

Fake Company Cycling Race & Time Trial

Operational Plan

Event Overview

Road Race

The Road Race event consists of 16 separate categories of riders competing in 8 distinct races split into two waves. The riders are classified into categories as determined by age. All of the riders will be required to carry race day road permits (available at registration).

There will be three distances that the riders will complete based on category (reference schedule and maps). Groupings have been set up based on expected number of participants each of the age groups along with projected speeds for the groups. More modifications to the groupings may be required based on attendance with the following guiding principles;

- Groups of less than 80 riders may be combined with another group
- Due to the yellow line rule and with safety in mind, no group shall exceed 300 riders
- If an age grouping exceeds 300 riders, that group will be divided alphabetically by last name
- Groupings will not be moved between the morning wave and the afternoon wave (if you have a morning start planned you will not be moved into an afternoon start)
- Final adjustments will be announced 24hrs after online registration closes on the event website and through an email communication to all registered participants
- Combined groups will be able to be differentiated by colour coding for of the numbers (reference Appendix A)

All of the riders will begin the race in the Blue Mountain Village Event Plaza. The road race will begin with a 1 km neutralized section of road leading up the kilometer zero where racing will begin as directed by the Commissaire in charge of each group. The finish line will be located on Swiss Meadows Blvd (see Finish Map below for exact location). Blue Mountain Village will be the host location for the event and the base for all activities.

Time Trial

The Time Trial event consists of 16 separate categories of riders. The riders are classified into categories. Start times will be posted for the categories 48 hours prior to the event. The event will take place on January 1st starting in the late afternoon. The Time Trial will start and end near the Beaver Hall Community Centre in Thornbury.

Traffic Management

Overview

Traffic management will be provided throughout the event. Riders are granted right-of-way throughout the course and are fully supported with local law enforcement, mechanical support, and medical support. There will be no road closures during the road race apart for the finish line on Swiss Meadows boulevard where the riders will be finishing; there is a 15.7% probability that a motorist on Swiss Meadows Blvd will encounter up to a two-minute delay during the event (see Appendix B). At all times riders will remain on the right hand side of the road and will not be permitted to cross over the centre line; this rule is strictly enforced by the race officials (commissaires) who follow each group on the road.

A complete Traffic Management Plan including intersection diagrams and law enforcement posts will be created with input and approval from the Ontario Provincial Police (OPP). Traffic is managed to maximize safety for the participants and for residents while also balancing the need to move vehicular traffic in the area. Each intersection, no matter how minor or infrequently traveled, will be categorized in the following way:

- “P” level intersections – require law enforcement to manage traffic, typically ‘P’ intersections either require adjustments to the standard right-of-way or require increased visibility, or both.
- “V” level intersections – do not require a change of the right-of-way typically do not require law enforcement but may require volunteer or staff course marshals to share information with motorists, provide an extra layer of visibility, and/or direct participants through confusing intersections.

Note: All volunteers or staff course marshals will be trained in accordance with OCA standards in traffic management.

In any location that requires traffic management and direction, law enforcement will be contracted to provide their expertise. Law enforcement will control traffic at all “P” intersections, moving vehicles through intersections as traffic permits. Volunteer course marshals (pointers) may also be assigned locations to further direct cycling participants and/or to aid motorists with way-finding, but will not be charged with directing traffic.

The Motorcades

Each of the eight distinct groups will be supported by a minimum 3-vehicle motorcade:

- A lead vehicle will be at the front of each race group
- A second vehicle containing a commissaire will follow the group of riders ensuring that they are obeying the rules
- At least one maintenance vehicle will follow each race to provide mechanical and medical support (first responder) for the riders

Additional Vehicles:

- A second lead vehicle will be assigned to the larger groups (based on # of registrants & level of races)
- A second maintenance / support vehicle will be assigned to the larger groups (based on # of registrants & level of races)
- A Support and Gear (SAG) vehicle will follow behind the last group in each wave to collect riders who have abandoned the race

The Neutral Start

The race motorcades will assemble near the start area; the lead will be staged within the Events Plaza in Blue Mountain Village. The riders will assemble in the staging area and be called up to the start line prior to their start time. Each group will be led out from the Events Plaza area and onto Gord Channing Drive, where they will proceed through the traffic circle and onto Scenic Caves Road. Once the riders clear the traffic circle the lead race official will then indicate for racing to begin. The neutral start will last approximately 1 kms until each group turns right onto Scenic Caves Road (see start map for details). During the Neutral Start no racing will be permitted.

The Race

Racing will begin once the group turns right onto Scenic Caves Road. Throughout the race portion of the event, the lead vehicle will always remain in front of the lead rider from that group and the maintenance vehicle will follow behind the main pack (peloton) of riders from that group. During the course of the race riders will often break up into smaller groups and ultimately be scattered around the loop making it difficult to anticipate the exact time when cyclists will travel through the road intersections along the main loop. Management of the intersection during the race will follow the traffic management plan according to how each intersection is classified ("P" or "V"). A race timing chart is included with this package to provide a time estimate of when the riders for each of the groups will pass through the main intersections on the course (see Race Schedule).

The Race Finish

In the final 100 meters as the riders turn right onto Swiss Meadows Blvd off of Scenic Caves Road, riders will make use of the full width of the road as a safety precaution as they sprint for the finish line. This final section of the road will have barricades along both sides of the road to keep spectators separated from the riders as they approach the finish line. The event staff will work with the OPP to ensure that traffic is managed during the finish portion of the races and the road is clear of vehicles for the barricaded section; leading up to and just past the finish line. The interruption in traffic flow, which is required to ensure the safety of the riders during the finish sprint, will last no longer than a few minutes for each of the groups of racers.

Note: The finish line will be located on Swiss Meadows Blvd, which will limit the impact to traffic on Scenic Caves Road and provide for parking for spectators in the lot that is located on the east side of the road. Placing the finish at the top of the Scenic Caves climb will create a natural selection that limits the size of the groups of riders crossing the finish line at the same time, this increasing the safety of the event. The finish Truss will be able to be moved out of the road in under five minutes to allow for a Fire truck to pass in the event of an emergency.

The Return to the Village

Once the riders from each group have crossed the finish line they will ride back to Blue Mountain Village for the awards ceremony obeying the traffic laws; the race will be over at this point in time.

The Feed Zone Area

Spectators will drive to the feed zone to pass supplies to their team members during a designated area (see Race Course Map). The feed zone will be cleaned of all debris (water bottles, gel wrappers) after the event. It is important to note; the roads are never "closed". Rather, the OPP will determine when it is safe to proceed at each intersection. Historically traffic interruptions have been kept to a minimum and the typical delay is less than a minute.

Course Management

Overview

With the OPP creating a safe envelope to stage the event, the Commissaires and event volunteers manage the cyclists throughout the routes. The event team will place and pick-up course directional signage, informational signage (caution, km marks, etc.), assist cyclists needing help, and pick-up any and all trash dropped by the participants along the route.

The Course Staff maintains radio communications with the Central Command to relay important status information throughout the duration. SAG (Support and Gear) vehicles will also be on course to offer a ride for any cyclist wishing to abandon the race and seeking a safe ride to the venue. The event staff will work with the district to arrange to sweep corners free of gravel and debris prior to the event.

Central Command & Communications Overview

A central command post will be set up in the South Base Lodge to house communications infrastructure and personnel (Law Enforcement, Emergency Services, and Event Staff), each working with their respective individuals in the field and relaying information among the groups for informational purposes and in the case of a crisis. Of course, each OPP and EMS provider will be equipped with radio communications, and each Course vehicle and staff will be tied into radio communications as well.

Safety & Medical Care Overview

Medical needs will be provided for by Fake Company Medical Services. An Emergency Action Plan (EAC) will be prepared prior to the event. Here is an example of the details from within the EAC from prior years (below), the complete 2017 EAC will be sent as a separate attachment to this document:

Event Location: Blue Mountain Ontario

Event Venue: Blue Mountain Resort

Emergency Medical Service: On Call through 9-1-1

Ambulance Access Point: Various locations; Ambulance will be met and directed

Closest Hospital: Collingwood Marine and General Hospital

First Responder Personnel: 5 First Responders + 2 Mobile Responders + 1 Event Medical Coordinator

Personnel Deployment:

- 5 First Responders, in the race support vehicles
- 2 First Responder, mobile in vehicle independent of race support vehicles

Equipment: The event first aid teams are equipped with first aid supplies and Basic Life Support equipment including an Automated External Defibrillator (AED) and Oxygen.

Response Priorities:

1. Establish scene safety and immediate care of the athlete by the onsite medical staff
2. Activation of Emergency Medical Services if required
3. Direct EMS to the patient

Sign Plan & Pre-event Notification Overview

The Course Staff will place a number of types of signs prior to the event. **First**, pre-event notification signs will be placed the week prior the event to offer information to frequent motorists and area residents related to the anticipated areas of slow-downs and disruption. These pre-event notification signs are placed in high-traffic areas and primary intersections leading into the planned routes. These signs are temporary in nature, meet typical DOT standards, and are removed immediately following the event.

In addition to the pre-event notification signs placed in the area, the event staff will work with The Blue Mountain Resort staff to make sure area residents and businesses are informed of the coming event and can make adjustments as necessary. Residents along the course route will receive a notification delivered to their door prior to the event. Other Options include local/regional media; neighborhood newsletters, pre-event mailings and postings.

The **second** type of signs placed by the Course Staff are course directional signage; primarily consisting of right turn, left turn, straight arrows, kilometer/mile markers, feed zone approaching, and caution slow signage.

The **third** type of sign placed on the course is for informational purposes. Typically, this signage is for motorists and residents leading into the course or directly opposing the route. These signs are mostly “Caution Bike Race in Progress”, or “Flagger Ahead” to note an area of caution for motorists.

Volunteer Overview

In addition to the contracted traffic safety departments, emergency management resources, various suppliers and services providers, and paid event staff, the event also relies on dozens of volunteers to aid the participants on race day. Using a detailed and position assigned structure; groups of volunteers will be managed by the Volunteer coordinator, in specific areas. Areas of volunteer need include, feed zones, course marshals, registration assistants, start line/finish line, among others.

It is intended that the Race Organization work with community groups and non-profits to source volunteers for the event days. In appreciation for the volunteer work and in support of community causes, the Race Organization makes donations in proportion to the volunteer hours offered.

Event Resort / Host Location - The Blue Mountain Village

The event will be based out of Blue Mountain Village, which is located in the Blue Mountains.

Awards

Award ceremonies will be held at the main stage in the events plaza in the center of Blue Mountain Village once race results are deemed official from the finish line commissaire (typically 45-60 minutes following the race finish for each wave). Results will be posted on www.fakecompanyracetimes.ca.

Time Trial Schedule

Actual start time will be posted online at www.fakecompanyrace.com 24hrs prior to the event start once online registration closes.

The following chart demonstrates the predicted starting order

Category	Potential Start Time	Total Distance	Elevation Gain	Qualifier
Women 65+	05:15 PM	33.4km	387m	Top 25%
Women 60-64	05:17 PM	33.4km	387m	Top 25%
Women 55-59	05:20 PM	33.4km	387m	Top 25%
Women 50-54	05:23 PM	33.4km	387m	Top 25%
Jr Women	05:26 PM	33.4km	387m	n/a
Women 45-49	05:36 PM	33.4km	387m	Top 25%
Women 40-44	05:41 PM	33.4km	387m	Top 25%
Women 35-39	05:46 PM	33.4km	387m	Top 25%
Women 19-34	05:51 PM	33.4km	387m	Top 25%
Men 65+	06:10 PM	33.4km	387m	Top 25%
Men 60-64	06:12 PM	33.4km	387m	Top 25%
Men 55-59	06:14 PM	33.4km	387m	Top 25%
Men 50-54	06:19 PM	33.4km	387m	Top 25%
Jr Men	06:30 PM	33.4km	387m	n/a
Men 45-49	06:41 PM	33.4km	387m	Top 25%
Men 40-44	07:00 PM	33.4km	387m	Top 25%
Men 35-39	07:15 PM	33.4km	387m	Top 25%
Men 19-34	07:25 PM	29.km	228m	Top 25%

GCTT Legend

- P Police
- V Volunteer
- Start
- Finish Line
- Registration & Awards

GCTT 2016 Legend

- Start Ramp
- Finish Line
- Registration & Awards
- Parking
- Bike Check
- Staging Post Bike Check

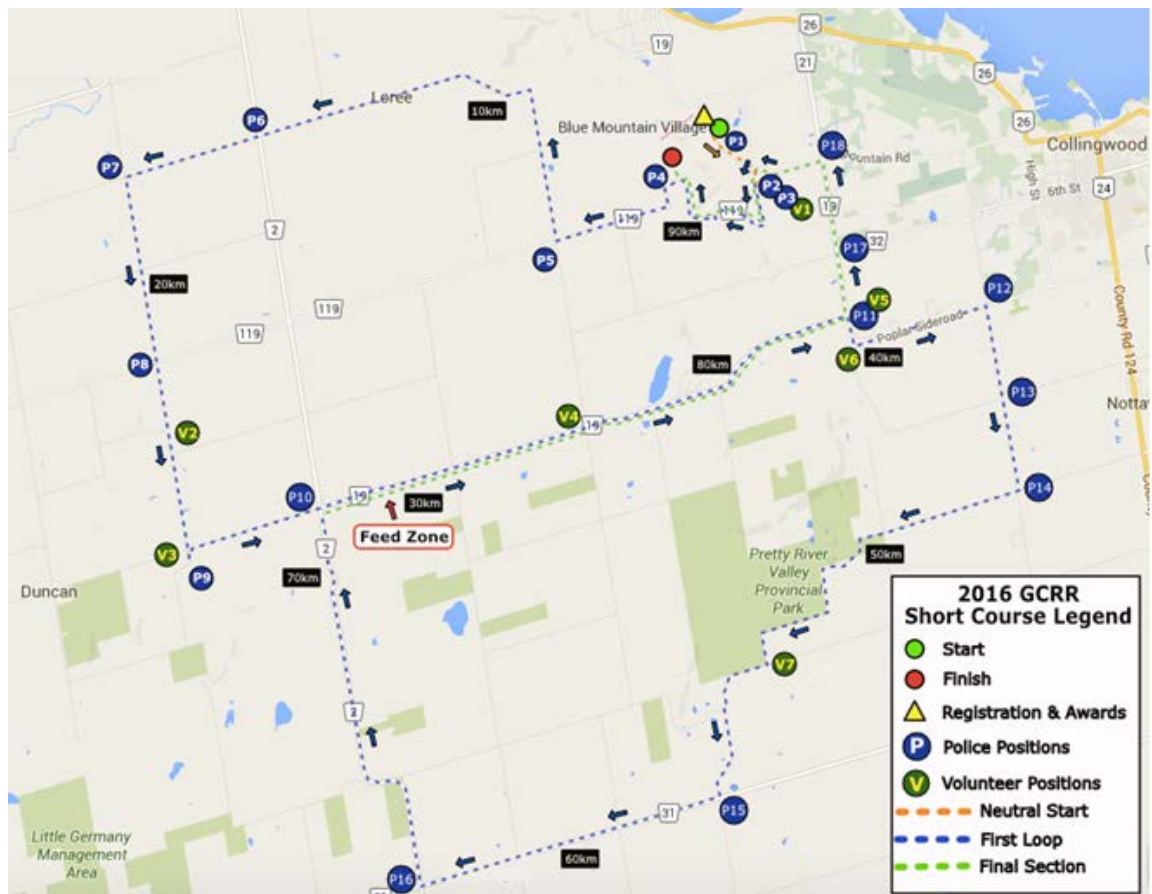
Parking is available as denoted on the map above, however, parking will not be permitted once on course.

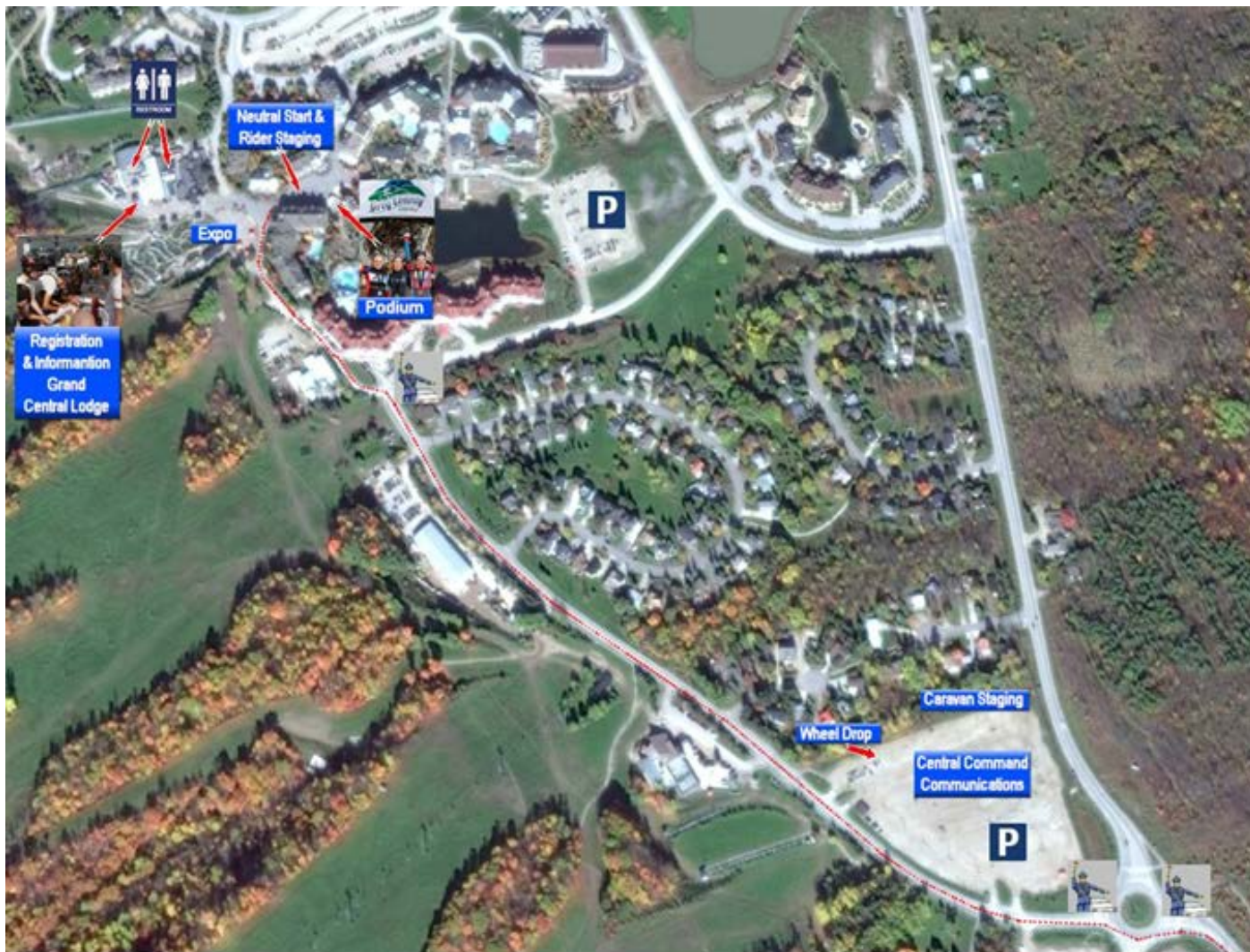
Race Schedule

Category	Course	Start Time	Total Distance	Pace (kph)	Elevation Gain	Estimated Finish time	Qualifier
Men 19-34	Full	08:00 AM	135.km	35.5	2197m	11:54:10 AM	Top 25%
Men 40-44	Full	08:10 AM	135.km	35.5	2197m	12:04:10 PM	Top 25%
Junior Men	Full	08:20 AM	135.km	35.5	2197m	12:14:10 PM	n/a
Men 35-39	Full	08:30 AM	135.km	35.5	2197m	12:24:10 PM	Top 25%
Men 45-49	Full	12:30 PM	135.km	33.0	2197m	04:35:27 PM	Top 25%
Women 19-49	Full	12:35 PM	135.km	33.0	2197m	04:40:27 PM	Top 25% of each group
Men 50-65+	Short	01:00 PM	90.7km	33.0	1477m	03:44:54 PM	Top 25% of each group
Junior Women Women 50-65+	Short	01:05 PM	90.7km	28.5	1477m	04:15:56 PM	Top 25% of each group

	Short Course	Full Course	Wave 1	Men 19-34	Men 40-44	Junior Men - OCUP Race	Men 35-39	Wave 2	Men 45-49	Women 19-34, 35-39, 40-44, 45-49	Men 50-54, 55-59, 60-64 & 65+	Junior Women - OCUP Women 50-54, 55-59, 60-64, 65+
Neutral Start:			Full	Full	Full	Full	Full	Full	Full	Short	Short	
Blue Mountain Village	0.00km	0.00km	08:00:00	08:10:00	08:20:00	08:30:00	12:30:00	12:35:00	13:00:00	13:05:00		
Gord Canning Dr & Traffic Circle (straight)	1.10km	1.10km	08:01:51	08:11:51	08:21:51	08:32:03	12:32:00	12:37:00	13:02:00	13:07:18		
Traffic Circle & Scenic Caves Rd (right)	1.11km	1.15km	08:01:56	08:11:56	08:21:56	08:32:09	12:32:05	12:37:01	13:02:01	13:07:20		
Scenic Caves Rd (km zero)	1.20km	1.20km	08:02:01	08:12:01	08:22:01	08:32:15	12:32:10	12:37:10	13:02:10	13:07:31		
The Race:												
Scenic Caves Rd (km zero)	0.00km	0.00km	08:02:01	08:10:00	08:20:00	08:30:00	12:30:00	12:37:10	13:02:10	13:07:31		
Scenic Caves Rd & Swiss Meadows Blvd (straight)	3.30km	3.30km	08:05:34	08:15:34	08:25:34	08:36:11	12:36:00	12:43:10	13:08:10	13:14:27		
Grey Rd 119 & 4th Line: Banks (right)	6.20km	6.20km	08:10:28	08:20:28	08:30:28	08:41:37	12:41:16	12:48:26	13:13:26	13:20:34		
21st Sideroad & 7th Line (straight)	13.60km	13.60km	08:22:59	08:32:59	08:42:59	08:55:30	12:54:43	13:01:53	13:26:53	13:36:08		
21st Sideroad & Grey Road 2 (straight)	14.90km	14.90km	08:25:10	08:35:10	08:45:10	08:57:56	12:57:05	13:04:15	13:29:15	13:38:53		
21st Sideroad & 10th Line (left)	17.75km	17.75km	08:30:00	08:40:00	08:50:00	09:03:16	13:02:16	13:09:26	13:34:26	13:44:53		
10th Line & Grey Road 119 (straight)	21.40km	21.40km	08:36:10	08:46:10	08:56:10	09:10:07	13:08:54	13:16:04	13:41:04	13:52:34		
10th Line & 12th Sideroad: Red Wing (straight)	22.80km	22.80km	08:38:32	08:48:32	08:58:32	09:12:45	13:11:27	13:18:37	13:43:37	13:55:31		
10th Line & 9th Sideroad (hard Left)	25.30km	25.30km	08:42:45	08:52:45	09:02:45	09:17:26	13:16:00	13:23:10	13:48:10	14:00:46		
9th Sideroad & Grey Road 2 (straight)	28.10km	28.10km	08:47:29	08:57:29	09:07:29	09:22:41	13:21:05	13:28:15	13:53:15	14:06:40		
Grey Rd 19 & 4th Line (straight)	33.60km	33.60km	08:56:47	09:06:47	09:16:47	09:33:00	13:31:05	13:38:15	14:03:15	14:18:15		
Grey Rd 19 & Osler Bluff Rd (right)	39.30km	39.30km	09:06:25	09:16:25	09:26:25	09:43:41	13:41:27	13:48:37	14:13:37	14:30:15		
Osler Bluff Rd & Poplar Side Rd (left turn)	40.00km	40.00km	09:07:36	09:17:36	09:27:36	09:45:00	13:42:43	13:49:53	14:14:53	14:31:43		
Poplar Side rd, Concession 10 (right turn)	42.70km	42.70km	09:12:10	09:22:10	09:32:10	09:50:03	13:47:38	13:54:48	14:19:48	14:37:24		
10 & Sideroad 36 & 37 (straight)	44.60km	44.60km	09:15:22	09:25:22	09:35:22	09:53:37	13:51:05	13:58:15	14:23:15	14:41:24		
10 & Sideroad 33 & 34 (right turn)	46.45km	46.45km	09:18:30	09:28:30	09:38:30	09:57:05	13:54:27	14:01:37	14:26:37	14:45:18		
Pretty River Rd & Osprey (right turn)	53.50km	53.50km	09:30:25	09:40:25	09:50:25	10:10:18	14:07:16	14:14:26	14:39:26	15:00:08		
Pretty River Rd & Grey Road 31(right turn)	56.85km	56.85km	09:36:05	09:46:05	09:56:05	10:16:35	14:13:21	14:20:31	14:45:31	15:07:12		
Grey Rd 31 & Grey Rd 2 (right turn)	63.00km	63.00km	09:46:28	09:56:28	10:06:28	10:28:07	14:24:32	14:31:42	14:56:42	15:20:09		
Grey Rd 2 & Grey Rd 19 (right turn)	71.20km	71.20km	10:00:20	10:10:20	10:20:20	10:43:30	14:39:27	14:46:37	15:11:37	15:37:24		
Grey Rd 19 & 4th Line (straight)	76.70km	76.70km	10:09:38	10:19:38	10:29:38	10:53:48	14:49:27	14:56:37	15:21:37	15:48:59		
Grey Rd 19 & Osler Bluff Rd (left)	82.50km	82.50km	10:19:26	10:29:26	10:39:26	11:04:41	15:00:00	15:07:10	15:32:10	16:01:12		
Grey Rd 19 & Mountain Rd (left)	85.60km	85.60km	10:24:40	10:34:40	10:44:40	11:10:30	15:05:38	15:12:48	15:37:48	16:07:43		
Traffic Circle & Grey Rd 19 (stay left)	86.90km	86.90km	10:26:52	10:36:52	10:46:52	11:12:56	15:08:00	15:15:10	15:40:10	16:10:27		
Traffic Circle & Gord canning Dr (stay left)	87.00km	87.00km	10:27:02	10:37:02	10:47:02	11:13:07	15:08:11	15:15:21	15:40:21	16:10:40		
Traffic Circle & Scenic Caves Rd (right)	87.05km	87.05km	10:27:07	10:37:07	10:47:07	11:13:13	15:08:16	15:15:26	15:40:26	16:10:46		
Full Course (2nd half loop):												
Scenic Caves Rd & Swiss Meadows Blvd (straight)	90.55km	134.85km	10:33:02	10:43:02	10:53:02	11:19:46	15:14:38	15:21:48				
Grey Rd 119 & 4th Line: Banks (right)	93.65km	137.95km	10:38:16	10:48:16	10:58:16	11:25:35	15:20:16	15:27:26				
21st Sideroad & 7th Line (straight)	101.00km	145.30km	10:50:42	11:00:42	11:10:42	11:39:22	15:33:38	15:40:48				
21st Sideroad & Grey Road 2 (straight)	102.30km	146.60km	10:52:54	11:02:54	11:12:54	11:41:48	15:36:00	15:43:10				
21st Sideroad & 10th Line (left)	105.00km	149.30km	10:57:27	11:07:27	11:17:27	11:46:52	15:40:54	15:48:04				
10th Line & Grey Road 119 (straight)	108.65km	152.95km	11:03:38	11:13:38	11:23:38	11:53:43	15:47:32	15:54:42				
10th Line & 12th Sideroad: Red Wing (straight)	110.10km	154.45km	11:06:05	11:16:05	11:26:05	11:56:26	15:50:10	15:57:20				
10th Line & 9th Sideroad (hard Left)	112.60km	156.95km	11:10:18	11:20:18	11:30:18	12:01:07	15:54:43	16:01:53				
9th Sideroad & Grey Road 2 (straight)	115.40km	159.75km	11:15:02	11:25:02	11:35:02	12:06:22	15:59:49	16:06:59				
Grey Rd 19 & 4th Line (straight)	120.90km	165.25km	11:24:20	11:34:20	11:44:20	12:16:41	16:09:49	16:16:59				
Grey Rd 19 & Osler Bluff Rd (left)	126.60km	171.05km	11:33:58	11:43:58	11:53:58	12:27:22	16:20:10	16:27:20				
Grey Rd 19 & Mountain Rd (left)	129.80km	174.25km	11:39:22	11:49:22	11:59:22	12:33:22	16:26:00	16:33:10				
Traffic Circle & Grey Rd 19 (stay left)	131.20km	175.65km	11:41:44	11:51:44	12:01:44	12:36:00	16:28:32	16:35:42				
Traffic Circle & Gord canning Dr (stay left)	131.30km	175.75km	11:41:54	11:51:54	12:01:54	12:36:11	16:28:43	16:35:53				
Traffic Circle & Scenic Caves Rd (right)	131.35km	175.80km	11:42:00	11:52:00	12:02:00	12:36:16	16:28:49	16:35:59				
The Finish:												
Scenic Caves Rd & Swiss Meadows Blvd (right)	90.55km	134.85km	11:47:54	11:57:54	12:07:54	12:42:50	16:35:10	16:42:20	15:46:48	16:18:08		
Swiss Meadows Blvd (finish)	90.70km	135.00km	11:48:10	11:58:10	12:08:10	12:43:07	16:35:27	16:42:37	15:47:04	16:18:27		
Pace (in kph)			35.5	35.5	35.5	32	33	33	33	28.5		

Race Maps





Appendix A – Coloured Back Numbers

Race Numbers

Race numbers will be provided by the organization. Numbers must not be folded or modified and must clearly display the advertiser's logo. It is the rider's responsibility to ensure that their race numbers are readable. Riders whose numbers are unreadable at the finish may not get a placing and may forfeit their prizes.

- The race numbers must be positioned on the back and right side of the jersey for the race
- The organizer will also indicate at the registration area where the race number must be placed

The following images depict number placement and bib colours



Appendix B - Projected Traffic Impact and Calculations

The event will be in active on the roads for a total of 8.5hours (8am-4:30pm)

Projected Impact Calculations

Start Leg (up to the Traffic Circle)

- The total amount of passes by a single point (all 8 groups) = 8 passes
- During the start leg each group will be travelling in a single neutralized pack as racing will not yet have begun (8 passes * 1 groups = 8 passes)
- The average amount of time that it takes for a group to pass a single point is **60 seconds** (average group size will be 50)
- Projected delay at a single point or intersection over the entire on the start leg: (8 passes * 60 seconds) = 240 seconds or 8 minutes
- The likelihood that a motorist on the start or finish leg will be inconvenienced for 60 seconds during the entire event: (8 minutes / 8.5hrs or 510 minutes) = 1.6%

Main Loop

- Each group will round the main loop once with just 6 of the 8 groups making a second pass around Banks and Loree; $8*1 + 6*1 = 14$ passes
- Assume that each group will be split into a break and a peloton; $14 * 2 = 28$ passes
- The average amount of time that it takes for a group to pass a single point is **60 seconds** (average main group size will be 50; the size of the break-away will typically be much smaller between 1 and 8 riders)
- Projected delay at a single point or intersection over the entire event: (28 passes * 60 seconds) = 1680 seconds or 28 minutes
- The likelihood that motorist will be inconvenienced for 60 seconds during the entire event: (28 minutes / 8.5hrs or 510 minutes) = 5.5%

Scenic Caves Climb

- First pass (8 groups together as this is the start of the event) = 8 passes
- Second Pass (8 groups split into 3 groups; break, chase, peloton) = 24 passes
- Third Pass (6 groups split into 3 groups; break, chase, peloton) = 18 passes
- During the climb riders will be moving at relatively slow speeds of less than 10kph
- The time it takes a rider to climb will range from 8 to 12 minutes and even greater in some cases
- Riders will be advised to stay to the right side of the road during the climb
- The projected delay for this portion of the course is expected to be the significant given the speed that it takes the riders to make the ascent. The delay will be most notable during the following times:
 - 8:00am – 8:45am
 - 10:30pm – 1:30pm
 - 3:30pm – 4:30pm

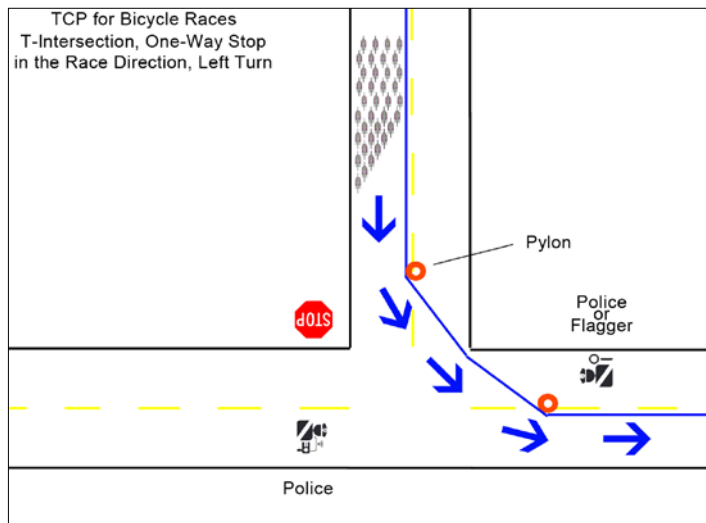
Finish Sprint

- The finish line will be located near the entrance of the parking lot on Swiss Meadows Blvd.
- When groups of riders approach the finish line the section of road will be temporarily closed to traffic on Swiss Meadows Blvd., to allow the riders to contest the sprint safely.
- The average amount of time that it takes for a group to finish sprint area is **120 seconds**; The delay time is increased to account for full road closure as the riders approach the finish line.
- Projected delay over the entire event: (8 groups split into 5 main = 40 passes * 120 seconds) = 4800 seconds or 80 minutes.
- The likelihood that motorist on Swiss Meadows Blvd will be inconvenienced for 120 seconds during the entire event: (80 minutes / 8.5hrs or 510 minutes) = 15.7%.
- The peak times will be as follows:
 - 11:45am – 1:00pm
 - 4:00pm – 4:45pm

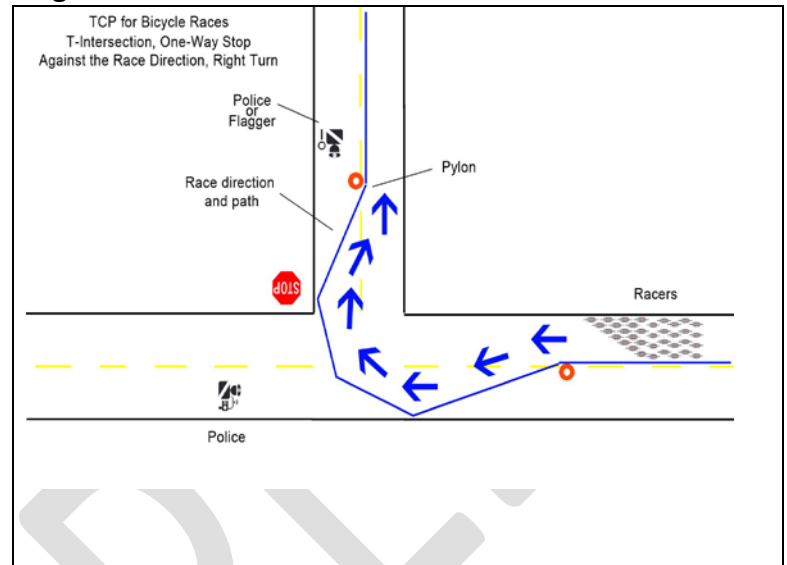
*Riders that have been detached from the main peloton will be travelling in small groups or by themselves or will have been picked up by one of the support vehicles. The few trailing riders will cause little delay to traffic as it takes them under 5 seconds to clear an intersection.

Appendix C - Traffic Management Diagrams

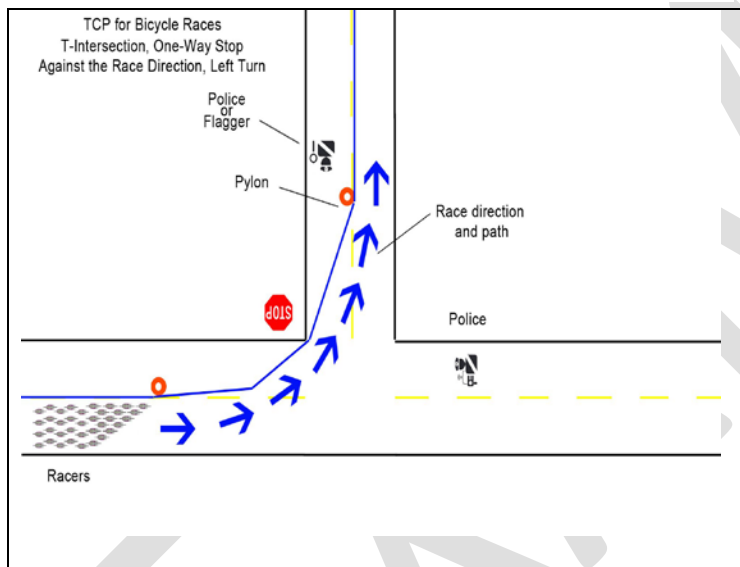
Left Turn



Right Turn



Left Turn



Right Turn

