

Circuit of The Americas



Traffic Management Plan

Draft 1, May 21st, 2012

Formula One United States Grand Prix

November 16-18, 2012, Austin, TX USA

**Circuit of The Americas
2012 Formula One United States Grand Prix
Transportation Management Plan**

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Qualifications

This traffic and transportation plan is based on the needs and requests of the Circuit of The Americas (COTA). This plan is based from experiences of the security and transportation task force and the intricacies of COTA. This plan is a work in progress and will continue to develop as information becomes readily available. Public safety and emergency services are the highest priority in the development of this plan.

Introduction

Circuit of The Americas (COTA), located in Travis County, TX, approximately 16 miles southeast of the central business district of the City of Austin, on FM Highway 812, 2 miles east of SH 130, was selected to host the 2012 United States Grand Prix. This important and prestigious United States Grand Prix racing event will occur over three days on November 16 through 18, 2012, with Sunday, November 18 having the largest expected attendance of approximately 120,000 attendees. It is important, not only for the economic impact it will bring to the region, but also for the worldwide attention this event will bring to City of Austin, Travis County, and the State of Texas.

This large event will add a significant volume of traffic to local roadways surrounding COTA as well as traffic throughout greater Austin. With the goals, objectives, and the strategies presented in this working document, we intend to meet all challenges, including: sustainability initiatives; paved parking challenges; and any inconveniences to local residents and businesses. With the help of an integral team of transportation, security and special events experts, we plan to safely and efficiently accommodate thousands of attendees using a variety of modes of transportation and proven techniques.

Recognizing the need to manage traffic flow both inside and outside of track property, COTA has commissioned Kimley-Horn and Associates, Inc. (Dallas) and Vasta & Associates, Inc. (Chicago) to assist in this plan. Kimley-Horn and Associates, Inc. is a traffic-engineering firm while Vasta & Associates, Inc. is a special events company that specializes in transportation planning and implementation for large events (for background information on Kimley-Horn and Associates, Inc., see www.kimley-horn.com and for Vasta & Associates, see www.vasta.com). The pertinent portions of the Traffic Control Plan details have been attached here to as Exhibit A.

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Organizations Involved

Austin Bergstrom International Airport (ABIA)
Capital Metropolitan Transportation Authority (CapMetro)
Carlson, Briggance, & Doering Inc. (CBD)
Circuit of The Americas (COTA)
City of Austin Convention and Visitors Bureau (Austin CVB)
City of Austin (COA)
Fd2s-Wayfinding Consultants (fd2s)
Kimley-Horn and Associates, Inc. (KHA)
League of Bicycle Voters (LBV)
Texas Department of Transportation (TxDOT)
Travis County (TC)
Vasta & Associates, Inc. (VAI)

Mission Statement

Ensure safe and effective transportation during the 2012 Formula One United States Grand Prix weekend event(s) for spectators, participants, media, sponsors, staff, volunteers, and special guests.

General Overview

The staging of the 2012 United States Grand Prix presents a number of challenges that will need to be overcome. One key challenge of a successful Formula One event will be to provide safe and efficient transportation through various systems to and from a track that is located in a unique rural environment with limited roadways and access points. A variety of park & ride operations, shuttles, and other resources and strategies will be utilized to overcome these challenges.

Due to the limitations of the existing infrastructure surrounding COTA, it will be critical to look at this plan in a series of rings that will affect traffic throughout all of greater Austin. The provided transportation plan will be based on the input and lessons learned from past Formula One Grand Prix events, special events in Austin, and other motor racing events in the United States. Developing a flexible and accurate transportation plan will also require a close examination of the how the race will impact the existing transportation network throughout Austin. In order to bring successful results to COTA, the following four major areas will need to be addressed:

1. **Mobility:** To establish a transportation system and services that respond to the unique needs of visitors, participants and staff with a minimum disruption to the existing travel activities and resources within the local community.

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2. **Existing Facilities:** To maximize the use of both private and public resources, such as equipment, facilities, parking lots, and vacant space or real estate.
3. **Levels of Service:** To balance travel demand by mode to minimize traffic delays and congestion to both visitors and residents while meeting sustainability and green initiatives. Accommodate the mass of spectators and to separately accommodate a level of VIP attendees such as Formula One officials, COTA officials, local officials, media, participants, owners, sponsors, and other stakeholders.
4. **Awareness:** To assure that information regarding transportation choices and services is readily available and understood by attendees, staff, vendors, media, and the local community. Develop and share the plan in a timeline as part of the vital marketing and public relations plan (PR) to coincide with the COTA's overall public relations and other agencies PR plans.

Objectives

The four basic objectives of the security / transportation task force are:

1. To safely transport all track patrons to and from COTA with minimal disruption to local residents and businesses.
2. To transport key personnel (F1 Officials, COTA Officials, and participants), media, sponsors, support staff, and ticketed patrons in the safest and most efficient manner possible, utilizing designated routes, parking options, shuttles, car pools, event strategies, and other sustainable practices and sustainable incentives;
3. To inform and assist all local residents with their options and maintain minimal disruption to their normal traffic flow;
4. To assist the responsible traffic and law enforcement agencies to ensure a functional flow of traffic (both vehicular and pedestrian) and parking during the Formula One and any other large movements for that week.

Airport Operations

Under development with City of Austin, Department of Aviation.

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Schedule of Events (under development)

Monday, November 12

Tuesday, November 13

Wednesday, November 14

Thursday, November 15

- Formula One practice, 10am to 4pm

Friday, November 16

- Spectator shuttles, 8am to 7pm (start/end times under development)
- Formula One Practice Sessions 1 and 2, 10am to 4pm

Saturday, November 17

- Spectator shuttles, 8am to 7pm (start/end times under development)
- Formula One Practice Session 3 and Qualifying, 10am to 4pm

Sunday, November 18 ----United States Formula One Grand Prix, 1:00 pm

- Spectator shuttles, 7am to 8pm (start/end times under development)

Communications and Public Relations

The internal and external communication capabilities surrounding the Formula One are vital to successfully operating an event of this size, and Circuit of The Americas is committed to communicating information pertaining to its transportation plan to the appropriate groups and individuals. This part of the plan will fall under COTA's Communications Department. The plan will coordinate communications from officials representing all city, county and state agencies involved with executing the transportation plan, and then at the appropriate times will be disseminated with ongoing updates to all key stakeholders and audiences (See Figure 6).

Internal Signage

Enhanced signing "Way finding" will be in place to guide patrons through the internal roadways and into the proper seating or parking lots of COTA. The environmental graphic design firm fd2s has been hired by COTA to design and implement this plan. Exit signs will also be necessary, as some vehicles may be forced to exit a different way that they may have entered into COTA lots in order to improve the exit operation. Trailblazer signs leading to exits, SH 130 and other major roadways will be used where beneficial to traffic flow. A specific sign schedule will be developed with exact locations of where enhanced signing will be located.

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On-Site Parking

COTA will have approximately 17,000 on-site parking spaces reserved for pre-paid suite holders, certain ticket holders, participants, media, and other designees. Parking will involve best efforts to coordinate with the ticket purchase proximity (parking to seating) in order to minimize walking distances and coordinate pedestrian flow.

COTA On-Site Parking Estimations

DESIGNATION	GROUP	QTY. OF SPACES
Lot A	Ticket holders	3192
Lot B	Ticket holders	178
Lot C	Ticket holders	645
Lot D	Ticket holders	199
Lot E	Ticket holders	535
Lot F	Ticket holders	5060
Lot G	Ticket holders	370
Lot H	Ticket holders	690
Lot J	Ticket holders	389
Lot K	Ticket holders	535
Lot L	Ticket holders	2600
Lot M	Ticket holders	965
Lot N	Ticket holders	Future lot
Lot P	Ticket holders	2480
Orange Lot (McAngus Rd.)	Bus Shuttle to Expo Ctr.	Loading est. 15-30 buses
Orange Lot	Bus Shuttle to Airport	
Blue Lot (McAngus Rd.)	Bus Shuttle to downtown	Loading est. 26-52 buses
Yellow Lot (McAngus Rd.)	Taxi cabs	TBD

Off-Site Parking

Off-site parking locations are currently under negotiation with the Travis County Expo Center, Travis County, City of Austin, and Capital Metro Transit in order to facilitate a park-n-ride operation to COTA.

The park-n-ride lots will drop patrons on-site at bus depot areas currently being developed on the NW corner of COTA property. There will be a minimum of two (2) bus depot areas in this area accessible exclusively for buses near McAngus and Elroy Roads.

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Parking Permits

Parking permits will be issued long with the tickets no later than four weeks prior to event.

Parking permits will be in the form of a hanging tag and will be approximately 4" by 7" with driving/parking instructions printed on the back. Permits shall be displayed at all times while vehicles are parked in their appropriate parking lot (See Figure 8).

All vehicles will be required to have a permit to access vicinity points on all roads leading into COTA, and to access their appropriate parking lot. Vehicles will not be allowed in and out privileges.

COTA will work with area residents and businesses to ensure that all parties have access to their residences and businesses at all times during the event.

Limousine Parking

Limousines will be parked in the appropriate lot for which they purchased parking as their permits designate. All patrons will disembark their chauffeured vehicles from their parking space and also return to their parked vehicles. No drop-offs or pick-ups will be allowed. The COTA parking attendants will attempt to park all chauffeured vehicles at the front of their respective lots as a courtesy to those patrons who have contracted chauffeured vehicles. As the parking lots become filled closer to the start of events, attendants will make appropriate decisions to fill all available parking spaces.

There will be dialogue and correspondence with the Texas Limousine Association in order to estimate the number of chauffeured vehicles attending this event. Parking permits for any vehicles, including limousines are required, and must be obtained from COTA.

Charter Buses

Groups chartering buses will require the purchase of a Charter Bus Parking Permit from COTA. Charter buses will be designated to park on-site at one of the COTA lots TBD. In and out privileges will not be allowed for private charter buses.

Bicycle Access

People choosing to ride a bicycle to the event will not be able to ride onto COTA property. Bicyclists will be able to park and lock their bikes in a bicycle depot located at the corner of Moore Bridge Rd. and FM 973. From there, bicyclists will be shuttled to the Bus depot lot on McAngus road. The suggested route for bicyclists from downtown Austin is presented in the attached documents (see Figure 1).

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Cash Parking Lots (day of the event)

Cash parking lots will not be available on-site at COTA. Cash parking lots may be available at the following locations on a first come-first served basis: TBD

Hotel Shuttles

Taxis and hotel complimentary shuttle service to and from COTA will not be allowed into the facility. Hotel shuttles will be allowed to shuttle to/from the COTA park-n-ride lots.

Directions to Taxi Lot

Taxis will only be allowed to enter COTA property at McAngus and Elroy Roads. The preferred route to access this parking lot facility is:

1. From downtown, proceed to SH45/130 Toll Road.
2. Travel South on SH45/130 exit on Elroy Rd.. Turn left onto Elroy Rd.
3. Travel East on Elroy Rd. to McAngus Rd. Turn Right onto McAngus Rd.
4. Proceed on McAngus Rd. to Taxi lot.

Directions to On-site parking lots

COTA Lot's - A, B, C, D, E, F (9,809 approximate parking spaces)

From SH 45 / 130 Toll Rd. (Northbound / Southbound)

1. Exit FM 812.
2. Proceed eastbound on FM 812 to COTA entrance.

COTA Lot's - G, H, J, K, L, M (5,494 approximate parking spaces)

From SH 45 / 130 Toll Rd. (Northbound / Southbound)

1. Exit Pearce Ln. Turn left and proceed East to Kellam Rd.
2. Turn right on Kellam Rd. and proceed South to COTA entrance.

COTA Lot P (2,480 approximate parking spaces)

From SH 45 / 130 Toll Rd. (Northbound / Southbound)

1. Exit FM 812 and travel eastbound on FM 812.
2. Proceed eastbound on FM 812. Turn Left on Elroy Road.
3. Proceed on Elroy Road to COTA Lot P.

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McAngus Bus Lots - Blue and Orange

From SH 45 / 130 Toll Rd. (Northbound / Southbound)

1. Exit Pearce Lane.
2. Travel East on Pearce Lane to FM 973. Go South on FM 973 to McAngus Rd.
3. Turn left onto McAngus Rd. to Lot on right side before Elroy Rd.

Park-n-Ride Locations

Downtown @ Waterloo Park: Utilizing parking spaces at Capitol Garages and numerous other downtown parking options.

Travis County Expo Center: Located at the intersection of FM 3177 and Loyola Lane.

Bus Shuttle Routes

Downtown @ Waterloo Park:

To COTA

1. Depart load zone at Trinity and 15th Street.
2. Travel North on Trinity to MLK Blvd. Turn Right onto MLK.
3. Proceed East on MLK to SH 130.
4. Take the Southbound exit onto SH 130 and Proceed to Elroy Rd.
5. Take a Right on Elroy Rd. to FM 973.
6. Go South on FM 973 to McAngus Road. Turn Left.
7. Proceed on McAngus Road to Bus-depot lots.

From COTA

1. Exit Bus lot onto McAngus Road heading north.
2. At Elroy, turn Left and proceed to SH 130. Go North on SH 130.
3. Exit at FM 969 and head west on FM 969 (MLK).
4. Travel West on MLK to IH-35 frontage Rd. Turn left and proceed South.
5. Travel South to 15th St. and turn Right. Travel west on 15th St. to Trinity.
6. Turn right on Trinity and proceed North to Load-zone.

Travis County Expo Center:

To COTA

1. Depart Expo Center on to Decker Lane travelling east.
2. Turn Left onto FM 973 and proceed to SH 130.

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3. Go South on SH 130 to Elroy Rd. Exit Elroy Rd. and Turn Right.
4. At FM 973 turn left and head south to McAngus Road. Turn Left on McAngus.
5. Travel East on McAngus to Bus-depot lots.

From COTA

1. Exit Bus lot on to McAngus Road heading north.
2. At Elroy, turn Left and proceed to SH 130. Go North on SH 130.
3. Exit at FM 973 and turn left off exit.
4. Travel on FM 973 to Decker Lane.
5. Turn Right on Decker Lane and proceed to south entrance at Expo Center.

Temporary Closures and Forced Directional

See Attachment 1

Helicopter Surveillance / Fixed Wing Aircraft

TBD

Command Centers

TBD (CCTV / surveillance of traffic flow on- and off-site).

Sustainable "green" Practices

- Satellite park-n-ride locations, capable of transporting 80,000 people
- On-site parking will be limited to fewer than 18,000 spaces
- Actively seeking bus/motorcoach providers who have low-emission buses
- Bicycle access route, from downtown Austin is under development
- Bike riding incentives at park-n-ride locations
- Contra-flow lanes in and out of site will reduce idling vehicles
- Continuing to identify new ideas with the committee

Future Improvements

Improvements that can increase traffic flow in the future:

- Construct additional lanes on existing roads out of COTA
- Construct new roads in/out of COTA
- Identify and use park-n-ride lots in closer proximity to COTA
- Construct a light-rail system to airport and COTA
- Construct a sustainable "green" parking garage at AUS and/or at COTA

Figure 1: Bike Route

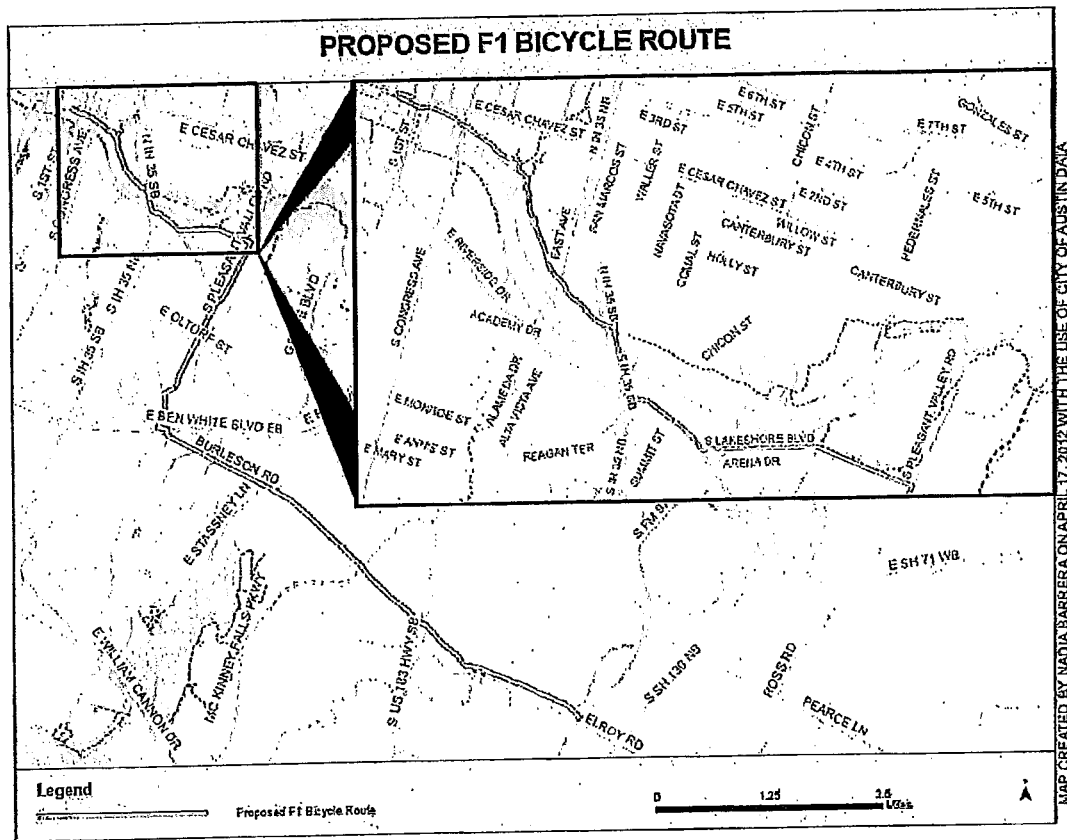
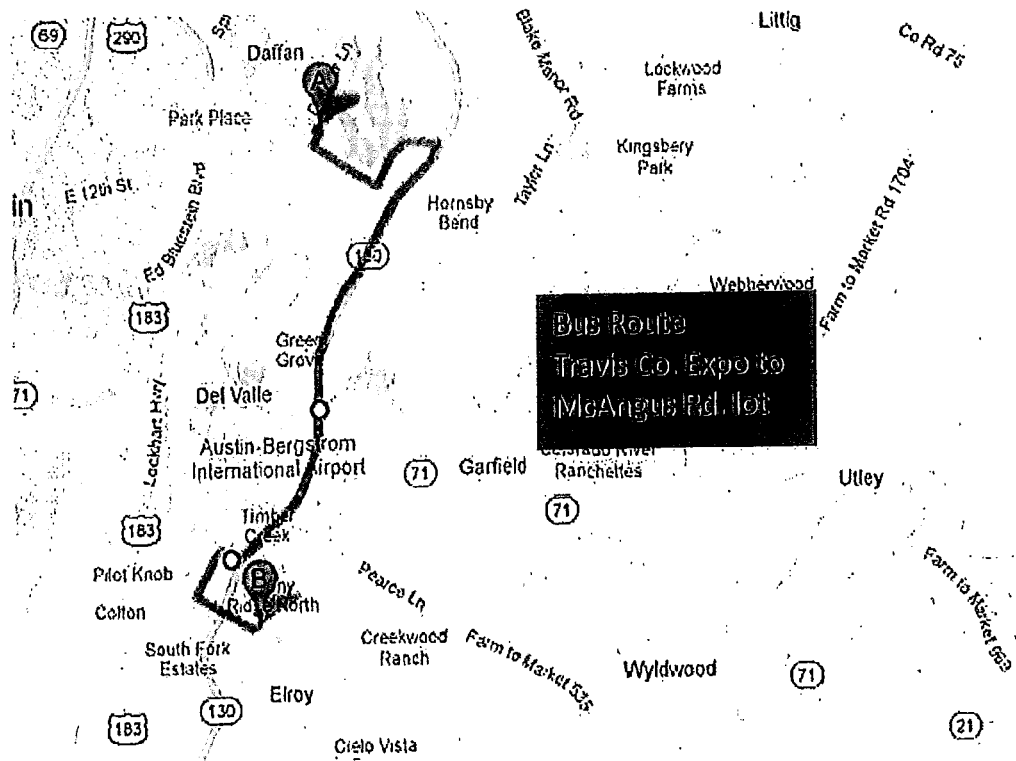


Figure 2: Bus Route, Travis County Expo



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Figure 3: Bus Route Waterloo Park

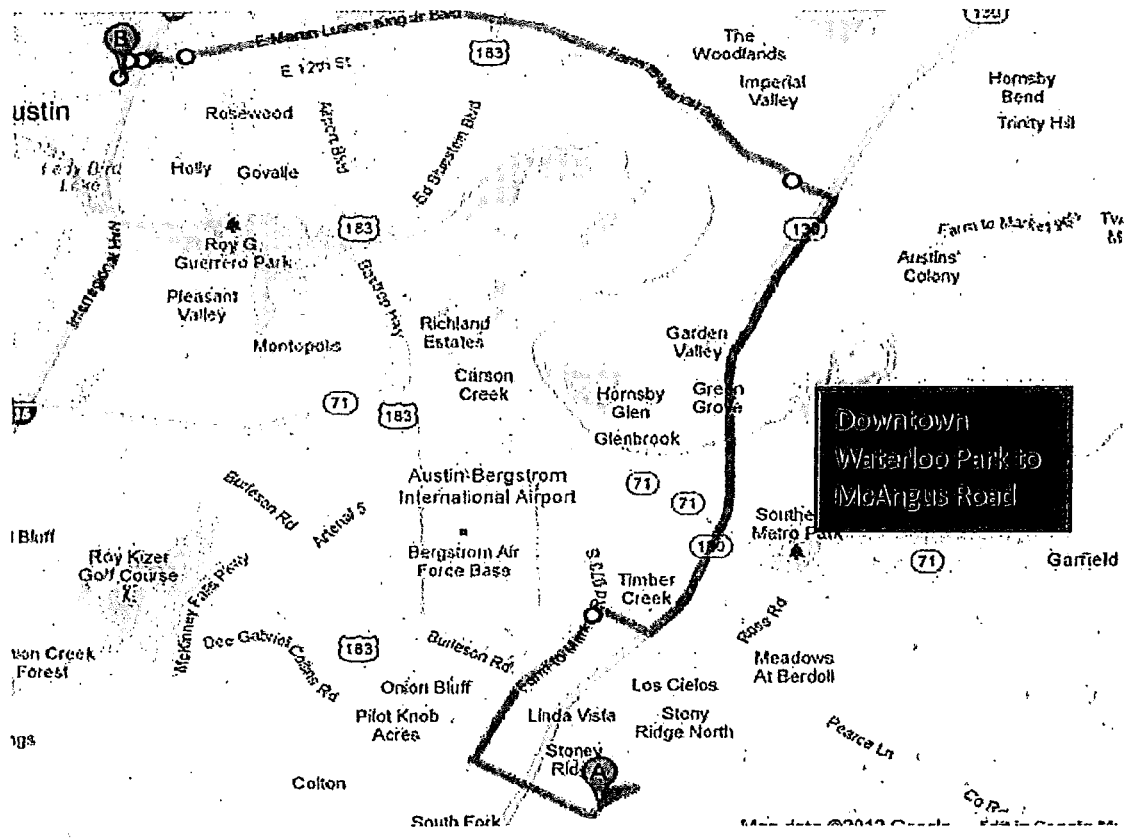


Figure 4: Website Language (First Phase)

A limited number of pre-paid parking permits or the COTA shuttle will be the only way to access the COTA area. There will be no cash parking on-site and roads leading into COTA will be restricted to permitted vehicles.

The recommended transportation to COTA is by the official shuttle bus network operated by COTA in partnership with the City of Austin, Travis County, and Capital Metro. Check here soon for details on where to pick-up the shuttle throughout greater Austin.

Parking permits may be purchased with your ticket purchase on a first come, first served basis. Please call 512-301-6600 for ticket and parking information or purchase online here starting June.

For those that anticipate having an on-site parking permit, we recommend obtaining a TxTag (toll tag) for your vehicle prior to the event. This will ensure easy access to, from, and along SH 130. You can sign-up your vehicle here: <http://www.txtag.org/>

Limos (or any chauffeured vehicle) will be required to have proper licensing in order to operate in greater Austin. Please see Marcy Cardona or call 512.974.1551 for the City's requirements.

Properly licensed limos will then require the proper parking placard to enter COTA and must follow the parking instructions on the back of that placard in order to enter. Limo operators can purchase their parking placard from COTA, or their client may have already purchased the parking placard. Please confer with your client.

Taxicabs will be required to have proper licensing in order to operate in greater Austin. Please see Marcy Cardona or call 512.974.1551 for the City's requirements.

Properly licensed taxis will then require the proper parking placard to enter COTA and must follow the parking instructions on the back of that placard in order to enter. Taxicabs must enter the Taxicab lot in order to unload or load. This will be strictly enforced.

Parking directions will be supplied with your parking permit and **itis extremely important that these directions be followed!** Or your access into COTA will be challenged.

Parking for Recreational Vehicles will require a pre-paid permit and will also be sold on first come, first served basis. Check back here, starting early June.

Parking for people with disabilities will require proper documentation submitted to COTA by November 10, 2011, by submitting your request and your State ID to info@circuitoftheamericas.com. All documentation will be reviewed to assure authenticity.

--Please continue to check the website here for the most current information--

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Figure 5: Parking Hang Tags (samples under development)

Draft disclaimer language on parking permits:

This parking permit is issued for ONE VEHICLE and will not be replaced if lost.

This parking permit is subject to the following conditions:

- 1) Parking lots are for the specific use of patrons who are attending the event. Patrons utilizing the parking areas for any other purpose, or who in the opinion of management, are disturbing other patrons, loitering, or failing to enter the lot in a timely manner, may be asked to vacate the premises.
- 2) The failure of any person to obey the instruction, direction, or request of parking lot personnel or park signage may be subject to eviction from the parking lot and forfeiture of this parking permit, without compensation.
- 3) Management is not responsible for, and assumes no liability arising from fire, theft, damage to, or loss of vehicle or any article therein while on park premises.
- 4) Resale or attempted resale of this parking permit is prohibited. Any alteration of this parking permit is prohibited.

TRAFFIC CONTROL PLAN

PREPARED FOR THE 2012 UNITED STATES GRAND PRIX

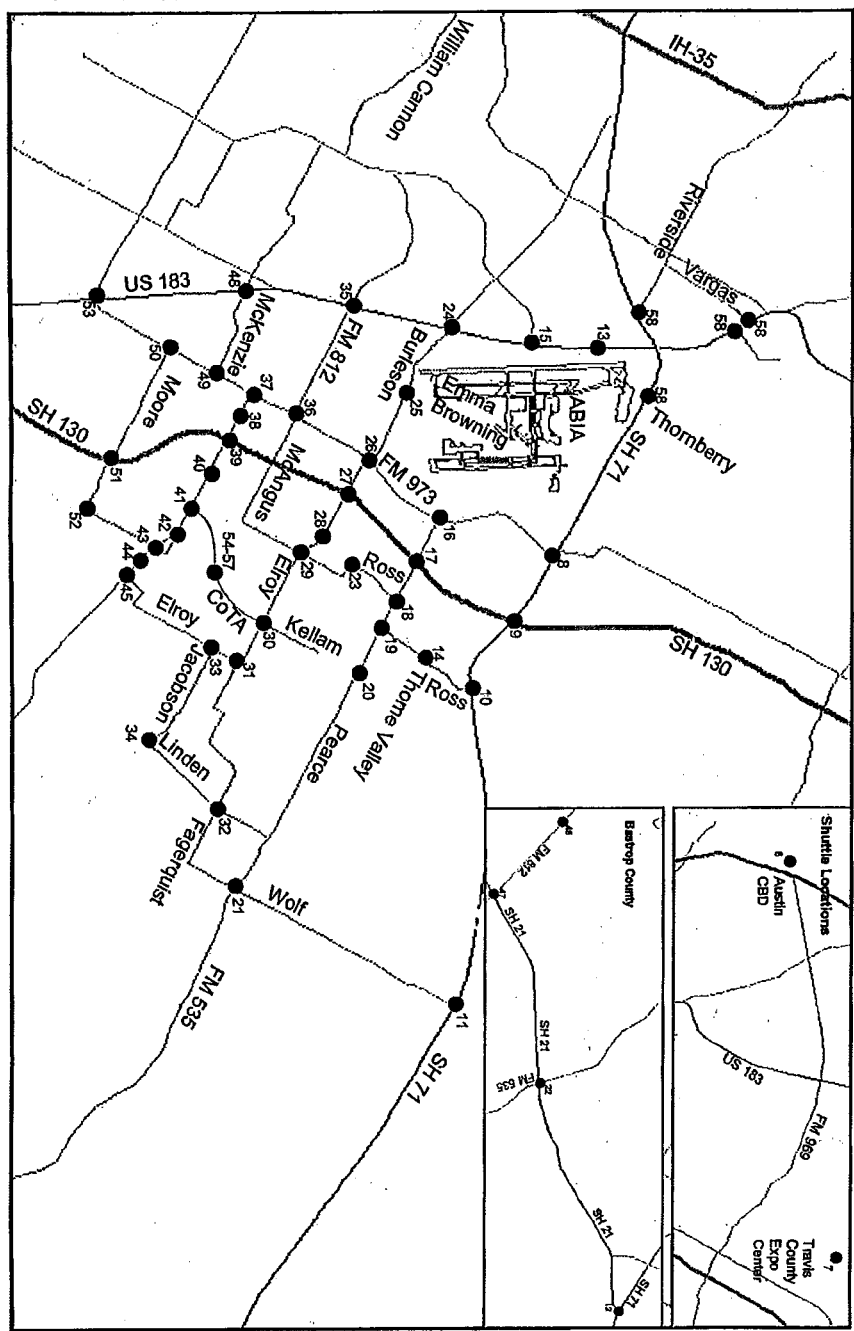
PREPARED BY

 Kinighem
 and Associates, Inc.
 2002 RAINBOW HORN AND ASSOCIATES, INC.

PREPARED FOR

 DAVID SWEATY, VICE PRESIDENT OPERATIONS
 301 COMPTON AVE., SUITE 220
 AUSTIN, TEXAS 78704
 P12 28-448 DAVIDSWEATY@CIRCUITOFAMERICAS.COM

PLAN DEVELOPED: MAY 25, 2012
 VICINITY MAP - NOT TO SCALE



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5B	Post-Event Schematic - Without Kellam
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7	Expo Center Shuttle Route
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10	SH 71 & Ross Road
11	SH 71 & Wolf Lane
12	SH 71 & SH 21
13	US 183 & Metroplex Drive
14	Ross Road & Thorne Valley Drive
15	US 183 & McKinney Falls Parkway
16	FM 973 & Pearce Lane
17	SH 130 & Pearce Lane
18	Pearce Lane & Ross Road (N)
19	Pearce Lane & Ross Road (E)
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21	Pearce Lane & Wolf Lane
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27	SH 130 & Eroy Road
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45	FM 812 & Eroy Road
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CONTACT INFORMATION

City of Austin
 Gary W. Sautz, P.E., PROE
 Assistant Director
 Transportation Management
 505 Barton Springs Road, Suite 800
 Austin, TX 78704
 512.974-7169
 Gary.Sautz@cityofaustin.gov

Travis County
 David K. Green, P.E.
 Traffic Program Manager
 Transportation and Natural Resources
 411 W. 13th Street
 PO Box 1748
 Austin, TX 78767
 512.864-7650
 David.Green@co.travis.tx.us

L. Jose Bachmann, Jr.
 Travis County Sheriff's Office
 PO Box 1748
 Austin, TX 78767
 512.854-7700
 Jose.Bachmann@co.travis.tx.us

TxDOT
 Michael Berndt
 Director
 Transportation Operations - Austin
 7901 N. I-35
 Austin, TX 78763
 512.832-2715
 Michael.Berndt@tdot.gov

Capital Metro Transportation Authority
 James W. Sauts
 Transportation Coordinator
 Operations
 2810 East Fmh Street
 Austin, TX 78702
 512.388-6545
 James.Sauts@capmetro.org

Jennifer A. Gebach
 Transportation Planner
 Planning
 2810 East Fmh Street
 Austin, TX 78702
 512.388-6688
 Jennifer.Gebach@capmetro.org

Circuit of The Americas
 David Swamy
 Vice President
 Operations
 301 Congress Avenue, Suite 220
 Austin, TX 78701
 512.558-4539
 David.Swamy@circuitoftheamericas.com

Identivision and Associates, Inc.
 Aaron W. Nathan, P.E., AICP
 Vice President
 801 Cherry Street, Unit 11, Suite 950
 Fort Worth, TX 76102
 972-770-1300
 Aaron.Nathan@identivision.com

GENERAL NOTES

- Necessary Operational Procedures:
 - Set-up cones, vertical panels, and barricades in accordance with Pre-Event Plan.
 - Set-up temporary signs.
 - Cover existing conflicting signs.
 - Coordinate with all existing traffic signal owners to modify signal operations, as noted in the plans; and
 - As the designated time (approximately 15 minutes after event start time), transition from Pre-Event Plan to Post-Event Plan.
- Speeds shown on plans indicate design speeds for the traffic control plan.
- All traffic control signs and devices shall be placed and installed in accordance with the latest edition of the Texas Manual on Uniform Traffic Control Devices (Texas MUTCD) and TxDOT Traffic Engineering Standard Sheets for Barricade and Construction Standards.
- Any variations to the traffic control plan shall be approved by the Engineer, the City, and/or the County, as appropriate.
- Contractor shall provide access to all businesses and residences along roadways at all times.
- Along all facilities with operations modified to full contra-flow, contractor shall place one-way (RS-1) signs at all public streets and driveways, except those driveways serving a single-family dwelling unit.

CONTRA-FLOW AND MODIFIED ROADWAY SEGMENTS

The following assumes Kellam Road between Eroy Road and Pearce Lane is constructed.

FULL = all lanes operating in one direction
 PARTIAL = two-way traffic with operations modified from typical conditions

Post-Event

- Full
- Pearce Lane from SH 130 SGRF to Kellam Road
- Kellam Road from Pearce Lane to Eroy Road
- Meagus Road from FM 973 to Eroy Road (excluding portion serving the Trestle)

PARTIAL

- FM 812 from -500' west of FM 973 N to CoTA Boulevard
- FM 812 from Travis County / Bastrop County line to SH 21

Post-Event

- Full
- Pearce Lane from Kellam Road to SH 130 NGRF
- Kellam Road from Eroy Road to Pearce Lane
- Meagus Road from FM 973 to Eroy Road (excluding portion serving the Trestle)

PARTIAL

- FM 812 from CoTA Boulevard to -500' west of FM 973 N
- FM 812 from Eroy Road to SH 21

LIMITED ACCESS ROADWAY SEGMENTS

- Shutes, Tests, and Local Residents Only (Pre- and Post-Event)
- Eroy Road from FM 973 to CoTA Boulevard
- FM 973 from Eroy Road to Meagus Road
- Meagus Road from FM 973 to Eroy Road
- Emergency, CoTA Official, and Local Residents Only (Pre- and Post-Event)
- Kellam Road from SH 130 to Meagus Road
- Meagus Road from Meagus Road to Pearce Lane

SHUTTLE REQUIREMENTS

Downtown: 36,250 people (estimated)
 @ 2 people / car = 18,125 parking spaces needed
 Assumptions:
 45 people / shuttle
 80 minutes / trip = 3 trips in 4 hours

of Shuttles = (36,250 people) / (45 people / shuttle) / (3 trips) = 269 shuttles

Expo Center: 36,250 people (estimated)
 @ 2 people / car = 18,125 parking spaces needed
 Assumptions:
 45 people / shuttle
 70 minutes / trips = 3 trips in 3.5 hours

of Shuttles = (36,250 people) / (45 people / shuttle) / (3 trips) = 269 shuttles

Total: # of Shuttles to serve 72,500 people = 269 + 269 = 538 shuttles

ON-SITE VEHICLE SERVICE TIME CALCULATIONS

(Service Time = Total time required to clear CoTA property, if all vehicles left simultaneously)

Assumes Kellam Road between Eroy Road and Pearce Lane is constructed.

17,000 Vehicles On-Site (estimated)
 +5,000 Other Vehicles (Estimated)
 22,000 Total Vehicles

Scenario 1 (700 vphpl)

Travel Lane Capacity = 700 vehicles / hour / lane
 # of Travel Lanes = 10 lanes (see Sheets 4A and 5A)
 System Capacity = 700 vehicles / hour / lane * 10 lanes = 7,000 vehicles / hour

Service Time = 22,000 vehicles / 7,000 vehicles / hour = 3.14 hours

Scenario 2 (1,000 vphpl)

Travel Lane Capacity = 1,000 vehicles / hour / lane
 # of Travel Lanes = 10 lanes (see Sheets 4A and 5A)
 System Capacity = 1,000 vehicles / hour / lane * 10 lanes = 10,000 vehicles / hour

Service Time = 22,000 vehicles / 10,000 vehicles / hour = 2.20 hours

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<p>Kimley-Horn and Associates, Inc. 3012 HALEY-HORN AND ASSOCIATES, INC. 12700 PARK BIRD DRIVE, SUITE 1000, DALLAS, TX 75251 PHONE: 972-354-2200 WWW.KIMLEY-HORN.COM TX 11-018</p>	LICENSED PROFESSIONAL LIC. NO. 1 STATE LICENSE NUMBER LIC. NO. 1	IGA PROJECT 069229100 DATE MAY 2012 SCALE AS SHOWN DESIGNED BY: ATC DRAWN BY: SCB CHECKED BY: AWH	GENERAL TRAFFIC CONTROL PLAN PREPARED FOR CIRCUIT AMERICA 10101 AUSTIN, TEXAS	CONTACT INFORMATION & GENERAL NOTES	SHEET NUMBER 1
	REVISIONS DATE	EXHIBIT A			

SUMMARY OF QUANTITIES: PRE-EVENT							
SHEET	LOCATION	OFFICERS	CONES	FLAGS	BARRICADES	SIGNS	PANELS
DOWNTOWN	EXPO CENTER						
	SH 71 & FM 973						
	SH 71 & SH 130						
	SH 71 & ROSS ROAD						
	SH 71 & WOLF LANE						
	SH 71 & SH 21						
	US 183 & METROPOLIS DRIVE						
	ROSS ROAD & THOME VALLEY DRIVE						
	US 183 & MCKINNEY FALLS PARKWAY						
	FM 973 & PEARCE LANE						
	SH 130 & PEARCE LANE						
	PEARCE LANE & ROSS ROAD (W)						
	PEARCE LANE & ROSS ROAD (E)						
	PEARCE LANE & KELLAM ROAD						
	PEARCE LANE & WOLF LANE						
	SH 21 & FM 535						
	ROSS ROAD & HEENE FARM ROAD						
	US 183 & BURLESON ROAD						
	BURLESON ROAD & EMMA BROWNING						
	FM 973 & ELROY ROAD						
	SH 130 & ELROY ROAD						
	ELROY ROAD & ROSS ROAD						
	ELROY ROAD & MCANGUS ROAD						
	ELROY ROAD & COTA BOULEVARD						
	ELROY ROAD & FAGERQUIST ROAD						
	FAGERQUIST ROAD & LINDEN ROAD						
	ELROY ROAD & JACOBSON ROAD						
	JACOBSON ROAD & LINDEN ROAD						
	US 183 & FM 812						
	FM 812 & FM 973 (N/MCANGUS ROAD)						
	FM 812 & FM 973 (S)						
	FM 812 ROADWAY TYPICAL SECTION						
	FM 812 & SH 130						
	FM 812 ROADWAY TYPICAL SECTION						
	FM 812 & COTA BOULEVARD						
	FM 812 & P LAND TRIANGLE (W)						
	FM 812 & P LAND TRIANGLE (E)						
	FM 812 ROADWAY TYPICAL SECTION						
	FM 812 & ELROY ROAD						
	FM 812 ROADWAY TYPICAL SECTION						
	SH 21 & FM 812						
	US 183 & MCKENZIE ROAD						
	FM 973 & MCKENZIE ROAD						
	FM 973 & MOORE ROAD						
	SH 130 & MOORE ROAD						
	MOORE ROAD & BURKLAND FARMS ROAD						
	US 183 & FM 973						
	COTA BOULEVARD						
	INTERCHANGE RAMPS						
	TOTALS						


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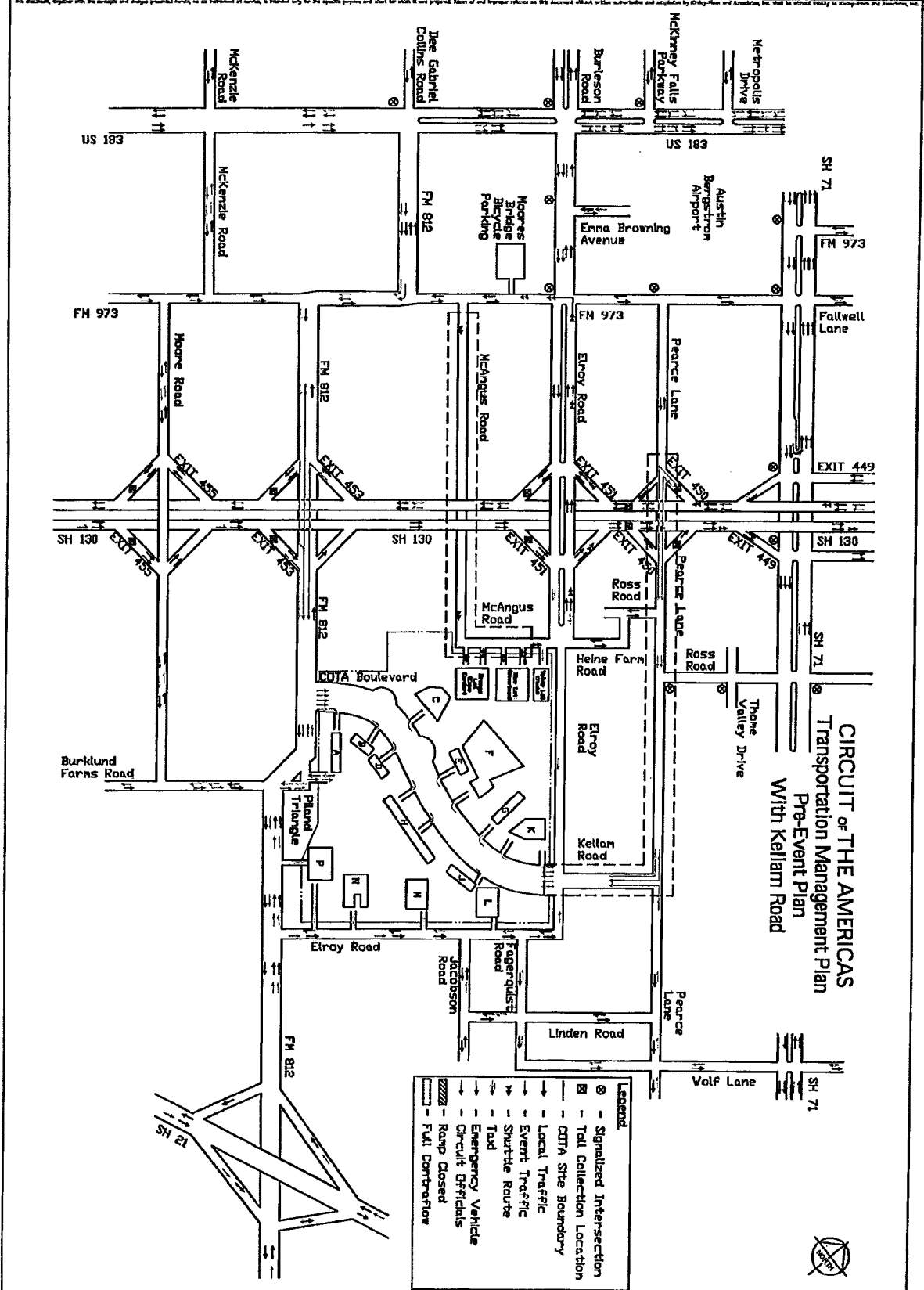
PRE-EVENT TRAFFIC CONTROL PLAN PREPARED FOR PREPARED BY KIMLEY-HORN AND ASSOCIATES, INC.	SUMMARY OF QUANTITIES	KHA PROJECT 069229100	LICENSED PROFESSIONAL LIC PROF 1	Kimley-Horn and Associates, Inc. 12700 PINE CENTRAL DRIVE, SUITE 1100, DALLAS, TX 75241 PHONE: 972-770-1300 FAX: 972-536-3000 WWW.KHALET-HORN.COM TX P-012	No. _____	REVISIONS _____	DATE _____	BY _____
		SCALE AS SHOWN DESIGNED BY: ATE DRAWN BY: SCB CHECKED BY: AWB	DATE LODGE MARKED LIC PROF 1 # _____		ORDER BY: AWB	No. _____	REVISIONS _____	DATE _____

SUMMARY OF QUANTITIES: POST-EVENT

SHEET	LOCATION	OFFICERS	CONES	FLAGS	BARRICADES	SIGNS	PCMS	PANELS
DOWNTOWN	EXPO CENTER							
	SH 71 & FM 973							
	SH 71 & SH 130							
	SH 71 & ROSS ROAD							
	SH 71 & WOLF LANE							
	SH 71 & SH 21							
	US 183 & METROPOLIS DRIVE							
	ROSS ROAD & THOME VALLEY DRIVE							
	US 183 & MCKINNEY FALLS PARKWAY							
	FM 973 & PEARCE LANE							
	SH 130 & PEARCE LANE							
	PEARCE LANE & ROSS ROAD (W)							
	PEARCE LANE & ROSS ROAD (E)							
	PEARCE LANE & KELLAM ROAD							
	PEARCE LANE & WOLF LANE							
	SH 21 & FM 536							
	ROSS ROAD & HEINE FARM ROAD							
	US 183 & BURLESON ROAD							
	BURLESON ROAD & EMMA BROWNING							
	FM 973 & ELROY ROAD							
	SH 130 & ELROY ROAD							
	ELROY ROAD & ROSS ROAD							
	ELROY ROAD & MCANGUS ROAD							
	ELROY ROAD & COTA BOULEVARD							
	ELROY ROAD & FAGERQUIST ROAD							
	FAGERQUIST ROAD & LINDEN ROAD							
	ELROY ROAD & JACOBSON ROAD							
	JACOBSON ROAD & LINDEN ROAD							
	US 183 & FM 812							
	FM 812 & FM 973 (N) MCANGUS ROAD							
	FM 812 & FM 973 (S)							
	FM 812 ROADWAY TYPICAL SECTION							
	FM 812 & SH 130							
	FM 812 ROADWAY TYPICAL SECTION							
	FM 812 & COTA BOULEVARD							
	FM 812 & PLAND TRIANGLE (W)							
	FM 812 & PLAND TRIANGLE (E)							
	FM 812 ROADWAY TYPICAL SECTION							
	FM 812 & ELROY ROAD							
	FM 812 ROADWAY TYPICAL SECTION							
	SH 21 & FM 812							
	US 183 & MCKENZIE ROAD							
	FM 973 & MCKENZIE ROAD							
	SH 130 & MOORE ROAD							
	MOORE ROAD & BURKLUND FARMS ROAD							
	US 183 & FM 973							
	COTA BOULEVARD							
	INTERCHANGE RAMP							
	TOTALS							

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POST-3 SHEET NUMBER	POST-EVENT TRAFFIC CONTROL PLAN PREPARED FOR CIRCUIT OF THE AMERICAS AUSTIN TEXAS	IDA PROJECT 062229100	LICENSED PROFESSIONAL LIC PROF 1	 KIMLEY-HORN AND ASSOCIATES, INC. 12700 PARK CENTRAL DRIVE, SUITE 1600, DALLAS, TX 75241 PHONE: 972-710-1500 FAX: 972-650-3000 WWW.KH-ET-HERLEIGH.TX-F-028	NO. _____	REVISIONS _____	DATE _____
		DATE MAY 2012	SCALE AS SHOWN		DRAWN BY SCJ	CHECKED BY AJM	NO. _____

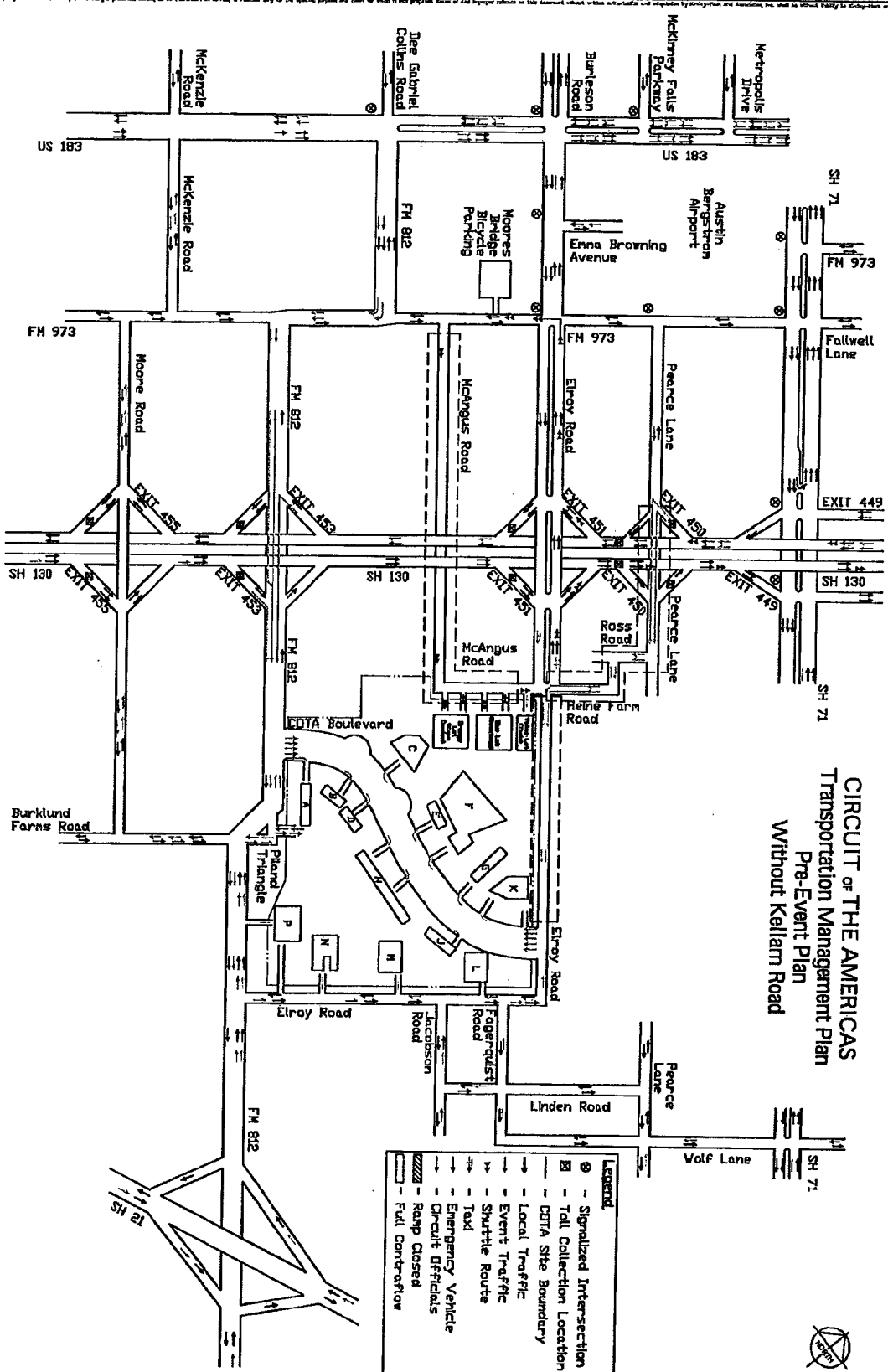


CIRCUIT OF THE AMERICAS
Transportation Management Plan
Pre-Event Plan
With Kellam Road

- Legend**
- ⊙ - Signalized Intersection
 - ⊠ - Toll Collection Location
 - ⊡ - CDTA Site Boundary
 - - Local Traffic
 - - Event Traffic
 - - Shuttle Route
 - - Taxi
 - - Emergency Vehicle
 - - Circuit Officials
 - - Ramp Closed
 - - Full Contraband

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<p>PRE-EVENT TRAFFIC CONTROL PLAN PREPARED FOR CIRCUIT OF THE AMERICAS</p>	<p>PRE-EVENT SCHEMATIC WITH KELLAM ROAD</p>	<p>104 PROJECT 062229100</p>	<p>LICENSED PROFESSIONAL UC PROF 1</p>	<p>© 2012 KIMLEY-HORN AND ASSOCIATES, INC. 12700 PAW CAPITAL DRIVE, SUITE 3000, DALLAS, TX 75244 PHONE 972-778-1300 FAX 972-778-1300 WWW.KIMLEY-HORN.COM TX 7-518</p>	<table border="1"> <tr> <th>NO.</th> <th>REVISIONS</th> <th>DATE</th> <th>BY</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	REVISIONS	DATE	BY				
		NO.	REVISIONS			DATE	BY						
<p>DATE MAY 23/12</p> <p>SCALE AS SHOWN</p> <p>DESIGNED BY JLH</p> <p>DRAWN BY JLH</p> <p>CHECKED BY JLH</p>	<p>DATE MAY 23/12</p> <p>SCALE AS SHOWN</p> <p>DESIGNED BY JLH</p> <p>DRAWN BY JLH</p> <p>CHECKED BY JLH</p>	<p>DATE MAY 23/12</p> <p>SCALE AS SHOWN</p> <p>DESIGNED BY JLH</p> <p>DRAWN BY JLH</p> <p>CHECKED BY JLH</p>	<p>DATE MAY 23/12</p> <p>SCALE AS SHOWN</p> <p>DESIGNED BY JLH</p> <p>DRAWN BY JLH</p> <p>CHECKED BY JLH</p>										

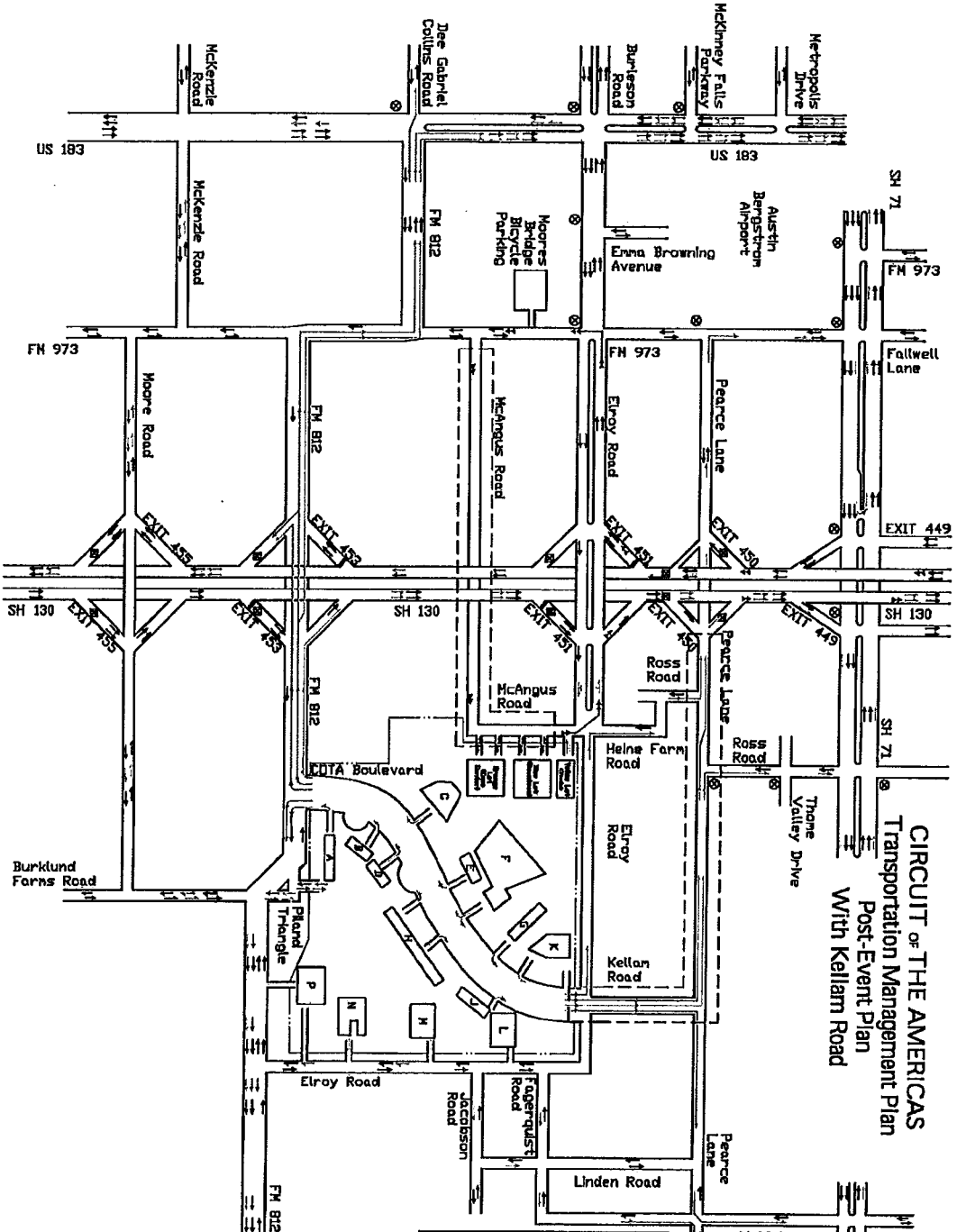


CIRCUIT OF THE AMERICAS
Transportation Management Plan
Pre-Event Plan
Without Kellam Road

- LEGEND**
- ⊙ - Signalized Intersection
 - ⊠ - Toll Collection Location
 - ⊡ - CDTA Site Boundary
 - - Local Traffic
 - - Event Traffic
 - - Shuttle Route
 - - Taxi
 - - Emergency Vehicle
 - - Circuit Officials
 - - Ramp Closed
 - - Full Contraflow

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SHEET NUMBER 4B	PRE-EVENT TRAFFIC CONTROL PLAN PREPARED FOR CIRCUIT OF THE AMERICAS AUSTIN TEXAS	PRE-EVENT SCHEMATIC WITHOUT KELLAM ROAD	DINA PROJECT 06922106	LEADER'S PROFESSIONAL LIC PROF 1	© 2012 KIMLEY-HORN AND ASSOCIATES, INC. 12700 PARK CENTRAL DRIVE, SUITE 1800, DALLAS, TX 75244 PHONE: 972-774-1200 FAX: 972-238-3628 WWW.KIMLEY-HORN.COM TX P-524
			DATE MAY 2012	SCALE AS SHOWN	
				REVISIONS DATE BY	



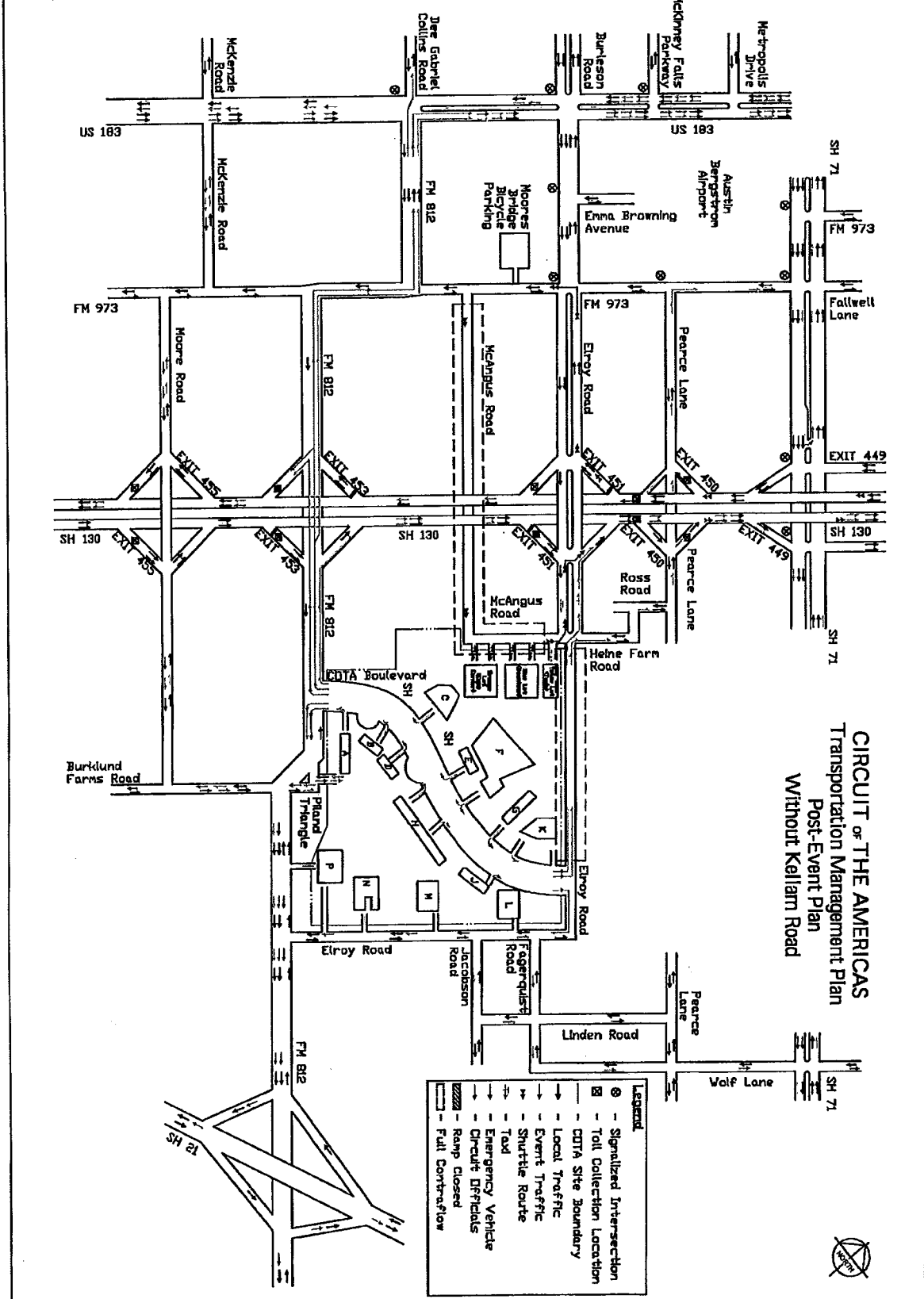
LEGEND

- ⊙ Signalized Intersection
- ⊠ Toll Collection Location
- ▭ CITA Site Boundary
- Local Traffic
- Event Traffic
- Shuttle Route
- Taxi
- Emergency Vehicle
- Circuit Officials
- Ramp Closed
- Full Contraption



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<p>POST-EVENT TRAFFIC CONTROL PLAN PREPARED FOR CIRCUIT OF THE AMERICAS AUSTIN TEXAS</p>	<p>POST-EVENT SCHEMATIC WITH KELLAM ROAD</p>	<p>RVA PROJECT 062225100 DATE MAY 2012 SCALE AS SHOWN DESIGNED BY AIG DRAWN BY SCB CHECKED BY ANW</p>	<p>LICENSED PROFESSIONAL LIC PROF 1 STATE LICENSE NUMBER LIC PROF 1 # DATE</p>	<p>Kirley-Horn and Associates, Inc. 1200 PARK CENTRAL DRIVE, SUITE 1803, DALLAS, TX 75244 PHONE 817-775-1200 FAX 817-775-3676 WWW.KIRLEY-HORN.COM TX 1-533</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>REVISIONS</th> <th>DATE</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	REVISIONS	DATE	BY												
NO.	REVISIONS	DATE	BY																		



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SHEET NUMBER 5B	POST-EVENT TRAFFIC CONTROL PLAN PREPARED FOR CIRCUIT OF THE AMERICAS AUSTIN TEXAS	POST-EVENT SCHEMATIC WITHOUT KELLAM ROAD	2014 PROJECT 06228100	LICENSED PROFESSIONAL LUC PROF 1	Kimley-Horn and Associates, Inc. 2012 KIMLEY-HORN AND ASSOCIATES, INC. 10700 PARK CENTRAL DRIVE, SUITE 1000, DALLAS, TX 75244 PHONE 972-770-1300 FAX 972-338-3600 WWW.KIMLEY-HORN.COM TX P-618
			DATE MAY 2012	SCALE AS SHOWN	
			DESIGNED BY ATC	CHECKED BY SCB	DRAWN BY AWI
			REVISIONS		