



COUNTY OF SAN JOAQUIN

DEPARTMENT OF PUBLIC WORKS
P.O. BOX 1810-1810 E. HAZELTON AVENUE
STOCKTON, CALIFORNIA 95201
(209) 468-3000
FAX # (209) 468-9324

Permit No: **PS-1600872**
Date Issued: 03/30/2016
Start Date: 05/19/2016
Exp. Date: 05/19/2016
Project No: PWP110005
Quad: NE

ENCROACHMENT PERMIT

To: AMGEN TOUR OF CALIFORNIA
993 KEMPTON AVE.
MONTEREY PARK, CA 91755

Encroachment Type:

2016 AMGEN TOUR	OF CALIFORNIA BIKE	RACE	
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Location:

SARGENT RD. - DAVIS RD. - PELTIER RD. - LOWER SACRAMENTO RD. - WOODSON RD. - JAHANT RD. - COLLIER RD.

In compliance with your request of 03/30/2016, permission is hereby granted to do work in County right-of-way as shown on attached application and subject to all the terms, conditions and restrictions written below or printed as general or special provisions on any part of this form. See reverse side and attached sheet, if any.

Trench excavations for service connections will not be permitted within ten feet (10') of pavement centerline unless otherwise approved by the Director. Surface of trench patches shall match in kind and be smooth and even with that of abutting surface. Special attention shall be given to depth of utilities through roadside area in anticipation of future drainage facilities, road profile and/or frontage development. All underground utility facilities are to be established and accurately dimensioned on sketches from surveyed centerline of road right of way, or from right of way (border) lines.

Permittee shall call the Department of Public Works, Field Engineering Division (Permit Inspections) at (209)953-7421 at least forty-eight hours prior to beginning any work within the County right of way. All work performed under this permit shall conform to the rules and regulations pertaining to safety established by the California Division of Industrial Safety and Cal-OSHA.

The jobsite shall be kept in a safe condition at all times by the daily removal of any excess dirt or debris which might be a hazard to either pedestrian or automobile traffic. All necessary traffic convenience and warning devices and personnel shall be provided, placed and maintained by and at the sole expense of the Permittee in accordance with the latest edition of the CALTRANS Manual of Traffic Control.

After completion of the work permitted herein, all debris, lumber, barricades, or any excess material shall be removed and the jobsite left in a neat workmanlike manner. Immediately following completion of construction permitted herein, Permittee shall fill out and mail notice of completion (see attached post card) provided by Grantor.

Special Comments:

Traffic Control Per MUTCD*****2016 Amgen Tour on May 19, 2016 from 10:00 AM to 11:30 AM from Lodi City Limits to State Route 88 *****

FORMS:

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Est. Permit Fee: \$1,000.00

WHITE -Permittee
GOLDENROD -PWD Central File
YELLOW -Field Inspection
PINK -Permit Section

KRIS BALAJI, Director
Department of Public Works

By:

Permit Section

ENCROACHMENT PERMIT GENERAL PROVISIONS

13-1.

1. This permit is issued under and subject to all laws and ordinances of agencies governing the encroachment herein permitted. See the following references:

STREETS AND HIGHWAYS CODE

1. Division 1, Chapter 3
2. Division 2, Chapter 2, Section 942
3. Division 2, Chapter 4, Section 1126
4. Division 2, Chapter 5.5 and Chapter 6

SAN JOAQUIN COUNTY ORDINANCES NUMBERED: 324, 441, 648, 662, 672, 695, 700, 860, 892, 3359, and 3675.

2. It is understood and agreed by the Permittee that the performance of any work under this permit shall constitute an acceptance of all the provisions contained herein and failure on the Permittee's part to comply with any provision will be cause for revocation of this permit. Except as otherwise provided for public agencies and franchise holders, this permit is revocable on five days notice.
3. All work shall be done subject to the supervision of and the satisfaction of the grantor. The Permittee shall at all times during the progress of the work keep the County Highway in as neat and clean condition as is possible and upon completion of the work authorized herein, shall leave the County Highway in a thoroughly neat, clean and usable condition.
4. The Permittee also agrees by the acceptance of this permit to properly maintain any encroachment structure placed by the Permittee on any part of the County Highway and to immediately repair any damage to any portion of the highway, which occurs as a result of the maintenance of the said encroachment structure, until such time as the Permittee may be relieved of the responsibility for such maintenance by the County of San Joaquin.
5. The Permittee also agrees by the acceptance of this permit to make, at its own expense, such repairs as may be deemed necessary by the County Department of Public Works.
6. It is further agreed by the Permittee that whenever construction, reconstruction or maintenance work upon the highway is necessary, the installation provided for herein shall, upon request of the County Department of Public Works, be immediately moved or removed by and at the sole expense of the Permittee.
7. No material used for fill or backfill in the construction of the encroachment shall be borrowed or taken from within the County right of way.
8. All work shall be planned and carried out with as little inconvenience as possible to the traveling public. No material shall be stacked within eight feet (8') of the edge of the pavement or traveled way unless otherwise provided herein. Adequate provision shall be made for the protection of the traveling public. Traffic control standards shall be utilized including barricades; approved signs and lights; and flagmen, as required by the particular work in progress.
9. The Permittee, by the acceptance of this permit, shall assume full responsibility for all liability for personal injury or damage to property which may arise out of the work herein permitted or which may arise out of the failure of the part of the Permittee to properly perform the work provided under this permit. In the event any claim of such liability is made against the County of San Joaquin or any department, official or employee thereof, the Permittee shall defend, indemnify, and hold each of them harmless for such claim.
10. All backfill material is to be moistened as necessary and thoroughly compacted with mechanical means. If required by the County Director of Public Works, such backfill shall consist of gravel or crushed rock. The Permittee shall maintain the surface over structures placed hereunder as may be necessary to insure the return of the roadway to a completely stable condition and until relieved of such responsibility by the County Department of Public Works. Wherever a gravel, crushed rock or asphalt surface is removed or damaged in the course of work related to the permitted encroachment, such material shall either be separately stored and replaced in the roadway as nearly as possible in its original state or shall be replaced in kind, and the roadway shall be left in at least as good a condition as it was before the commencement of operations of placing the encroachment structure.
11. Whenever it becomes necessary to secure permission from abutting property owners for the proposed work, such authority must be secured by the Permittee prior to starting work.
12. The current and future safety and convenience of the traveling public shall be given every consideration in the location and methods of construction utilized.
13. The Permittee is responsible for the preservation of survey monuments located within the area of work herein permitted. Prior to the start of construction, survey monuments that potentially may be disturbed shall be located and referenced by a Licensed Land Surveyor, and a Corner Record filed with the County Surveyor. Any Survey Monuments disturbed during the course of construction shall be reestablished by a Licensed Land Surveyor and another Corner Record filed with the County Surveyor. (Land Surveyors' Act Section 8771)
14. Prior to any excavation, the Permittee shall notify USA North (Underground Service Alert of Northern California and Nevada) at 811 or 800-227-2600 forty-eight (48) hours in advance.

SPECIAL CONDITIONS FOR
2016 AMGEN TOUR OF CALIFORNIA
ENCROACHMENT PERMIT

1. Traffic control shall be in accordance with the attached traffic management plan.
2. Applicant shall furnish and maintain any and all traffic control devices necessary to ensure the protection of the traveling public in accordance with the traffic management plan.
3. Traffic handling at intersections shall be provided by California Highway Patrol and/or the Motor Marshals.
4. Delays to the travelling public shall be kept to a minimum.
5. Applicant will immediately make such repairs or perform any necessary work as required to leave the portion of the County Highway system used for the event in as neat, clean, and usable condition as existed prior to event.
6. Applicant shall contact and coordinate with the railroad companies whose tracks will be crossed by the event.
7. Applicant shall notify and coordinate with all emergency services (fire, police, etc.) and the local postmaster a minimum of seven days prior to the event. Applicant shall fax Lifecom (209-236-8701) a description letter of the event with the date and time and a list of affect roads and provide the "sent" fax as verification.
8. 24-Hour contacts during the event, in case of any unforeseen changes:
Dodge Vidad - (916) 761-6829 San Joaquin County Transportation Engineering
Eric Smith - (626) 695-8551 Medalist Sports Course Director Amgen Tour of California
9. There shall be no event parking within the County right-of-way at any time. Event signage shall include directions / locations for designated off-street parking locations.
10. Emergency vehicle and local resident access shall be provided at all times.
11. Applicant will assume full responsibility for all liability for personal injury or damage to property, which may arise out of special road use described above, or which may arise out of failure to provide necessary safety described above, or which may arise out of failure to provide necessary safety devices and personnel.
12. In the event any claim of such liability is made against the County of San Joaquin or any Department, official, or employee thereof, applicant shall defend, indemnify, and hold them and each of them harmless of such claim.
13. Applicant shall furnish a certificate to County indicating that applicant has, and is maintaining, liability insurance insuring against legal liability for bodily injuries and death, and for damages to property in the amount of \$2,000,000.00. The above insurance shall be of the broad form coverage type. An additional insured endorsement to applicant's liability insurance policy naming County, its officers, and employees as additional insureds shall be furnished to County.

Special Conditions for
ENCROACHMENT PERMIT

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Notwithstanding the above, applicant's liability insurance policy shall be endorsed as primary insurance. The certificate or policy of insurance shall state that County will be notified at least thirty (30) days before cancellation of the policy or any material change thereof.

14. Marking of pavement (e.g. paint) is not allowed.

APPLICATION FOR ENCROACHMENT PERMIT

PLEASE PRINT:

Date 2-15-2016

To: San Joaquin County
Department of Public Works

ERIC SMITH
(Applicant Name)

993 KEMPTON AVE.
(Mailing Address)

MONTEREY PARK CA 91755
(City, State, Zip Code)

626-685-8551
(Area Code - Telephone Number)

OFFICE USE ONLY

JOB #	<u>110005</u>	REF #	
APN		CR #	
EXP. DATE	<u>5/19/16</u>		
VALID	<u>5/19/16</u> TO <u>5/19/16</u>	DRIVEWAYS:	
STREET	<u>SEE ROUTE BELOW</u>		
AREA	<u>NORTH CTY.</u> QUAD <u>NE</u>		
TYPE	<u>SPECIAL EVENT</u>		
FORMS	<u>SPECIAL CONDITIONS</u>		
NOTES	<u>* 2016 AMGEN TOUR ON MAY 19, 2016</u> <u>FROM 10:00 AM TO 11:30 AM. *</u>		

Sketch (Detailed plans may be submitted)

ROUTE: SARGENT RD. - DAVIS RD. - PELTIER RD. - LOWER SACRAMENTO RD. -
WOODSON RD. - JANANT RD. - COLLIER RD. FROM LODI CITY LIMITS
TO STATE ROUTE 88.

PLEASE SEE ATTACHMENTS

The undersigned hereby applies for permission to excavate, construct and/or otherwise encroach on County Highway Right-of-Way on the ENTIRE side of ROADWAY approximately 21 miles feet/mile of _____ by performing the following work (description of work):
AMGEN TOUR OF CALIFORNIA BICYCLE RACE. PLEASE SEE ATTACHED RACE LOGS AND ROUTE MAPS

Work will commence on or about 5-19-16 10:10 AM TO 10:55 AM for approximately 45 minutes days.

I, the undersigned, certify that I am the owner of the respective property, or am qualified to represent the owner and agree to do the work described above in accordance with the rules and regulations of San Joaquin County and subject to inspection and approval.

Eric Smith - TECHNICAL DIRECTOR
Signature of Applicant - Title

2-15-16
Date



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
04/18/2016

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 MARSH USA INC. 1225 17TH STREET, SUITE 1300 DENVER, CO 80202-5534 Attn: Denver.certrequest@marsh.com		CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS:	
02220 -AEG25-GAWUQ-16-17 AMGEN		INSURER(S) AFFORDING COVERAGE NAIC #	
INSURED AEG CYCLING, LLC 800 W. OLYMPIC BLVD, SUITE 305 LOS ANGELES, CA 90015		INSURER A: Starr Indemnity & Liability Company 38318	
		INSURER B: N/A N/A	
		INSURER C:	
		INSURER D:	
		INSURER E:	
		INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** SEA-002859097-26 **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 Y/YD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY			1000100043161	03/01/2016	03/01/2017	EACH OCCURRENCE \$ 2,000,000
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR		DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000				
	<input checked="" type="checkbox"/> \$100,000 SIR		MED EXP (Any one person) \$ EXCLUDED				
	GEN'L AGGREGATE LIMIT APPLIES PER:		PERSONAL & ADV INJURY \$ 2,000,000				
	<input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC						GENERAL AGGREGATE \$ 20,000,000
	OTHER:						PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY						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) \$
	UMBRELLA LIAB	<input type="checkbox"/> OCCUR					EACH OCCURRENCE \$
	EXCESS LIAB	<input type="checkbox"/> CLAIMS-MADE					AGGREGATE \$
	DED	RETENTION \$					\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	Y/N					PER STATUTE
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory In NH)	<input type="checkbox"/> N/A					OTH-ER
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. EACH ACCIDENT \$
							E.L. DISEASE - EA EMPLOYEE \$
							E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: 2016 AMGEN TOUR OF CA

SAN JOAQUIN COUNTY, ITS OFFICERS, AGENTS, AND EMPLOYEES ARE NAMED AS ADDITIONAL INSURED ON THE GENERAL LIABILITY IF REQUIRED BY WRITTEN CONTRACT. WAIVER OF SUBROGATION APPLIES IF REQUIRED BY WRITTEN CONTRACT OR AGREEMENT EXECUTED PRIOR TO LOSS.

CERTIFICATE HOLDER

SAN JOAQUIN COUNTY
1810 E HAZLETON AVE.
STOCKTON, CA 95205

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
of Marsh USA Inc.

Sharon A. Hammer

Sharon A. Hammer

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Event Overview

The 11th Annual 2015 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 18 teams - each with eight riders. The 2016 race will have seven point-to-point road stages and one time trial. Each stage is between 12 and 135 miles in length. The race begins in San Diego on May 15th and concludes in Sacramento on May 22nd.

The 2015 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 2016 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 144 professional racers, we also have approximately 100 vehicles that travel within the race "package". 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 1.5 miles. It takes the race about five minutes to pass any given spot on the road.

We require total road closures 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 2015 event, that took place over eight days and 750 miles of roads, there were very few complaints with the way the traffic was managed.

The entire 775 miles of the route has been reviewed by both Caltrans and CHP. As it has for the past 10-years, California Travel and Tourism is a key supporter and sponsor of the 2016 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 2015 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.

Event Medical Service Plan 2016 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 2016 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.

Amgen Tour of California Traffic Management Plan

Scope

The 2016 Amgen Tour of California will be held May 15-22nd over 785 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 sight distances.

In these cases traffic is held or diverted as a race enters the 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 onto 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.

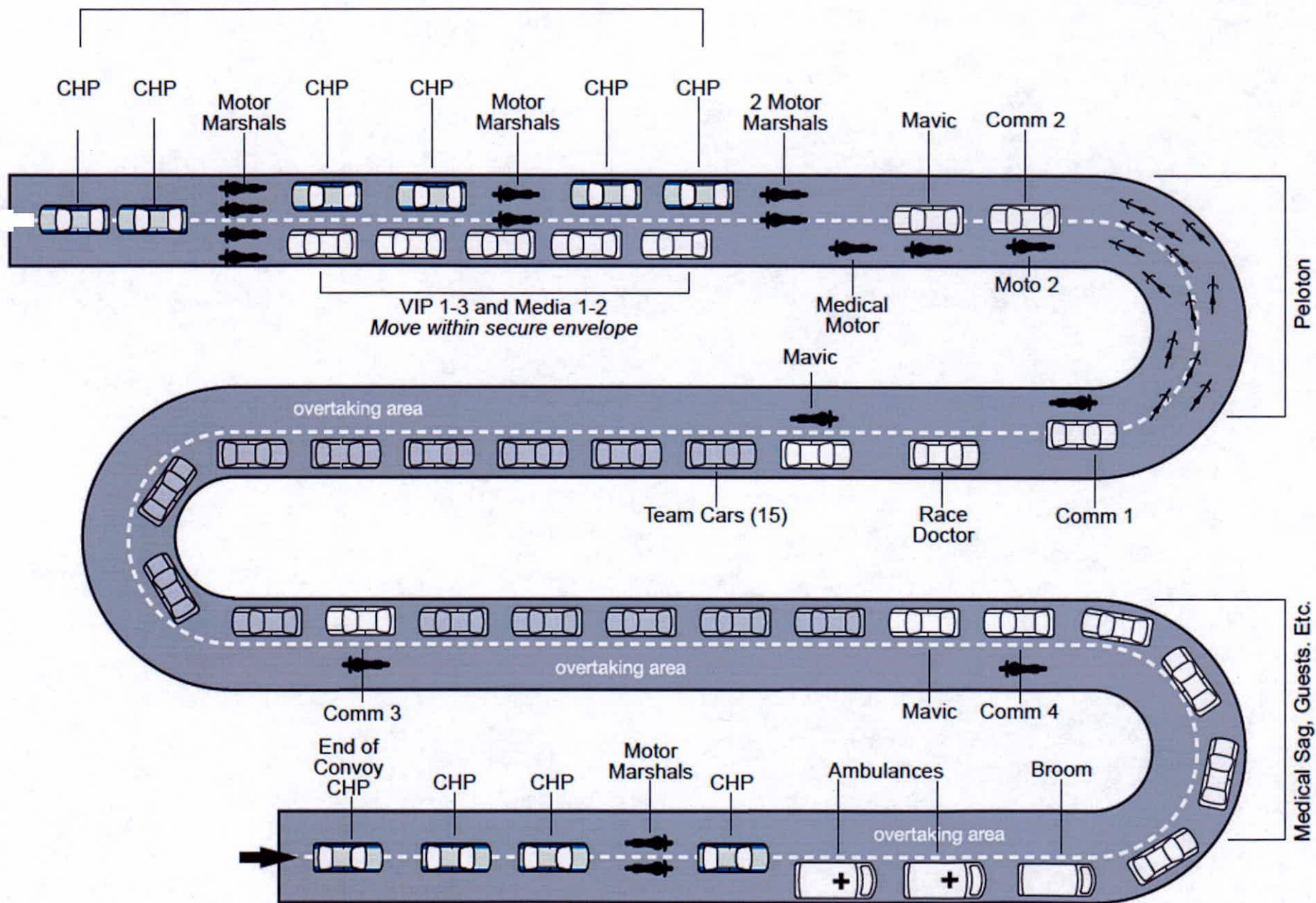
Other Emergency Situations

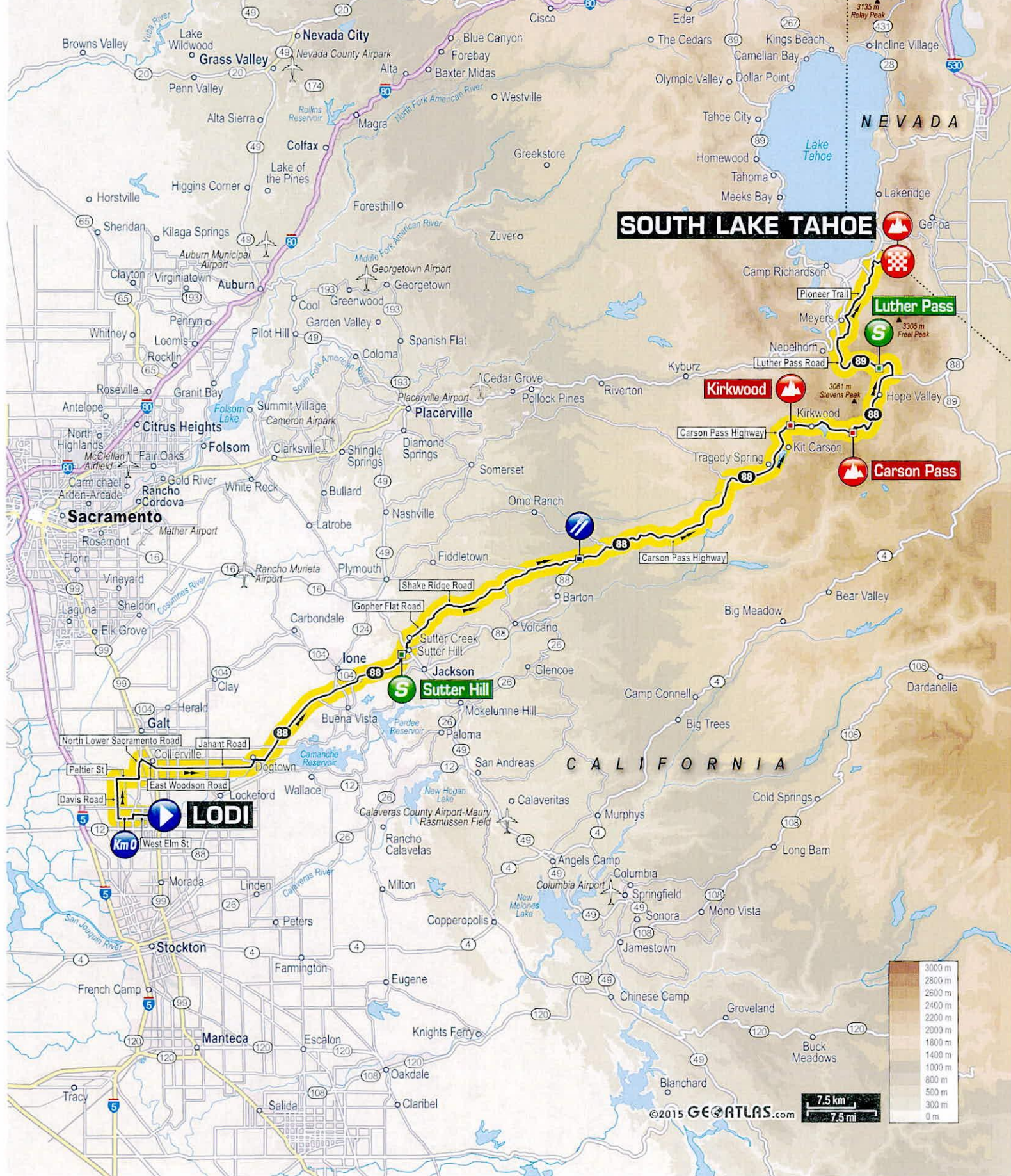
In the case of emergency situations (house fire, medical emergency, etc.) the CHP Incident Commander (IC) should be notified immediately. The CHP IC will consult with event organizers to determine the appropriate course of action.

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

@ Lodi City Limits

Law enforcement vehicles and motor marshals staggered ahead of the race. Deployment depends on road conditions and race status.





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