



**COUNTY OF EL DORADO  
DEPARTMENT OF TRANSPORTATION**



**APPLICATION FOR ROAD CLOSURE**

THIS APPLICATION MUST BE SUBMITTED AT LEAST 90 DAYS PRIOR TO THE ROAD CLOSURE DATE

APPLICATION RECEIVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 TITLE OF EVENT: AMGEN TOUR OF CALIFORNIA  
 TYPE OF EVENT: PROFESSIONAL BICYCLE RACE  
 SPONSORING ORGANIZATION: ABS CYCLING LLC  
 ESTIMATED NUMBER OF PARTICIPANTS: 128  
 DATE OF ROAD CLOSURE: MAY 12, 2014 MONDAY  
 START TIME: 7:30 AM COMPLETION TIME: 3:45 PM  
 ROAD(S) TO BE CLOSED: GREEN VALLEY ROAD (WEST OF SOPHIA PARK WAY)

SUBMITTED BY: ERIC SMITH DATE: 2-4-14  
 CONTACT PERSON: ERIC SMITH PHONE/FAX: 626-695-8551  
 ADDRESS: 993 KEMPTON AVE, MONTEREY PARK CA 91755

**THE FOLLOWING CONDITIONS ARE REQUIRED FOR  
ALL ROAD CLOSURES:**

1. The organizers shall provide a detailed signing and detour plan for any proposed closure of a major county road. This signing/detour plan should identify the type and location of all signs, barricades, cones, and flaggers. The plan must be attached to this application when it is submitted for review.
2. The organizers shall provide proof that the owners of the adjacent business along the road closure are in agreement with proposed closure. These agreements must be attached to this application when it is submitted for review.
3. The organizers shall be responsible for providing all signs, barricades, cones, flaggers, and traffic controls and sanitation facilities.
4. Wooden barricades shall be placed across the County road to close the road. Barricades shall also be placed across all intersecting roads to deny access to the closed road.
5. A "ROAD CLOSED" sign shall be placed at each barricaded intersection. Each sign shall measure at least 48 inches by 30 inches, with 8 inch black letters on a white background.
6. The organizers shall remove all signs, all pavement markings or other materials immediately following the event. The organizers shall also remove all debris deposited by participants and spectators.
7. The organizers shall provide a Certificate of Insurance, naming County of El Dorado, its officers, officials, employees and volunteers additionally insured with the endorsement, in the amount of \$1,000,000.00 (one million dollars) as required by the El Dorado County Risk Manager.
8. To the fullest extent allowed by law the Organizer shall defend, indemnify, and hold the County harmless against and from any and all claims, suits, losses, damages, and liability for damages of every name, kind and description, including attorney's fees and costs incurred, brought for, or on account of, injuries to or death of any person, including but not limited to workers, County employees, and the public, or damage to property, or in anyway arise out of are connected with the work by the Organizer, his agents or employees including contractor's services, operation or performance hereunder, regardless of the existence or degree of fault or negligence on the part of the County, the Organizer, contractor, subcontractor(s) and employee(s) or any of these, except for part of the sole, or active negligence of the County, its officers and employees, or as expressly prescribed by statute. This duty of the Organizer to indemnify and save the County harmless includes the duties to defined set forth in California Civil Code Section 2778.

SIGNATURE/TITLE: Eric E Smith - COURSE DIRECTOR DATE: 2-14-14

**I HAVE READ, ACKNOWLEDGE AND AGREE TO ALL OF THE ABOVE CONDITIONS WITH REGARD TO THIS ROAD CLOSURE.**



# CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)  
03/20/2014

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).

<b>PRODUCER</b> MARSH USA INC. 1225 17TH STREET, SUITE 1300 DENVER, CO 80202-5534 Attn: Denver.certrequest@marsh.com	<b>CONTACT NAME:</b> _____	
	<b>PHONE (A/C, No, Ext):</b> _____	<b>FAX (A/C, No):</b> _____
<b>E-MAIL ADDRESS:</b> _____		
<b>INSURER(S) AFFORDING COVERAGE</b>		<b>NAIC #</b>
02220 -LIVE-GAWU1-13/14                      Event	<b>INSURER A:</b> Greenwich Insurance Company	22322
<b>INSURED</b> AEG CYCLING, LLC ANSCHUTZ ENTERTAINMENT GROUP, INC. 800 W. OLYMPIC BLVD., SUITE 305 LOS ANGELES, CA 90015	<b>INSURER B:</b> N/A	N/A
	<b>INSURER C:</b> N/A	N/A
	<b>INSURER D:</b>	
	<b>INSURER E:</b>	
	<b>INSURER F:</b>	

**COVERAGES**                      **CERTIFICATE NUMBER:** SEA-002458121-01                      **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 INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<b>GENERAL LIABILITY</b>			RGE500035701	11/15/2013	11/15/2014	EACH OCCURRENCE \$ 1,000,000
	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR						MED EXP (Any one person) \$ EXCLUDED
	<input checked="" type="checkbox"/> \$100,000 SIR						PERSONAL & ADV INJURY \$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE \$ 20,000,000
	<input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC						PRODUCTS - COMP/OP AGG \$ 2,000,000
	<b>AUTOMOBILE LIABILITY</b>						COMBINED SINGLE LIMIT (Ea accident) \$
	<input type="checkbox"/> ANY AUTO						BODILY INJURY (Per person) \$
	<input type="checkbox"/> ALL OWNED AUTOS		<input type="checkbox"/> SCHEDULED AUTOS				BODILY INJURY (Per accident) \$
	<input type="checkbox"/> HIRED AUTOS		<input type="checkbox"/> NON-OWNED AUTOS				PROPERTY DAMAGE (Per accident) \$
							\$
	<b>UMBRELLA LIAB</b>		<input type="checkbox"/> OCCUR				EACH OCCURRENCE \$
	<b>EXCESS LIAB</b>		<input type="checkbox"/> CLAIMS-MADE				AGGREGATE \$
	<input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$						\$
	<b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b>						WC STATU-TORY LIMITS <input type="checkbox"/> OTH-ER <input type="checkbox"/>
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)		<input type="checkbox"/> Y <input checked="" type="checkbox"/> N	N/A			E.L. EACH ACCIDENT \$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE \$
							E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)  
Re: Amgen Tour of California 5.12.14 - El Dorado County

The County of El Dorado, its officers, officials, employees, and volunteers are named as additional Insured on the general liability policy where required by written contract. Coverage provided by the above general liability policy shall be primary and non-contributory where required by written contract. Waiver of subrogation is applicable where required by written contract.

<b>CERTIFICATE HOLDER</b> El Dorado County 2850 Fairlane Court Placerville, CA 95667	<b>CANCELLATION</b> 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 of Marsh USA Inc. Sharon A. Hammer <i>Sharon A. Hammer</i>
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**THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.**

**ADDITIONAL INSURED – DESIGNATED  
PERSON OR ORGANIZATION**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

**SCHEDULE**

**Name Of Additional Insured Person(s) Or Organization(s):**

Any person or organization for which the Named Insured has agreed to provide insurance prior to loss as provided by this policy.

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

**A. Section II – Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

- 1. In the performance of your ongoing operations; or
- 2. In connection with your premises owned by or rented to you.

However:

- 1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
- 2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

**B.** With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

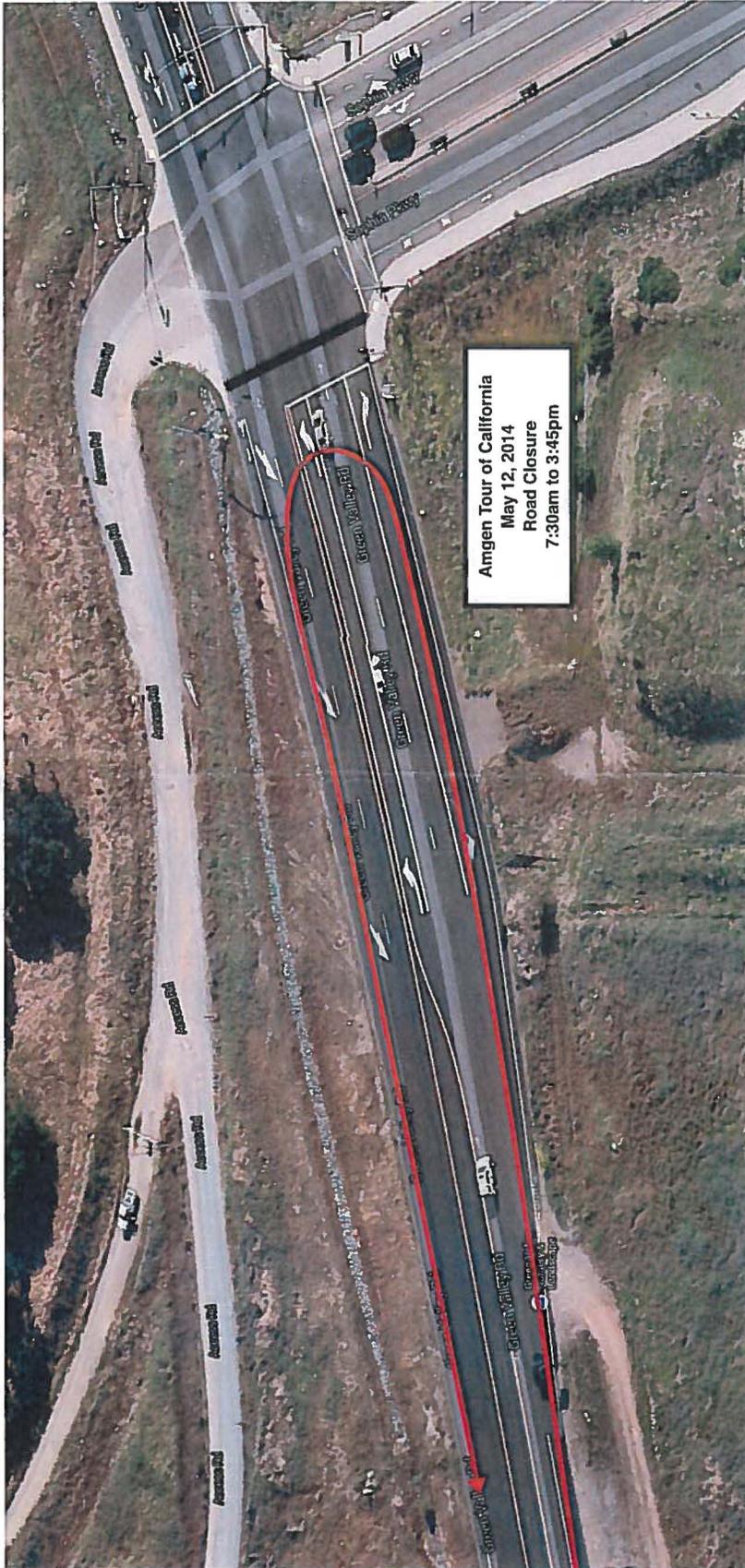
If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

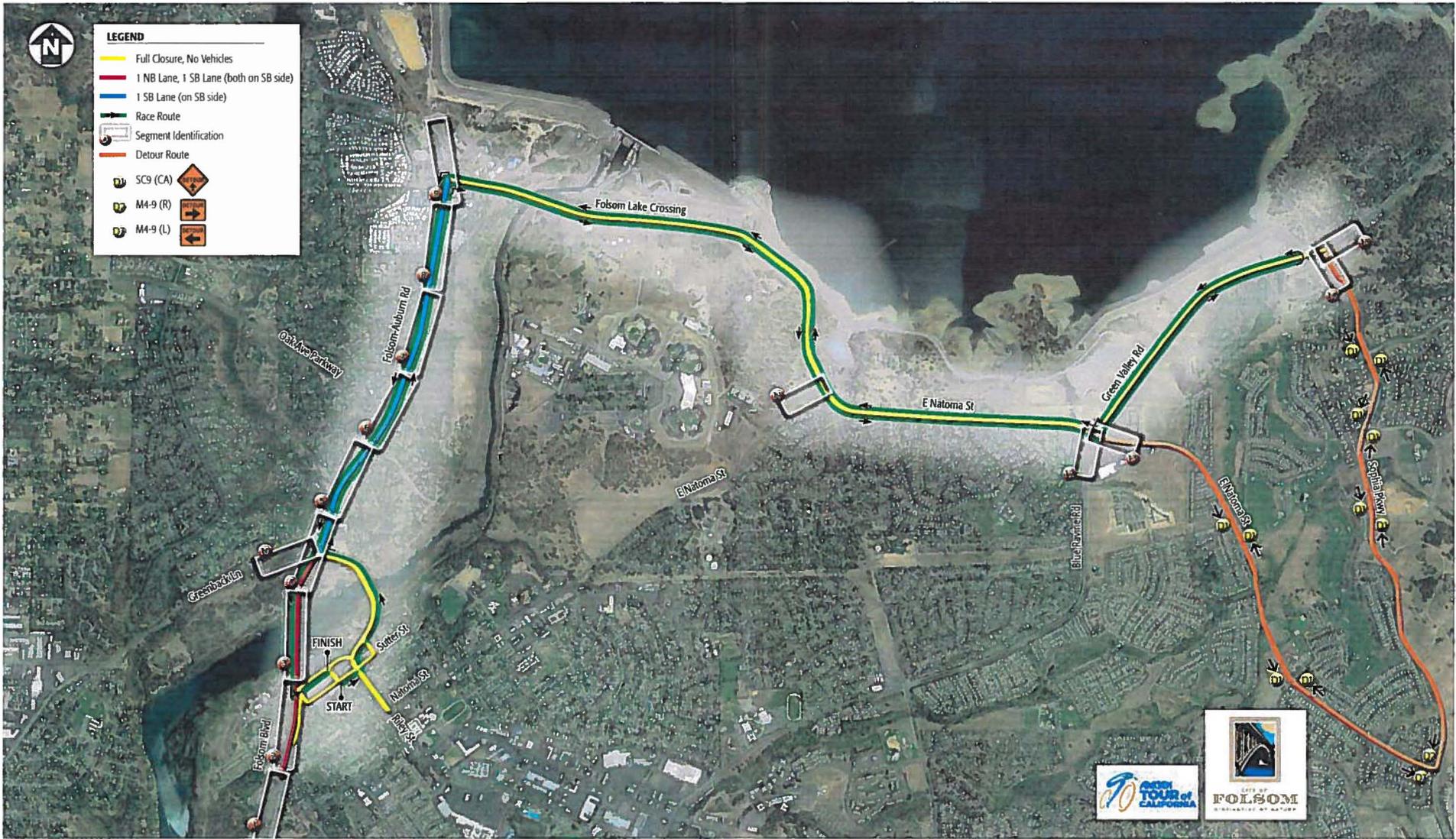
- 1. Required by the contract or agreement; or
- 2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

ETA @ 26 MPH	ETA @ 28 MPH	ETA @ 30 MPH	Incr.	Miles Ridden	Mile to Go	KM Ridden	KM to Go	Action Taken	Location	Turning From	Notes	M	V	P	Marshal Notes
00:00.0	00:00.0	00:00.0	0.00	0.00	12.50	0.0	20.1	Start	Sutter St.						
00:02.8	00:02.6	00:02.4	0.02	0.02	12.48	0.0	20.1	Left	Riley St.	Sutter St	Stop Sign				
00:11.1	00:10.3	00:09.6	0.06	0.08	12.42	0.1	20.0	cs	Leidesdorff St.						
00:16.6	00:15.4	00:14.4	0.04	0.12	12.38	0.2	19.9	cs	Scott St.						
00:41.5	00:38.6	00:36.0	0.18	0.30	12.20	0.5	19.6	cs	road note		American River Bridge				
01:20.3	01:14.6	01:09.6	0.28	0.58	11.92	0.9	19.2	Right	Folsom Auburn Rd.	Greenback Ln.	Light				
01:30.0	01:23.6	01:18.0	0.07	0.65	11.85	1.0	19.1	cs	Hillswood Dr.						
01:45.2	01:37.7	01:31.2	0.11	0.76	11.74	1.2	18.9	cs	Vance Ln./Oak Ave.						
02:26.8	02:16.3	02:07.2	0.30	1.06	11.44	1.7	18.4	cs	Oak Ave, Pkwy		Light				
02:51.7	02:39.4	02:28.8	0.18	1.24	11.26	2.0	18.1	cs	Marietta Court						
03:12.5	02:58.7	02:46.8	0.15	1.39	11.11	2.2	17.9	cs	Berry Creek Dr.						
04:13.4	03:55.3	03:39.6	0.44	1.83	10.67	2.9	17.2	cs	Inwood Rd.		Light				
04:53.5	04:32.6	04:14.4	0.29	2.12	10.38	3.4	16.7	Right	Folsom Lake Crossing	Folsom Auburn Rd.	Light				
05:25.4	05:02.1	04:42.0	0.23	2.35	10.15	3.8	16.3	cs	road note		American River Bridge				
06:45.7	06:16.7	05:51.6	0.58	2.93	9.57	4.7	15.4	cs	Folsom Prison Entrance						
07:48.0	07:14.6	06:45.6	0.45	3.38	9.12	5.4	14.7	cs	Folsom Dam Rd.		Light				
08:36.5	07:59.6	07:27.6	0.35	3.73	8.77	6.0	14.1	cs	Green Valley Training Center						
09:13.8	08:34.3	08:00.0	0.27	4.00	8.50	6.4	13.7	cs	E. Natoma St.		Light				
09:48.5	09:06.4	08:30.0	0.25	4.25	8.25	6.8	13.3	cs	Gionata Way						
10:20.3	09:36.0	08:57.6	0.23	4.48	8.02	7.2	12.9	cs	Elvie Ln.						
10:43.8	09:57.9	09:18.0	0.17	4.65	7.85	7.5	12.6	cs	Briggs Ranch Dr./Folosom Point		Light				
11:48.9	10:58.3	10:14.4	0.47	5.12	7.38	8.2	11.9	Left	Green Valley Rd/ Blue Ravine Rd	E. Natoma St.	Light				
14:01.8	13:01.7	12:09.6	0.96	6.08	6.42	9.8	10.3	cs	road note		Eldorado County Line				
14:11.5	13:10.7	12:18.0	0.07	6.15	6.35	9.9	10.2	cs	Shadowfax Ln.						
14:21.2	13:19.7	12:26.4	0.07	6.22	6.28	10.0	10.1	U-Turn	Green Valley Rd.	Green Valley Rd.					
14:26.8	13:24.9	12:31.2	0.04	6.26	6.24	10.1	10.0	cs	Shadowfax Ln.						
16:50.8	15:38.6	14:36.0	1.04	7.30	5.20	11.7	8.4	Right	E. Natoma St.	Green Valley Rd.	Light				
17:53.1	16:36.4	15:30.0	0.45	7.75	4.75	12.5	7.6	cs	Briggs Ranch Dr./Folosom Point		Light				
18:15.2	16:57.0	15:49.2	0.16	7.91	4.59	12.7	7.4	cs	Elvie Ln.						
18:44.3	17:24.0	16:14.4	0.21	8.12	4.38	13.1	7.0	cs	Gionata Way						
19:17.5	17:54.9	16:43.2	0.24	8.36	4.14	13.5	6.6	cs	E. Natoma St.		Light				
19:56.3	18:30.9	17:16.8	0.28	8.64	3.86	13.9	6.2	cs	Green Valley Training Center						
20:43.4	19:14.6	17:57.6	0.34	8.98	3.52	14.5	5.6	cs	Folsom Dam Rd.		Light				
21:42.9	20:09.9	18:49.2	0.43	9.41	3.09	15.1	5.0	cs	Folsom Prison Entrance						
22:42.5	21:05.1	19:40.8	0.43	9.84	2.66	15.8	4.3	cs	road note		American River Bridge				
23:42.0	22:00.4	20:32.4	0.43	10.27	2.23	16.5	3.6	Left	Folsom Auburn Rd.	Folsom Lake Crossing	Light - Keep riders on left of the median				
23:51.7	22:09.4	20:40.8	0.07	10.34	2.16	16.6	3.5	cs	Pierpoint Circle						
24:23.5	22:39.0	21:08.4	0.23	10.57	1.93	17.0	3.1	cs	Inwood Rd.		Light				
25:21.7	23:33.0	21:58.8	0.42	10.99	1.51	17.7	2.4	cs	Berry Creek Dr.						
25:39.7	23:49.7	22:14.4	0.13	11.12	1.38	17.9	2.2	cs	Marietta Court		Light				
26:10.2	24:18.0	22:40.8	0.22	11.34	1.16	18.2	1.9	cs	Oak Ave, Pkwy						
26:48.9	24:54.0	23:14.4	0.28	11.62	0.88	18.7	1.4	cs	Oak Ave./Vance Ln.						
27:02.8	25:06.9	23:26.4	0.10	11.72	0.78	18.9	1.2	cs	Hillswood Dr.						
27:19.4	25:22.3	23:40.8	0.12	11.84	0.66	19.1	1.0	cs	Greenback Ln.		Light				
28:09.2	26:08.6	24:24.0	0.36	12.20	0.30	19.6	0.5	VR	road note		head towards center ramp				
28:36.9	26:34.3	24:48.0	0.20	12.40	0.10	20.0	0.1	Left	Leidesdorff St.	Folsom Blvd	Stop sign				
28:42.5	26:39.4	24:52.8	0.04	12.44	0.06	20.0	0.1	cs	Gold Lake Dr.						
28:50.8	26:47.1	25:00.0	0.06	12.50	0.00	20.1	0.0	Finish							





**AMGEN TOUR OF CALIFORNIA – ROUTE OVERVIEW AND SEGMENT IDENTIFICATION (SHEET 1 of 7)**

Stage 2 Time Trial – Folsom, CA

*El Dorado County*

 Kimley-Horn and Associates, Inc.



- CMS-2 (1,500' in advance)
- SCS (CA) (1,000' in advance)
- C20 (CA) (500' in advance)
- C30 (CA) (500' in advance)

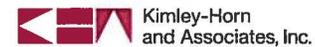
**LEGEND**

● Post Mounted Sign	●●● Cones	● CMS-2	END DETOUR	LEFT LANE MUST STAY LEFT	R3-7	R3-2	R4-B	SCS (CA)	W1-4 (L)	W4-2	35 MPH	W13-IP
Orange Traffic Control by Others	* Signal in Flashing Yellow	Special Event Road Closed Ahead	LANE CLOSED	RIGHT LANE MUST STAY RIGHT	(L)+(R)	DO NOT PASS	R4-1	W1-1 (L)	W3-4	W6-3	W20-3	
Yellow Traffic Control by City	Type 3 Barricade		C20 (CA)	M4-8a			R6-1	W1-1 (L)	W3-4	W6-3	W20-3	
			C30 (CA)	M4-9				W1-1 (L)	W3-4	W6-3	W20-3	
				(L)+(R)				W1-1 (L)	W3-4	W6-3	W20-3	



**AMGEN TOUR OF CALIFORNIA – SEGMENTS 11-15 (SHEET 7 of 7)**  
Folsom, CA

*Traffic Control Plan*







## Event Overview

The 2014 Amgen Tour of California is a professional style bike race modeled after the Tour de France. The race is governed by the same international cycling federation, we follow the same rules, and we have the same teams and riders as the Tour de France. The principal difference between the two events is that the Amgen Tour of California is a shorter event: 8-days vs. 21-days. The race consists of 16 teams - each with eight riders. The 2014 race will have seven point-to-point road stages and one time trial. Each stage is between 12 and 125 miles in length. The race begins in Sacramento on May 11th and concludes in Thousand Oaks on May 18th.

The 2013 Amgen Tour of California drew over two million spectators along the 750-mile route and quickly became the largest sporting event in the history of California. We will broadcast HD live TV coverage (NBC Sports and NBC Network) on every stage for 2014 to more than 200 countries. We will also be streaming live video on the Internet for the entire race.

The race is self-contained. Aside from the 128 professional racers, we also have approximately 100 vehicles that travel within the race. This includes the California Highway Patrol (CHP), team cars, medical support, mechanical support, race officials, motorcycle marshals, TV crews, etc. The entire race moves as one entity at an average speed of approximately 26 MPH. From the lead CHP car to the follow CHP car, the distance is approximately 1 1/2 miles. It takes the race about five minutes to pass any given spot on the road.

We require total road closure that is managed by the CHP. There are four elements to the closure: cross traffic that flows across the course at an intersection, traffic moving the same direction and ahead of the race, traffic moving the same direction and behind the race, and traffic moving towards the race. CHP/Police will allow cross traffic and traffic turning onto the course and heading away from the race until approximately 5-10 minutes before the race reaches the intersection but will prevent cars from turning onto the road heading into the race. Traffic moving the same direction and ahead of the race will be allowed to flow until the race is approximately 10 minutes behind the traffic. Traffic that is behind the race will not be allowed to pass. Traffic that is moving into the race will be stopped approximately 20 minutes before the race reaches any given point.

Traffic management is variable based on the type of road, the amount of traffic, and the type and number of opportunities where traffic can be pulled off the road for a short period. Where there are roads that are divided by medians, traffic will be allowed to flow on the side opposite the race. It may sound slightly onerous, but it is not as bad as it sounds. CHP has been able to perfect this type of closure and has worked closely with local PD and the sheriffs. For the 2011 event, that took place over eight days and 820 miles of roads, there were very few complaints with the way the traffic was managed.

The entire 750 miles of the route has been reviewed and approved by both Caltrans and CHP. As it has for the past eight years, California Travel and Tourism is a key supporter and sponsor of the 2014 Amgen Tour of California.

Drawing two million spectators raises a lot of eyebrows...and concerns. The vast majority of these crowds came in three areas: start cities, finish cities, and various long and steep climbs the riders encountered. Aside from some isolated areas, there are relatively few spectators



along the course. Many people would watch from their driveway, but it was rare to find more than a few hundred in one location. We will be utilizing the same road closure and crowd control plans that have been effective the past six years.

We saw little to no trash along the route for the 2013 Amgen Tour of California. The fans along the way were well behaved and took whatever trash they may have generated with them when they left the area they were viewing the race. We also have a crew that follows the race to collect our signs and any obvious trash that was left by a spectator.

Stage 1 of the race will pass through Eldorado County on May 11<sup>th</sup>. The race will be heading south on Hwy 49 and enter onto Eldorado County roads with a right turn onto Rattlesnake Bar Rd at 1:44pm. Next will be a quick right turn onto Salmon Falls Rd. The race will continue south on Salmon Falls Rd for 12 miles, before making a left turn onto Malcolm Dixon Rd at 2:14pm. Less than a minute later, the race will turn right onto Allegheny Rd. As the race crosses Green Valley Rd at 2:15pm, Allegheny Rd. becomes Silva Valley Parkway. The race will continue on Silva Valley Parkway all the way to the Sacramento County line at 2:30pm. Total distance traveled on Eldorado County roads will be approximately 18 miles that the race will cover in less than 45 minutes.

Stage 2, on May 12<sup>th</sup>, will be the individual time trail that will start and finish in Folsom. This will be an "out and back" route that will have the riders heading east on Green Valley Rd. As they approach Sophia Parkway and enter into Eldorado County, they will make a U-turn before reaching the Sophia Parkway/Green Valley Rd. intersection and return back towards Folsom on Green Valley Rd. Westbound traffic on Green Valley Rd. will be able to turn left on Sophia Parkway. Northbound traffic on Sophia Parkway will be able to turn right onto Green Valley Rd. The closure will begin at 7:30am and last until 3:45pm.

## **Amgen Tour of California Traffic Management Plan**

### **Scope**

The 2014 Amgen Tour of California will be held May 11-18th over 725 miles of California roadways. The race will feature 144 cyclist plus various support vehicles and staff. These athletes and vehicles will travel along the course in a “caravan” under the escort of the California Highway Patrol (CHP). The “bubble” of this escort is expected to be 10-20 minutes as it moves along roadways. See the attached caravan diagram for more information on the quantity and location of vehicles.

### **Course Information**

See the attached course logs and maps for specific route information, including intersection and arrival information.

This log will be updated to show the positions of volunteer marshal locations at intersections along the route.

### **Public Information and Notification**

Citizens along the route will be notified through a combination of fixed signage warning of road delays, and a public awareness campaign. The contract public relation company contracted by the event organizers will issue press releases and contact local media in the 2-3 weeks before the event and continue through event day.

## **Traffic Control Staffing**

### **Traveling Marshal (75 total)**

Traveling Marshals receive extensive training and travel with the event throughout the week. These marshals are divided into groups of 8-10 and take positions along smaller side roads to assist law enforcement. In addition these marshals are deployed in areas where there might be a routing or safety concern (turns, entrances to divided sections of road, steep downhills, etc.)

Each marshal group will deploy on a set section of road ahead of the arrival of the race. Immediately after the passage of the race, the marshals will be picked up and leapfrog to another position further down the route using an alternate route. On most cases the marshals will make two of these jumps per day, effectively doubling their numbers.

Marshals are equipped with cones, safety vests and flags. In addition their vehicles are equipped with brooms, shovels and patch material in case of repairable road conditions. Marshals also receive PR training in order to work with local residents and road users

who may be inconvenienced. While these course marshals are well versed in supporting law enforcement personnel, they have not received traffic control training. Therefore, they will not perform any traffic control duty. Their primary role will be crowd control and “flagging” the riders at any turn along the course. At all of these turns, CHP will be on site and will have already closed the road.

**Motor Marshals  
(20 total)**

The race’s Motorcycle Marshals work closely with the California Highway Patrol to assist with security along the route. The marshals are deployed in teams and assigned to the lead patrol cars. They are responsible for assisting with the closure of any drives or parking lots not manned by any other staff. These marshals have the ability to rapidly deploy and quickly move back into position once the front of the race has passed.

In addition motor marshals are able to communicate to both the command car and other race staff any obstacles or dangerous situations along the route.

**California Highway Patrol – Entourage  
(10 total)**

The California Highway Patrol (CHP) will be providing a police escort utilizing the same units throughout the event. These units will be deployed both ahead of and behind the race itself as part of the race caravan.

The mobile units will work with fixed-post officers and race marshals to provide security along the route.

Six to seven units will be staggered between five and ten minutes in front of the event. The exact spacing will be determined based on road type and terrain in coordination with local area commanders.

All additional units will be placed at the rear of the entourage to prevent traffic from passing the race. These units will also protect vehicles and competitors who are outside the main group.

See the attached caravan diagram for more information on vehicle locations and functions.

**California Highway Patrol – Motos  
(Varies by Stage)**

The California Highway Patrol (CHP) will provide 10-15 moto officers 2-3 miles ahead of the race. These units will pull incoming traffic off to the side and instruct them to hold in place until the race passes them.

## **California Highway Patrol – Fixed Units (Varies by Stage)**

The California Highway Patrol (CHP) will provide fixed post traffic control ahead of the race. These units will work to secure intersections ahead of the race in conjunction with race marshals and CHP Motos.

### **General Traffic Control Guidelines** *Race Marshals*

#### **Marshal Control**

Race marshals are positioned on smaller side roads that do not require the full-time presence of a law enforcement officer. In general these are smaller rural roads and non-signalized intersections. These marshals work with the advance fixed post CHP units to ensure that all roads are controlled as the race passes. Side roads are controlled by Type 1 barricades or a similar device.

The purpose of the marshal is to control traffic once the lead elements of the race reach a position. Once the lead law enforcement unit in the race reaches a location, traffic is not allowed to move towards the race. Depending on location traffic may be allowed to move away from the race or cross the course during this time. While these course marshals are well versed in supporting law enforcement personnel, they have not received traffic control training. Their primary role will be crowd control and “flagging” the riders at any turn along the course. At all of these turns, CHP will be on site and will have already closed the road.

Once the lead elements of the race have passed a location and the race grows closer, traffic at intersection will not be allowed on course until the race passes.

Once the final law enforcement vehicle passes a location, all intersections are reopened and traffic flows as normal.

As the race expands and contracts, law enforcement and marshals vehicles are redeployed to fill any of the small gaps and keep side traffic or traffic pulled off the road from interfering with the race.

#### **Law Enforcement Control**

Law Enforcement will handle traffic control in different ways depending on the terrain and road type.

In the case of short sections of road, traffic at intersections controlled by CHP will not be allowed to advance towards the riders as the race is inbound. This is especially important in areas with no shoulders, steep descents and limited site distances.

In these cases traffic is held or diverted as a race enters the far intersection on a stretch or roadway. This has the advantage of providing the race with a clear path of travel while not forcing people to pull off of on a non-optimal shoulder.

## **Contingency Plans**

### *Weather*

The Amgen Tour of California is generally considered a “Rain or Shine” event; however there are instances that would cause the neutralization, delay or stoppage of the event.

### *Delay*

The event start may be delayed due to extreme circumstances, usually in the vicinity of the start area. Although generally avoided due to the careful planning of the timeline it is an option.

### *Relocation of Start/Remote Start*

In the case of an incident such as a landslide, riders and staff may transfer via auto around the obstacle and start/restart the race on the other side. This has the advantage of continuing the event. The start would take place at the same time the race would have passed on the original route, thus preserving the timing of the event.

### *Detour*

In the case of an incident affecting a short portion of a roadway, the race may be detoured around if a safe and feasible route is available. Many times in these cases the race is neutralized and restarted once on the other side of the obstacle.

### *Neutralization*

In the case of a limited closure, the race may be neutralized and restarted once the obstacle has been cleared or the delaying circumstance has passed.

### *Cancellation*

In some cases the safety of the riders and/or staff is so extreme or the damage to roadways and infrastructure is so extreme that the event must be cancelled. This is a last resort option.

### Other Emergency Situations

In the case of emergency situations (house fire, medical emergency, etc.) the CHP Incident Commander (IC) should be notified immediately. The CHP IC will consult with event organizers to determine the appropriate course of action.

It may be decided to use the same actions as for a weather emergency with modifications based on the particular situation.

## **Event Medical Service Plan 2014 Amgen Tour of California**

### **Overview**

Professional cyclists, while able to exert themselves in extremes of weather and terrain, also need special care and treatment. In a multi-day stage race it is critical that athletes receive appropriate treatment from medical professionals in order to remain competitive. In addition, the race medical team is able to provide emergency response to accidents on the race course.

The Medical Provider oversees medical services for the race entourage. Services rendered include:

- Coordination of all race medical staff (physicians, trainers, EMTs, etc.)
- Coordination with all local EMS agencies and local hospitals
- Contact point for all race staff with medical issues

The Medical Provider for the 2014 Amgen Tour of California is the Santa Monica Orthopaedic Group with ambulance services provided by American Medical Response (AMR).

### **Areas of Responsibility**

#### Medical Suite

Based at the Headquarters hotel each night. This suite provides all types of care to athletes and entourage. Examples include: wound care, massage therapy, physical therapy and general medical services.

The medical suite is generally staffed for several hours after the arrival of athletes. After this time a member of the medical staff remains “on call” for other athlete needs.

The medical suite is utilized by athletes for a variety of medical needs. This is especially important for those teams without a team physician. In some cases the medical suite may also serve to support team physicians.

In some cases the suite will be a standalone suite while in other it will be in a room attached to the hotel room of the Chief Medical Officer.

#### Caravan Medical

Provides medical service in the race caravan. Vehicles and staff include:

- Race Doctors in dedicated car
- Medical Motorcycle with medic or ATC
- Medical Sag vehicle with ATC

Services are concentrated on emergency medical services (Race Doctor, Medical Motorcycle, Ambulances) as well as preventive medical issues (Medical Sag Vehicle).

Athletes sometime receive treatment out of the Race Doctor's car for conditions such as bee stings, upset stomach or recurring injuries. This treatment is often accomplished "on the go" in the race caravan.

In the case of a severe accident the Race Doctor works with the race EMS crews to provide treatment and/or arrange transport.

Caravan Medical units also coordinate with local EMS jurisdictions to provide additional support and response.

#### Start/Finish Line Medical

Based at race finish, these staff members provide immediate care to athletes and staff before, during and after the race finish. Examples of treatments include: athlete hydration, wound care, follow up on previous treatment.

The staff at the finish line will often treat injuries that athletes received during the race but were not severe to cause the athlete to drop out. Examples include "road rash" from crashes or exposure to extreme weather conditions.

The finish line medical staff will send more serious cases to the medical suite after initial treatment.

#### **Staffing**

##### Number of Physicians

Minimum four physicians.

##### Ambulances

Two in caravan: ALS and BLS  
Support from local EMS for transports if required  
Medical Sag

##### Number of Trainers

4 trainers with 2 support staff

## **Operations**

### Response during Race

First response during the race will be from the Race Doctor, who will stop with any crashes and do an assessment. During the time the caravan passes the doctor will make an assessment on a method of treatment and will alert the race ambulance if it needs to remain on site to assist. Actions that might be taken include the following:

1. Rider needs advanced treatment: The race doctor and ambulance begin treatment immediately and notify the Command Post that a transport will be needed. The local ambulance crew is given an ingress point to the field of play.

If a neutralization or stoppage of the race needs to take place it is coordinated through the Race Doctor and Technical Director and communicated to the race officials and Command Post.

2. Rider needs minor treatment but cannot continue: The Race Doctor leaves the athletes in the care of the medical sag vehicles. The rider will be transported back to the finish line medical area in the sag or broom vehicle.

### Communications

The race medical staff will communicate on the inter-race UHF radio system on all stages. Primary frequency will be the *Medical* simplex frequency with a backup on the *Caravan* repeater frequency in case of a large split in the field.

All announcements to teams will be coordinated through Race Command to *the Radio Tour* frequency.

Each medical asset will be provided with mobile and portable radios as well as a satellite phone.

Coordination with local agencies will be through the *Caravan* frequency to the race representative in the Command Post.

### Command Structure

The Race Doctor will make all medical decisions for the race staff and entourage in coordination with the Race Director and Technical Director.

Coordination of caravan assets will be coordinated through Race Command and the Technical Director when on the road.

Communication with local agencies (Police, Fire, EMS, Public Works) will take place through the race representative in the Race Command Post.

In the case of a Public Safety type emergency on course (fire, 911 response, robbery, etc.) the appropriate public safety agency in the Command Post will advise race staff on what action is to be taken through the race representative.