1260	0	1260	0.04	N/A	0.04	0.30	N/A	0.30	0.47	N/A	0.47
27	413	1245	1658	323	869	1192	140	0	140	83	0	83	736	2114	2850	959	2114	3073	2181	2181	4362	0.19	0.57	0.38	0.34	0.97	0.65	0.44	0.97	0.70
28	3153	3371	6524	592	664	1256	0	140	140	0	83	83	3745	4035	7780	3745	4258	8003	7509	7509	15018	0.42	0.45	0.43	0.50	0.54	0.52	0.50	0.57	0.53
29	0	0	0	24	21	45	0	0	0	0	0	0	24	21	45	24	21	45	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	41	35	76	0	0	0	0	0	0	41	35	76	41	35	76	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
32	0	0	0	41	35	76	0	0	0	0	0	0	41	35	76	41	35	76	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
33	0	0	0	294	258	552	379	0	379	248	0	248	294	258	552	921	258	1179	1736	1736	3472	0.00	0.00	0.00	0.17	0.15	0.16	0.53	0.15	0.34
34	0	0	0	555	482	1037	379	0	379	248	0	248	555	482	1037	1182	482	1664	1736	1736	3472	0.00	0.00	0.00	0.32	0.28	0.30	0.68	0.28	0.48
35	0	0	0	39	43	82	379	0	379	0	0	0	39	43	82	418	43	461	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.24	0.02	0.13
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1184	1328	2512	0	280	280	0	165	165	5512	5121	10633	5512	5566	11078	7617	7617	15234	0.57	0.50	0.53	0.72	0.67	0.70	0.72	0.73	0.73
39	469	0	469	1773	0	1773	0	0	0	0	0	0	2242	0	2242	2242	0	2242	1206	0	1206	0.39	N/A	0.39	1.86	N/A	1.86	1.86	N/A	1.86
40	343	0	343	841	0	841	0	0	0	0	0	0	1184	0	1184	1184	0	1184	2413	0	2413	0.14	N/A	0.14	0.49	N/A	0.49	0.49	N/A	0.49
41	287	0	287	943	0	943	253	0	253	165	0	165	1230	0	1230	1648	0	1648	1206	0	1206	0.24	N/A	0.24	1.02	N/A	1.02	1.37	N/A	1.37
42	437	0	437	1626	0	1626	14	0	14	0	0	0	2063	0	2063	2077	0	2077	2413	0	2413	0.18	N/A	0.18	0.85	N/A	0.85	0.86	N/A	0.86
43	523	304	827	2438	1433	3871	140	0	140	83	0	83	2961	1737	4698	3184	1737	4921	1517	1517	3034	0.34	0.20	0.27	1.95	1.15	1.55	2.10	1.15	1.62

2035 MAG Ingress Volumes for Saturday MD Peak Hour with 2,800 Event Vehicles and Alt 3 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	664	592	1256	140	0	140	83	0	83	1382	1365	2747	1605	1365	2970	1517	1517	3034	0.47	0.51	0.49	0.91	0.90	0.91	1.06	0.90	0.98
2	4454	3943	8397	2116	2011	4127	**0**	**21**	21	0	0	0	6570	5954	12524	6570	5975	12545	7473	7473	14946	0.60	0.53	0.56	0.88	0.80	0.84	0.88	0.80	0.84
3	271	192	463	3381	3059	6440	399	0	399	248	0	248	3652	3251	6903	4299	3251	7550	1736	1736	3472	0.16	0.11	0.13	2.10	1.87	1.99	2.48	1.87	2.17
4	192	271	463	3059	3381	6440	0	399	399	0	248	248	3251	3652	6903	3251	4299	7550	1736	1736	3472	0.11	0.16	0.13	1.87	2.10	1.99	1.87	2.48	2.17
5	206	226	432	1610	1505	3115	399	0	399	248	0	248	1816	1731	3547	2463	1731	4194	1736	1736	3472	0.12	0.13	0.12	1.05	1.00	1.02	1.42	1.00	1.21
6	226	206	432	1734	1672	3406	1972	0	1972	963	0	963	1960	1878	3838	4895	1878	6773	1736	1736	3472	0.13	0.12	0.12	1.13	1.08	1.11	2.82	1.08	1.95
7	701	722	1423	7947	7033	14980	1972	0	1972	963	0	963	8648	7755	16403	11583	7755	19338	2604	2604	5208	0.27	0.28	0.27	3.32	2.98	3.15	4.45	2.98	3.71
8	93	75	168	5533	4995	10528	0	0	0	0	0	0	5626	5070	10696	5626	5070	10696	474	474	948	0.20	0.16	0.18	11.87	10.70	11.28	11.87	10.70	11.28
9	93	75	168	5118	4641	9759	0	1259	1259	0	0	0	5211	4716	9927	5211	5975	11186	474	474	948	0.20	0.16	0.18	10.99	9.95	10.47	10.99	12.61	11.80
10	93	75	168	5140	4665	9805	0	352	352	0	0	0	5233	4740	9973	5233	5092	10325	560	560	1120	0.17	0.13	0.15	9.34	8.46	8.90	9.34	9.09	9.22
11	93	75	168	5140	4665	9805	0	1758	1758	0	92	92	5233	4740	9973	5233	6590	11823	560	560	1120	0.17	0.13	0.15	9.34	8.46	8.90	9.34	11.77	10.56
12	93	75	168	5110	4641	9751	0	524	524	0	92	92	5203	4716	9919	5203	5332	10535	560	560	1120	0.17	0.13	0.15	9.29	8.42	8.86	9.29	9.52	9.41
13	58	27	85	5148	4684	9832	0	429	429	0	440	440	5206	4711	9917	5206	5580	10786	560	560	1120	0.10	0.05	0.08	9.30	8.41	8.85	9.30	9.96	9.63
14	1641	1499	3140	592	664	1256	0	140	140	0	83	83	2233	2163	4396	2233	2386	4619	3271	3271	6542	0.50	0.46	0.48	0.68	0.66	0.67	0.68	0.73	0.71
15	1331	1155	2486	1292	1158	2450	285	0	285	357	0	357	2623	2313	4936	3265	2313	5578	3271	3271	6542	0.41	0.35	0.38	0.80	0.71	0.75	1.00	0.71	0.85
16	4569	4737	9306	8625	7649	16274	2121	0	2121	1238	0	1238	13194	12386	25580	16553	12386	28939	7609	7609	15218	0.60	0.62	0.61	1.73	1.63	1.68	2.18	1.63	1.90
17	612	0	612	7632	0	7632	1969	0	1969	963	0	963	8244	0	8244	11176	0	11176	2613	0	2613	0.23	N/A	0.23	3.15	N/A	3.15	4.28	N/A	4.28
18	693	0	693	6754	0	6754	0	0	0	0	0	0	7447	0	7447	7447	0	7447	1306	0	1306	0.53	N/A	0.53	5.70	N/A	5.70	5.70	N/A	5.70
19	204	0	204	279	0	279	0	0	0	0	0	0	483	0	483	483	0	483	2521	0	2521	0.08	N/A	0.08	0.19	N/A	0.19	0.19	N/A	0.19
20	188	0	188	315	0	315	3	0	3	0	0	0	503	0	503	506	0	506	1260	0	1260	0.15	N/A	0.15	0.40	N/A	0.40	0.40	N/A	0.40
21	318	748	1066	315	6754	7069	3	0	3	0	0	0	633	7502	8135	636	7502	8138	1573	1573	3146	0.20	0.48	0.34	0.40	4.77	2.59	0.40	4.77	2.59
22	4160	4232	8392	1272	1210	2482	152	3	155	275	0	275	5432	5442	10874	5859	5445	11304	7509	7509	15018	0.55	0.56	0.56	0.72	0.72	0.72	0.78	0.73	0.75
23	1063	0	1063	969	0	969	152	0	152	275	0	275	2032	0	2032	2459	0	2459	2521	0	2521	0.42	N/A	0.42	0.81	N/A	0.81	0.98	N/A	0.98
24	913	0	913	869	0	869	0	0	0	0	0	0	1782	0	1782	1782	0	1782	2521	0	2521	0.36	N/A	0.36	0.71	N/A	0.71	0.71	N/A	0.71
25	55	0	55	290	0	290	0	0	0	0	0	0	345	0	345	345	0	345	1260	0	1260	0.04	N/A	0.04	0.27	N/A	0.27	0.27	N/A	0.27
26	52	0	52	323	0	323	137	0	137	83	0	83	375	0	375	595	0	595	1260	0	1260	0.04	N/A	0.04	0.30	N/A	0.30	0.47	N/A	0.47
27	413	1245	1658	323	869	1192	137	0	137	83	0	83	736	2114	2850	956	2114	3070	2181	2181	4362	0.19	0.57	0.38	0.34	0.97	0.65	0.44	0.97	0.70
28	3153	3371	6524	592	664	1256	0	140	140	0	83	83	3745	4035	7780	3745	4258	8003	7509	7509	15018	0.42	0.45	0.43	0.50	0.54	0.52	0.50	0.57	0.53
29	0	0	0	24	21	45	0	1042	1042	0	0	0	24	21	45	24	1063	1087	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.61	0.31
30	0	0	0	0	0	0	0	1042	1042	0	0	0	0	0	0	0	1042	1042	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.30
31	0	0	0	41	35	76	0	1234	1234	0	0	0	41	35	76	41	1269	1310	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.73	0.38
32	0	0	0	41	35	76	0	1234	1234	0	0	0	41	35	76	41	1269	1310	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.73	0.38
33	0	0	0	294	258	552	1329	0	1329	1210	0	1210	294	258	552	2833	258	3091	1736	1736	3472	0.00	0.00	0.00	0.17	0.15	0.16	1.63	0.15	0.89
34	0	0	0	555	482	1037	2371	0	2371	1210	0	1210	555	482	1037	4136	482	4618	1736	1736	3472	0.00	0.00	0.00	0.32	0.28	0.30	2.38	0.28	1.33
35	0	0	0	39	43	82	95	0	95	0	0	0	39	43	82	134	43	177	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.08	0.02	0.05
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1184	1328	2512	0	280	280	0	165	165	5512	5121	10633	5512	5566	11078	7617	7617	15234	0.57	0.50	0.53	0.72	0.67	0.70	0.72	0.73	0.73
39	469	0	469	1773	0	1773	0	0	0	0	0	0	2242	0	2242	2242	0	2242	1206	0	1206	0.39	N/A	0.39	1.86	N/A	1.86	1.86	N/A	1.86
40	343	0	343	841	0	841	0	0	0	0	0	0	1184	0	1184	1184	0	1184	2413	0	2413	0.14	N/A	0.14	0.49	N/A	0.49	0.49	N/A	0.49
41	287	0	287	943	0	943	266	0	266	165	0	165	1230	0	1230	1661	0	1661	1206	0	1206	0.24	N/A	0.24	1.02	N/A	1.02	1.38	N/A	1.38
42	437	0	437	1626	0	1626	7	0	7	0	0	0	2063	0	2063	2070	0	2070	2413	0	2413	0.18	N/A	0.18	0.85	N/A	0.85	0.86	N/A	0.86
43	523	304	827	2438	1433	3871	140	0	140	83	0	83	2961	1737	4698	3184	1737	4921	1517	1517	3034	0.34	0.20	0.27	1.95	1.15	1.55	2.10	1.15	1.62

2035 MAG Egress Volumes for Friday PM Peak Hour with 5,000 Event Vehicles, Improved Capacity Improvements, and Alt 1 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	1159	1269	2428	447	774	1221	0	250	250	0	83	83	1606	2043	3649	1606	2376	3982	1517	1517	3034	0.76	0.84	0.80	1.06	1.35	1.20	1.06	1.57	1.31
2	7182	5218	12400	1747	1948	3695	377	565	942	110	688	798	8929	7166	16095	9416	8419	17835	7473	7473	14946	0.96	0.70	0.83	1.19	0.96	1.08	1.26	1.13	1.19
3	673	272	945	2341	3523	5864	0	938	938	0	825	825	3014	3795	6809	3014	5558	8572	1736	1736	3472	0.39	0.16	0.27	1.74	2.19	1.96	1.74	3.20	2.47
4	272	673	945	3523	2341	5864	938	0	938	825	0	825	3795	3014	6809	5558	3014	8572	1736	1736	3472	0.16	0.39	0.27	2.19	1.74	1.96	3.20	1.74	2.47
5	370	379	749	1222	1759	2981	0	938	938	0	825	825	1592	2138	3730	1592	3901	5493	1736	1736	3472	0.21	0.22	0.22	0.92	1.23	1.07	0.92	2.25	1.58
6	379	370	749	1656	1902	3558	697	0	697	0	0	0	2035	2272	4307	2732	2272	5004	1736	1736	3472	0.22	0.21	0.22	1.17	1.31	1.24	1.57	1.31	1.44
7	967	967	1934	5324	9396	14720	0	1551	1551	0	0	0	6291	10363	16654	6291	11914	18205	2604	2604	5208	0.37	0.37	0.37	2.42	3.98	3.20	2.42	4.58	3.50
8	116	74	190	3621	7393	11014	0	2248	2248	0	0	0	3737	7467	11204	3737	9715	13452	1736	1736	3472	0.07	0.04	0.05	2.15	4.30	3.23	2.15	5.60	3.87
9	116	74	190	3355	6971	10326	0	0	0	0	0	0	3471	7045	10516	3471	7045	10516	1736	1736	3472	0.07	0.04	0.05	2.00	4.06	3.03	2.00	4.06	3.03
10	116	74	190	3381	6987	10368	0	0	0	0	0	0	3497	7061	10558	3497	7061	10558	1736	1736	3472	0.07	0.04	0.05	2.01	4.07	3.04	2.01	4.07	3.04
11	116	74	190	3381	6987	10368	2511	0	2511	92	0	92	3497	7061	10558	6100	7061	13161	1736	1736	3472	0.07	0.04	0.05	2.01	4.07	3.04	3.51	4.07	3.79
12	116	74	190	3371	6921	10292	2511	0	2511	92	0	92	3487	6995	10482	6090	6995	13085	1736	1736	3472	0.07	0.04	0.05	2.01	4.03	3.02	3.51	4.03	3.77
13	78	47	125	3430	6950	10380	2511	0	2511	825	0	825	3508	6997	10505	6844	6997	13841	1736	1736	3472	0.04	0.03	0.04	2.02	4.03	3.03	3.94	4.03	3.99
14	2563	1303	3866	774	447	1221	126	0	126	83	0	83	3337	1750	5087	3546	1750	5296	3271	3271	6542	0.78	0.40	0.59	1.02	0.54	0.78	1.08	0.54	0.81
15	2069	991	3060	828	1789	2617	0	2385	2385	0	742	742	2897	2780	5677	2897	5907	8804	3271	3271	6542	0.63	0.30	0.47	0.89	0.85	0.87	0.89	1.81	1.35
16	6549	5664	12213	5748	10454	16202	74	3609	3683	0	660	660	12297	16118	28415	12371	20387	32758	7609	7609	15218	0.86	0.74	0.80	1.62	2.12	1.87	1.63	2.68	2.15
17	692	0	692	5103	0	5103	0	0	0	0	0	0	5795	0	5795	5795	0	5795	2613	0	2613	0.26	N/A	0.26	2.22	N/A	2.22	2.22	N/A	2.22
18	1070	0	1070	9094	0	9094	1349	0	1349	0	0	0	10164	0	10164	11513	0	11513	1306	0	1306	0.82	N/A	0.82	7.78	N/A	7.78	8.82	N/A	8.82
19	463	0	463	302	0	302	202	0	202	0	0	0	765	0	765	967	0	967	2521	0	2521	0.18	N/A	0.18	0.30	N/A	0.30	0.38	N/A	0.38
20	174	0	174	222	0	222	0	0	0	0	0	0	396	0	396	396	0	396	1260	0	1260	0.14	N/A	0.14	0.31	N/A	0.31	0.31	N/A	0.31
21	649	888	1537	222	9094	9316	0	1349	1349	0	0	0	871	9982	10853	871	11331	12202	1573	1573	3146	0.41	0.56	0.49	0.55	6.35	3.45	0.55	7.20	3.88
22	6321	4768	11089	947	1582	2529	249	2260	2509	0	660	660	7268	6350	13618	7517	9270	16787	7509	7509	15018	0.84	0.63	0.74	0.97	0.85	0.91	1.00	1.23	1.12
23	1825	0	1825	621	0	621	0	0	0	0	0	0	2446	0	2446	2446	0	2446	2521	0	2521	0.72	N/A	0.72	0.97	N/A	0.97	0.97	N/A	0.97
24	835	0	835	1342	0	1342	2260	0	2260	660	0	660	2177	0	2177	5097	0	5097	2521	0	2521	0.33	N/A	0.33	0.86	N/A	0.86	2.02	N/A	2.02
25	114	0	114	447	0	447	126	0	126	83	0	83	561	0	561	770	0	770	1260	0	1260	0.09	N/A	0.09	0.45	N/A	0.45	0.61	N/A	0.61
26	67	0	67	207	0	207	0	0	0	0	0	0	274	0	274	274	0	274	1260	0	1260	0.05	N/A	0.05	0.22	N/A	0.22	0.22	N/A	0.22
27	674	1307	1981	207	1342	1549	0	2260	2260	0	660	660	881	2649	3530	881	5569	6450	2181	2181	4362	0.31	0.60	0.45	0.40	1.21	0.81	0.40	2.55	1.48
28	4609	4000	8609	774	447	1221	374	0	374	83	0	83	5383	4447	9830	5840	4447	10287	7509	7509	15018	0.61	0.53	0.57	0.72	0.59	0.65	0.78	0.59	0.68
29	0	0	0	16	26	42	241	0	241	0	0	0	16	26	42	257	26	283	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.15	0.01	0.08
30	0	0	0	0	0	0	241	0	241	825	0	825	0	0	0	1066	0	1066	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.31
31	0	0	0	25	80	105	0	0	0	0	0	0	25	80	105	25	80	105	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.05	0.03
32	0	0	0	25	80	105	0	0	0	0	0	0	25	80	105	25	80	105	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.01	0.05	0.03
33	0	0	0	200	538	738	0	0	0	0	0	0	200	538	738	200	538	738	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	0.12	0.31	0.21
34	0	0	0	353	950	1303	0	241	241	0	825	825	353	950	1303	353	2016	2369	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	0.20	1.16	0.68
35	0	0	0	59	29	88	0	0	0	0	0	0	59	29	88	59	29	88	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.03	0.02	0.03
36	310	967	1277	0	0	0	0	0	0	0	0	0	310	967	1277	310	967	1277	1573	1573	3146	0.20	0.61	0.41	0.20	0.61	0.41	0.20	0.61	0.41
37	705	840	1545	0	0	0	0	0	0	0	0	0	705	840	1545	705	840	1545	1736	1736	3472	0.41	0.48	0.44	0.41	0.48	0.44	0.41	0.48	0.44
38	7131	4878	12009	1548	894	2442	500	0	500	165	0	165	8679	5772	14451	9344	5772	15116	7617	7617	15234	0.94	0.64	0.79	1.14	0.76	0.95	1.23	0.76	0.99
39	765	0	765	1253	0	1253	126	0	126	37	0	37	2018	0	2018	2181	0	2181	1206	0	1206	0.63	N/A	0.63	1.67	N/A	1.67	1.81	N/A	1.81
40	715	0	715	1054	0	1054	249	0	249	92	0	92	1769	0	1769	2110	0	2110	2413	0	2413	0.30	N/A	0.30	0.73	N/A	0.73	0.87	N/A	0.87
41	393	0	393	641	0	641	0	0	0	0	0	0	1034	0	1034	1034	0	1034	1206	0	1206	0.33	N/A	0.33	0.86	N/A	0.86	0.86	N/A	0.86
42	734	0	734	1695	0	1695	565	0	565	688	0	688	2429	0	2429	3682	0	3682	2413	0	2413	0.30	N/A	0.30	1.01	N/A	1.01	1.53	N/A	1.53
43	742	529	1271	1700	1828	3528	0	373	373	0	138	138	2442	2357	4799	2442	2868	5310	1517	1517	3034	0.49	0.35	0.42	1.61	1.55	1.58	1.61	1.89	1.75

2035 MAG Egress Volumes for Friday PM Peak Hour with 5,000 Event Vehicles, Improved Capacity Improvements, and Alt 2 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	1159	1269	2428	447	774	1221	0	250	250	0	83	83	1606	2043	3649	1606	2376	3982	1517	1517	3034	0.76	0.84	0.80	1.06	1.35	1.20	1.06	1.57	1.31
2	7182	5218	12400	1747	1948	3695	337	413	750	55	688	743	8929	7166	16095	9321	8267	17588	7473	7473	14946	0.96	0.70	0.83	1.19	0.96	1.08	1.25	1.11	1.18
3	673	272	945	2341	3523	5864	0	826	826	0	880	880	3014	3795	6809	3014	5501	8515	1736	1736	3472	0.39	0.16	0.27	1.74	2.19	1.96	1.74	3.17	2.45
4	272	673	945	3523	2341	5864	826	0	826	880	0	880	3795	3014	6809	5501	3014	8515	1736	1736	3472	0.16	0.39	0.27	2.19	1.74	1.96	3.17	1.74	2.45
5	370	379	749	1222	1759	2981	0	826	826	0	880	880	1592	2138	3730	1592	3844	5436	1736	1736	3472	0.21	0.22	0.22	0.92	1.23	1.07	0.92	2.21	1.57
6	379	370	749	1656	1902	3558	0	0	0	0	0	0	2035	2272	4307	2035	2272	4307	1736	1736	3472	0.22	0.21	0.22	1.17	1.31	1.24	1.17	1.31	1.24
7	967	967	1934	5324	9396	14720	0	2248	2248	0	0	0	6291	10363	16654	6291	12611	18902	2604	2604	5208	0.37	0.37	0.37	2.42	3.98	3.20	2.42	4.84	3.63
8	116	74	190	3621	7393	11014	0	2248	2248	0	0	0	3737	7467	11204	3737	9715	13452	1736	1736	3472	0.07	0.04	0.05	2.15	4.30	3.23	2.15	5.60	3.87
9	116	74	190	3355	6971	10326	0	0	0	0	0	0	3471	7045	10516	3471	7045	10516	1736	1736	3472	0.07	0.04	0.05	2.00	4.06	3.03	2.00	4.06	3.03
10	116	74	190	3381	6987	10368	241	0	241	0	0	0	3497	7061	10558	3738	7061	10799	1736	1736	3472	0.07	0.04	0.05	2.01	4.07	3.04	2.15	4.07	3.11
11	116	74	190	3381	6987	10368	2752	0	2752	92	0	92	3497	7061	10558	6341	7061	13402	1736	1736	3472	0.07	0.04	0.05	2.01	4.07	3.04	3.65	4.07	3.86
12	116	74	190	3371	6921	10292	1926	0	1926	92	0	92	3487	6995	10482	5505	6995	12500	1736	1736	3472	0.07	0.04	0.05	2.01	4.03	3.02	3.17	4.03	3.60
13	78	47	125	3430	6950	10380	1926	0	1926	770	0	770	3508	6997	10505	6204	6997	13201	1736	1736	3472	0.04	0.03	0.04	2.02	4.03	3.03	3.57	4.03	3.80
14	2563	1303	3866	774	447	1221	138	0	138	83	0	83	3337	1750	5087	3558	1750	5308	3271	3271	6542	0.78	0.40	0.59	1.02	0.54	0.78	1.09	0.54	0.81
15	2069	991	3060	828	1789	2617	0	1789	1789	0	687	687	2897	2780	5677	2897	5256	8153	3271	3271	6542	0.63	0.30	0.47	0.89	0.85	0.87	0.89	1.61	1.25
16	6549	5664	12213	5748	10454	16202	0	3674	3674	0	605	605	12297	16118	28415	12297	20397	32694	7609	7609	15218	0.86	0.74	0.80	1.62	2.12	1.87	1.62	2.68	2.15
17	692	0	692	5103	0	5103	0	0	0	0	0	0	5795	0	5795	5795	0	5795	2613	0	2613	0.26	N/A	0.26	2.22	N/A	2.22	2.22	N/A	2.22
18	1070	0	1070	9094	0	9094	2023	0	2023	0	0	0	10164	0	10164	12187	0	12187	1306	0	1306	0.82	N/A	0.82	7.78	N/A	7.78	9.33	N/A	9.33
19	463	0	463	302	0	302	225	0	225	0	0	0	765	0	765	990	0	990	2521	0	2521	0.18	N/A	0.18	0.30	N/A	0.30	0.39	N/A	0.39
20	174	0	174	222	0	222	0	0	0	0	0	0	396	0	396	396	0	396	1260	0	1260	0.14	N/A	0.14	0.31	N/A	0.31	0.31	N/A	0.31
21	649	888	1537	222	9094	9316	0	2023	2023	0	0	0	871	9982	10853	871	12005	12876	1573	1573	3146	0.41	0.56	0.49	0.55	6.35	3.45	0.55	7.63	4.09
22	6321	4768	11089	947	1582	2529	225	1651	1876	0	605	605	7268	6350	13618	7493	8606	16099	7509	7509	15018	0.84	0.63	0.74	0.97	0.85	0.91	1.00	1.15	1.07
23	1825	0	1825	621	0	621	0	0	0	0	0	0	2446	0	2446	2446	0	2446	2521	0	2521	0.72	N/A	0.72	0.97	N/A	0.97	0.97	N/A	0.97
24	835	0	835	1342	0	1342	1651	0	1651	605	0	605	2177	0	2177	4433	0	4433	2521	0	2521	0.33	N/A	0.33	0.86	N/A	0.86	1.76	N/A	1.76
25	114	0	114	447	0	447	138	0	138	83	0	83	561	0	561	782	0	782	1260	0	1260	0.09	N/A	0.09	0.45	N/A	0.45	0.62	N/A	0.62
26	67	0	67	207	0	207	0	0	0	0	0	0	274	0	274	274	0	274	1260	0	1260	0.05	N/A	0.05	0.22	N/A	0.22	0.22	N/A	0.22
27	674	1307	1981	207	1342	1549	0	1651	1651	0	605	605	881	2649	3530	881	4905	5786	2181	2181	4362	0.31	0.60	0.45	0.40	1.21	0.81	0.40	2.25	1.33
28	4609	4000	8609	774	447	1221	362	0	362	83	0	83	5383	4447	9830	5828	4447	10275	7509	7509	15018	0.61	0.53	0.57	0.72	0.59	0.65	0.78	0.59	0.68
29	0	0	0	16	26	42	0	0	0	0	0	0	16	26	42	16	26	42	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	25	80	105	826	0	826	0	0	0	25	80	105	851	80	931	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.49	0.05	0.27
32	0	0	0	25	80	105	826	0	826	55	0	55	25	80	105	906	80	986	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	0.52	0.05	0.28
33	0	0	0	200	538	738	0	826	826	0	880	880	200	538	738	200	2244	2444	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	0.12	1.29	0.70
34	0	0	0	353	950	1303	0	826	826	0	880	880	353	950	1303	353	2656	3009	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	0.20	1.53	0.87
35	0	0	0	59	29	88	0	0	0	0	0	0	59	29	88	59	29	88	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.03	0.02	0.03
36	310	967	1277	0	0	0	0	0	0	0	0	0	310	967	1277	310	967	1277	1573	1573	3146	0.20	0.61	0.41	0.20	0.61	0.41	0.20	0.61	0.41
37	705	840	1545	0	0	0	0	0	0	0	0	0	705	840	1545	705	840	1545	1736	1736	3472	0.41	0.48	0.44	0.41	0.48	0.44	0.41	0.48	0.44
38	7131	4878	12009	1548	894	2442	500	0	500	165	0	165	8679	5772	14451	9344	5772	15116	7617	7617	15234	0.94	0.64	0.79	1.14	0.76	0.95	1.23	0.76	0.99
39	765	0	765	1253	0	1253	112	0	112	18	0	18	2018	0	2018	2148	0	2148	1206	0	1206	0.63	N/A	0.63	1.67	N/A	1.67	1.78	N/A	1.78
40	715	0	715	1054	0	1054	275	0	275	128	0	128	1769	0	1769	2172	0	2172	2413	0	2413	0.30	N/A	0.30	0.73	N/A	0.73	0.90	N/A	0.90
41	393	0	393	641	0	641	0	0	0	0	0	0	1034	0	1034	1034	0	1034	1206	0	1206	0.33	N/A	0.33	0.86	N/A	0.86	0.86	N/A	0.86
42	734	0	734	1695	0	1695	413	0	413	688	0	688	2429	0	2429	3530	0	3530	2413	0	2413	0.30	N/A	0.30	1.01	N/A	1.01	1.46	N/A	1.46
43	742	529	1271	1700	1828	3528	0	413	413	0	193	193	2442	2357	4799	2442	2963	5405	1517	1517	3034	0.49	0.35	0.42	1.61	1.55	1.58	1.61	1.95	1.78

2035 MAG Egress Volumes for Friday PM Peak Hour with 5,000 Event Vehicles, Improved Capacity Improvements, and Alt 3 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	1159	1269	2428	447	774	1221	0	250	250	0	83	83	1606	2043	3649	1606	2376	3982	1517	1517	3034	0.76	0.84	0.80	1.06	1.35	1.20	1.06	1.57	1.31
2	7182	5218	12400	1747	1948	3695	337	2339	2676	0	1403	1403	8929	7166	16095	9266	10908	20174	7473	7473	14946	0.96	0.70	0.83	1.19	0.96	1.08	1.24	1.46	1.35
3	673	272	945	2341	3523	5864	0	2752	2752	0	1650	1650	3014	3795	6809	3014	8197	11211	1736	1736	3472	0.39	0.16	0.27	1.74	2.19	1.96	1.74	4.72	3.23
4	272	673	945	3523	2341	5864	2752	0	2752	1650	0	1650	3795	3014	6809	8197	3014	11211	1736	1736	3472	0.16	0.39	0.27	2.19	1.74	1.96	4.72	1.74	3.23
5	370	379	749	1222	1759	2981	0	2752	2752	0	1650	1650	1592	2138	3730	1592	6540	8132	1736	1736	3472	0.21	0.22	0.22	0.92	1.23	1.07	0.92	3.77	2.34
6	379	370	749	1656	1902	3558	0	0	0	0	0	0	2035	2272	4307	2035	2272	4307	1736	1736	3472	0.22	0.21	0.22	1.17	1.31	1.24	1.17	1.31	1.24
7	967	967	1934	5324	9396	14720	0	2248	2248	0	0	0	6291	10363	16654	6291	12611	18902	2604	2604	5208	0.37	0.37	0.37	2.42	3.98	3.20	2.42	4.84	3.63
8	116	74	190	3621	7393	11014	0	2248	2248	0	0	0	3737	7467	11204	3737	9715	13452	1736	1736	3472	0.07	0.04	0.05	2.15	4.30	3.23	2.15	5.60	3.87
9	116	74	190	3355	6971	10326	0	0	0	0	0	0	3471	7045	10516	3471	7045	10516	1736	1736	3472	0.07	0.04	0.05	2.00	4.06	3.03	2.00	4.06	3.03
10	116	74	190	3381	6987	10368	241	0	241	0	0	0	3497	7061	10558	3738	7061	10799	1736	1736	3472	0.07	0.04	0.05	2.01	4.07	3.04	2.15	4.07	3.11
11	116	74	190	3381	6987	10368	2752	0	2752	0	0	0	3497	7061	10558	6249	7061	13310	1736	1736	3472	0.07	0.04	0.05	2.01	4.07	3.04	3.60	4.07	3.83
12	116	74	190	3371	6921	10292	0	0	0	0	0	0	3487	6995	10482	3487	6995	10482	1736	1736	3472	0.07	0.04	0.05	2.01	4.03	3.02	2.01	4.03	3.02
13	78	47	125	3430	6950	10380	0	0	0	0	0	0	3508	6997	10505	3508	6997	10505	1736	1736	3472	0.04	0.03	0.04	2.02	4.03	3.03	2.02	4.03	3.03
14	2563	1303	3866	774	447	1221	0	0	0	0	0	0	3337	1750	5087	3337	1750	5087	3271	3271	6542	0.78	0.40	0.59	1.02	0.54	0.78	1.02	0.54	0.78
15	2069	991	3060	828	1789	2617	0	0	0	0	0	0	2897	2780	5677	2897	2780	5677	3271	3271	6542	0.63	0.30	0.47	0.89	0.85	0.87	0.89	0.85	0.87
16	6549	5664	12213	5748	10454	16202	275	2023	2298	165	0	165	12297	16118	28415	12737	18141	30878	7609	7609	15218	0.86	0.74	0.80	1.62	2.12	1.87	1.67	2.38	2.03
17	692	0	692	5103	0	5103	0	0	0	0	0	0	5795	0	5795	5795	0	5795	2613	0	2613	0.26	N/A	0.26	2.22	N/A	2.22	2.22	N/A	2.22
18	1070	0	1070	9094	0	9094	2023	0	2023	0	0	0	10164	0	10164	12187	0	12187	1306	0	1306	0.82	N/A	0.82	7.78	N/A	7.78	9.33	N/A	9.33
19	463	0	463	302	0	302	225	0	225	0	0	0	765	0	765	990	0	990	2521	0	2521	0.18	N/A	0.18	0.30	N/A	0.30	0.39	N/A	0.39
20	174	0	174	222	0	222	0	0	0	0	0	0	396	0	396	396	0	396	1260	0	1260	0.14	N/A	0.14	0.31	N/A	0.31	0.31	N/A	0.31
21	649	888	1537	222	9094	9316	0	2023	2023	0	0	0	871	9982	10853	871	12005	12876	1573	1573	3146	0.41	0.56	0.49	0.55	6.35	3.45	0.55	7.63	4.09
22	6321	4768	11089	947	1582	2529	500	0	500	165	0	165	7268	6350	13618	7933	6350	14283	7509	7509	15018	0.84	0.63	0.74	0.97	0.85	0.91	1.06	0.85	0.95
23	1825	0	1825	621	0	621	0	0	0	0	0	0	2446	0	2446	2446	0	2446	2521	0	2521	0.72	N/A	0.72	0.97	N/A	0.97	0.97	N/A	0.97
24	835	0	835	1342	0	1342	0	0	0	0	0	0	2177	0	2177	2177	0	2177	2521	0	2521	0.33	N/A	0.33	0.86	N/A	0.86	0.86	N/A	0.86
25	114	0	114	447	0	447	0	0	0	0	0	0	561	0	561	561	0	561	1260	0	1260	0.09	N/A	0.09	0.45	N/A	0.45	0.45	N/A	0.45
26	67	0	67	207	0	207	0	0	0	0	0	0	274	0	274	274	0	274	1260	0	1260	0.05	N/A	0.05	0.22	N/A	0.22	0.22	N/A	0.22
27	674	1307	1981	207	1342	1549	0	0	0	0	0	0	881	2649	3530	881	2649	3530	2181	2181	4362	0.31	0.60	0.45	0.40	1.21	0.81	0.40	1.21	0.81
28	4609	4000	8609	774	447	1221	500	0	500	165	0	165	5383	4447	9830	6048	4447	10495	7509	7509	15018	0.61	0.53	0.57	0.72	0.59	0.65	0.81	0.59	0.70
29	0	0	0	16	26	42	0	0	0	0	0	0	16	26	42	16	26	42	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	25	80	105	2752	0	2752	0	0	0	25	80	105	2777	80	2857	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	1.60	0.05	0.82
32	0	0	0	25	80	105	2752	0	2752	733	0	733	25	80	105	3510	80	3590	1736	1736	3472	0.00	0.00	0.00	0.01	0.05	0.03	2.02	0.05	1.03
33	0	0	0	200	538	738	0	2752	2752	0	1650	1650	200	538	738	200	4940	5140	1736	1736	3472	0.00	0.00	0.00	0.12	0.31	0.21	0.12	2.85	1.48
34	0	0	0	353	950	1303	0	2752	2752	0	1650	1650	353	950	1303	353	5352	5705	1736	1736	3472	0.00	0.00	0.00	0.20	0.55	0.38	0.20	3.08	1.64
35	0	0	0	59	29	88	0	0	0	0	0	0	59	29	88	59	29	88	1736	1736	3472	0.00	0.00	0.00	0.03	0.02	0.03	0.03	0.02	0.03
36	310	967	1277	0	0	0	0	0	0	0	0	0	310	967	1277	310	967	1277	1573	1573	3146	0.20	0.61	0.41	0.20	0.61	0.41	0.20	0.61	0.41
37	705	840	1545	0	0	0	0	0	0	0	0	0	705	840	1545	705	840	1545	1736	1736	3472	0.41	0.48	0.44	0.41	0.48	0.44	0.41	0.48	0.44
38	7131	4878	12009	1548	894	2442	500	0	500	165	0	165	8679	5772	14451	9344	5772	15116	7617	7617	15234	0.94	0.64	0.79	1.14	0.76	0.95	1.23	0.76	0.99
39	765	0	765	1253	0	1253	112	0	112	0	0	0	2018	0	2018	2130	0	2130	1206	0	1206	0.63	N/A	0.63	1.67	N/A	1.67	1.77	N/A	1.77
40	715	0	715	1054	0	1054	275	0	275	165	0	165	1769	0	1769	2209	0	2209	2413	0	2413	0.30	N/A	0.30	0.73	N/A	0.73	0.92	N/A	0.92
41	393	0	393	641	0	641	0	0	0	0	0	0	1034	0	1034	1034	0	1034	1206	0	1206	0.33	N/A	0.33	0.86	N/A	0.86	0.86	N/A	0.86
42	734	0	734	1695	0	1695	2339	0	2339	1403	0	1403	2429	0	2429	6171	0	6171	2413	0	2413	0.30	N/A	0.30	1.01	N/A	1.01	2.56	N/A	2.56
43	742	529	1271	1700	1828	3528	0	413	413	0	248	248	2442	2357	4799	2442	3018	5460	1517	1517	3034	0.49	0.35	0.42	1.61	1.55	1.58	1.61	1.99	1.80

2035 MAG Ingress Volumes for Saturday MD Peak Hour with 2,000 Event Vehicles, Improved Capacity Improvements, and Alt 1 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	664	592	1256	140	0	140	83	0	83	1382	1365	2747	1605	1365	2970	1517	1517	3034	0.47	0.51	0.49	0.91	0.90	0.91	1.06	0.90	0.98
2	4454	3943	8397	2116	2011	4127	**0**	**59**	59	0	23	23	6570	5954	12524	6570	6036	12606	7473	7473	14946	0.60	0.53	0.56	0.88	0.80	0.84	0.88	0.81	0.84
3	271	192	463	3381	3059	6440	361	0	361	225	0	225	3652	3251	6903	4238	3251	7489	1736	1736	3472	0.16	0.11	0.13	2.10	1.87	1.99	2.44	1.87	2.16
4	192	271	463	3059	3381	6440	0	361	361	0	225	225	3251	3652	6903	3251	4238	7489	1736	1736	3472	0.11	0.16	0.13	1.87	2.10	1.99	1.87	2.44	2.16
5	206	226	432	1610	1505	3115	361	0	361	225	0	225	1816	1731	3547	2402	1731	4133	1736	1736	3472	0.12	0.13	0.12	1.05	1.00	1.02	1.38	1.00	1.19
6	226	206	432	1734	1672	3406	0	359	359	0	225	225	1960	1878	3838	1960	2462	4422	1736	1736	3472	0.13	0.12	0.12	1.13	1.08	1.11	1.13	1.42	1.27
7	701	722	1423	7947	7033	14980	2156	0	2156	1302	0	1302	8648	7755	16403	12106	7755	19861	2604	2604	5208	0.27	0.28	0.27	3.32	2.98	3.15	4.65	2.98	3.81
8	93	75	168	5533	4995	10528	2515	0	2515	1526	0	1526	5626	5070	10696	9667	5070	14737	1736	1736	3472	0.05	0.04	0.05	3.24	2.92	3.08	5.57	2.92	4.24
9	93	75	168	5118	4641	9759	1363	107	1470	1526	0	1526	5211	4716	9927	8100	4823	12923	1736	1736	3472	0.05	0.04	0.05	3.00	2.72	2.86	4.67	2.78	3.72
10	93	75	168	5140	4665	9805	1248	125	1373	1526	0	1526	5233	4740	9973	8007	4865	12872	1736	1736	3472	0.05	0.04	0.05	3.01	2.73	2.87	4.61	2.80	3.71
11	93	75	168	5140	4665	9805	0	283	283	678	69	747	5233	4740	9973	5911	5092	11003	1736	1736	3472	0.05	0.04	0.05	3.01	2.73	2.87	3.40	2.93	3.17
12	93	75	168	5110	4641	9751	0	283	283	678	69	747	5203	4716	9919	5881	5068	10949	1736	1736	3472	0.05	0.04	0.05	3.00	2.72	2.86	3.39	2.92	3.15
13	58	27	85	5148	4684	9832	0	283	283	0	124	124	5206	4711	9917	5206	5118	10324	1736	1736	3472	0.03	0.02	0.02	3.00	2.71	2.86	3.00	2.95	2.97
14	1641	1499	3140	592	664	1256	0	137	137	0	83	83	2233	2163	4396	2233	2383	4616	3271	3271	6542	0.50	0.46	0.48	0.68	0.66	0.67	0.68	0.73	0.71
15	1331	1155	2486	1292	1158	2450	146	0	146	41	0	41	2623	2313	4936	2810	2313	5123	3271	3271	6542	0.41	0.35	0.38	0.80	0.71	0.75	0.86	0.71	0.78
16	4569	4737	9306	8625	7649	16274	2159	0	2159	1260	0	1260	13194	12386	25580	16613	12386	28999	7609	7609	15218	0.60	0.62	0.61	1.73	1.63	1.68	2.18	1.63	1.91
17	612	0	612	7632	0	7632	2054	0	2054	1260	0	1260	8244	0	8244	11558	0	11558	2613	0	2613	0.23	N/A	0.23	3.15	N/A	3.15	4.42	N/A	4.42
18	693	0	693	6754	0	6754	0	0	0	0	0	0	7447	0	7447	7447	0	7447	1306	0	1306	0.53	N/A	0.53	5.70	N/A	5.70	5.70	N/A	5.70
19	204	0	204	279	0	279	0	0	0	0	0	0	483	0	483	483	0	483	2521	0	2521	0.08	N/A	0.08	0.19	N/A	0.19	0.19	N/A	0.19
20	188	0	188	315	0	315	102	0	102	41	0	41	503	0	503	646	0	646	1260	0	1260	0.15	N/A	0.15	0.40	N/A	0.40	0.51	N/A	0.51
21	318	748	1066	315	6754	7069	102	0	102	41	0	41	633	7502	8135	776	7502	8278	1573	1573	3146	0.20	0.48	0.34	0.40	4.77	2.59	0.49	4.77	2.63
22	4160	4232	8392	1272	1210	2482	105	102	207	0	41	41	5432	5442	10874	5537	5585	11122	7509	7509	15018	0.55	0.56	0.56	0.72	0.72	0.72	0.74	0.74	0.74
23	1063	0	1063	969	0	969	105	0	105	0	0	0	2032	0	2032	2137	0	2137	2521	0	2521	0.42	N/A	0.42	0.81	N/A	0.81	0.85	N/A	0.85
24	913	0	913	869	0	869	0	0	0	0	0	0	1782	0	1782	1782	0	1782	2521	0	2521	0.36	N/A	0.36	0.71	N/A	0.71	0.71	N/A	0.71
25	55	0	55	290	0	290	0	0	0	0	0	0	345	0	345	345	0	345	1260	0	1260	0.04	N/A	0.04	0.27	N/A	0.27	0.27	N/A	0.27
26	52	0	52	323	0	323	41	0	41	41	0	41	375	0	375	457	0	457	1260	0	1260	0.04	N/A	0.04	0.30	N/A	0.30	0.36	N/A	0.36
27	413	1245	1658	323	869	1192	41	0	41	41	0	41	736	2114	2850	818	2114	2932	2181	2181	4362	0.19	0.57	0.38	0.34	0.97	0.65	0.38	0.97	0.67
28	3153	3371	6524	592	664	1256	0	143	143	0	83	83	3745	4035	7780	3745	4261	8006	7509	7509	15018	0.42	0.45	0.43	0.50	0.54	0.52	0.50	0.57	0.53
29	0	0	0	24	21	45	0	2	2	0	0	0	24	21	45	24	23	47	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	2	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	41	35	76	0	0	0	0	0	0	41	35	76	41	35	76	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
32	0	0	0	41	35	76	0	0	0	0	0	0	41	35	76	41	35	76	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
33	0	0	0	294	258	552	0	0	0	0	0	0	294	258	552	294	258	552	1736	1736	3472	0.00	0.00	0.00	0.17	0.15	0.16	0.17	0.15	0.16
34	0	0	0	555	482	1037	2	0	2	0	0	0	555	482	1037	557	482	1039	1736	1736	3472	0.00	0.00	0.00	0.32	0.28	0.30	0.32	0.28	0.30
35	0	0	0	39	43	82	0	0	0	0	0	0	39	43	82	39	43	82	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1184	1328	2512	0	280	280	0	165	165	5512	5121	10633	5512	5566	11078	7617	7617	15234	0.57	0.50	0.53	0.72	0.67	0.70	0.72	0.73	0.73
39	469	0	469	1773	0	1773	0	0	0	0	0	0	2242	0	2242	2242	0	2242	1206	0	1206	0.39	N/A	0.39	1.86	N/A	1.86	1.86	N/A	1.86
40	343	0	343	841	0	841	0	0	0	0	0	0	1184	0	1184	1184	0	1184	2413	0	2413	0.14	N/A	0.14	0.49	N/A	0.49	0.49	N/A	0.49
41	287	0	287	943	0	943	241	0	241	165	0	165	1230	0	1230	1636	0	1636	1206	0	1206	0.24	N/A	0.24	1.02	N/A	1.02	1.36	N/A	1.36
42	437	0	437	1626	0	1626	20	0	20	23	0	23	2063	0	2063	2106	0	2106	2413	0	2413	0.18	N/A	0.18	0.85	N/A	0.85	0.87	N/A	0.87
43	523	304	827	2438	1433	3871	140	0	140	83	0	83	2961	1737	4698	3184	1737	4921	1517	1517	3034	0.34	0.20	0.27	1.95	1.15	1.55	2.10	1.15	1.62

2035 MAG Ingress Volumes for Saturday MD Peak Hour with 2,000 Event Vehicles, Improved Capacity Improvements, and Alt 2 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	664	592	1256	140	0	140	83	0	83	1382	1365	2747	1605	1365	2970	1517	1517	3034	0.47	0.51	0.49	0.91	0.90	0.91	1.06	0.90	0.98
2	4454	3943	8397	2116	2011	4127	0	41	41	0	0	0	6570	5954	12524	6570	5995	12565	7473	7473	14946	0.60	0.53	0.56	0.88	0.80	0.84	0.88	0.80	0.84
3	271	192	463	3381	3059	6440	379	0	379	248	0	248	3652	3251	6903	4279	3251	7530	1736	1736	3472	0.16	0.11	0.13	2.10	1.87	1.99	2.46	1.87	2.17
4	192	271	463	3059	3381	6440	0	379	379	0	248	248	3251	3652	6903	3251	4279	7530	1736	1736	3472	0.11	0.16	0.13	1.87	2.10	1.99	1.87	2.46	2.17
5	206	226	432	1610	1505	3115	379	0	379	248	0	248	1816	1731	3547	2443	1731	4174	1736	1736	3472	0.12	0.13	0.12	1.05	1.00	1.02	1.41	1.00	1.20
6	226	206	432	1734	1672	3406	0	0	0	0	0	0	1960	1878	3838	1960	1878	3838	1736	1736	3472	0.13	0.12	0.12	1.13	1.08	1.11	1.13	1.08	1.11
7	701	722	1423	7947	7033	14980	0	0	0	0	0	0	8648	7755	16403	8648	7755	16403	2604	2604	5208	0.27	0.28	0.27	3.32	2.98	3.15	3.32	2.98	3.15
8	93	75	168	5533	4995	10528	0	0	0	0	0	0	5626	5070	10696	5626	5070	10696	1736	1736	3472	0.05	0.04	0.05	3.24	2.92	3.08	3.24	2.92	3.08
9	93	75	168	5118	4641	9759	0	1259	1259	0	0	0	5211	4716	9927	5211	5975	11186	1736	1736	3472	0.05	0.04	0.05	3.00	2.72	2.86	3.00	3.44	3.22
10	93	75	168	5140	4665	9805	0	1394	1394	0	0	0	5233	4740	9973	5233	6134	11367	1736	1736	3472	0.05	0.04	0.05	3.01	2.73	2.87	3.01	3.53	3.27
11	93	75	168	5140	4665	9805	0	2800	2800	0	779	779	5233	4740	9973	5233	8319	13552	1736	1736	3472	0.05	0.04	0.05	3.01	2.73	2.87	3.01	4.79	3.90
12	93	75	168	5110	4641	9751	0	2800	2800	0	779	779	5203	4716	9919	5203	8295	13498	1736	1736	3472	0.05	0.04	0.05	3.00	2.72	2.86	3.00	4.78	3.89
13	58	27	85	5148	4684	9832	0	2421	2421	0	143	143	5206	4711	9917	5206	7275	12481	1736	1736	3472	0.03	0.02	0.02	3.00	2.71	2.86	3.00	4.19	3.59
14	1641	1499	3140	592	664	1256	0	140	140	0	83	83	2233	2163	4396	2233	2386	4619	3271	3271	6542	0.50	0.46	0.48	0.68	0.66	0.67	0.68	0.73	0.71
15	1331	1155	2486	1292	1158	2450	2281	0	2281	1320	0	1320	2623	2313	4936	6224	2313	8537	3271	3271	6542	0.41	0.35	0.38	0.80	0.71	0.75	1.90	0.71	1.30
16	4569	4737	9306	8625	7649	16274	2141	0	2141	1238	0	1238	13194	12386	25580	16573	12386	28959	7609	7609	15218	0.60	0.62	0.61	1.73	1.63	1.68	2.18	1.63	1.90
17	612	0	612	7632	0	7632	0	0	0	0	0	0	8244	0	8244	8244	0	8244	2613	0	2613	0.23	N/A	0.23	3.15	N/A	3.15	3.15	N/A	3.15
18	693	0	693	6754	0	6754	0	0	0	0	0	0	7447	0	7447	7447	0	7447	1306	0	1306	0.53	N/A	0.53	5.70	N/A	5.70	5.70	N/A	5.70
19	204	0	204	279	0	279	0	0	0	0	0	0	483	0	483	483	0	483	2521	0	2521	0.08	N/A	0.08	0.19	N/A	0.19	0.19	N/A	0.19
20	188	0	188	315	0	315	0	0	0	0	0	0	503	0	503	503	0	503	1260	0	1260	0.15	N/A	0.15	0.40	N/A	0.40	0.40	N/A	0.40
21	318	748	1066	315	6754	7069	0	0	0	0	0	0	633	7502	8135	633	7502	8135	1573	1573	3146	0.20	0.48	0.34	0.40	4.77	2.59	0.40	4.77	2.59
22	4160	4232	8392	1272	1210	2482	2141	0	2141	1238	0	1238	5432	5442	10874	8811	5442	14253	7509	7509	15018	0.55	0.56	0.56	0.72	0.72	0.72	1.17	0.72	0.95
23	1063	0	1063	969	0	969	2141	0	2141	1238	0	1238	2032	0	2032	5411	0	5411	2521	0	2521	0.42	N/A	0.42	0.81	N/A	0.81	2.15	N/A	2.15
24	913	0	913	869	0	869	0	0	0	0	0	0	1782	0	1782	1782	0	1782	2521	0	2521	0.36	N/A	0.36	0.71	N/A	0.71	0.71	N/A	0.71
25	55	0	55	290	0	290	0	0	0	0	0	0	345	0	345	345	0	345	1260	0	1260	0.04	N/A	0.04	0.27	N/A	0.27	0.27	N/A	0.27
26	52	0	52	323	0	323	140	0	140	83	0	83	375	0	375	598	0	598	1260	0	1260	0.04	N/A	0.04	0.30	N/A	0.30	0.47	N/A	0.47
27	413	1245	1658	323	869	1192	140	0	140	83	0	83	736	2114	2850	959	2114	3073	2181	2181	4362	0.19	0.57	0.38	0.34	0.97	0.65	0.44	0.97	0.70
28	3153	3371	6524	592	664	1256	0	140	140	0	83	83	3745	4035	7780	3745	4258	8003	7509	7509	15018	0.42	0.45	0.43	0.50	0.54	0.52	0.50	0.57	0.53
29	0	0	0	24	21	45	0	0	0	0	0	0	24	21	45	24	21	45	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01
30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
31	0	0	0	41	35	76	0	0	0	0	0	0	41	35	76	41	35	76	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
32	0	0	0	41	35	76	0	0	0	0	0	0	41	35	76	41	35	76	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.02	0.02
33	0	0	0	294	258	552	379	0	379	248	0	248	294	258	552	921	258	1179	1736	1736	3472	0.00	0.00	0.00	0.17	0.15	0.16	0.53	0.15	0.34
34	0	0	0	555	482	1037	379	0	379	248	0	248	555	482	1037	1182	482	1664	1736	1736	3472	0.00	0.00	0.00	0.32	0.28	0.30	0.68	0.28	0.48
35	0	0	0	39	43	82	379	0	379	0	0	0	39	43	82	418	43	461	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.24	0.02	0.13
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1184	1328	2512	0	280	280	0	165	165	5512	5121	10633	5512	5566	11078	7617	7617	15234	0.57	0.50	0.53	0.72	0.67	0.70	0.72	0.73	0.73
39	469	0	469	1773	0	1773	0	0	0	0	0	0	2242	0	2242	2242	0	2242	1206	0	1206	0.39	N/A	0.39	1.86	N/A	1.86	1.86	N/A	1.86
40	343	0	343	841	0	841	0	0	0	0	0	0	1184	0	1184	1184	0	1184	2413	0	2413	0.14	N/A	0.14	0.49	N/A	0.49	0.49	N/A	0.49
41	287	0	287	943	0	943	253	0	253	165	0	165	1230	0	1230	1648	0	1648	1206	0	1206	0.24	N/A	0.24	1.02	N/A	1.02	1.37	N/A	1.37
42	437	0	437	1626	0	1626	14	0	14	0	0	0	2063	0	2063	2077	0	2077	2413	0	2413	0.18	N/A	0.18	0.85	N/A	0.85	0.86	N/A	0.86
43	523	304	827	2438	1433	3871	140	0	140	83	0	83	2961	1737	4698	3184	1737	4921	1517	1517	3034	0.34	0.20	0.27	1.95	1.15	1.55	2.10	1.15	1.62

2035 MAG Ingress Volumes for Saturday MD Peak Hour with 2,000 Event Vehicles, Improved Capacity Improvements, and Alt 3 Distributior

Segment	AB BK Vol	BA BK Vol	Tot BG Vol	AB MP	BA MP	Tot MP Assign	AB MS Assign	BA MS Assign	Tot MS Assign	AB 78 Assign	BA 78 Assign	Tot 78 Assign	Tot MP+BK AB Vol	Tot MP+BK BA Vol	Tot MP+BK Tot Vol	Tot MP+MS +BK+78 AB Vol	Tot MP+MS +BK+78 BA Vol	Tot MP+MS +BK+78 Tot Vol	AB Cap	BA Cap	Tot Cap	Back AB V/C	Back BA V/C	Tot Back V/C	Tot MP+BK AB V/C	Tot MP+BK BA V/C	Tot MP+BK Tot V/C	Tot MP+MS +BK+78 AB V/C	Tot MP+MS +BK+78 BA V/C	Tot MP+MS +BK+78 Tot V/C
1	718	773	1491	664	592	1256	140	0	140	83	0	83	1382	1365	2747	1605	1365	2970	1517	1517	3034	0.47	0.51	0.49	0.91	0.90	0.91	1.06	0.90	0.98
2	4454	3943	8397	2116	2011	4127	**0**	**21**	21	0	0	0	6570	5954	12524	6570	5975	12545	7473	7473	14946	0.60	0.53	0.56	0.88	0.80	0.84	0.88	0.80	0.84
3	271	192	463	3381	3059	6440	399	0	399	248	0	248	3652	3251	6903	4299	3251	7550	1736	1736	3472	0.16	0.11	0.13	2.10	1.87	1.99	2.48	1.87	2.17
4	192	271	463	3059	3381	6440	0	399	399	0	248	248	3251	3652	6903	3251	4299	7550	1736	1736	3472	0.11	0.16	0.13	1.87	2.10	1.99	1.87	2.48	2.17
5	206	226	432	1610	1505	3115	399	0	399	248	0	248	1816	1731	3547	2463	1731	4194	1736	1736	3472	0.12	0.13	0.12	1.05	1.00	1.02	1.42	1.00	1.21
6	226	206	432	1734	1672	3406	1972	0	1972	963	0	963	1960	1878	3838	4895	1878	6773	1736	1736	3472	0.13	0.12	0.12	1.13	1.08	1.11	2.82	1.08	1.95
7	701	722	1423	7947	7033	14980	1972	0	1972	963	0	963	8648	7755	16403	11583	7755	19338	2604	2604	5208	0.27	0.28	0.27	3.32	2.98	3.15	4.45	2.98	3.71
8	93	75	168	5533	4995	10528	0	0	0	0	0	0	5626	5070	10696	5626	5070	10696	1736	1736	3472	0.05	0.04	0.05	3.24	2.92	3.08	3.24	2.92	3.08
9	93	75	168	5118	4641	9759	0	1259	1259	0	0	0	5211	4716	9927	5211	5975	11186	1736	1736	3472	0.05	0.04	0.05	3.00	2.72	2.86	3.00	3.44	3.22
10	93	75	168	5140	4665	9805	0	352	352	0	0	0	5233	4740	9973	5233	5092	10325	1736	1736	3472	0.05	0.04	0.05	3.01	2.73	2.87	3.01	2.93	2.97
11	93	75	168	5140	4665	9805	0	1758	1758	0	92	92	5233	4740	9973	5233	6590	11823	1736	1736	3472	0.05	0.04	0.05	3.01	2.73	2.87	3.01	3.80	3.41
12	93	75	168	5110	4641	9751	0	524	524	0	92	92	5203	4716	9919	5203	5332	10535	1736	1736	3472	0.05	0.04	0.05	3.00	2.72	2.86	3.00	3.07	3.03
13	58	27	85	5148	4684	9832	0	429	429	0	440	440	5206	4711	9917	5206	5580	10786	1736	1736	3472	0.03	0.02	0.02	3.00	2.71	2.86	3.00	3.21	3.11
14	1641	1499	3140	592	664	1256	0	140	140	0	83	83	2233	2163	4396	2233	2386	4619	3271	3271	6542	0.50	0.46	0.48	0.68	0.66	0.67	0.68	0.73	0.71
15	1331	1155	2486	1292	1158	2450	285	0	285	357	0	357	2623	2313	4936	3265	2313	5578	3271	3271	6542	0.41	0.35	0.38	0.80	0.71	0.75	1.00	0.71	0.85
16	4569	4737	9306	8625	7649	16274	2121	0	2121	1238	0	1238	13194	12386	25580	16553	12386	28939	7609	7609	15218	0.60	0.62	0.61	1.73	1.63	1.68	2.18	1.63	1.90
17	612	0	612	7632	0	7632	1969	0	1969	963	0	963	8244	0	8244	11176	0	11176	2613	0	2613	0.23	N/A	0.23	3.15	N/A	3.15	4.28	N/A	4.28
18	693	0	693	6754	0	6754	0	0	0	0	0	0	7447	0	7447	7447	0	7447	1306	0	1306	0.53	N/A	0.53	5.70	N/A	5.70	5.70	N/A	5.70
19	204	0	204	279	0	279	0	0	0	0	0	0	483	0	483	483	0	483	2521	0	2521	0.08	N/A	0.08	0.19	N/A	0.19	0.19	N/A	0.19
20	188	0	188	315	0	315	3	0	3	0	0	0	503	0	503	506	0	506	1260	0	1260	0.15	N/A	0.15	0.40	N/A	0.40	0.40	N/A	0.40
21	318	748	1066	315	6754	7069	3	0	3	0	0	0	633	7502	8135	636	7502	8138	1573	1573	3146	0.20	0.48	0.34	0.40	4.77	2.59	0.40	4.77	2.59
22	4160	4232	8392	1272	1210	2482	152	3	155	275	0	275	5432	5442	10874	5859	5445	11304	7509	7509	15018	0.55	0.56	0.56	0.72	0.72	0.72	0.78	0.73	0.75
23	1063	0	1063	969	0	969	152	0	152	275	0	275	2032	0	2032	2459	0	2459	2521	0	2521	0.42	N/A	0.42	0.81	N/A	0.81	0.98	N/A	0.98
24	913	0	913	869	0	869	0	0	0	0	0	0	1782	0	1782	1782	0	1782	2521	0	2521	0.36	N/A	0.36	0.71	N/A	0.71	0.71	N/A	0.71
25	55	0	55	290	0	290	0	0	0	0	0	0	345	0	345	345	0	345	1260	0	1260	0.04	N/A	0.04	0.27	N/A	0.27	0.27	N/A	0.27
26	52	0	52	323	0	323	137	0	137	83	0	83	375	0	375	595	0	595	1260	0	1260	0.04	N/A	0.04	0.30	N/A	0.30	0.47	N/A	0.47
27	413	1245	1658	323	869	1192	137	0	137	83	0	83	736	2114	2850	956	2114	3070	2181	2181	4362	0.19	0.57	0.38	0.34	0.97	0.65	0.44	0.97	0.70
28	3153	3371	6524	592	664	1256	0	140	140	0	83	83	3745	4035	7780	3745	4258	8003	7509	7509	15018	0.42	0.45	0.43	0.50	0.54	0.52	0.50	0.57	0.53
29	0	0	0	24	21	45	0	1042	1042	0	0	0	24	21	45	24	1063	1087	1736	1736	3472	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.61	0.31
30	0	0	0	0	0	0	0	1042	1042	0	0	0	0	0	0	0	1042	1042	1736	1736	3472	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.60	0.30
31	0	0	0	41	35	76	0	1234	1234	0	0	0	41	35	76	41	1269	1310	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.73	0.38
32	0	0	0	41	35	76	0	1234	1234	0	0	0	41	35	76	41	1269	1310	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.02	0.73	0.38
33	0	0	0	294	258	552	1329	0	1329	1210	0	1210	294	258	552	2833	258	3091	1736	1736	3472	0.00	0.00	0.00	0.17	0.15	0.16	1.63	0.15	0.89
34	0	0	0	555	482	1037	2371	0	2371	1210	0	1210	555	482	1037	4136	482	4618	1736	1736	3472	0.00	0.00	0.00	0.32	0.28	0.30	2.38	0.28	1.33
35	0	0	0	39	43	82	95	0	95	0	0	0	39	43	82	134	43	177	1736	1736	3472	0.00	0.00	0.00	0.02	0.02	0.02	0.08	0.02	0.05
36	353	428	781	0	0	0	0	0	0	0	0	0	353	428	781	353	428	781	1573	1573	3146	0.22	0.27	0.25	0.22	0.27	0.25	0.22	0.27	0.25
37	475	504	979	0	0	0	0	0	0	0	0	0	475	504	979	475	504	979	1736	1736	3472	0.27	0.29	0.28	0.27	0.29	0.28	0.27	0.29	0.28
38	4328	3793	8121	1184	1328	2512	0	280	280	0	165	165	5512	5121	10633	5512	5566	11078	7617	7617	15234	0.57	0.50	0.53	0.72	0.67	0.70	0.72	0.73	0.73
39	469	0	469	1773	0	1773	0	0	0	0	0	0	2242	0	2242	2242	0	2242	1206	0	1206	0.39	N/A	0.39	1.86	N/A	1.86	1.86	N/A	1.86
40	343	0	343	841	0	841	0	0	0	0	0	0	1184	0	1184	1184	0	1184	2413	0	2413	0.14	N/A	0.14	0.49	N/A	0.49	0.49	N/A	0.49
41	287	0	287	943	0	943	266	0	266	165	0	165	1230	0	1230	1661	0	1661	1206	0	1206	0.24	N/A	0.24	1.02	N/A	1.02	1.38	N/A	1.38
42	437	0	437	1626	0	1626	7	0	7	0	0	0	2063	0	2063	2070	0	2070	2413	0	2413	0.18	N/A	0.18	0.85	N/A	0.85	0.86	N/A	0.86
43	523	304	827	2438	1433	3871	140	0	140	83	0	83	2961	1737	4698	3184	1737	4921	1517	1517	3034	0.34	0.20	0.27	1.95	1.15	1.55	2.10	1.15	1.62

APPENDIX G – TRAVEL TIME CALCULATIONS

NHRA Travel Times - 2015 Plan

$$t = t_0\left(1 + a\left(\frac{v}{c}\right)^b\right)$$

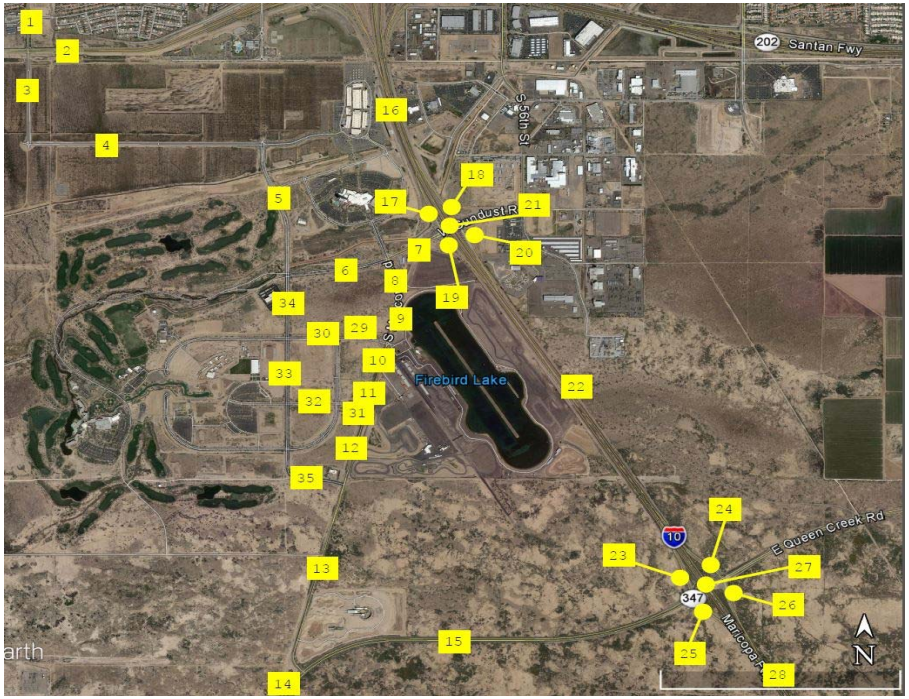
Source: *Traffic Assignment Manual* . Bureau of Public Roads, U.S. Department of Commerce. 1964, as referenced in *A Study of Freeway Volume-to-Capacity Ratio Based Travel Time Approximations Using Archived Loop Detector Data* . Meead Saberi K and Miguel A. Figliozzi, Portland State University. 2010.

Egress

		Segment	Max Cap	Prac Cap	Vol	v/c	Speed (mpl	Seg Length	Avg TT (hr/	Avg TT (mir	TT (min)	
a	0.15	16	5,728	4,582	6,132	1.34	65	2,500	0.02	0.0003	0.68	3,485
d	4.5	18	1,260	1,008	3,636	3.61	40	1,800	1.23	0.0140	25.17	50.76
% of Max c	0.8	21	1,736	1,389	3,672	2.64	35	430	0.37	0.0042	1.80	
		7	1,736	1,389	4,045	2.91	35	1,400	0.55	0.0063	8.83	
		8	1,120	896	3,485	3.89	35	640	1.96	0.0223	14.28	
											50.76	
		2	3,034	2,427	4,401	1.81	50	1,200	0.06	0.0007	0.87	3,515
		3	1,736	1,389	3,617	2.60	35	2,200	0.35	0.0039	8.67	80.54
		4	1,736	1,389	3,617	2.60	35	5,150	0.35	0.0039	20.29	
		5	1,736	1,389	3,545	2.55	35	3,200	0.32	0.0036	11.61	Wght Avg
		34	1,736	1,389	3,515	2.53	35	1,550	0.31	0.0035	5.43	65.71
		33	1,736	1,389	3,515	2.53	35	1,550	0.31	0.0035	5.43	
		32	1,736	1,389	3,515	2.53	35	1,100	0.31	0.0035	3.85	
		31	1,736	1,389	3,515	2.53	35	675	0.31	0.0035	2.37	
		11	1,120	896	3,515	3.92	35	950	2.04	0.0232	22.01	
											80.54	

Ingress

Segment	Max Cap	Prac Cap	Vol	v/c	Speed (mpl	Seg Length	Avg TT (hr/	Avg TT (mir	TT (min)	
9	1,120	896	1,259	1.41	35	370	0.05	0.0005	0.20	284
29	1,736	1,389	1,371	0.99	35	1,130	0.03	0.0004	0.42	11.56
45	1,736	1,389	1,371	0.99	35	1,550	0.03	0.0004	0.57	309
44	3,472	2,778	2,777	1.00	35	1,750	0.03	0.0004	0.65	11.28
35	1,736	1,389	2,777	2.00	35	1,100	0.13	0.0014	1.57	
33	1,736	1,389	2,777	2.00	35	1,550	0.13	0.0014	2.21	1,087
34	1,736	1,389	2,777	2.00	35	1,550	0.13	0.0014	2.21	12.61
5	1,736	1,389	621	0.45	35	3,200	0.03	0.0003	1.04	
4	1,736	1,389	722	0.52	35	5,150	0.03	0.0003	1.69	1,097
3	1,736	1,389	722	0.52	35	2,200	0.03	0.0003	0.72	12.33
2	3,034	2,427	1,543	0.64	50	1,200	0.02	0.0002	0.28	
									11.56	Wght Avg
										12.25
16	5,728	4,582	4,662	1.02	65	2,500	0.02	0.0002	0.51	
17	2,521	2,017	2,423	1.20	40	1,525	0.03	0.0004	0.58	
7	1,736	1,389	2,803	2.02	35	1,400	0.13	0.0015	2.06	
6	1,736	1,389	2,223	1.60	35	2,230	0.06	0.0007	1.63	
34	1,736	1,389	2,777	2.00	35	1,550	0.13	0.0014	2.21	
33	1,736	1,389	2,777	2.00	35	1,550	0.13	0.0014	2.21	
35	1,736	1,389	2,777	2.00	35	1,100	0.13	0.0014	1.57	
44	3,472	2,778	2,777	1.00	35	1,750	0.03	0.0004	0.65	
45	1,736	1,389	1,371	0.99	35	1,550	0.03	0.0004	0.57	
29	1,736	1,389	1,371	0.99	35	1,130	0.03	0.0004	0.42	
9	1,120	896	1,259	1.41	35	370	0.05	0.0005	0.20	
									12.61	
31	1,736	1,389	1,406	1.01	35	675	0.03	0.0004	0.25	
11	1,120	896	1,406	1.57	35	950	0.06	0.0007	0.66	



NHRA Travel Times - Interim Strategies

$$t = t_0\left(1 + a\left(\frac{v}{c}\right)^b\right)$$

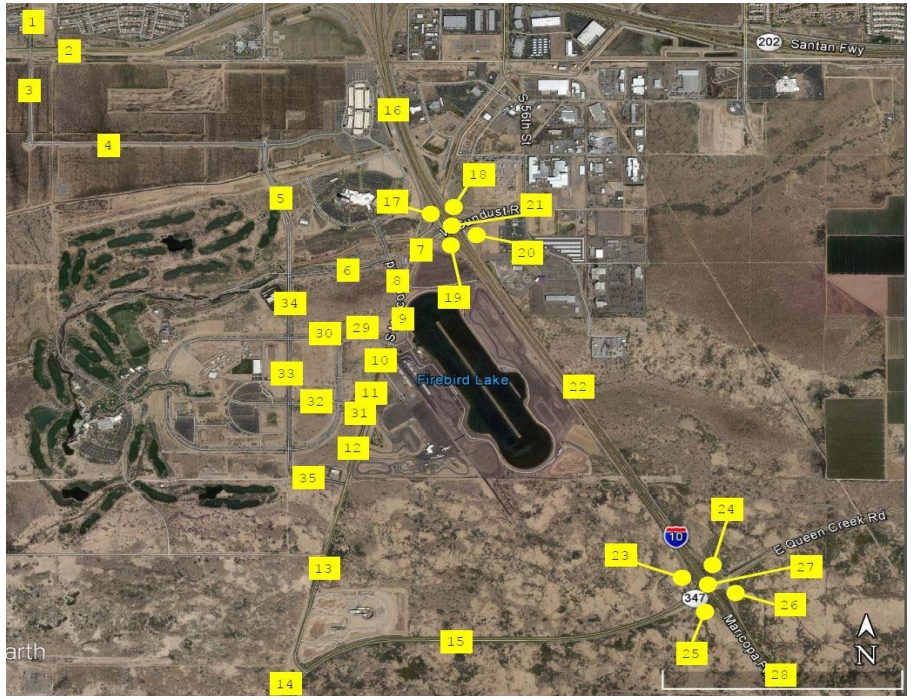
Source: *Traffic Assignment Manual* . Bureau of Public Roads, U.S. Department of Commerce. 1964, as referenced in *A Study of Freeway Volume-to-Capacity Ratio Based Travel Time Approximations Using Archived Loop Detector Data* . Meead Saberi K and Miguel A. Figliozzi, Portland State University. 2010.

Egress

		Segment	Max Cap	Prac Cap	Vol	v/c	Speed (mpl	Seg Length	Avg TT (hr/	Avg TT (mir	TT (min)	
a	0.15	16	5,728	4,582	6,541	1.43	65	2,500	0.03	0.0003	0.76	2,423
d	4.5	18	1,260	1,008	2,639	2.62	40	1,800	0.31	0.0035	6.34	19.32
% of Max c	0.8	21	1,736	1,389	2,675	1.93	35	430	0.11	0.0013	0.54	
		7	1,736	1,389	2,983	2.15	35	1,400	0.16	0.0018	2.58	
		8	1,120	896	3,147	3.51	35	640	1.25	0.0142	9.10	
											19.32	
		22	5,521	4,417	4,073	0.92	65	9,900	0.02	0.0002	1.91	1,766
		24	2,521	2,017	1,998	0.99	40	2,150	0.03	0.0003	0.70	37.23
		27	2,180	1,744	2,198	1.26	55	800	0.03	0.0003	0.24	
		15	2,180	1,744	2,300	1.32	55	8,900	0.03	0.0003	2.80	
		13	1,120	896	1,758	1.96	35	4,700	0.12	0.0013	6.28	
		12	1,120	896	1,758	1.96	35	1,900	0.12	0.0013	2.54	
		11	1,120	896	3,515	3.92	35	950	2.04	0.0232	22.01	
											36.47	
		29	1,736	1,389	338	0.24	35	1,130	0.03	0.0003	0.37	724
		30	1,736	1,389	338	0.24	35	1,100	0.03	0.0003	0.36	27.59
		34	1,736	1,389	2,096	1.51	35	1,550	0.06	0.0006	0.98	
		5	1,763	1,410	2,850	2.02	35	3,200	0.13	0.0015	4.73	338
		4	1,736	1,389	2,922	2.10	35	5,150	0.15	0.0017	8.80	19.47
		3	1,736	1,389	2,922	2.10	35	2,200	0.15	0.0017	3.76	
		2	3,034	2,427	3,420	1.41	50	1,200	0.03	0.0004	0.46	1,758
											19.47	20.29
		31	1,736	1,389	1,758	1.27	35	675	0.04	0.0005	0.31	Wght Avg
		32	1,736	1,389	1,758	1.27	35	1,100	0.04	0.0005	0.51	24.94
		33	1,736	1,389	1,758	1.27	35	1,550	0.04	0.0005	0.72	
											1.55	
		6	1,736	1,389	754	0.54	35	2,230	0.03	0.0003	0.73	

Ingress

Segment	Max Cap	Prac Cap	Vol	v/c	Speed (mpl	Seg Length	Avg TT (hr/	Avg TT (mir	TT (min)	
										1,133
16	5,728	4,582	5,406	1.18	65	2,500	0.02	0.0002	0.57	7.12
17	2,521	2,017	2,637	1.31	40	1,525	0.04	0.0004	0.65	
7	1,736	1,389	2,754	1.98	35	1,400	0.12	0.0014	1.94	126
6	1,736	1,389	2,248	1.62	35	2,230	0.07	0.0008	1.67	8.67
34	1,736	1,389	2,351	1.69	35	1,550	0.07	0.0008	1.31	
30	1,736	1,389	1,129	0.81	35	1,100	0.03	0.0003	0.38	128
29	1,736	1,389	1,129	0.81	35	1,130	0.03	0.0003	0.39	6.91
9	1,120	896	1,259	1.41	35	370	0.05	0.0005	0.20	
33	1,736	1,389	1,321	0.95	35	1,550	0.03	0.0004	0.56	7
32	1,736	1,389	1,248	0.90	35	1,100	0.03	0.0004	0.39	8.46
31	1,736	1,389	1,248	0.90	35	675	0.03	0.0004	0.24	
11	1,120	896	1,771	1.98	35	950	0.12	0.0014	1.30	1,265
22	5,521	4,417	2,951	0.67	65	9,900	0.02	0.0002	1.77	8.64
23	2,521	2,017	863	0.43	40	1,900	0.03	0.0003	0.54	
15	2,180	1,744	1,158	0.66	55	8,900	0.02	0.0002	1.88	141
13	1,120	896	449	0.50	35	4,700	0.03	0.0003	1.54	8.23
12	1,120	896	523	0.58	35	1,900	0.03	0.0003	0.63	
10	1,120	896	365	0.41	35	700	0.03	0.0003	0.23	Wght Avg
										7.93



APPENDIX H – DETAILED COST INFORMATION

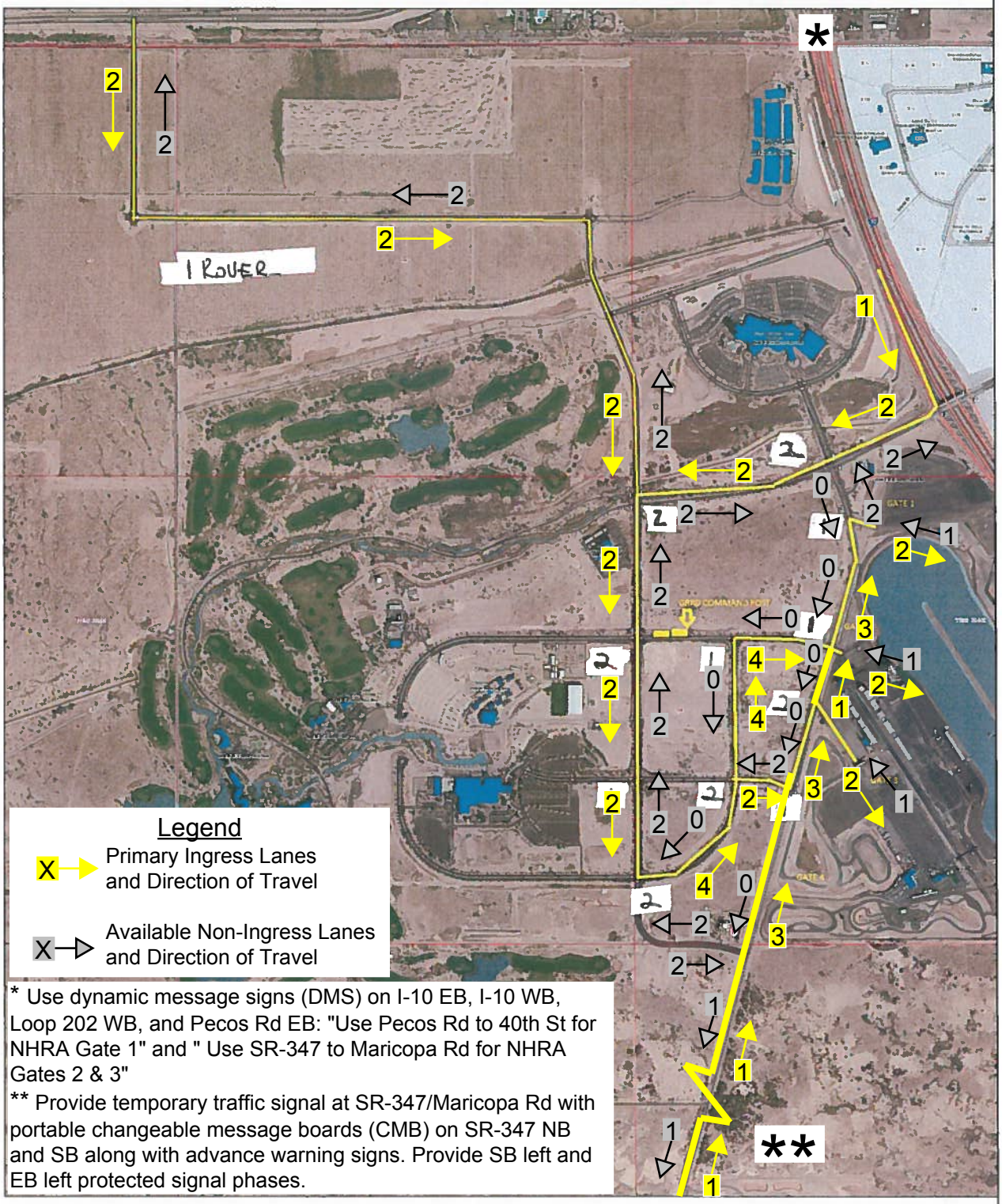
SOLUTION	LABOR & MATERIALS CONSTRUCTION COST	UNIT	INDIRECT COSTS FACTOR	TOTAL CONSTRUCTION COST	DESCRIPTION
Construct new general purpose freeway lane in each direction	$2,400,000	Mile	2.20	$5,280,000	For addition of 1 general purpose lane (asphalt) in each direction with no curb/gutter; includes all costs except bridges; for generally at-grade facility with minimal walls and no major drainage improvements
Widen 2 lane road to 6 lane arterial with raised median	$2,850,000	Mile	2.20	$6,270,000	For addition of two lanes (asphalt) in each direction with raised medians, curb/gutter, and sidewalk; includes all costs except bridges
Widen 2 lane road to 4 lane arterial with two-way left-turn lane	$2,550,000	Mile	2.20	$5,610,000	For addition of two lanes (asphalt) in each direction with raised medians, curb/gutter, and sidewalk; includes all costs except bridges
Install traffic signal at 3-legged intersection	$300,000	Each	2.20	$660,000	For signal poles, mast arms, communications, lighting, and sidewalk ramps
Construct new lane in one direction on arterial road	$710,000	Mile	2.20	$1,560,000	For addition of one lane (asphalt) in one direction with curb/gutter and sidewalk; includes all costs except bridges
Convert traffic interchange from conventional diamond to diverging diamond interchange (DDI)	$2,273,000	Each	2.20	$5,000,000	For reconfiguration of approaches and ramps to develop signalized crossovers for DDI; assumes no modifications to bridges

APPENDIX I – REFINED PRELIMINARY NHRA EVENT INGRESS AND EGRESS PLANS

Ingress with Kimley-Horn Recommendations 01-28-16

INCIDENT BRIEFING	1. Incident Name NHRA	2. Date Prepared	3. Time Prepared

4. Map Sketch (ENTRY)

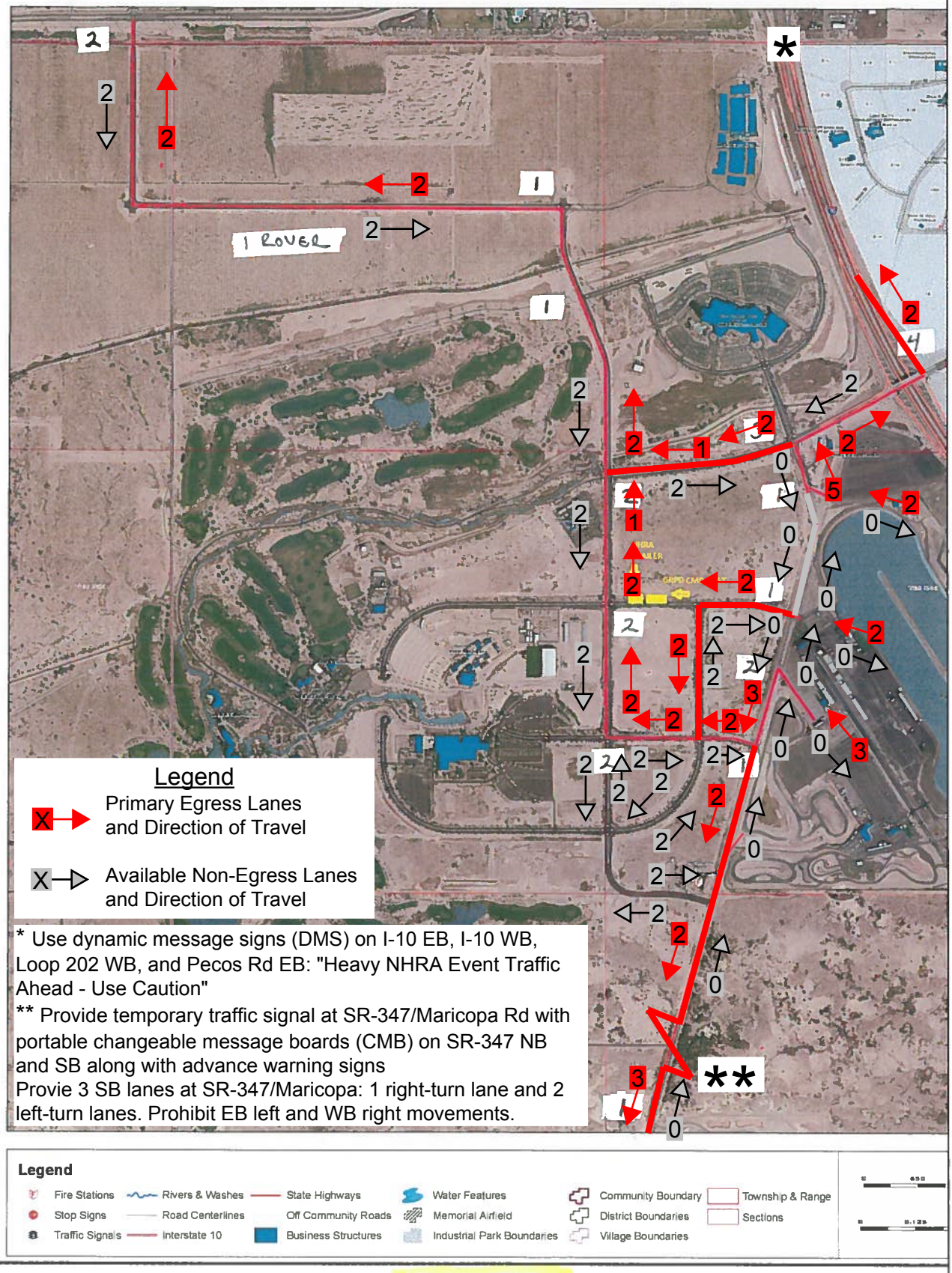


Legend

Fire Stations · Stop Signs · Traffic Signals · Rivers & Washes · Road Centerlines · Interstate 10 · State Highways · Off Community Roads · Business Structures · Water Features · Memorial Airfield · Industrial Park Boundaries · Community Boundary · District Boundaries · Village Boundaries · Township & Range · Sections

18 Total

Egress with Kimley-Horn Recommendations 01-28-16



24 TOTAL

5. . **Map Sketch (EXIT)**

APPENDIX J – PRELIMINARY NHRA EVENT PRE-NOTIFICATION PLANS

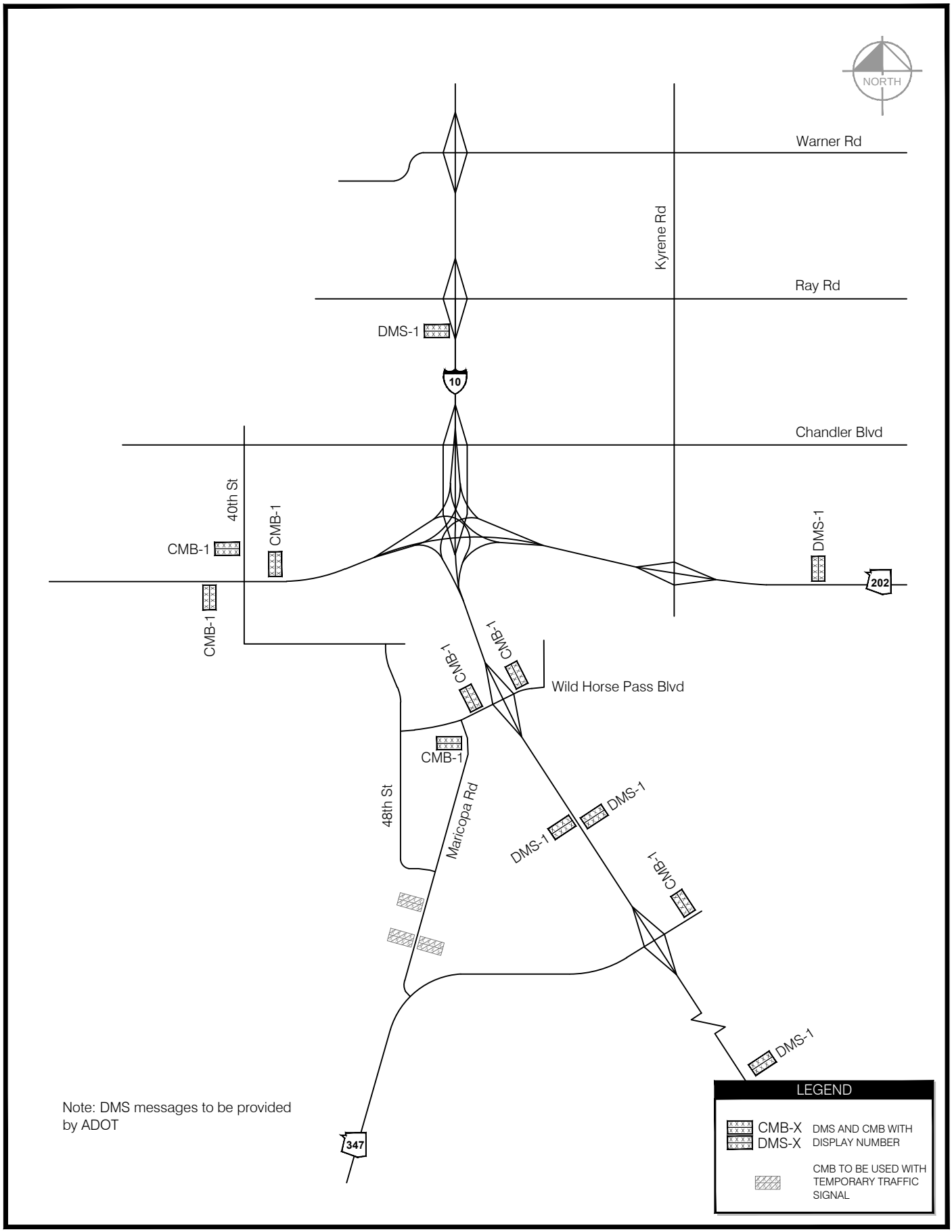


Figure 1

Recommended Pre-Notification NHRA Event DMS and CMB Locations

SUGGESTED CHANGEABLE
MESSAGE BOARD MESSAGE

CMB-1

S	P	E	C	I	A	L	
E	V	E	N	T			
F	E	B	2	6	-	2	8

E	X	P	E	C	T		
D	E	L	A	Y	S		

SUGGESTED DYNAMIC
MESSAGE SIGN MESSAGE

DMS-1

S	P	E	C	I	A	L		E	V	E	N	T				
F	E	B		2	6	-	2	8								
E	X	P	E	C	T		D	E	L	A	Y	S				

Figure 2
Recommended Pre-Notification NHRA Event DMS and CMB Messages

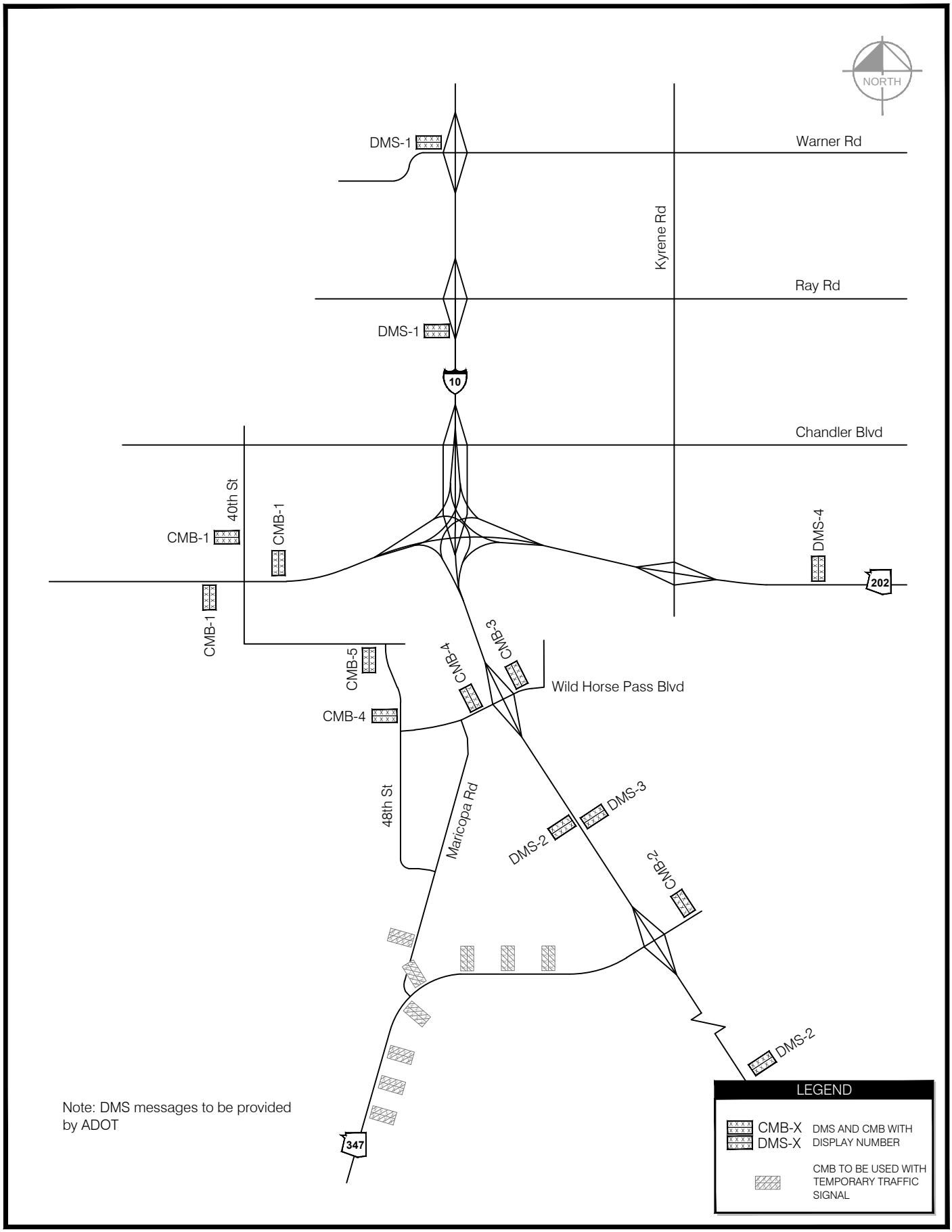


Figure 3
Recommended Ingress NHRA Event DMS and CMB Locations

SUGGESTED CHANGEABLE
MESSAGE BOARD MESSAGE

CMB-1

E	V	E	N	T			
T	R	A	F	F	I	C	

U	S	E					
4	0	T	H		S	T	

CMB-2

E	V	E	N	T			
T	R	A	F	F	I	C	
U	S	E					

3	4	7		T	O		
M	A	R	I	C	O	P	A
R	D						

CMB-3

E	V	E	N	T			
T	R	A	F	F	I	C	
U	S	E					

W	H	P		B	L	V	D
T	O		4	8	T	H	
S	T						

CMB-4

M	A	R	I	C	O	P	A
R	D						
C	L	O	S	E	D		

U	S	E					
4	8	T	H		S	T	

CMB-5

E	V	E	N	T			
T	R	A	F	F	I	C	

U	S	E					
4	8	T	H		S	T	

Figure 4
Recommended Ingress NHRA Event CMB Messages

SUGGESTED DYNAMIC
MESSAGE SIGN MESSAGE

DMS-1

E	V	E	N	T		G	A	T	E		1						
U	S	E		P	E	C	O	S		R	D						
T	O		4	0	T	H		S	T								

E	V	E	N	T		G	A	T	E	S		2		&		3	
U	S	E		S	R	-	3	4	7								
T	O		M	A	R	I	C	O	P	A		R	D				

DMS-2

E	V	E	N	T		A	L	L		G	A	T	E	S			
U	S	E		S	R	-	3	4	7								
T	O		M	A	R	I	C	O	P	A			R	D			

DMS-3

E	V	E	N	T		A	L	L		G	A	T	E	S			
U	S	E		P	E	C	O	S		R	D						
T	O		4	0	T	H		S	T								

DMS-4

E	V	E	N	T		G	A	T	E		1						
U	S	E		P	E	C	O	S		R	D						
T	O		4	0	T	H		S	T								

E	V	E	N	T		G	A	T	E	S		2		&		3	
U	S	E		I	-	1	0	E									
T	O		S	R	-	3	4	7									

Figure 5
Recommended Ingress NHRA Event DMS Messages

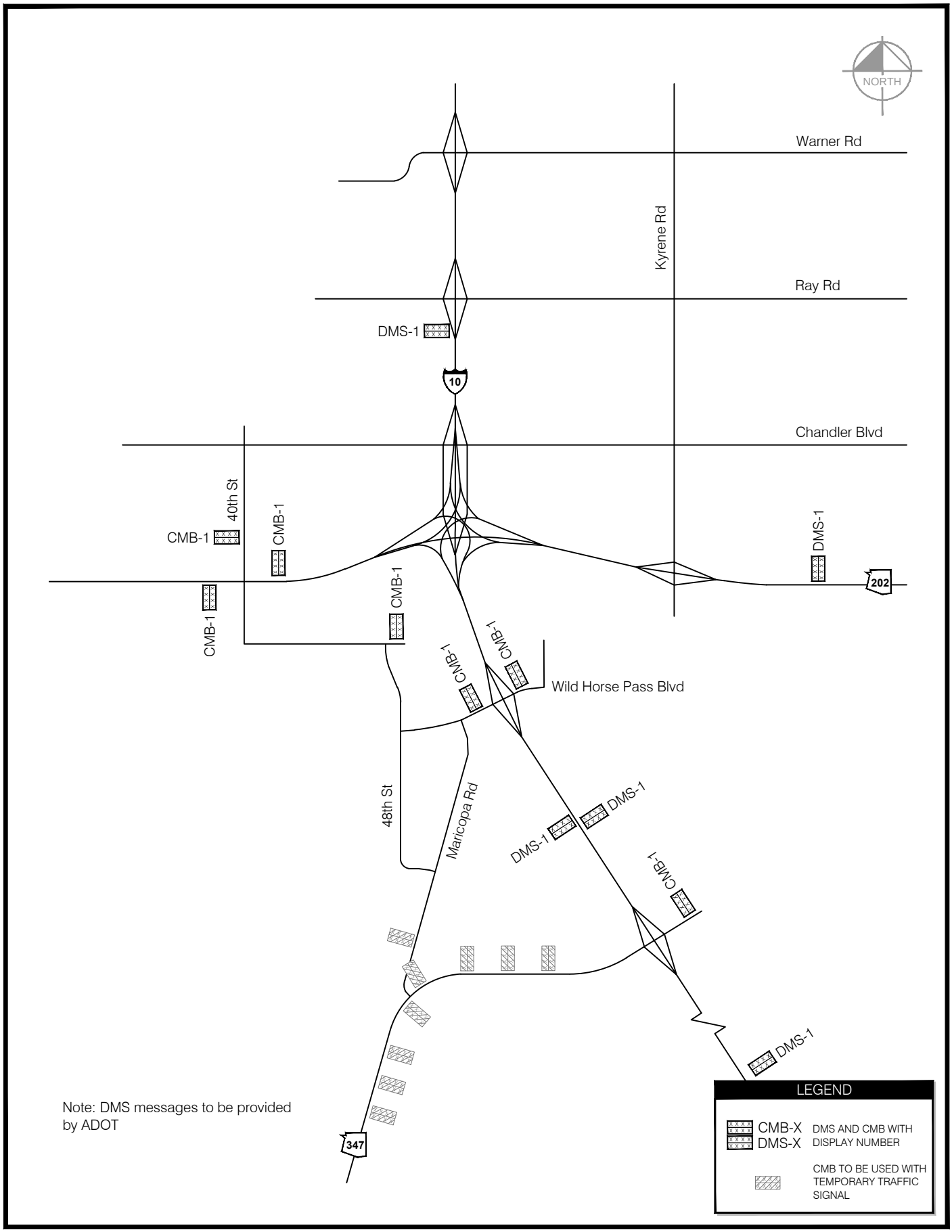


Figure 6
Recommended Egress NHRA Event DMS and CMB Locations

SUGGESTED CHANGEABLE
MESSAGE BOARD MESSAGE

CMB-1

H	E	A	V	Y			
E	V	E	N	T			
T	R	A	F	F	I	C	

A	H	E	A	D		-	
U	S	E					
C	A	U	T	I	O	N	

SUGGESTED DYNAMIC
MESSAGE SIGN MESSAGE

DMS-1

H	E	A	V	Y		E	V	E	N	T							
T	R	A	F	F	I	C		A	H	E	A	D		-			
U	S	E		C	A	U	T	I	O	N							

Figure 7
Recommended Egress NHRA Event DMS and CMB Messages

APPENDIX K – PRELIMINARY TEMPORARY TRAFFIC SIGNAL PLAN

SUGGESTED CHANGEABLE MESSAGE BOARD MESSAGE

CMB-1

T	E	M	P					A	T					
S	I	G	N	A	L			M	A	R	I	C	O	P	A
F	E	B	2	6	-	2	8	R	D					

CMB-2

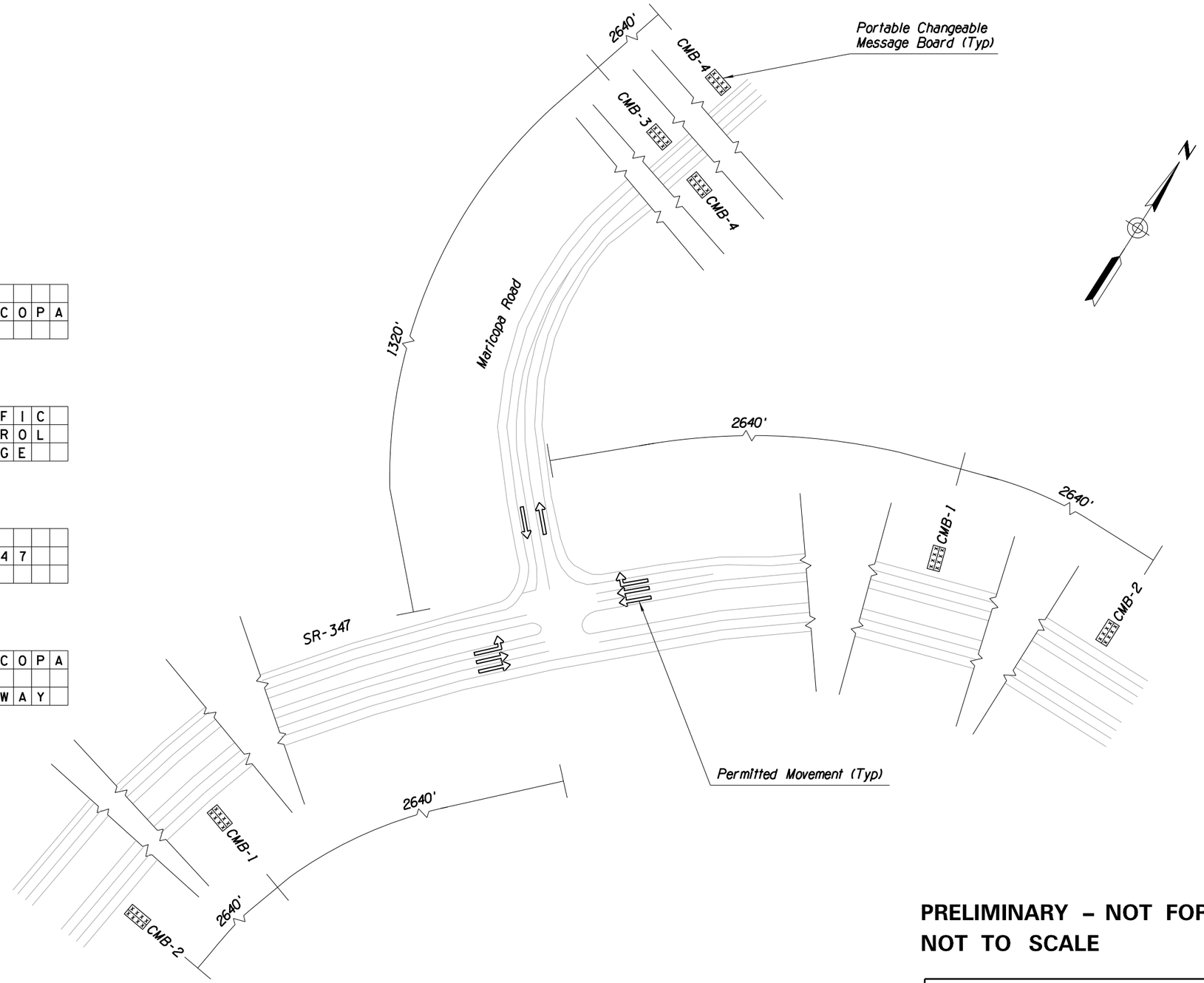
S	P	E	C	I	A	L		T	R	A	F	F	I	C	
E	V	E	N	T				C	O	N	T	R	O	L	
F	E	B	2	6	-	2	8	C	H	A	N	G	E		

CMB-3

T	E	M	P					A	T					
S	I	G	N	A	L			S	R	-	3	4	7	
F	E	B	2	6	-	2	8							

CMB-4

S	P	E	C	I	A	L		M	A	R	I	C	O	P	A
E	V	E	N	T				R	D					
F	E	B	2	6	-	2	8	O	N	E	-	W	A	Y	



PRELIMINARY – NOT FOR CONSTRUCTION
NOT TO SCALE

FIGURE 1
DRAFT PRE-NOTIFICATION CONCEPTUAL PLAN
FOR BEFORE EVENT AT SR-347/MARICOPA RD

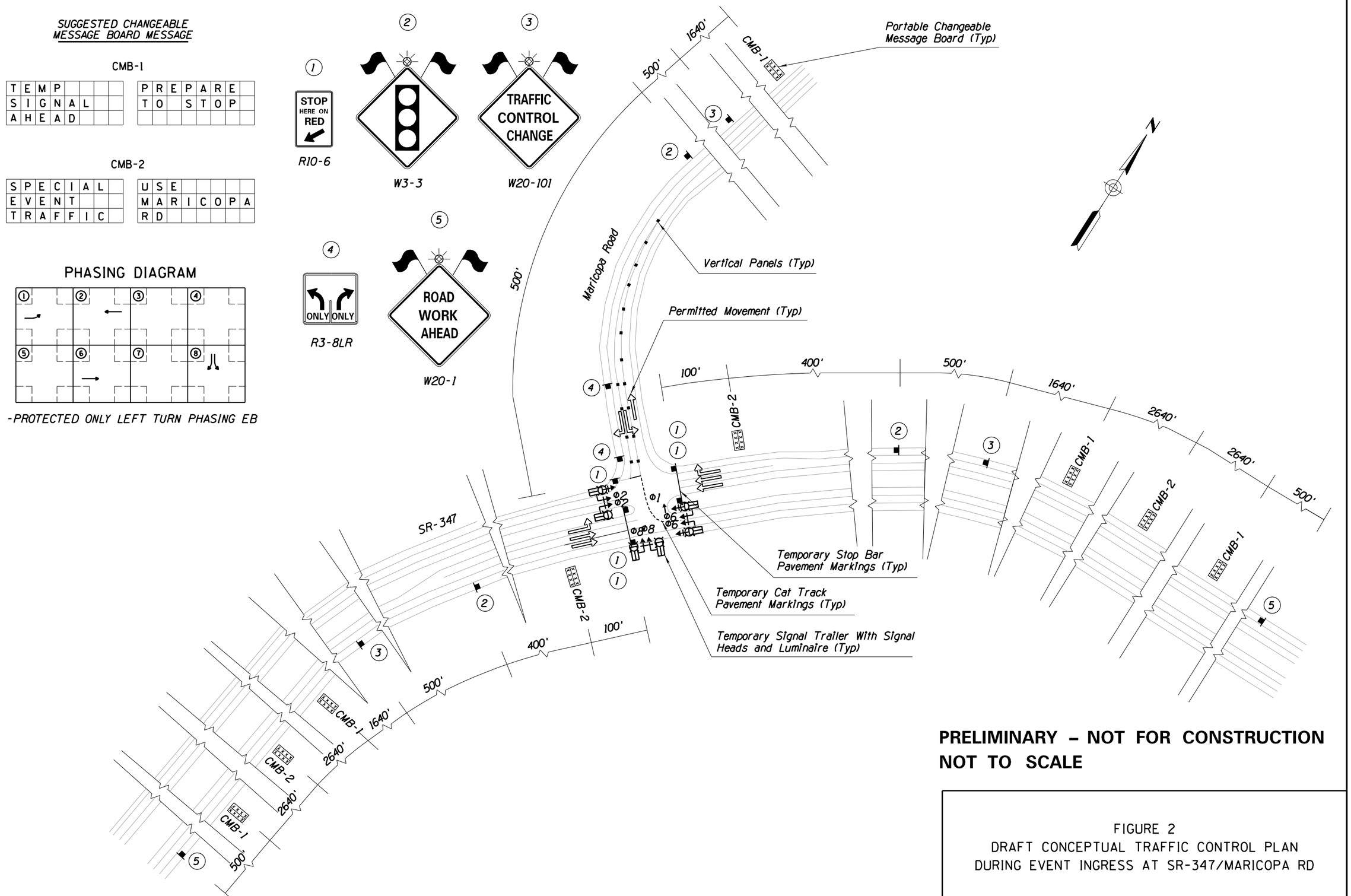
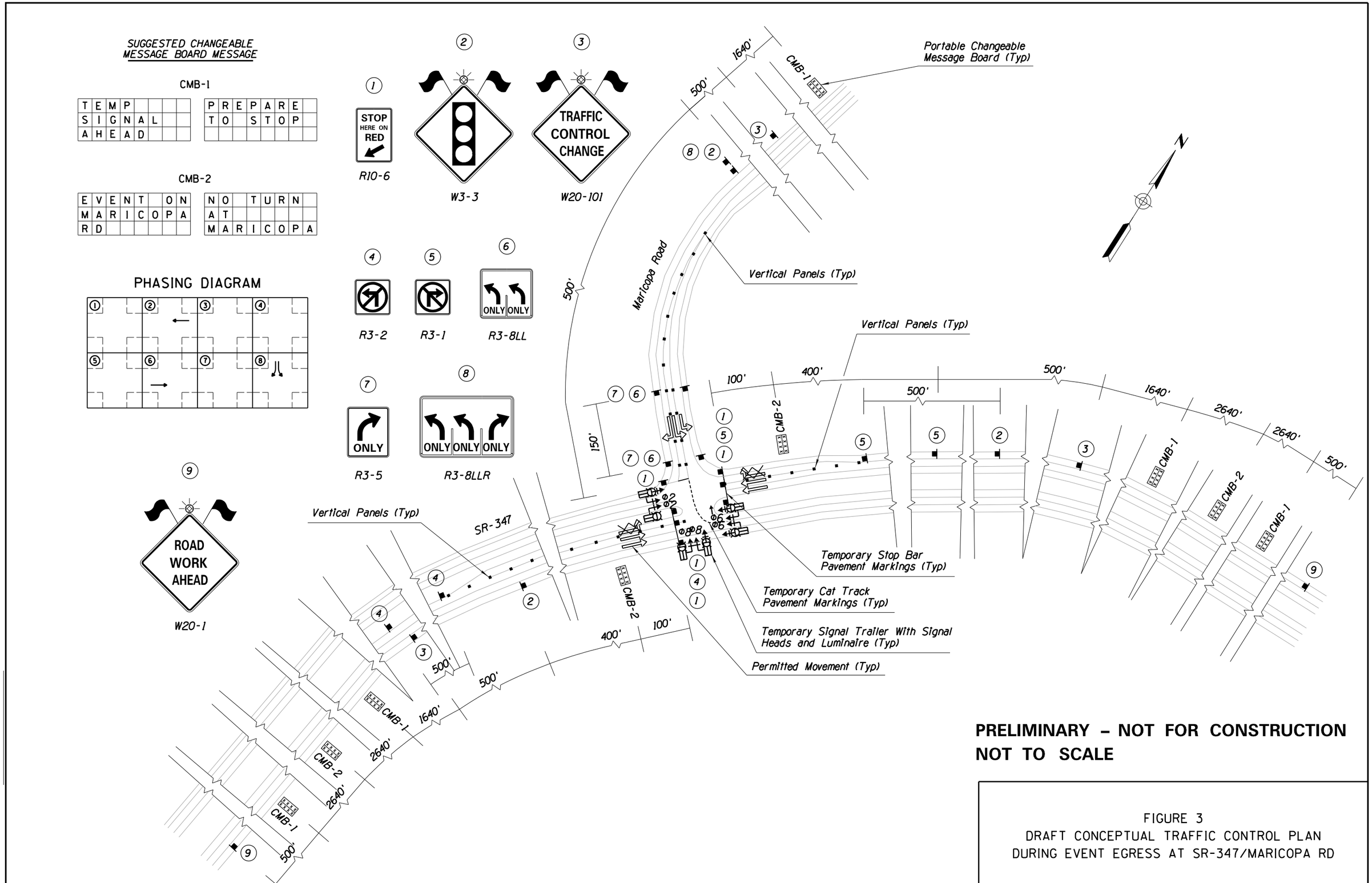


FIGURE 2
DRAFT CONCEPTUAL TRAFFIC CONTROL PLAN
DURING EVENT INGRESS AT SR-347/MARICOPA RD



PRELIMINARY – NOT FOR CONSTRUCTION
NOT TO SCALE

FIGURE 3
DRAFT CONCEPTUAL TRAFFIC CONTROL PLAN
DURING EVENT EGRESS AT SR-347/MARICOPA RD

APPENDIX L – APPROVED ADOT PERMIT FOR TEMPORARY TRAFFIC SIGNAL

ADOT
Intermodal Transportation

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer
Steve Boschen, Division Director

February 22, 2016

Wild Horse Pass Develop Auth.
David White
5350 North 48th Street , Suite 210
Chandler , Az. 85226

RE: ADOT PERMIT NO: 1215991

Dear David White:

Before proceeding with the attached permit, please read the specifications and standards which are included as part of your permit.

Please be advised ADOT has a moratorium during the holidays and all work shall stop the day before a holiday and/or holiday weekend.

A mandatory preconstruction meeting shall be scheduled prior to any construction activities with all involved parties. Failure to schedule the meeting will suspend the permit till further notification.

Permittee shall notify the ADOT Traffic Operations Center, telephone number **602-257-1563**, 48 hours in advance, when encroaching on ADOT ROW. Permittee shall request the use of ADOT permanent Variable Message Sign Board, if applicable.

It is of utmost importance, before starting work within the highway right-of-way, that you use an approved traffic control set-up if traffic will be or could possibly be involved.

After reading the permit, if you feel it covers the work you wish to do, and you are ready to pursue the project to its completion please notify your area inspector, Frank L Martinez at 602-489-9624, three business days prior to beginning any work.

If work cannot be completed by the expiration date shown on the permit, please submit written justification for a time extension as well as a current insurance certificate naming the State of Arizona and ADOT as additional insured.

If I may be of any further assistance to you, please feel free to contact me at (602) 712-7522.
Sincerely,

Dwight D. Loy
Permits Supervisor

PERMITS
FEB 16 2016
2140 WEST HILTON AVENUE
PHOENIX, ARIZONA 85009

T106826

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
Highway Encroachment Permit Application
(Application for Permission to Use State Highway Right-of-Way)

FOR ADOT USE ADOT Agreement Number: _____ ☐ ECS ☐ JPA ☐ Other _____

PERMIT NUMBER: P1215991 ROUTE: _____ MILEPOST: _____

ADOT PROJECT NUMBER: _____ ADOT ENGINEERING STATION: _____

Name of Encroachment Owner:	Name of Authorized Agent / Applicant (*If other than the Encroachment Owner*):
Wild Horse Pass Development Authority	RoadSafe Traffic Systems
Mailing Address of Owner: 5350 North 48th Street, Suite 210	Mailing Address: 3015 East Illini Street
City: Chandler	City: Phoenix
State: Arizona Zip: 85226	State: Arizona Zip: 85040
Phone: 520-796-5389	Phone: 602-243-1280
E-mail address: dwhite@wildhorsepass.com	Legal Relationship to Owner: ☑ Contractor ☐ Sub Contractor ☐ Authorized Employee ☐ Engineer ☐ Attorney ☐ Other: _____
Name of Local Point of Contact: David F. White	
Phone Number for Local Point of Contact: 480-404-0698	E-mail Address:

City (in or near) Chandler Side of Highway: ☑ N ☑ S ☑ E ☑ W (check one)

Highway Route # SR-347 Approximately 2,600 Feet ☑ N ☐ S ☐ E ☐ W (check one) of Milepost # 187

Encroachment Owner's Project # or Property Parcel #: NHRA Project Duration : February 15-29, 2016

Description of the proposed work or activity in the right-of-way: Temporary signal to be placed at the intersection of SR-347/Maricopa Road. Temporary signal to include placement of portable signal mast arms with signal heads and luminaires, barricades, traffic signs, and temporary pavement markings in the vicinity of the intersection. Advanced warning signs as well as changeable message boards to be placed farther upstream (up to 1.5 miles) of the traffic control change location on SR-347, and on Pecos Road, Loop 202, and I-10.

The Encroachment Owner will be the Permittee. By signing this application, the Encroachment Owner and the Owner's Agent acknowledge that the information given and statements made in this application are true and correct to the best of his/her knowledge. The Encroachment Owner agrees as the Permittee to accept the following General Obligations and Responsibilities as described on page 2 of the application. By accepting an approved encroachment permit, the Permittee agrees to the requirements described in the permit, to be responsible for all permit requirements, and to comply with ADOT's requirements as set out in the permit. An approved permit consists of but is not limited to this application and final supporting documentation approved by ADOT, and any requirements set by ADOT. NO WORK SHALL TAKE PLACE INSIDE THE RIGHT OF WAY WITHOUT AN APPROVED PERMIT ON SITE.

David F. White — 2/12/16
Encroachment Owner (*Print Name and Sign*) — **Date**

JEFF MEIRICK — 2/12/16
Authorized Agent or Applicant: *If other than the Encroachment Owner (Print Name and Sign)* — **Date**

FOR ADOT USE
PERMIT TO USE STATE HIGHWAY RIGHT-OF-WAY

This application is approved as a permit and a permit is issued to the Permittee. Construction is authorized only for the period indicated below.

Authorized ADOT Name and Signature — Authorized ADOT Name and Signature

Issue Date 2/22/16 Permit work to be completed by: MAY 22 2016

NOTICE OF START

Frank L Martinez
Phoenix
2140 W. Hilton Avenue
Phoenix, Az 85009
Tel: 602-489-9624
Fax: 602-256-9513

THIS IS TO INFORM YOU THAT ADOT PERMIT# 1215991, WILL BE STARTED:

START DATE: _____

_____

David White
wild horse pass develop auth.
5350 North 48th Street , Suite 210
Chandler , Az 85226
520-796-5389

PLEASE FAX THIS NOTICE AT LEAST THREE BUSINESS DAYS PRIOR TO OF START WORK FAX: 602-256-9513 OR EMAIL FMartinez@azdot.gov

SR-347(NB) @ 187.000-187.000

NOTICE OF COMPLETION

Frank L Martinez
Phoenix
2140 W. Hilton Avenue
Phoenix, Az 85009
Tel: 602-489-9624
Fax: 602-256-9513

THIS IS TO INFORM YOU THAT ADOT PERMIT# 1215991, HAS BEEN COMPLETED.

COMPLETION DATE: _____

_____

David White
wild horse pass develop auth.
5350 North 48th Street , Suite 210
Chandler , Az 85226
##OWNER_Phone1##

PLEASE FAX THIS TO US WHEN YOU HAVE COMPLETED YOUR WORK FAX: 602-256-9513 OR EMAIL FMartinez@azdot.gov

SR-347(NB) @ 187.000-187.000

GILARIV-01 BOLDENJA

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 2/9/2016

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Willis of Arizona, Inc.
c/o 26 Century Blvd
P.O. Box 305191
Nashville, TN 37230-5191

CONTACT NAME: Willis Towers Watson Certificate Center
PHONE (A/C, No, Ext): (877) 945-7378 FAX (A/C, No): (888) 467-2378
E-MAIL ADDRESS: certificates@willis.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Travelers Indemnity Company	25658
INSURER B : Travelers Property Casualty Company of America	25674
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85247

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY PRO-JECT LOC OTHER:	X	X	ZLP-11S22472	10/01/2015	10/01/2016	EACH OCCURRENCE	$ 2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 500,000
							MED EXP (Any one person)	$ 0
							PERSONAL & ADV INJURY	$ 2,000,000
							GENERAL AGGREGATE	$ 6,000,000
							PRODUCTS - COMP/OP AGG	$ 6,000,000
								$
A	AUTOMOBILE LIABILITY X ANY AUTO ALL OWNED AUTOS SCHEDULED AUTOS HIRED AUTOS NON-OWNED AUTOS	X	X	810-9158P500	10/01/2015	10/01/2016	COMBINED SINGLE LIMIT (Ea accident)	$ 2,000,000
							BODILY INJURY (Per person)	$
							BODILY INJURY (Per accident)	$
							PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE	$
							AGGREGATE	$
								$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		TW63984884	10/01/2015	10/01/2016	X PER STATUTE OTH-ER	
							E.L. EACH ACCIDENT	$ 1,000,000
							E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000

P1215991

T106826

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
State of Arizona, ADOT and its departments, agencies, boards, commissions, universities, officers, officials, agents and employees are included as Additional Insureds as respects to General Liability and Auto Liability with respect to liability arising out of activities performed by or on behalf of the permittee or contractor if required by written contract.
Waiver of Subrogation applies in favor of Additional Insured with respects to General Liability and Auto Liability.

RECEIVED
PERMITS
FEB 16 2016
2140 WEST HILTON AVENUE
PHOENIX, ARIZONA 85009

CERTIFICATE HOLDER

The State of Arizona
Arizona Department of Transportation
Arizona Department of Public Safety
1324 N. 22nd Ave. MD 128A
Phoenix, AZ 85009

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Carolyn Smith

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ADOT
Intermodal Transportation

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer
Steve Boschen, Division Director

February 17, 2016

wild horse pass develop auth.
David White
5350 North 48th Street , Suite 210
Chandler , Az. 85226

RE:
Tracking Number: T106826
Permit Number:
Location – SR-347(NB) @ 187.000-187.000

Dear David White,

Your permit application package has been accepted for review. Please allow a minimum of two business weeks before contacting our office to check on the status of your application. Normal turnaround time is four to eight business weeks.

Please include the tracking number T106826 in any correspondence or when calling for information.

If I may be of any further assistance to you, please feel free to contact me at 602-489-9624.

Sincerely,

P1215991

Frank L Martinez
2140 W. Hilton Avenue
Phoenix, Az 85009
602-712-6954 – Office
602 256-9513 – Fax
FMartinez@azdot.gov

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

10/3/2016

DATE (MM/DD/YYYY) 10/20/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Lockton Companies
1185 Avenue of the Americas, Suite 2010
New York 10036
646-572-7300

CONTACT NAME:
PHONE (A/C, No, Ext):
FAX (A/C, No):
E-MAIL ADDRESS:

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Zurich American Insurance Company	16535
INSURER B : Starr Indemnity & Liability Company	38318
INSURER C : American Zurich Insurance Company	40142
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
1300604
ROADSAFE TRAFFIC SYSTEMS
1500 E BENSON HIGHWAY
TUCSON AZ 85714

COVERAGES ROAHO01 **CERTIFICATE NUMBER:** 13155086 **REVISION NUMBER:** XXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE [ ] OCCUR [X] GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY [ ] PRO-JECT [ ] LOC OTHER:	Y	Y	GLO-5095745-07	10/3/2015	10/3/2016	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 500,000 $ 10,000 $ 2,000,000 $ 10,000,000 $ 4,000,000 $
A	AUTOMOBILE LIABILITY X ANY AUTO ALL OWNED AUTOS X HIRED AUTOS SCHEDULED AUTOS X NON-OWNED AUTOS	Y	Y	BAP-9262298-08	10/3/2015	10/3/2016	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 2,000,000 $ XXXXXXX $ XXXXXXX $ XXXXXXX $ XXXXXXX
B	UMBRELLA LIAB X OCCUR X EXCESS LIAB CLAIMS-MADE DED RETENTION $	N	N	1000011230	10/3/2015	10/3/2016	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000 $ XXXXXXX
C A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N N If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	Y	WC-9262297-08(AOS) WC-5095777-07(ID,WI)	10/3/2015 10/3/2015	10/3/2016 10/3/2016	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000

APPROVED
OCT 22 2015
ADOT - ASD
RISK MANAGEMENT

P1215991

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
THIS CERTIFICATE SUPERSEDES ALL PREVIOUSLY ISSUED CERTIFICATES FOR THIS HOLDER, APPLICABLE TO THE CARRIERS LISTED AND THE POLICY TERM(S) REFERENCED.
THE GENERAL LIABILITY POLICY'S GENERAL AGGREGATE LIMIT APPLIES PER PROJECT IS SUBJECT TO A $5,000,000 AGGREGATE POLICY LIMIT. STATE OF ARIZONA, ARIZONA DEPARTMENT OF TRANSPORTATION AND ITS DEPARTMENTS, AGENCIES, BOARDS, COMMISSIONS, UNIVERSITIES, OFFICERS, OFFICIALS, AGENTS AND EMPLOYEES ARE ADDED AS ADDITIONAL INSURED WITH RESPECT TO GENERAL LIABILITY ARISING OUT OF ACTIVITIES PERFORMED BY OR ON BEHALF OF THE PERMITTEE OR CONTRACTOR AS REQUIRED BY WRITTEN CONTRACT. COVERAGE IS ON A PRIMARY AND NON-CONTRIBUTORY BASIS. A WAIVER OF SUBROGATION APPLIES IN FAVOR OF ADDITIONAL INSURED, WHERE PERMISSIBLE BY LAW.

T106826

CERTIFICATE HOLDER

13155086
THE STATE OF ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
ATTN: SUSIE PUZAS
2102 W ENCANTO BOULEVARD
PHOENIX AZ 85009

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
Michael A. Calabrese

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Arizona Department of Transportation

PHOENIX REGIONAL TRAFFIC ENGINEERING

2140 West Hilton Avenue

Phoenix, Arizona 85009-6913

MEMORANDUM

To: Frank Martinez **From:** Marcos Espinosa Regional Traffic Superintendent **Prepared By:** John R. Birds	**Subject:** Traffic Control **Owner:** Wild Horse Pass Development Authority **Location:** SR-347 @ Maricopa Road **Ref #:** 3374-T106826

We have reviewed the traffic plan submittal for permit tracking number 3374-T106826. We have the following comments at this time:

1. Any adjustment to plans must be submitted to ADOT Permits for review and approval.
2. See TCP for comments.

For night work, all traffic control devices shall be equipped with warning lights.

ADOT Traffic Operations Center (602-257-1563) SHALL be contacted 48 hours prior to starting work; additionally, when traffic control restricts any lanes at a signalized intersection within ADOT Right-of-Way, contact ADOT Traffic Signal Manager (602-771-2444) 48 hours prior to start of work.

The encroachment owner shall obtain any applicable permit(s) from other affected agencies for any work performed outside ADOT right-of-way (ROW).

The traffic plans, with the noted comments above, appear to meet ADOT requirements and are approved for your use.

All personnel associated with permit work are expected to conform to the OSHA PPE guidelines while performing work on ADOT ROW.

If you have any questions please contact John Birds at jbirds@azdot.gov (480)435-4952.

Marcos Espinosa
ADOT – Phoenix Maintenance District
Regional Traffic Superintendent

2-22-16
Date

REVIEWED
By Tony S. Abbo at 1:21 pm, Feb 17, 2016

PHOENIX, ARIZONA 85007

T106826

ARIZONA DEPARTMENT OF TRANSPORTATION
INTERMODAL TRANSPORTATION DIVISION
Highway Encroachment Permit Application
(Application for Permission to Use State Highway Right-of-Way)

FOR ADOT USE ADOT Agreement Number: _____ ☐ ECS ☐ JPA ☐ Other _____

PERMIT NUMBER: _____ ROUTE: _____ MILEPOST: _____

ADOT PROJECT NUMBER: _____ ADOT ENGINEERING STATION: _____

Name of Encroachment Owner: Wild Horse Pass Development Authority	Name of Authorized Agent / Applicant (*If other than the Encroachment Owner*): RoadSafe Traffic Systems
Mailing Address of Owner: 5350 North 48th Street, Suite 210	Mailing Address: 3015 East Illini Street
City: Chandler	City: Phoenix
State: Arizona Zip: 85226	State: Arizona Zip: 85040
Phone: 520-796-5389	Phone: 602-243-1280
E-mail address: dwhite@wildhorsepass.com	Legal Relationship to Owner: ☑ Contractor ☐ Sub Contractor ☐ Authorized Employee ☐ Engineer ☐ Attorney ☐ Other: _____
Name of Local Point of Contact: David F. White	
Phone Number for Local Point of Contact: 480-404-0698	E-mail Address:

City (In or near) Chandler Side of Highway: ☑ N ☑ S ☑ E ☑ W (check one)

Highway Route # SR-347 Approximately 2,600 Feet ☑ N ☐ S ☐ E ☐ W (check one) of Milepost # 187

Encroachment Owner's Project # or Property Parcel #: NHRA Project Duration : February 15-29, 2016

Description of the proposed work or activity in the right-of-way: Temporary signal to be placed at the intersection of SR-347/Maricopa Road. Temporary signal to include placement of portable signal mast arms with signal heads and luminaires, barricades, traffic signs, and temporary pavement markings in the vicinity of the intersection. Advanced warning signs as well as changeable message boards to be placed farther upstream (up to 1.5 miles) of the traffic control change location on SR-347, and on Pecos Road, Loop 202, and I-10.

The Encroachment Owner will be the Permittee. By signing this application, the Encroachment Owner and the Owner's Agent acknowledge that the information given and statements made in this application are true and correct to the best of his/her knowledge. The Encroachment Owner agrees as the Permittee to accept the following General Obligations and Responsibilities as described on page 2 of the application. By accepting an approved encroachment permit, the Permittee agrees to the requirements described in the permit, to be responsible for all permit requirements, and to comply with ADOT's requirements as set out in the permit. An approved permit consists of but is not limited to this application and final supporting documentation approved by ADOT, and any requirements set by ADOT. NO WORK SHALL TAKE PLACE INSIDE THE RIGHT OF WAY WITHOUT AN APPROVED PERMIT ON SITE.

David F. White _____ 2/12/16
Encroachment Owner (*Print Name and Sign*) **Date**

JEFF MEIRICK _____ 2/12/16
Authorized Agent or Applicant: *If other than the Encroachment Owner (Print Name and Sign)* **Date**

FOR ADOT USE
PERMIT TO USE STATE HIGHWAY RIGHT-OF-WAY

This application is approved as a permit and a permit is issued to the Permittee. Construction is authorized only for the period indicated below.

_____ _____
Authorized ADOT Name and Signature Authorized ADOT Name and Signature

Issue Date _____ Permit work to be completed by: _____

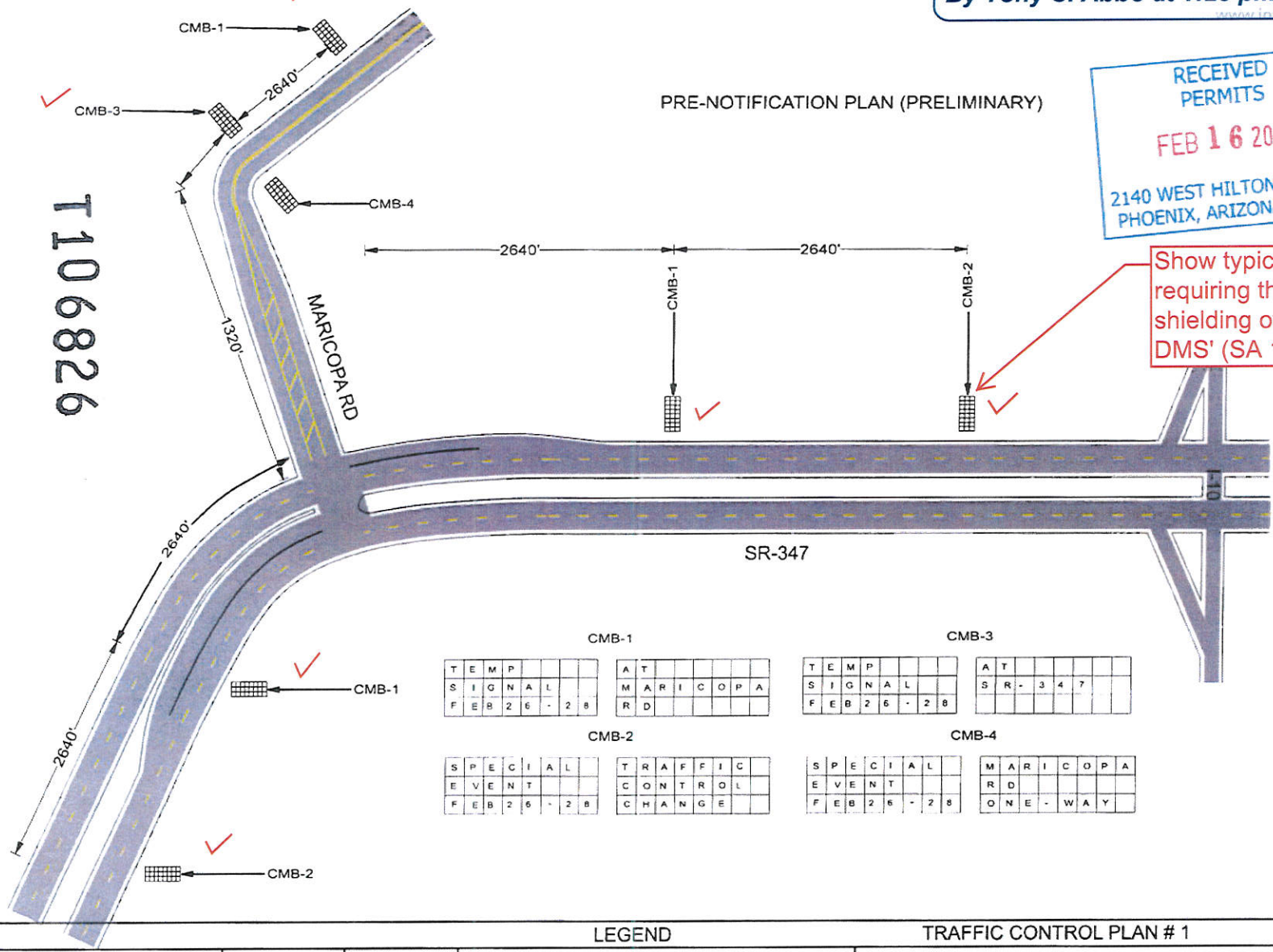
RECEIVED
By Tony S. Abbo at 1:28 pm, Feb 17, 2016

RECEIVED
PERMITS
FEB 16 2016
2140 WEST HILTON AVENUE
PHOENIX, ARIZONA 85009

T106826

PRE-NOTIFICATION PLAN (PRELIMINARY)

Show typical requiring the shielding of the DMS' (SA 15)



LEGEND

TRAFFIC CONTROL PLAN # 1

RoadSafe

North

Speed Limit 55 Existing speed Limit

SIZE: 36" X 36" _____ 48" X 48" X

LIGHT: Type A X Type B _____

Channelizing Devices

Spacing Taper 40' Tangent 50' Centerline N/A

Contractor: WILD HORSE PASS DEVELOPMENT

Location: SR 347 & MARICOPA RD

Agency: A.D.O.T.

Time Usage: 7AM TO 330PM

REVIEWED
By Tony S. Abbo at 2:01 pm, Feb 17, 2016

T106826

INGRESS PLAN (PRELIMINARY)

LIGHTED VERTICAL PANELS SPACED 80' IN TANGENT.

Type "C" not "A" for the lights on the Vertical Panels on the tangent

18"? 48"x48" will be too big

Is the median, in this area, wide enough for 48" signs

18" stop Bar

MARICOPA RD

SR-347

TEMPORARY STOP BAR — must be tape

TEMPORARY CAT TRACK — must be tape

CMB-1

CMB-2

TEMP SIGNAL AHEAD

PREPARE TO STOP

SPECIAL EVENT TRAFFIC

USE MARICOPA RD

STOP HERE ON RED

TRAFFIC CONTROL CHANGE

ONLY ONLY

SPECIAL EVENT AHEAD

KEEP RIGHT

LEGEND

TRAFFIC CONTROL PLAN # 2

RoadSafe

North

Speed Limit 55 Existing speed Limit

SIZE: 36" X 36" _____ 48" X 48" X

LIGHT: Type A X Type B _____

Channelizing Devices

Spacing Taper 40' Tangent 50' Centerline N/A

Contractor: WILD HORSE PASS DEVELOPMENT

Location: SR 347 & MARICOPA RD

Agency: A.D.O.T.

Time Usage: 7AM TO 330PM

REVIEWED
By Tony S. Abbo at 2:15 pm, Feb 17, 2016

I recommend that you space out the 2 signs

EGRESS PLAN (PRELIMINARY)

LIGHTED VERTICAL PANELS SPACED 80' IN TANGENT

Type "C" not "A" for the lights on the Vertical Panels on the tangent

9?

This sign belongs on the other side

This sign belongs on the other side

must be tape

must be tape

18" stop Bar

CMB-1

CMB-2

100' 400' 500' 500' 500' 2640' 2640' 500'

150'

100' 400' 500' 1640' 2640' 2640' 500'

SR-347

CMB-1

T	E	M	P			
S	I	G	N	A	L	
A	H	E	A	D		

P	R	E	P	A	R	E
T	O		S	T	O	P

CMB-2

E	V	E	N	T		
M	A	R	I	C	O	P
R	D					

N	O		T	U	R	N
A	T					
M	A	R	I	C	O	P

① STOP HERE ON RED ② ③ TRAFFIC CONTROL CHANGE

④ ⑤ ⑥ ONLY ONLY ⑦ ONLY

⑧ ONLY ONLY ONLY ⑨ SPECIAL EVENT AHEAD

LEGEND

TRAFFIC CONTROL PLAN # 3

RoadSafe

North

Speed Limit 55 Existing speed Limit

SIZE: 36" X 36" _____ 48" X 48" X

LIGHT: Type A X Type B _____

Channelizing Devices

Spacing Taper 40' Tangent 50' Centerline N/A

Contractor: WILD HORSE PASS DEVELOPMENT

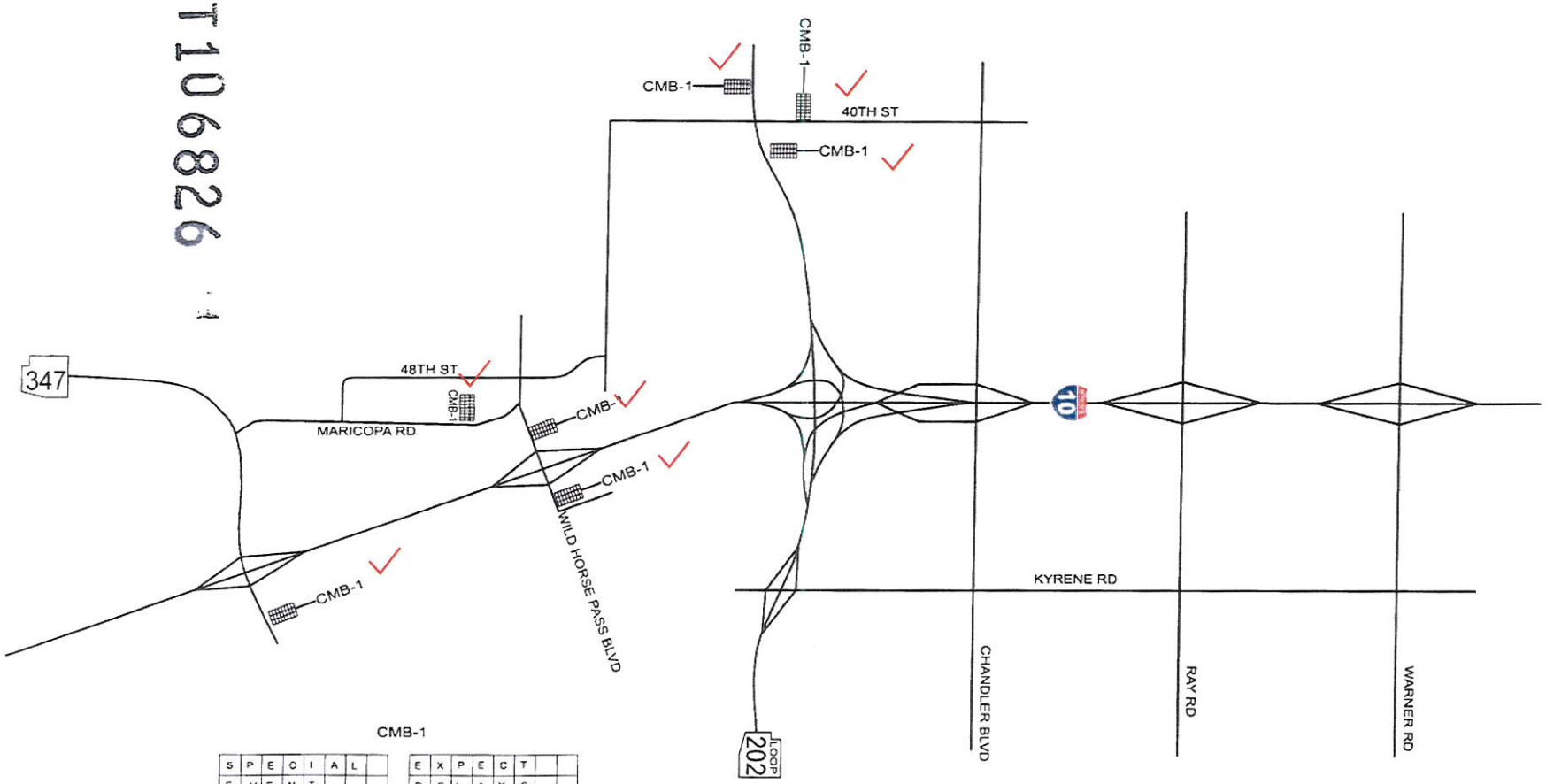
Location: SR 347 & MARICOPA RD

Agency: A.D.O.T.

Time Usage: 7AM TO 330PM

REVIEWED
By Tony S. Abbo at 2:44 pm, Feb 17, 2016

T106826



CMB-1

S	P	E	C	I	A	L
E	V	E	N	T		
F	E	B	2	6	-	2 8

E	X	P	E	C	T	
D	E	L	A	Y	S	

PRE-NOTIFICATION PLAN (PRELIMINARY)

LEGEND

TRAFFIC CONTROL PLAN # 4

RoadSafe

North

Speed Limit

Existing speed Limit

SIZE: 36" X 36" _____ 48" X 48" X

LIGHT: Type A X Type B _____

Channelizing Devices

Spacing Taper 40' Tangent 50' Centerline N/A

Contractor: WILD HORSE PASS DEVELOPMENT

Location: SR 347 & MARICOPA RD

Agency: A.D.O.T.

Time Usage: 7AM TO 330PM

REVIEWED
By Tony S. Abbo at 2:45 pm, Feb 17, 2016

T106826

CMB-1

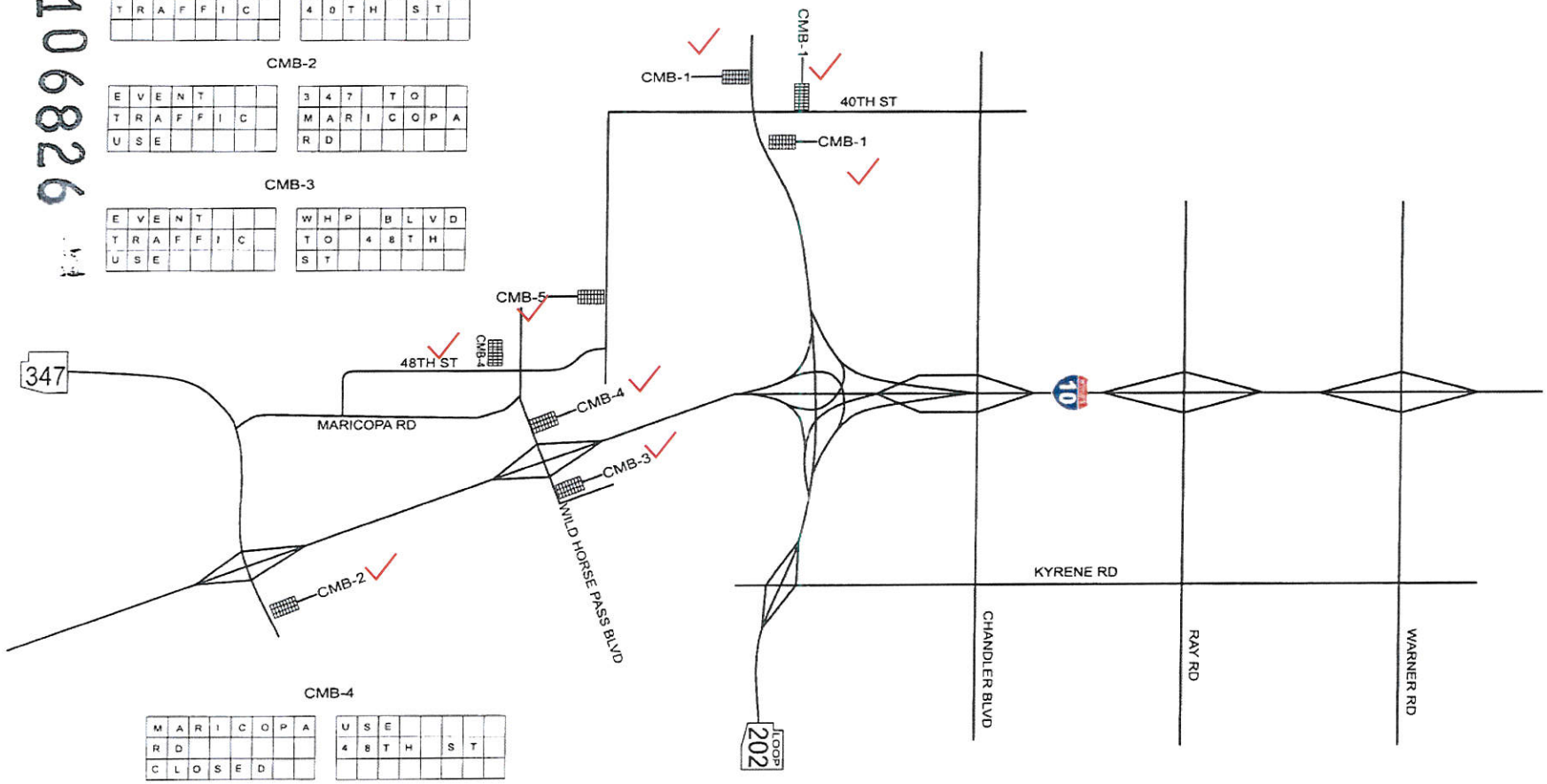
E	V	E	N	T				U	S	E			
T	R	A	F	F	I	C		4	0	T	H	S	T

CMB-2

E	V	E	N	T				3	4	7		T	O
T	R	A	F	F	I	C		M	A	R	I	C	O	P	A
U	S	E						R	D						

CMB-3

E	V	E	N	T				W	H	P		B	L	V	D
T	R	A	F	F	I	C		T	O		4	8	T	H	
U	S	E						S	T						



CMB-4

M	A	R	I	C	O	P	A	U	S	E			
R	D							4	8	T	H	S	T
C	L	O	S	E	D								

CMB-5

E	V	E	N	T				U	S	E			
T	R	A	F	F	I	C		4	8	T	H	S	T
U	S	E											

INGRESS PLAN (PRELIMINARY)

LEGEND

TRAFFIC CONTROL PLAN # 5

RoadSafe

North

Speed Limit

Existing speed Limit

SIZE: 36" X 36" _____ 48" X 48" X

LIGHT: Type A X Type B _____

Channelizing Devices

Spacing Taper 40' Tangent 50' Centerline N/A

Contractor: WILD HORSE PASS DEVELOPMENT

Location: SR 347 & MARICOPA RD

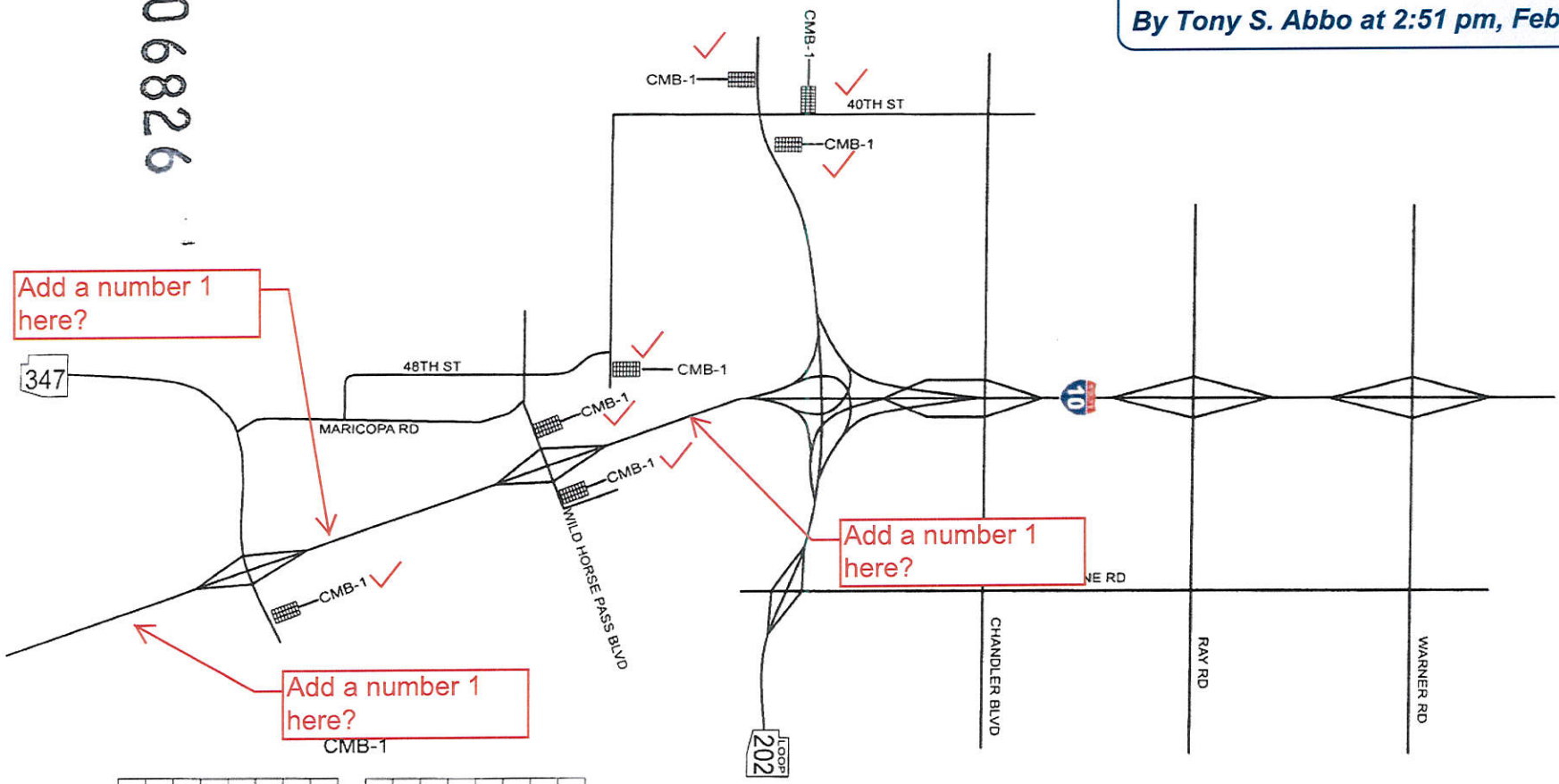
Agency: A.D.O.T.

Time Usage: 7AM TO 330PM

T106826

www.invarion.com

REVIEWED
By Tony S. Abbo at 2:51 pm, Feb 17, 2016



H	E	A	V	Y		
E	V	E	N	T		
T	R	A	F	F	I	C

~~A~~	~~H~~	~~E~~	~~A~~	~~D~~		
U	S	E				
C	A	U	T	I	O	N

EGRESS PLAN (PRELIMINARY)

LEGEND

TRAFFIC CONTROL PLAN # 6

RoadSafe TRAFFIC SYSTEMS

North

Speed Limit

Existing speed Limit

SIZE: 36" X 36" _____ 48" X 48" X

LIGHT: Type A X Type B _____

Channelizing Devices

Spacing Taper 40' Tangent 50' Centerline N/A

Contractor: WILD HORSE PASS DEVELOPMENT

Location: SR 347 & MARICOPA RD

Agency: A.D.O.T.

Time Usage: 7AM TO 330PM

NOTES:

* 1. WARNING LIGHTS ARE TO BE INSTALLED FOR NIGHT WORK ONLY.

2. VMS SHOULD BE PLACED BEHIND POSITIVE PROTECTION WHEN EVER POSSIBLE.

** 3. IF VMS IS PLACED ON DEVELOPED SHOULDERS A SHOULDER CLOSURE IS REQUIRED.

4. SIGN BOTH SIDES FOR 3 OR MORE LANES.

SYMBOL LEGEND

- SIGN
- CHANNELIZING DEVICE
- XXXXX / XXXXX - CHANGEABLE MESSAGE BOARD (VARIABLE MESSAGE SIGN)
- DIRECTION OF TRAVEL
- FLAGS
- FLASHING LIGHT (SEE NOTES)

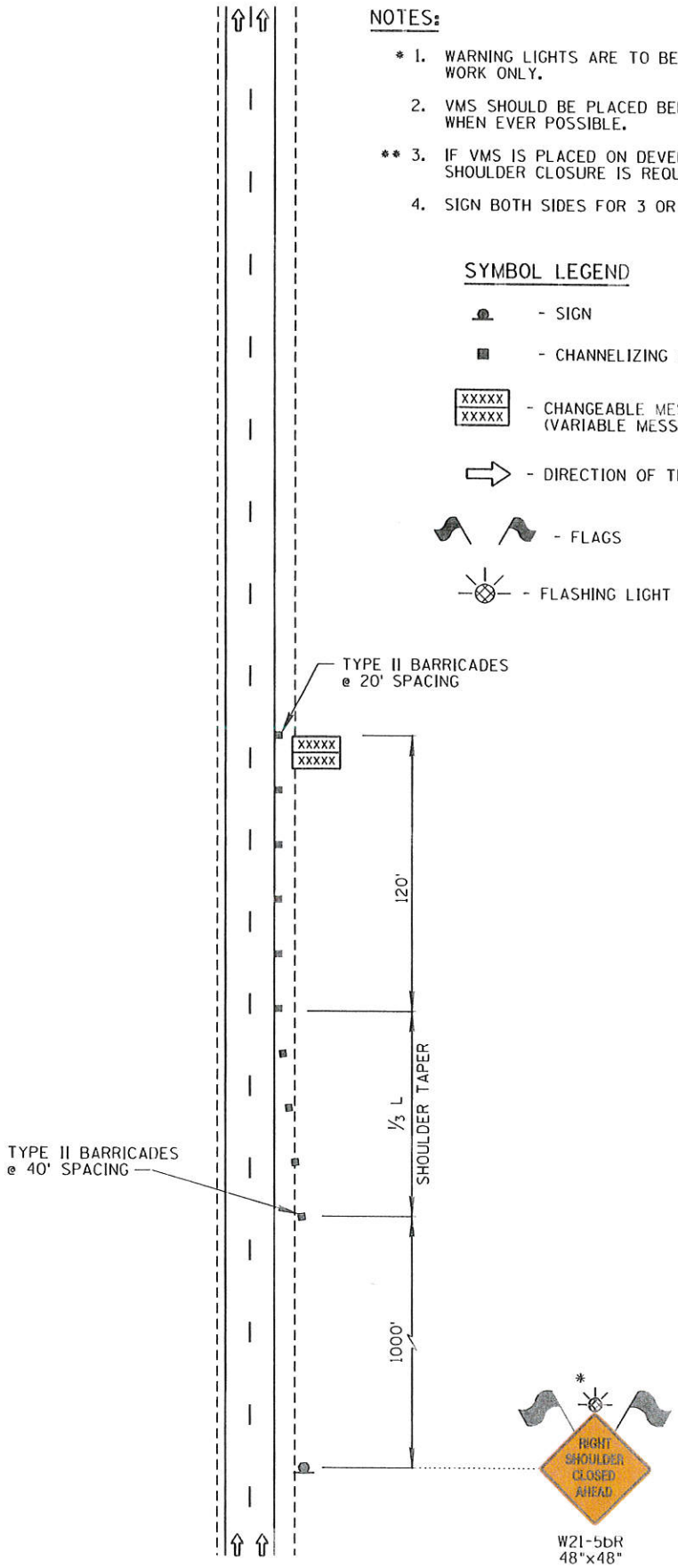


FIGURE SA - 15
SHOULDER CLOSURE
FOR CHANGEABLE
MESSAGE BOARD

SPECIFICATIONS PERMIT 1215991

NO WORK SHALL BEGIN PRIOR TO NOTIFICATION OF PROPER AUTHORITIES. NOTIFY AREA INSPECTOR 3 DAYS PRIOR TO START OR WORK AND WITHIN 3 DAYS AFTER COMPLETION FOR FINAL INSPECTION. *FAILURE TO COMPLY WITH THIS REQUIREMENT WILL RESULT IN WORK STOPPAGE*

IN CASE OF THE EVICTION OF LICENSEE BY ANYONE OWNING OR CLAIMING TITLE TO OR ANY INTEREST IN SAID PREMISES, OR ANY PART THEREOF, STATE SHALL NOT BE LIABLE TO LICENSEE FOR ANY DAMAGE OF ANY NATURE WHATSOEVER, OR TO REFUND ANY MONEYS PAID HEREUNDER.

WITH THE ACCEPTANCE OF THIS PERMIT, THE PERMITTEE AGREES TO ALL THE CONDITIONS AS DESCRIBED HEREIN. **IF THE PERMITTEE DOES NOT AGREE TO ALL THE CONDITIONS AS OUTLINED, THE PERMIT MUST BE RETURNED TO THE PHOENIX MAINTENANCE DISTRICT PERMITS OFFICE**. NO WORK WILL BE ALLOWED TO TAKE PLACE INSIDE THE RIGHT OF WAY WITHOUT A VALID PERMIT.

ALL WORK SHALL BE DONE IN ACCORDANCE WITH CURRENT ARIZONA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS and work will be inspected by the Department of Transportation.

Each party (as 'indemnitor') agrees to indemnify, defend, and hold harmless the other party (as 'indemnitee') from and against any and all claims, losses, liability,
costs, or expenses (including reasonable attorney's fees) (hereinafter collectively referred to as 'claims') arising out of bodily injury of any person (including death) or property damage but only to the extent that such claims which result in vicarious/derivative liability to the indemnitee, are caused by the act, omission, negligence, misconduct or other fault of the indemnitor, its officer, officials, agents employees, or volunteers.

Survey markers and monuments shall be preserved in their original positions. These monuments include, but are not limited to, Section line monuments, Right of Way markers, roadway monuments, and geodetic control stations established by the USC&GS, NGS, and USGS. Any survey markers or monuments disturbed during the execution of the Permits shall be repaired and/or replaced immediately at no cost to the Department. The relevant standards and procedures established by the Arizona State Board of Technical Registration, Arizona Statutes, the U.S. Department of Interior's Manual of Instructions for the Survey of Public Lands, the National Geodetic Survey's procedures, and Department Right of Way policies shall be adhered to when re-setting survey monuments or markers. The Permittee shall mark and inspect markers and monuments for damage prior to any permitted work. The Permittee shall notify the Department immediately to eliminate liability. Unless otherwise stated by the Department, the Permittee shall not perform any construction activity within five feet of the survey marker or monument.

All landscaping is to be restored to original or better condition and to the satisfaction of the ADOT inspector.

BLUE STAKE PERMIT SPECIFICATIONS:

The permittee is responsible for understanding and complying with the Arizona Revised Statutes Title 40, Chapter 2, Article 6.3 Underground Facilities.

The Permittee shall call the Arizona Blue Stake Center at 602-623-1100 or 811, (2) two working days before excavation is scheduled to commence and shall limit the request to an area that can be reasonably excavated within the validity period of the markings. The permittee shall white line the area of excavation or running line of the installation prior to calling for Blue Stake.

The permittee shall excavate in a "careful and prudent manner" meaning conducting an excavation in such a way that when the excavation is less than or equal to 24" inches from an underground facility that it is marked with stakes or paint or some customary manner, the facility is carefully exposed with hand tools, and the uncovered facility is supported and protected.

The permittee shall, when requested by a representative of the Arizona Department of Transportation, provide mobile traffic control or crash vehicle at permitee's cost to shadow the utility locator while completing the requested utility locate.

The permittee shall assume full responsibility for locating of any underground utilities or other facilities located within the ADOT ROW and will be responsible for any damage. Blue Staking will not relieve the permittee of responsibility or liability for damage to ADOT facilities.

If any underground facility is damaged by the permittee or delegate as a result of failing to obtain information as to it's location, failing to take measures for the protection of the facility or failing to excavate in a careful and prudent manner, the person is liable to the owner of the underground facility for the total cost of the repair of the facility, loss of use, loss of product and all costs associated with the repair of the facility.

The permittee shall place warning tape in all trenches in which new conduit/pipe is placed. All warning tape shall be buried at a depth of six to eight inches below finished grade. The tape shall have the printed message warning of the location of the underground conduits / pipes / wire. The message shall be in permanent ink specifically formulated for prolonged underground use shall bear the words appropriate to the facility. The following are examples and the list is not all inclusive:

"Caution electric line buried below" in black letter on a red background
"Caution gas line buried below" in black letters on yellow background
"Caution Fiber Optic line buried below" in black letter on orange background
"Caution telephone line buried below" in black letters on orange background
"Caution cable television line buried below" in black letter on orange background
"Caution water line buried below" in black letters on a blue background
"Caution sewer line buried below" in black letter on a green background

Permittee shall comply with section 104.15 (Providing Magnetic Detection for Underground Facilities) of the Arizona Department of Transportation Standards & Specifications for Road and Bridge Construction.

Survey markers and monuments shall be preserved in their original positions. These monuments include, but are not limited to, Section line monuments, Right of Way markers, roadway monuments, and geodetic control stations established by the USC&GS, NGS, and USGS. Any survey markers or monuments disturbed during the execution of the Permits shall be repaired and/or replaced immediately at no cost to the Department. The relevant standards and procedures established b y the Arizona State Board of Technical Registration, Arizona Statutes, the U.S. Department of Interior's Manual of Instructions for the Survey of Public Lands, the National Geodetic Survey's procedures, and Department Right of Way policies shall be adhered to when re-setting survey monuments or markers. The Permittee shall mark and inspect markers and monuments for damage prior to any permitted work. The Permittee shall notify the Department immediately to eliminate liability. Unless otherwise

stated by the Department, the Permittee shall not perform any construction activity within five feet of the survey marker or monument.

Permittee shall repair and/or replace any damaged or removed plant material or irrigation system components caused by his portion of work to the satisfaction of the landscape inspector on site. All irrigation lines that will travel under the proposed asphalt paving and/or building must be in proper sleeves. Remote control valve wires shall be labeled and placed in conduit inside sleeves, with splices set in the approved plastic valve boxes at each end of the sleeve/s. The grade shall be re-graded to the original and/or match the adjacent finished grade, with all disturbed granite mulch brought back into place to match the existing.

Upon completion of the work, it is the Permittee's responsibility to certify on the originally submitted plans that the permitted work has been completed as shown.

Pipe shall be jacked and bored beneath all paved areas at a minimum depth of 48". Boring shall begin no closer than 8 feet from edge of pavement. **ALL BORE PITS AND RECEIVING PITS SHALL BE ADEQUATELY PROTECTED BY THE USE OF FENCING AND BARRICADES. BORE PITS CLOSER THAN 30 FEET FROM EDGE OF PAVEMENT WILL BE PROTECTED WITH JERSEY BARRICADE AND FENCING.**

All bore pits shall be backfilled in layers not to exceed 8" (I00%). The excavated material may be utilized as backfill. If the in place moisture is low, water may have to be uniformly added. The density requirements will be 95% (100%) of the maximum density.

Vertical drops running adjacent to the roadway shall not be left open overnight without proper barricades.

OPEN HOLES SHALL NOT BE LEFT UNATTENDED OR UNPROTECTED AT ANY TIME WHATSOEVER.

Upon completion, the Permittee shall be responsible for seeing that all surplus material has been removed from the Right of Way, the work area has been neatly graded and that no berms, or depressions remain.

The Permittee shall, when requested by a representative of the Arizona Department of Transportation, provide documentation for their materials and testing.

All traffic shall be maintained through the work area and protected in accordance with the requirements of the Manual on Uniform Traffic Control Devices (as revised, including future revisions) and the Department's Traffic Control Manual for Highway Construction and Maintenance (as revised, including future revisions). All signs, placement of signs, and the necessity of using flagmen is the responsibility of the Permittee.

Both publications may be purchased from:

ADOT Records Administration Section - Engineering Records, Room 112F
1655 West Jackson Street - Phoenix, Arizona - 85007.

The ADOT Traffic Control Manual is Publication No. 33-003. The Manual on Uniform Traffic Control Devices is Publication No. 30-001.

NOTE: A MINIMUM OF TWO ADVANCED WARNING SIGNS SHALL BE INSTALLED, ALONG WITH NORMAL BARRICADING.

When work is not in progress all unnecessary signs and supports shall be removed from roadway.

NO VEHICLES/EQUIPMENT MAY BE LEFT IN RIGHT OF WAY WHEN WORK IS NOT IN PROGRESS.

Double fines for speed in work zones. **ALL** TRAFFIC CONTROL SETUPS SHALL INCLUDE THESE SIGNS.

Any traffic control plan revisions **MUST** be submitted a minimum of 10 business days in advance of work activities.

Traffic control plans affecting construction within ADOT right of way **must** be submitted to Mark Poppe, ADOT's Regional Traffic Engineer for review and approval 10 business days in advance of scheduled construction activities. This will allow adequate time for review or modification of traffic control plans, and also posting on ADOT's road closure report.

Mark Poppe
2140 W. Hilton Avenue
Phoenix, Arizona 85009
602 712 7193 tel
602 712 6983 fax
MPoppe@azdot.gov email

HOLIDAY WORK HOURS: NO WORK FROM 12 NOON THURSDAY UNTIL MONDAY IF HOLIDAY FALLS ON FRIDAY OR SATURDAY OR FROM NOON FRIDAY UNTIL TUESDAY IF HOLIDAY FALLS ON SUNDAY OR MONDAY.

The above hours and days may be modified at the discretion of the Resident Engineer.

WORK HOURS: BEGIN TRAFFIC CONTROL SETUP AFTER 9:00 AM TRAFFIC CONTROL MUST BE OFF ROADWAY BY 3:00 PM.

Permittee shall notify the ADOT Traffic Operations Center, telephone number 602-257-1563, 48 hours in advance, for **PRE-APPROVED** lane closures. Permittee shall request the use of ADOT Permanent Variable Message Sign Boards, if applicable.

A COMPLETE COPY OF THE APPROVED PERMIT MUST BE ON THE JOB SITE AT ALL TIMES! FAILURE TO PROVIDE THIS COPY OR COMPLY WITH THE PERMIT SPECIFICATIONS WILL RESULT IN IMMEDIATE TERMINATION OF WORK UNTIL PROOF OF A VALID PERMIT HAS BEEN PROVIDED AND OR SPECIFICATIONS VIOLATIONS HAVE BEEN CORRECTED.

NO EXCEPTIONS!

Please give advance notification to the following three business days before starting work, and also within three days after completion for final inspection.

Dwight D Loy, Supervisor
Phoenix Maintenance District Permits
2140 W. Hilton Avenue
Phoenix, Arizona 85009
Telephone: 602-712-7522
Fax 602-256-9513

Attachment "A"

Archaeological Clearance Notification
Cultural survey specifications and responsibilities:
In accordance with the Arizona State Historic Preservation Act, ADOT must consider the effects of its actions, including the issuance of permits, on historic properties. It is the Permittee's responsibility to obtain documents indicating that the proposed permit would not affect historic properties or, if it would affect such properties, to provide documentation attesting to the mitigation of those effects, prior to beginning excavation work within ADOT Rights of Ways. Such documentation may include concurrence on the effect from the State Historic Preservation Office or a data recovery plan approved by the Arizona State Museum (in the case of mitigative data recovery).

Archaeological Features:
The attention of the Permittee is directed to the Arizona Revised Statutes §41-841 through 846 and §41-861 through 865. Violation of A.R.S §41-841 through 845 is a Class 2 misdemeanor. Violation of A.R.S. §41-861 through 865 can be classified as either a Class 1 misdemeanor or a Class 5 felony.

Section 6(a) of the Federal Archaeological Resources Protection Act of 1979 specifies that no person may excavate, remove, damage or otherwise alter or deface any archaeological resource located on public (Federal) lands or Indian lands unless such activity is pursuant to a permit issued under Section 4 of the Act. Violations of this act are considered a felony, and are punishable by fine and imprisonment.

Although the permittee will be responsible to make every effort prior to construction to identify all cultural resources in a permit area, previously unidentified archaeological materials could be found during the construction of the permit. When historic or archaeological features are encountered or discovered during any activity related to construction of the permit, the permittee shall stop work immediately at that location, and shall take all reasonable steps to secure the preservation of those features.

The permittee shall immediately contact ADOT's Historic Preservation Team, listed below and the ADOT District Permits Office that issued the permit and make arrangements for the proper treatment of such resources. The permittee shall not resume work until he/she is so directed by the Arizona Department of Transportation.

Environmental Planning Group:

Lisa Andersen
2140 W Hilton Ave
Phoenix, AZ 85009
Telephone 602-361-3227
LAndersen@azdot.gov

Attachment "B"

The permittee agrees that they will be liable for, and shall reimburse ADOT for any delay and/or other damages ADOT is required to pay its own contractors or other parties if the encroachment is not installed, relocated or removed in a timely manner.

APPENDIX M – PRELIMINARY SIGNAL TIMING PLANS FOR TEMPORARY SIGNAL

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	140	1053	849	304	50	183
Future Volume (vph)	140	1053	849	304	50	183
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases				2		8
Detector Phase	1	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	25.0	25.0	25.0	11.7	11.7
Total Split (s)	30.0	89.0	59.0	59.0	31.0	31.0
Total Split (%)	25.0%	74.2%	49.2%	49.2%	25.8%	25.8%
Yellow Time (s)	3.3	6.0	6.0	6.0	3.3	3.3
All-Red Time (s)	2.7	1.0	1.0	1.0	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	7.0	7.0	7.0	6.7	6.7
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	Max	Max	Max	None	None

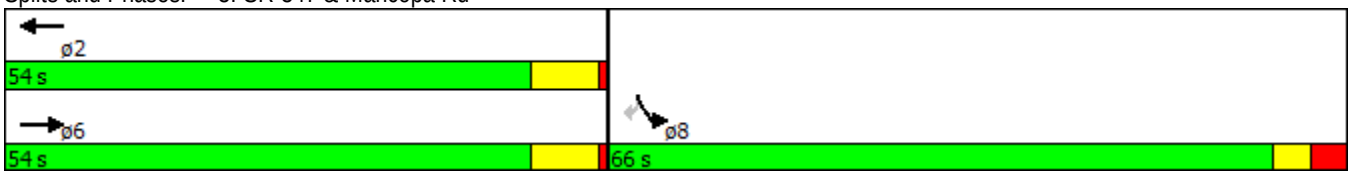
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 104.5
Natural Cycle: 50
Control Type: Semi Act-Uncoord

Splits and Phases: 3: SR-347 & Maricopa Rd

Lane Group	EBT	WBT	SBL	SBR
Lane Configurations				
Traffic Volume (vph)	1053	849	1678	88
Future Volume (vph)	1053	849	1678	88
Turn Type	NA	NA	Prot	Perm
Protected Phases	6	2	8	
Permitted Phases				8
Detector Phase	6	2	8	8
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	11.7	11.7
Total Split (s)	54.0	54.0	66.0	66.0
Total Split (%)	45.0%	45.0%	55.0%	55.0%
Yellow Time (s)	6.0	6.0	3.3	3.3
All-Red Time (s)	1.0	1.0	3.4	3.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	6.7	6.7
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Max	Max	None	None

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 100
Control Type: Semi Act-Uncoord

Splits and Phases: 3: SR-347 & Maricopa Rd



APPENDIX N – NHRA EVENT DEBRIEF OBSERVATIONS AND RECOMMENDATIONS

Wild Horse Pass NHRA Event Traffic Operations Observations

- Setting up temporary signal the afternoon before the event went well
- We were able to get all six trailers positioned and all mast arms up and operating in about 3 hours
- Help from Gila River Police was extremely helpful when we had to swing mast arms out in the lane or drive trailers across into the median
- Having two officers worked best; one would probably work if we had cones/vertical panels to restrict lanes
- Probably could have run a little more smoothly if we could have restricted a lane each time we needed to raise the mast arms instead of having officers run traffic breaks
- Put this in the ADOT permit for future events: put signal up early in flash (the day before), and to be able to restrict lanes while putting up signals
- Got the ok from ADOT to put signal in flash all night long until 5am the next morning; signal operated well in flash mode
- Signal was turned on at 5am Friday morning
- Watched signal for first 30 minutes and signal seemed to work well with morning commute traffic
- Cameras were detecting southbound right and left turning vehicles as well as eastbound left turning vehicles
- Increased detection time on SBL, SBR, EBL from 5s so that a turning phase was not brought up if vehicle was able to make turning movement quickly
- When the signal was turned on there was one instance of a SB driver running the red light and making a left turn onto SR-347
- There was one other close call; a vehicle had to really slam on the brakes and smoke his tires to stop at the signal and not crash into other vehicles
- There was a crash on EB SR-347 east of the temporary signal, which was caused by a wrong-way driver on SR-347; based on information available, the crash was not a direct result of the temporary signal being present
- Use Luminaire mast arms instead of the spotlight illumination for nighttime periods
- Horizon Signals said that they can provide luminaires on the temporary signals
- The lights that were used to illuminate the intersection were very bright and could have been a potential hazard by blinding motorists
- Ingress traffic through the temporary signal around 11am at Maricopa Rd seemed to flow smoothly
- From what Keith saw at Gates 2 and 3 around the same time period, traffic was running very smoothly along 48th St
- At 3:00PM on Saturday, when one of the qualifying rounds ended, the stands emptied and several hundred vehicles exited through Gate 3; traffic was heavy, but was still flowing relatively quickly southbound on Maricopa Rd
- Use signage, message boards and vertical panels/cones to let drivers know that both lanes can be used for SB traffic during egress period. Signs/messages should indicate ok to use both southbound lanes, that the road is one-way, that turning left onto SR 347 leads to I-10, and that traffic is not permitted to travel northbound

- Make sure all signs are placed when the change happens from ingress to egress and vice versa. This includes covering up/removing signs that no longer apply, such as the stop sign and no left turn sign on Maricopa Road at SR 347 and the I-10 guide signs that point towards Riggs Road.
- Provide more directional guidance signs that indicate each respective egress route leads to I-10, that the 40th St/Pecos route also leads to Loop 202, and that the Maricopa Rd route leads to SR 347
- At 4:20PM on Saturday, when Keith left the event, he saw a couple of wrong way drivers traveling northbound on Maricopa Rd; these drivers came from the Heritage Center
- If any driveways or roads that have access to Maricopa Rd are not completely shut down during the egress time period they need to be signed appropriately with turn restrictions, one-way, and/or do not enter signs or have an officer directing them to travel southbound only. This includes the Huhugam Activity Center, Koli Road, and Gate 4
- Keith witnessed a large volume of vehicles exiting the freeway at Wild Horse Pass Boulevard; due to the continuous flow of the channelized SBL, this volume was able to clear quickly
- Dual WBL turn lanes at 48th and WHP Blvd seemed to function well
- There was still quite a bit of ingress traffic throughout the event. Ingress routes during the peak egress times need to be signed and designated so ingress drivers know where to go
- The egress traffic control plan isn't really needed until after 4pm. The switch from ingress to egress could be moved from 3pm to 4pm
- Signage is needed on SR 347 during the egress plan time to indicate to ingress traffic to use Wild Horse Pass Blvd and 48th Street to access the gates
- Traffic queues form the quickest at Wild Horse Pass Blvd so Gate 1 and Gate 2 traffic should be sent to 40th St/Pecos and Gate 3 traffic should be sent south on Maricopa Rd
- The big south loop for Gate 1 egress traffic likely is not needed as queues are not that extensive. If the Command Center can be relocated to the dirt adjacent to North Loop rather than on North Loop, the Gate 1 and Gate 2 egress route can use North Loop instead of the big south loop, reducing the number of intersections where traffic restrictions are needed
- Consider starting the southbound one-way only on Maricopa Road south of 48th Street and keeping Maricopa Road two-way north of 48th Street during ingress and egress peak times as there are people entering and exiting at all times of the day
- Need an officer at 48th Street/Maricopa Rd if have traffic using 48th Street – another option would be to close off 48th Street at South Loop Road. Traffic going to Maricopa Road would need to use Wild Horse Pass Road
- Phoenix Premium Outlets security needs to control northbound right-turning vehicles at 48th Street/Premium Outlets Way to only permit entrance to vehicles going to the outlets. Otherwise, egress traffic uses that road to circle back to the casino and Winner's Way, causing severe congestion at Wild Horse Pass Blvd
- Use more cones to better delineate travel lanes at restricted intersections
- Submit the ADOT permit at least six weeks in advance
- During the peak egress time, flip around the northbound changeable message boards so they face southbound and have them indicate traffic can use both lanes of travel on Maricopa Rd
- The use of the overhead permanent dynamic message signs was very effective at getting most drivers to use the correct route to reach their desired gate. This should continue to be coordinated with ADOT during future large-scale events