

**APPENDIX N
SAMPLE IMPLEMENTATION PLANS**

**INDIANA STATE POLICE
2002 BRICKYARD 400 - TABLE OF CONTENTS**

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Source: Indiana State Police

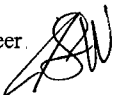
INDIANA DOT
2002 BRICKYARD 400



INDIANAPOLIS TRAFFIC MANAGEMENT CENTER
INDIANA DEPARTMENT OF TRANSPORTATION
100 North Senate Avenue
Room N925
Indianapolis, Indiana 46204-2249
(317) 234-0448 FAX: (317) 233-4662
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FRANK O'BANNON, Governor
J. BRYAN NICOL, Commissioner

DATE: 1 August 2002
TO: All INDOT Units Assigned the Brickyard 400 Race Detail
FROM: Jay Wasson, ITS Operations Engineer
Operations Support Division 
RE: Detail Specifics for Brickyard 400 Detail scheduled for Sunday, August 4, 2002

DETAIL OVERVIEW

INDOT through the Greenfield District based ITS program will conduct a race day special detail to facilitate the movement of persons to and from the Indianapolis Motor Speedway (IMS) via the Interstate System in Marion County, Indiana. The detail shall consist of the following elements:

- Traveler Information
- Incident Response & Mitigation
- System Monitoring (i.e. traffic conditions)
- Motorist Assistance
- Traffic Control, and
- Strategic Planning

DETAIL SCHEDULE

- 0530 - Command Center Opens at IMS
- 0600 - INDOT COMMAND operational at IMS Command Center
 - AM Interstate Patrol Units 10-41
- 0630 - INDOT Maintenance to close I-74 Eastbound right lane at I-465
 - AM Interstate Patrol Units to be in assigned zone beginning routine patrol.
- 0700 - Public Gates open at the Indianapolis Motor Speedway
- 1200 - PM Interstate Patrol Units 10-41
- 1300 - NASCAR Winston Cup Driver Introductions
 - INDOT Maintenance to remove I-74 lane closure
- 1330 - Start of Brickyard 400 (160 laps, 400 miles)
 - AM Interstate Patrol Units released from assigned patrol zones and permitted to return to Indianapolis Sub.
- 1400 - AM Interstate Patrol Units 10-42
- 1500 - INDOT maintenance to stage post-race traffic control equipment
- 1545^α - All units assigned to the post-race detail are to be in their assigned locations. (Lap 120 will be the target.)
- 1800 - Public Gates Close and Indianapolis Motor Speedway
- 1830^α - INDOT COMMAND releases operational control to Indianapolis Traffic Management Center
- 1930^α - PM Interstate Patrol Units released from assigned patrol zones and permitted to return to Indianapolis Sub.
- 2000^α - PM Interstate Patrol Units and any other 10-41 units for the detail 10-42

^α Times may vary due to variability in race duration.

UNIT ASSIGNMENTS

Name	Unit	Assignment	Radio Number	10-41	10-42
Holder, Don	38-30	PM Interstate Patrol	38-30	1200	2000
Howe, David	38-41	AM Interstate Patrol	38-41	0600	1400
Miller, Herb	38-22	PM Interstate Patrol	38-22	1200	2000
Newland, Mark	X-10	PM Interstate Patrol (w/ 38-30)	38-30	1200	2000
Roquet, Glenn	38-7	Command Center – IMS	INDOT COMMAND	0530	1830(?)
Silcox, Brian	38-40	AM Interstate Patrol	38-40	0600	1400
Wasson, Jay	38-1	Detail Coordinator	38-1	0530	1830(?)
Wuertz, Steve	X-9	Command Center – IMS	INDOT COMMAND	0600	1800

DETAIL SPECIFICS

- All Hoosier Helper FSP Units are assigned to the race day detail are to patrol the West Leg of I-465 from I-70 (Exit 9) to 56th Street (Exit 19). If traffic conditions dictate, patrol areas may be expanded at the discretion of the IMS Command Center.
- The IMS Command Center console will be known as INDOT Command for all radio traffic. All normal Hoosier Helper to Base radio traffic with the IMS Command Center is run through the **TMC DISPATCH** talkgroup except:
 1. The Indianapolis TMC shall be contacted for all private tow requests.
 2. The Indianapolis TMC shall be contacted for all abandoned vehicle log interactions.
- All non-critical van-to-van radio traffic should be communicated on **DTAG** unless the conversation relates to an active incident in which everyone on the Primary Talkgroup benefits from your insightful dialog. ☺
- During the pre-race and post-race traffic pattern, Hoosier Helpers are to advise INDOT command as to traffic flow conditions on the mainline and interchange ramps in regular intervals. The IMS Command Center will be using maps with the 2/10th Reference Markers, so use the 2/10th Reference Markers when communicating this traffic information.
- Units assigned the PM Interstate Patrol Detail are to load as many additional cones into their commissions as possible. Based on past experience, additional traffic control may be required during the post-race traffic pattern.
- Interstate Patrol Units that encounter “ticket scalpers” and/or “road side salespersons” are to do the following:
 1. Advise INDOT command as to the location and description of the subject(s).
 2. Approach the subjects and advise them that pedestrian traffic on the interstate is illegal. While we do not have enforcement powers, we can most certainly contact someone who does. This enforcement officer will not be lenient if the subject(s) do not comply with our warning.
 3. Advise INDOT command as to the disposition of your conversation.
 4. Monitor subject(s) actions as you and other units continue routine patrol of the area.

NOTE: While the City of Speedway does issue permits for these types of activities, the Interstate Right-of-Way is NOT within the city limits. Therefore, any permit that is flashed by the subject(s) is null and void on the Interstate!!

REPORT BILLERGENT BEHAVIOR TO THE TMC COMMAND IMMEDIATELY, IF YOU FEEL THAT YOUR LIFE OR THAT OF OTHERS IS THREATENED!!

- A copy of the official traffic pattern map is attached to this memorandum for your information.
- State Police units assigned exclusively to the race detail will operate on 52-OPS 2 outside of the track and 52-OPS 1 inside of the track. Due to the Hoosier Helper radios not currently having 52-OPS 1 or 2 programmed, these talkgroups can be monitored in units with onboard scanners as follows:
 - System → District 52 Tower
 - 52 OPS 1 → Talkgroup ID 16080
 - 52 OPS 2 → Talkgroup ID 16112

District 52 units assigned to routine district duties will continue to operate on 52 Dispatch

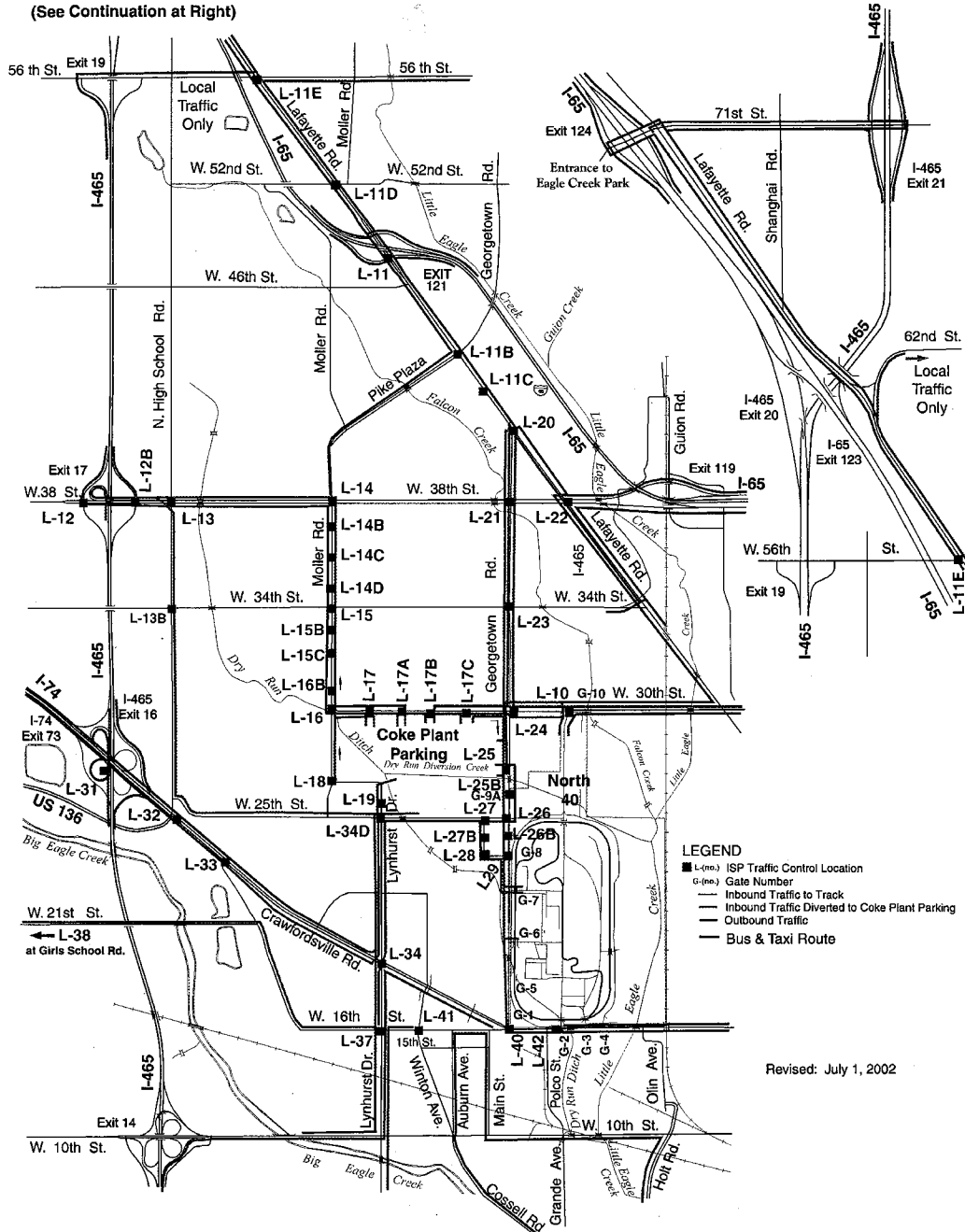
SPECIAL ASSIGNMENTS

- 38-30 and X-10 are to move the temporary DMS from Westbound Crawfordsville Road east of High School Road to eastbound I-465 east of I-65 on the south side of Indianapolis near mile marker 52.8. This DMS will be used to advise motorists to watch for stop or slowed traffic ahead due to the road work and associated traffic congestion on I-74 east of I-465.

Source: Indiana Department of Transportation

ISP- Indianapolis Motor Speedway Traffic Control Map

(See Continuation at Right)



Revised: July 1, 2002

Federal Highway Administration
U.S. Department of Transportation
400 Seventh Street, S.W. (HOTM)
Washington, D.C. 20590
Toll-Free "Help Line" 866-367-7487
www.ops.fhwa.dot.gov

Publication No. FHWA-OP-04-010
EDL Document No. 13883

NHI Training Course No. 133099
Managing Travel for Planned Special Events
Publication No.: FHWA-NHI-03-120