



**June 8 - 10, 2023 Chillicothe, Ohio**

# **2023 Safety Plan**

***PART OF THE***



## **NATIONAL CHAMPIONSHIP and EAST REGIONAL CHAMPIONSHIP**

**Mandatory Information: Required reading for all Southern Ohio Forest Rally Officials**

# **EMERGENCY CONTACT NUMBERS**

## ***911 – Emergencies in Ross, Scioto & Vinton County***

<b><u>Entity:</u></b>	<b><u>Phone Number:</u></b>	<b><u>Company or Jurisdiction</u></b>
<b>Ambulances (Ross Co)</b>	<b>911 or (740) 354-3122</b>	Portsmouth Ambulance *
<b>Ambulances (Vinton Co)</b>	<b>911 or (740) 596-9911</b>	Vinton County EMS *
<b>Ambulances (Scioto Co)</b>	<b>911 or (740) 354-3122 911 or (740) 532-2222</b>	Portsmouth Ambulance * Patriot Ambulance *
<b>Medical Helicopter</b>	<b>Dispatched at request of Jurisdictional EMS/FD</b>	
<b>Ross County Sheriff</b>	<b>911 or (740) 773-1185</b>	Ross County
<b>Scioto County Sheriff</b>	<b>911 or (740) 354-7566</b>	Scioto County
<b>Vinton County Sheriff</b>	<b>911 or (740) 596-5242</b>	Vinton County
<b>Chillicothe, Ohio Police</b>	<b>911 or (740) 773-1191</b>	Chillicothe
<b>Fire Departments</b> For the entire rally area	<b>Dial 911</b> All Fire Departments are dispatched by Sheriff Depts.	Ross County Scioto County Vinton County
<b><u>Hospitals:</u></b>		
<b>Adena Hospital</b> Level 4 Trauma Center	<b>(740) 779-7500</b>	272 Hospital Road Chillicothe, OH 45601
<b>Southern Ohio Med. Ctr.</b> Level 3 Trauma Center	<b>(740) 356-5000</b>	1805 Twenty-seventh Street Portsmouth, OH 45662
<b>Ohio Health O’Bleness</b> Level 1 Trauma Center	<b>(740) 593-5551</b>	55 Hospital Dr Athens, OH 45701
<b>SOFR Chief of Emergency Services</b> Heather Wilson	<b>(740) 253-1228</b>	<b>SOFR</b>
<b>Net Control</b> JB Lewis Bill French	<b>(612) 210-0023 (740) 222-9066</b>	15332 US-52 West Portsmouth, Oh 45663

\* All ambulance services in the area are advanced life support. The ambulance being employed by SOFR from the private service will be a basic level crew.

## TABLE OF CONTENTS

<b>Emergency Contact Numbers</b>	<b>1</b>
<b>Introduction</b>	<b>3</b>
<b>Command Structure</b>	<b>4</b>
<b>Rally Officials Contacts</b>	<b>5</b>
<b>Procedures Before Event</b>	<b>6</b>
<b>Procedures During Event</b>	<b>8</b>
<b>Communications</b>	<b>10</b>
<b>Safety &amp; Control</b>	<b>13</b>
<b>Medical / Incident Procedures</b>	<b>17</b>
<b>Start Control Procedures</b>	<b>20</b>
<b>Mid-Stage Emergency Procedures</b>	<b>23</b>
<b>Course Marshal Procedures</b>	<b>24</b>
<b>Finish Control Procedures</b>	<b>25</b>
<b>Service Area Operators</b>	<b>27</b>
<b>Appendix A – Event Schedule</b>	<b>28</b>
<b>Appendix B – Event Spectator Maps</b>	<b>29</b>

# Introduction

The 2023 Southern Ohio Forest Rally is planned for June 8<sup>th</sup> – June 10<sup>th</sup>, with headquarters in Chillicothe, Ohio. This event takes place in Ross, Vinton, and Scioto Counties.

**The primary concern of the *Southern Ohio Forest Rally Organizing Committee* is safety. While injuries to competitors sometimes occur, injuries to the public, spectators and volunteers are unacceptable. Also unacceptable are injuries due to poor emergency response, and improper traffic control.**

All American Rally Association sanctioned events must meet the safety requirements detailed in the General Competition Rules and Safety Plan.

*The safety plan shall include a detailed description of and plan for the following:*

- 1. Event communications, method of communication, type of directed net, location of all persons in the communication network, frequencies or access points for volunteers, competitors, crews, officials and the general public.*
- 2. A description, a schedule and a list of all persons authorized to travel on a stage road once the control crew is in place.*
- 3. Emergency contact names and numbers for rally officials and local emergency services.*
- 4. A listing of which emergency services and law enforcement have been contacted.*
- 5. A depiction of how local residents were advised of the event and when.*
- 6. Event specific course opening and closing procedures.*
- 7. Event specific emergency response procedures and a chart defining hierarchy in the event of an emergency.*
- 8. Event specific spectator safety procedures.*
- 9. Event specific fire safety procedures.*

This Safety Plan is designed to help prevent emergencies and to guide an appropriate course of action in the event of an incident. This plan resulted from a collaborative effort between rally and emergency officials. It is distributed among the organizing committee, key event volunteers and the communities and agencies within the three-county area to enhance awareness.

As our sport becomes more popular in the U.S., we must all remain mindful of our safety and the safety of others by warning and providing direction to those who are not seasoned rally aficionados.

Southern Ohio Forest Rally will be abbreviated as **SOFR** throughout the remainder of this document.

# **SOFR Command Structure**

## **Chain of Command Before and After Rally**

Clerk of Course: Justin Pritchard

Chairperson: Jeremiah Johnson

Controls Chair: Paul Jaeger

## **Chain of Command - Normal Operations**

Clerk of Course: Justin Pritchard

Assistant Clerk of Course: Rob Bohn

Chairperson: Jeremiah Johnson

Chief of Communications: J.B. Lewis

Stage Captains

## **Chain of Command - Emergency Operations**

Chief of Emergency Services – Heather Wilson

Clerk of Course: Justin Pritchard

Assistant Clerk of Course: Rob Bohn

Chairperson: Jeremiah Johnson

Chief of Communications: J.B. Lewis

Stage Captains – Emergency Crews

***Any stage with an emergency situation immediately comes under the control of the Chief of Emergency Services until the situation is resolved.***

## Rally Officials Contacts

Chairman	Jeremiah Johnson – KE8GIF <a href="mailto:jeremiah@southernohioforestrally.com">jeremiah@southernohioforestrally.com</a> 740-703-4251
Clerk of the Course	Justin Pritchard – KD8RAS <a href="mailto:justinpritchard550@gmail.com">justinpritchard550@gmail.com</a> 614-348-0394
Assistant Clerk of the Course	Rob Bohn – KC9PDH <a href="mailto:RobBohn@naturalsol.com">RobBohn@naturalsol.com</a> 317-877-0303
Event Registrar	Heather Wilson – KE8JAF <a href="mailto:sofrgirl17@gmail.com">sofrgirl17@gmail.com</a> 740-253-1228
Volunteer Coordinator	Amanda Hoylman <a href="mailto:ahoylman34@icloud.com">ahoylman34@icloud.com</a> 740-703-0927
Chief of Communications	J.B. Lewis – KC0LJS 612-210-0023
Chief of Controls	Paul Jaeger – KC8YRY <a href="mailto:paul.jaeger@sbcglobal.net">paul.jaeger@sbcglobal.net</a> 330-780-8683
Chief of Emergency Services	Heather Wilson – KG7WJM <a href="mailto:sofrgirl17@gmail.com">sofrgirl17@gmail.com</a> 740-253-1228
Chief of Scrutineering	Jeff Harty – KC9NQT <a href="mailto:abs2048@gmail.com">abs2048@gmail.com</a> 260-579-3959
Chief of Sweep	Shaun Bennett – KE8GWD <a href="mailto:shaunbo88@roadrunner.com">shaunbo88@roadrunner.com</a> 740-703-5985
Chief of Service	Mike Short – KE8RGR <a href="mailto:short_79@hotmail.com">short_79@hotmail.com</a> 740-703-6786
Media Coordinator	Brent Short – KE8GWG <a href="mailto:brentshort@yahoo.com">brentshort@yahoo.com</a> 740-649-2549
ARA Scoring Team	Marni Nagy Meredith Pritchard

# Procedures Before Event

## Notification of Residents

While the course is being established, all persons living or owning any buildings along the route of the special stages will be contacted for permission to run past their property, and to advise them of limited road access during the rally stage time. In addition, prior to the rally, a notice will be placed in each mailbox, doorway, or on a wall of these buildings giving the reason, dates, times and who to contact for more information.

Warning signs will be placed at the start, finish, and at major intersections within the special stages to inform motorists and forest users of the dates and times for the upcoming event. Warning signs will also be placed at all bridal trail heads informing equestrians of the dates and times for the upcoming event.

## Authority Contact and Resource Evaluation

### LAW ENFORCEMENT:

The Ohio State Highway Patrol will be contacted and provided with a copy of the schedule, a map showing the roads used for both the Special Stages and the transits between them, a copy of the safety plan and a telephone number for the Net Control during the event.

### Ohio State Highway Patrol Posts to contact are:

Ross County Post 71	–	740-775-7770
Vinton County Post 40	–	740-286-4141
Scioto County Post 73	–	740-354-2888

The Sheriff Offices in the rally area will be contacted and provided with a copy of the schedule, a map showing the roads used for both the Special Stages and the transits between them, a copy of the safety plan and a telephone number for the Net Control during the event.

### The Sheriff's Office contact numbers are:

Ross County	-	740-773-1185
Vinton County	-	740-596-5242
Scioto County	-	740-354-7566

### NATURAL RESOURCES:

The Ohio Department of Natural Resources will be contacted to go over the requirements for hosting the SOFR in the state forests of the State of OHIO. They will be consulted with on dates, times, locations, routes, and their services available. They will be provided with a copy of the schedule, a map showing the roads used for both the Special Stages and the transits between them, a copy of the safety plan and a telephone number for Net Control during the event.

## EMERGENCY MEDICAL SERVICES:

Local Ambulance Companies will be contacted to make them aware of the event occurring in their vicinity. There will be one or two dedicated ambulances each day of competition.

## FIRE & RESCUE SERVICES:

All local fire departments in the rally area will be contacted for the following reasons: first, to inform them of the rally and provide the necessary information in case they are called to assist; second, to evaluate the resources available as medical first responders, extrication services provided by local fire/ems, etc. to accident scenes.

Fire & Rescue contacts:                   **DIAL 911** for all fire emergencies in the entire rally area.

### Shawnee State Forest

Nile Township Fire and Rescue Ross County (911)  
Chief, Mike Melvin – (740) 858-4042

### Scioto Trail State Forest

Franklin Township Fire and Rescue Ross County (911)  
Chief, Jan Siders – (740) 701-2841 c

### Zaleski State Forest

McArthur Fire Department (911)  
Chief Charles Fri – (740) 591-4534

Zaleski Fire Department Vinton County (911)  
Assistant Chief, Jim Shively – (740) 418-8074

## HOSPITALS:

Local hospitals will be contacted about the event and any specific suggestions the Administrator or Emergency Room Director have will be noted.

Hospital contacts:                   Ross & Vinton County Stages  
Adena Regional Medical Center (ARMC) – 740-779-7500  
Level 4 Trauma Center  
272 Hospital Drive  
Chillicothe, OH 45601

### Scioto County Stages

Southern Ohio Medical Center (SOMC) – 740-356-5000  
Level 3 Trauma Center  
1805 27<sup>th</sup> Street  
Portsmouth, OH 45662

### Vinton County Stages

O'Bleness Hospital – 740-593-5551  
Level 1 Trauma Center  
55 Hospital Dr Athens, Ohio 45701



# **Procedures During The Event**

## **LAW ENFORCEMENT:**

All incidents involving accidents with property damage outside of the rally course are to be handled by calling 911. The local law enforcement will handle the investigations and activation of emergency medical services.

For all minor incidents occurring on rally stages, law enforcement does not need to be called. These incidents are to be handled through the rally chain of command. There may be cases when law enforcement would be needed for an investigation. Serious injuries up to and including death of competitors or others may necessitate an investigation. Please refer to the Mid-Stage Emergency Procedures section.

## **OHIO DEPARTMENT OF NATURAL RESOURCES:**

All of the SOFR rally stages are being run on Ohio State Forest roads. Since this is the case, ODNR is directly and indirectly involved with the planning of the rally. During the SOFR event, ODNR will provide some law enforcement capacity and will aid in hazard removal from roadways and for forest fire issues.

Through special arrangement ODNR officers and staff will be on location in each forest each day. Net Control, being provided with one of their MARCS radios, will have direct contact with ODNR Forestry. If they cannot be raised on the radio the ODNR Communications Center can be contacted.

ODNR Communications Center: (877) 636-7287

## **EMERGENCY MEDICAL SERVICES:**

During the event in addition to the required med teams located at the start of each stage and spectator area, we will provide at least one paid basic level ambulance on a stand-by status to respond to trauma/medical emergencies. In the event the paid ambulance is called into action, the 911 system will be activated so a local ambulance can be dispatched to the incident and provide transport to the nearest facility. This will leave the paid ambulance in the rally area to respond to other incidents. If another incident were to occur while the paid ambulance is engaged in activity, the local 911 system is to be activated.

Since our stages all take place in a rather confined area of a state forest, the ambulance may be centrally located in the respective state forest rally areas, so it may respond to any situation for which they are needed as expeditiously as possible. The ambulance is contacted first using by a ham radio operator stationed near them or direct relay from a volunteer, followed MARCS radios, cell phones or the 911 dispatcher.

Whenever possible we will have as many volunteer ambulances available as possible. These ambulances will be strategically placed by the Chief of Emergency Service to make best use of them and to keep them available for calls in their jurisdiction.

The ambulances will be provided with maps showing the stages and transit routes to help them navigate to the location of an incident. The Chief of Emergency Services will meet with each ambulance crew when they arrive for duty, to go over their assignment and to help familiarize them with the area and go over the expectations for our event.



## Emergency Radio Procedures

**Interrupt the NET by saying "BREAK, BREAK." NET CONTROL will acknowledge, then tell them about the problem with the following information obtained:**

- Mileage from the start and the instruction number – if known.
- Car number – if known.
- **YES or NO ONLY** if there are known or suspected injuries, entrapment, fire.
- Number of cars started / finished the stage / or have gone past -your location – depending on your location.

Only NET CONTROL (using information from the Chief of Emergency Services) can decide to send a medical team into a stage.

**Please say nothing to anyone except the Clerk of the Course, the Rally Chairperson, the Chief of Emergency Services, the Steward, or the ARA Series Manager. Refer all questions from press and civilians to the Rally Chairperson.**

## Radio Frequencies / Location

Repeater frequencies assignment will be made prior to the event. A radio operator at the following points of the course and at least every 10 miles: STAGE - START, STAGE - FINISH, SPECTATOR AREA/MIDPOINT, PICKUP POINTS. **RADIO OPERATORS MUST BE PRESENT AT THE FIRST THREE OR THE STAGE WILL NOT BE USED IN COMPETITION.** The following persons either working the event, or officials of the event should have a radio operator (again, in order of priority): Chief of Emergency Services, Clerk of the Course, Chief of Controls, Course Opening, ARA Event Stewards, Sweep, Scoring, Chief of Sponsorship & Media.

### Thursday – Chillicothe Stage Frequencies:

Net Control	147.015 +.600 repeater, 74.4 tone
Backup Net Control	147.510 simplex

### Friday – Shawnee Forest Frequencies:

Net Control	147.015 +.600 repeater, 74.4 tone
Backup Net Control	147.510 simplex
SS # 2/6	146.550 simplex
SS # 3/7	146.470 simplex
SS # 4/8	146.580 simplex
SS # 5/9	146.450 simplex

## Saturday - Zaleski Forest Radio Frequencies:

Net Control	147.015 +.600 repeater, 74.4 tone
Backup Net Control	147.510 simplex
SS # 10/15	146.550 simplex
SS # 11/16/20	146.470 simplex
SS # 12/17	146.580 simplex
SS # 13/18	146.450 simplex
SS # 14/19	146.420 simplex

## Log Sheets

Radio operators are asked to record the number on the side of the competitors' cars (if visible - the entry list may help determine this) AND the total number of cars that pass their assigned location. Record the information on the log sheet provided. ***This is a very important duty of a radio operator because it is how we track where cars are throughout the event. Net Control may ask AT ANY TIME what is on the log sheet - BE PREPARED!***

---

## NET CONTROL NEEDS TO KNOW as they occur:

- Arrive at the pickup point.
- Departure from pickup point with stage crew.
- When you are in the place, ready & medical crew is present.
- Arrival of first rally car (other than Car 0).
- Start time of first rally car.
- Total count of cars starting the stage (Start and Finish only).
- The numbers of the last three cars to start the stage (Start and Finish only).
- Arrival of sweep vehicles at the start.
- Time that sweep starts down the stage.
- Time that sweep finishes the stage.
- When the stage is ready to be shut down.

## **NET CONTROL MUST CLEAR THE FOLLOWING:**

- Departure of CAR 0 from a Start.
- Departure of the first rally car from a Start.
- Departure of a medical team to an incident.
- Departure of sweep vehicles.
- Shut down of a stage.

## **Safety & Control**

### **Competitor Safety**

Competitor Safety is centered on the competition sections of the event. The focus is on accurate identification of incidents and speedy “first response”.

The primary means of locating an incident is the observation of same by the next following competitor or the SAFETY SWEEP vehicle. Competitors must display an “OK” sign to following vehicles whenever stopped in a race section without the need of emergency assistance. When emergency assistance is needed competitors display an “SOS” sign requiring the following vehicles to stop and assist. Competitors must also stop and assess an incident without any signage. The competitors then follow a specific protocol for establishing control of an incident and notifying the radio network.

Incident notification will usually come through the radio operator from the Finish Control of the stage or a mid-point radio where deployed. All midpoint radio locations are marked in the route book, so competitors know where to stop to notify them of an emergency. Mid-point radio is also noted by a blue radio sign.

### **Car Tracking**

Each car displays a unique car number permanently throughout the event, and will be tracked in two ways, manually by ham radio operators and electronically using RallySafe. The car number of each rally car will be logged at Start and Finish.

- If a car does not arrive at Finish in the expected order, emergency procedures for Missing Competitor may be implemented.
- If several minutes pass at Finish with no cars arriving as expected emergency procedures for Blocked Stage may be implemented.
- If Net Control receives "Hazard on Course" or "High G-Force" via RallySafe, they will notify Start or Sweep Team at that stage.
- If a radio operator receives a report of a "SOS" displayed on stage, emergency procedures for Medical Emergency on Stage will be implemented.
- If Net Control receives "SOS" or "SOS Medical" via RallySafe, emergency procedures for Medical Emergency on Stage will be implemented.
- If Net Control receives "SOS Fire" via RallySafe, emergency procedures for Fire will be implemented.

## Backup Car Tracking

Competition cars are tracked using sequence numbers issued at each control and entered into the control log. If a sequence number is missing, the control will ask the arriving competitors if they saw any disabled competitors or if they passed anyone. If the missing sequence number is not immediately found, Net Control will be advised.

Competitors stranded due to a disabled vehicle will be contacted by the slow sweep team, which will help as appropriate.

## **Media Safety**

There will be ARA approved media in various spots along the competition route. These media people will have highly visible and easily recognizable color-coded credentials. The ARA has three levels of media accreditation, Series Media, Unrestricted and Restricted to elevate the level of safety for media based on experience.

Unrestricted – will have a Blue Media Vest and is designed for seasoned motorsports media professionals with extensive rally experience. Members of the press with unrestricted access are permitted to work from any location that adheres to the ARA media policy on safety.

ARA Media – will have an Orange Media Vest. Similar access as above Unrestricted.

Restricted – will have a Red Media Vest and is designed for media professionals with limited rally or motorsports media experience. Restricted media is not to be outside of the yellow marked safety area for spectators.

For media not in spectator areas ALL course opening cars (zero cars) will assess the position of the media to ensure they are in safer areas. Should they determine that any media is in an unsafe location, they will immediately advise the media member to relocate to a safe area. For media at spectator areas, marshals will advise media on safe placement.

Media, regardless of their credentials, must never be in areas identified as “unsafe”. The ARA, all Rally Officials and Marshalls have final word on where media personnel stand. If asked to move, they are to move without discussion. Any media person violating general safety guidelines can be asked to leave the competition area.

## **Spectator Safety**

Official spectator viewing of the rally is limited to Designated Spectator Areas. These viewing areas are under the direction of the Chief of Spectator Safety and the Chief of Emergency Services.

Designated Spectator Areas will have:

- Pre-determined “safer” viewing areas, well-marked with yellow banner tape indicating safer areas to spectate from and will indicate prohibited areas with red banner tape.
- A radio operator and a medical team.
- Marshals sufficient for crowd control and capable of instructing spectators.
- Bull horns and other warning devices for the marshals’ use.
- Fire extinguisher.
- Controlled parking to ensure access for emergency vehicles.

The event will publish spectator information that includes:

- Travel instructions to/from and operating times for the Spectator Areas.
- Maps identifying the “safer” and “unsafe” areas for viewing.
- Detailed list of “good spectator” do’s and don’ts.

Should spectator area marshals determine they lack adequate spectator control they will immediately advise Net Control so the stage can be stopped. At the request of the organizers, the County Sheriff will furnish extra deputies, in uniform, to be at the spectator areas during the running of the event. They will be in radio contact with their dispatcher, as well as the rally net radio, to expedite their movement to the site of any difficulty.

Access points to the competition sections will have some form of warning notification regarding the rally. This may be tape with signage, or a marshal.

Occasionally there may be small unplanned groups of people congregating along the stages outside of designated spectator areas. At these spots, course opening vehicles will ensure that the “safe” and “unsafe” areas are properly communicated to these groups.

During active competition the marshals manage spectator activity in the proximity of racing. If there are any spectators found in an area deemed to be unsafe by the marshals or the officials, the stage may be shut down and all rally traffic stopped immediately prior to that area by the marshals’ use of a SOS.

## **Volunteer Safety**

Stage volunteers are to be trained in stage operations, including personal safety while operating start or finish controls, controlling stage access points and marshaling spectator points.

All volunteers, control, marshals, and radio operators will meet at a rendezvous point for organization by the Stage Captain. From this point they will be escorted to their posts in the stage. A comprehensive layout route book will detail the plans for setting the stages. Stage volunteer radio communication with Net Control begins at the rendezvous point.

A detailed script is used for setting up and clearing the stages. A listing of all volunteers assigned to a given stage is maintained at Net Control. All personnel are accounted for at the close of each stage. The volunteers are released by the Green Light team, which follows the slow sweep crews and ensures the released volunteers are mobile and have the correct exit route script.

## **Traffic Safety**

Stages are scheduled to be manned for traffic control a minimum of 1 hour before the first car is due. This gives non-rally people on the stage a chance to get out or to be informed of the event and a decision made regarding their presence on the stage.

Civilian vehicles and pedestrian traffic are kept off the special stages from approximately one hour before the start time of the first competitor until the sweep and green light vehicles clear the stage.

Once a stage is manned and closed to civilian traffic, only Net Control can permit access by any vehicle, and only in the same direction as the competition. Net Control logs and broadcasts the passage of those vehicles, which must have an onboard radio operator and are typically limited to the following event personnel:

- **CHAIRPERSON**
- **CHIEF OF EMERGENCY SERVICES**
- **CHIEF OF CONTROLS**

- **STEWARDS OF THE EVENT**
- **CLERK OF THE COURSE**
- **COURSE OPENING (Car 000, Car 00, and Car 0)**
- **COMETITION DIRECTOR (Can run between Car 000 and Car 00)**
- **COMPETITORS (during the active competition)**
- **SWEEP and GREEN LIGHT**
- **EMERGENCY RESPONSE TEAMS**

If emergency vehicles must enter a stage during the competition, Control Marshals will immediately stop rally traffic at the Start Control to allow the emergency vehicle to proceed.

Civilian vehicle and pedestrian traffic are controlled in the following manner:

- A warning and information sign will be placed at the start, finish, major intersections, and designated trails within all special stages 3 to 4 weeks before the event.
- The start and finish controls of each special stage block their respective access points.
- As appropriate, course marshals block the entrance to the special stages from side roads, designated trails and residences within the stage where civilian traffic could enter.
- Roads which are overgrown and/or unused are taped with orange or yellow banners 12 to 24 hours ahead of the first car due time. Personnel who place the control crews will check these banners and investigate any road with tracks or broken banner before allowing competitors to start the stage.

The Clerk of the Course and the Communications Chief establish the traffic control, marshal, medical, and communication plan for each stage, which is indicated on planning maps and in the organizer route book. Net Control oversees and logs the actual deployment for each stage. The deployment may be revised as necessary based on the observations of the course setup teams.

If a vehicle attempts to enter at a Start or Finish Control or Course Marshal Location, they will be stopped and informed of the danger. Net Control will be notified if there may be problems.

### **Specific to Horse and Hiking Trail Crossings on Active Stage Roads:**

Designated bridal and hiking trails that cross active stage roads will be controlled as appropriate at the crossing. For safety purposes the marshal's role is to inform riders and hikers about SOFR, the affected roads, and times that those roads will be blocked. When feasible, alternate routes will be suggested so that riders and hikers can reach their destination with minor delays.

## **Traffic Control**

Civilian traffic is kept off the stages (competition sections) of the rally for a period beginning no later than one hour prior to the scheduled start time of the first contestant and until the Green Light Sweep vehicle has reached the finish control location. There are three ways to control this traffic:

- Regular rally controls (checkpoints) at the start and finish of each special stage,
- Course marshals who block the entrance to the special stages from side roads within the stage where civilian vehicles could enter,
- Roads which are overgrown and/or unused are taped with banners 12 to 24 hours ahead of the first car due time. Personnel who place the control crews will check these tapes and investigate any road with tracks or broken tape before allowing competitors to start the stage.

A cautionary/informational sign will be placed at the start, major intersections within, and finish of all special stages. This sign will be up about two (2) weeks before the event. All Ohio State Patrol posts, Sheriff's offices, Police departments, and the ODNr offices are aware of the event and have given their



permission to use the roads for the rally.

If emergency vehicles must enter a stage during the time competitors are running, Start Control can immediately stop rally traffic at the start to allow the emergency vehicle to proceed. If a vehicle attempts to enter at a Finish Control or Course Marshal location, they will be stopped and informed of the danger involved. The Finish Captain will notify NET CONTROL and the Start Control of that stage.

The competitors are preceded by Control crews and Course Marshals traveling to their assigned locations. Course opening vehicles will check to see that the rally personnel are in place and that all civilian traffic is off the stage road. Following the last competitor, at least two sweep vehicles will enter the stage to aid any disabled rally cars and ensure that the course is clear before dismissing the marshals on the stage. They may also lead the Course Marshals to the end of the stage, if required.

## **Fire Control**

Emergency vehicles will need to carry a fire extinguisher. In addition, each competitor has an on-board fire extinguisher and handheld extinguishers totaling 20BC or equivalent. If any fires should break out along the route of the rally, the event will be halted. NET CONTROL will notify the ODNR and other appropriate emergency agencies.

All ODNR offices will be contacted prior to the event for their input on additional safety measures to be taken. Environmental conditions may change prior to and during the event. Procedures will be changed to accommodate any fire danger change.

### **ALL FIRES MUST BE REPORTED IMMEDIATELY TO NET CONTROL**

## **Medical / Incident Procedures**

### **Medical Personnel Qualifications**

All medical personnel working at the Rally should have emergency trauma experience and be a Medical First Responder, Emergency Medical Technician B, A or Paramedic, a Nurse, Physician's Assistant, Registered Nurse and in some cases a doctor. The Chief of Emergency Services will evaluate other qualifications on a case-by-case basis.

### **Medical Personnel Identification**

All medical personnel working at the SOFR event will be wearing safety orange shirts with black writing. The shirts will have a SOFR Star of Life design on the front and SOFR MED on the back.

### **Med Team**

A **Med(ical) Team** is stationed at the Start of each special stage. A Med Team ideally consists of a Medical Person and a Radio Operator in a separate vehicle with a driver. In the case of any medical incident on a stage, the stage will be halted, and this vehicle will be the first to respond to the incident. If a designated Radio Operator is not present in the vehicle used by the Medical Person, the Start Radio will accompany the Med Team until the situation is resolved.

A Med Person will be stationed at each spectator point. This Med Person will make use of the designated radio operator at the respective spectator point to communicate with Net Control.

## **Med Team Activation**

Only NET CONTROL (using information from the Chief of Emergency Services) can decide to send a medical team into a stage. \* if the medical team does not have a radio, the Start Radio or other Radio Volunteer will travel down to the scene with or behind the medical team.

NET CONTROL must be kept informed of the situation during the response.

Upon arrival at the scene, the med team will assess the situation and:

- 1- Communicate the number of victims and the injury severity in plain language.
  - Minor injuries, severe injuries, life threatening injuries, and **K** for fatal injuries.
- 2- Handle the problem and cancel further assistance.
- 3- Make known what additional help is needed such as:
  - Additional rally medical teams
  - Transport EMS unit(s)
  - Extrication
  - Fire

Both the Chief of Emergency Services and Net Control have the information necessary to contact additional assistance, if required.

- If a patient requires transport, a jurisdictional EMS ambulance will be used.
- If transport by air is required, the jurisdictional EMS crew will make that call.

**Please say nothing to anyone except the Clerk of the Course, the Rally Chairperson, the Chief of Emergency Services, the Steward, or the ARA Series Manager. Refer all questions from press and civilians to the Rally Chairperson.**

## **Possible Types of Emergencies**

**SOFR** is a race and people can receive serious injuries or incur medical issues. Emergencies may include trauma, medical and environmental. Be prepared. Anyone, competitors, service crews, volunteers, spectators, and the public, are potentially at risk.

Almost any injury that could occur in an automobile accident on the civilian roadways is possible in a rally. The roads used are forest and logging roads, usually unpaved, tight, and twisty. They are usually located in remote areas.

The rally competitors compete against the clock for the shortest time to traverse the stage. The following is a guide to the types of injuries which are most likely to occur within the framework of the rally.

- Lacerations
- Sprains / Fractures
- Head Injuries
- Spinal Injuries
- Burns, Thermal, Chemical
- Carbon Monoxide Poisoning
- Heat Exhaustion / Heat Stroke
- Exposure / Frostbite

- Broken Ribs
- Pelvic Fractures
- Internal Injuries
- Penetrating Wounds
- Crushing Injuries
- Shock

## **Competitor Safety Equipment**

All competition vehicles are equipped with:

- Vehicles will have integral fire control systems installed, per RTR
- In addition to 20BC total extinguisher capacity. Either two 10BC or one 20BC
- Master Electrical Disconnect Switches
- A First Aid Kit.
- Approved multi-point safety harness.
- ARA approved roll cages. The construction of these cages can pose a serious risk to anyone who is not familiar with how they are built, and the materials used. Cutting any portion of the cage may result in a release of tension in another part of the vehicle. It is possible to cut a roll cage with a reciprocating saw. Have extra blades on hand. Hydraulic shears may be used, but they may only compress the bars. Extreme caution is required in these situations.

Competitors are required to wear approved competition-type multi-point safety harnesses, approved helmets (either open face or full face), approved head and neck restraint devices, and suits of non-flammable materials such as NOMEX or DURETTE on the special stages (competition or racing sections) and on the testing and practice stages. Some difficulty in extrication may be encountered due to this safety equipment.

## **Post Incident Inspection and Report**

An American Rally Association incident report must be filed whenever a situation results in injury or appreciable vehicle or property damage. A state accident report may also be required. Any incident involving a spectator and/or civilian may also be documented in an incident report. Minor incidents do not require an incident report. The Chairman is the Public Information Officer for the event and will work with the ARA to develop all messaging to the public.

**An incident causing injury** is the responsibility of law enforcement officers or officials, and they must be notified. Please give these officers all available assistance in developing their report. There may be other cases when law enforcement would be needed for an investigation. Serious injuries up to and including death of competitors or others may necessitate an investigation.

**If a competition vehicle is damaged**, the Chief Scrutineer should inspect the vehicle before it leaves the event community and submit a brief written report, a note will also be made in the logbook for the vehicle.

## **Start Control Procedures**

### **START - Pre-Stage Operation**

When you arrive at your stage, get the start and finish controls set up as quickly as possible. This ensures

that the road is closed to civilian traffic at least one hour prior to the first competitor arriving. The Starting Line Volunteer/s must be ARA members and/or stand at a safe distance from the rally car.

1. Set up signs, check radio communication with NET CONTROL & have ready all logs / timing equipment, sequence numbers.
2. Notify NET CONTROL when the medical team arrives.
3. Have medical team check radio operation NET CONTROL if he/she has a radio.
4. YOUR STAGE IS CLOSED TO ALL BUT AUTHORIZED RALLY OFFICIALS WHEN YOU ARE SET UP AND COMMUNICATIONS ARE ESTABLISHED. The following vehicles may travel through a stage after the road has been closed but before the 00 Car. After 000 has started onto the course these vehicles may only travel through the stage with the permission of Net Control:

- **CHAIRPERSON**
- **CHIEF OF EMERGENCY SERVICES**
- **CHIEF OF CONTROLS**
- **STEWARDS OF THE EVENT**
- **CLERK OF THE COURSE**
- **COURSE OPENING (Car 000, Car 00, and Car 0)**
- **COMETITION DIRECTOR (Can run between Car 000 and Car 00)**
- **COMPETITORS (during the active competition)**
- **SWEEP and GREEN LIGHT**
- **EMERGENCY RESPONSE TEAMS**

**Notification to NET CONTROL must be made when these vehicles enter and leave the stage.**

**Car 0 should finish the stage within 5-10 minutes before the first Competitor's Car Out time.**

**NO COMPETITORS CAN BE STARTED UNTIL CLEARED BY NET CONTROL.**

**Remember to issue SEQUENCE NUMBERS!**

**Sequence numbers placed on the competitor's timecard at the Start Line are checked at Finish Control so that all cars may be accounted for!**

## **START - Stage Competition - EMERGENCY PROCEDURES**

The following Procedures are to be followed when and if you are notified of an incident within your stage:

1. Notification of an incident will usually come from the radio operator.
2. **IMMEDIATELY** halt stage operation - **DO NOT START ANY MORE CARS!**
3. Inform your medical team of the incident and all the information you have.

4. Wait for Net Control's order to send the medical team; if the medical team does not have a radio, the Start Radio will travel down to the scene with or behind the medical team.
5. The medical crew with RADIO CONTACT will notify any stalled competitors of the emergency ahead. These vehicles WILL NOT race to the finish even if they are able to continue.
6. Instruct the timekeeper to make a list of the numbers of the cars started into the stage, the number (total) of cars started, and the number of the LAST CAR started as soon as possible.
7. Emergency vehicles will be started to the scene of the incident and will have to travel through the stage. Please keep the road open!
8. Continue to clock cars in at the start but instruct the starter to wait for authorization before starting any cars down the stage. Do NOT create a backup of cars -- have them wait off to the side of the road unless they must turn around and transit around to the next stage.
9. The medical team will be in contact with NET CONTROL as he/she proceeds down the stage. Do Not Interrupt. This communication is vital in passing along any additional information or requesting additional resources based on information given. If you need to talk with NET CONTROL, switch to the alternate frequency for your stage. You might be out of contact with the rally officials even on this frequency.
10. NET CONTROL, or the Chief of Controls, will notify the Stage Captain of the decision regarding his stage and what to do with the remaining competitors. Options are to transit through the stage when safe, to transit a certain distance and then leave on a side road, or to bypass the stage completely and go to the next Start or service.

**Please say nothing to anyone except the Clerk of the Course, the Rally Chairperson, the Chief of Emergency Services, the Steward, or the ARA Series Manager. Refer all questions from press and civilians to the Rally Chairperson.**

## **START - Stage Competition - Normal Operations**

**DO NOT start ANY cars until NET CONTROL gives you permission to do so.**

*Remember to issue SEQUENCE NUMBERS! Sequence numbers placed on the timecard at the START LINE are checked at the Finish Control so that all cars may be accounted for!*

1. *Keep a running log of arrival and start times and car numbers of the cars started.* The radio operator has a checklist of the items of information he/she needs to convey to others in the rally.
2. **YOU MUST NOTIFY NET CONTROL WHEN THE FIRST RALLY CAR STARTS, PREFERABLY AS THE CAR IS STARTING.** NET CONTROL will then contact the finish and any other radio points on the stage to ensure that everyone is aware of cars on the stage.
3. Contact NET CONTROL if you have any problems. Specific stages will have different requirements for pickup/layout/shutdown due to the condition of the roads, transits, etc.
4. When the sweep vehicles arrive, they may use the Start radio to check in with NET CONTROL. **You must remain in position until the final sweep has cleared the finish.**

5. If possible, try to account for all vehicles (i.e. equal car counts at start and finish) before the sweep arrives. Notify Sweep of the number of cars started, number of cars finished, if any cars are still on the stage, and if any are confirmed off the road. If sweep is to lead marshals to the Finish, they should be informed when they arrive at the Start.
6. Confirm with Sweep that they will make contact with NET CONTROL via radio when they reach the Finish Control so the stage may be officially closed, and volunteers may disband.

Arrange for the Course Marshals and Finish Control personnel to meet at one location and account for everyone after the stage is closed. No one should be left to get out on their own. Either they follow the sweep vehicles through (notify the sweep drivers this will happen) or the Finish Control captain will run the stage in reverse order picking up the marshals as he goes. If the weather is bad, be particularly careful that you account for everyone.

## **START - Stage Cancellation**

Stages can be canceled due to many reasons, such as:

- Spectators out of control
- Spectators in any unauthorized areas of the rally.
- Accident
- Adverse Weather

If the stage is canceled, the competitors may drive SLOWLY through the stage rather than be rerouted, according to instructions from Net Control.

## **START - Post Stage Operations**

1. Notify NET CONTROL of last car out, total car count, and Sweep leaving Start on course.
2. Listen to the radio for Finish Control's final car count.
3. When NET CONTROL states that everyone is accounted for AND final sweep has cleared the finish, confirm with NET CONTROL that you are finished and may leave.

## **Mid-Stage - Emergency Procedures**

The following Procedures are to be followed when and if you are notified of an incident within your stage that requires mobilization of the **Mid-stage medical team**, as applicable:

1. NET CONTROL is advised of an unknown or injury incident within a stage.
2. NET CONTROL requests a car count from the start and Mid-stage radio operators.
3. If the incident is deemed to be between the midpoint and finish of the stage, the Mid-stage medical team is mobilized.

4. **IMMEDIATELY** halt stage operation at the mid-stage point by turning on any emergency lights and holding on-coming competitors.
5. Wait for the first competitor to arrive and advise competitor to safely display triangles.
6. Emergency vehicles will be started to the scene of the incident and will have to travel through the stage. Please keep the road open to the width of a large emergency vehicle!
7. Notify NET CONTROL when medical team Proceeds down the stage (direction of rally traffic) to the incident. If the medical team is not comprised of a radio operator, then one from the Start or Midpoint **MUST** travel to the incident with the medical team.
8. The medical team will advise NET CONTROL of the assistance needed upon surveying the scene.
9. NET CONTROL will notify the Stage Captain of the decision regarding his stage and what to do with the remaining competitors. Options are to transit through the stage when safe, to transit a certain distance and then leave on a side road, or to bypass the stage completely and go to the next Start or service.

**Please say nothing to anyone except the Clerk of the Course, the Rally Chairperson, the Chief of Emergency Services, the Steward, or the ARA Series Manager. Refer all questions from press and civilians to the Rally Chairperson.**

## **Course Marshal Procedures**

### **MARSHAL - Pre-Stage Operation**

Make sure YOU and your VEHICLE are well off the stage road or route the competitors would take if they missed a turn, you can also use their vehicle to partially block the road to deter public traffic from trying to enter. If you have an FSR radio, check it (make this fact known to the Stage Captain at the pickup point). If you are an amateur radio operator, make sure NET CONTROL knows this so you may be utilized.

**YOU ARE "OPEN" WHEN YOU ARE PLACED IN POSITION BY YOUR STAGE CAPTAIN. DO NOT MOVE FROM YOUR LOCATION. STAY THERE UNTIL THE GREEN LIGHT FINAL SWEEP VEHICLE TELLS YOU TO LEAVE. ONLY LEAVE FOLLOWING THE PRE-DETERMINED ROUTE AS ASSIGNED BY YOUR STAGE CAPTAIN.**

### **MARSHAL - Stage Competition**

The primary responsibilities of a Course Marshal are to deter civilian vehicles from entering an active rally stage, AND not permitting people to view from UNSAFE AREAS. Use tact, COMMON SENSE, and patience. The longer you can delay a person, the more likely that a rally car, at speed, will come along to dramatically emphasize the points you are trying to make.

### **MARSHAL – EMERGENCY PROCEDURES**

Failure to stop someone from entering could result in a dangerous situation for the competitors. If the vehicle enters the stage and proceeds against rally traffic, there is nothing further you can do unless you have a radio to warn the Start, Finish, or NET CONTROL. If a vehicle enters the course and goes with the flow of rally traffic, you can warn the competitors by **WAVING A PIECE OF CLOTHING FROM A SAFE POSITION ON THE SIDE OF THE ROAD.**

In all cases of any vehicles entering the stage road, make every attempt to get the license number and a description of the vehicle (make, type, etc.). This applies to any rowdy or otherwise uncooperative persons as well.

## **MARSHAL – MEDIA SAFETY**

See Media Safety section under Safety and Control.

## **MARSHAL - INCIDENT OCCURANCE**

**Please say nothing to anyone except the Clerk of the Course, the Rally Chairperson, the Chief of Emergency Services, the Steward, or the ARA Series Manager. Refer all questions from press and civilians to the Rally Chairperson.**

# **Finish Control Procedures**

## **FINISH - Pre-Stage Operations**

***Finish Line Volunteer/s will be sheltered by a natural barrier or stand at a safe distance from finishing rally cars.***

When you arrive at your stage, get the controls set up as quickly as possible. This ensures that the road is closed to civilian traffic at least one hour prior to the first competitor arriving.

1. Set up signs, check radio communication with NET CONTROL, and decide upon notification procedure between FINISH LINE (flying finish) and FINISH CONTROL.
2. Have ready all logs (to include sequence number log sheet) and timing equipment.

The following vehicles may travel through a stage after the road has been closed but before the 00 Car. After 000 has started onto the course these vehicles may only travel through the stage with the permission of Net Control:

- **CHAIRPERSON**
- **CHIEF OF EMERGENCY SERVICES**
- **CHIEF OF CONTROLS**
- **STEWARDS OF THE EVENT**
- **CLERK OF THE COURSE**
- **COURSE OPENING (Car 000, Car 00, and Car 0)**
- **COMETITION DIRECTOR (Can run between Car 000 and Car 00)**
- **COMPETITORS (during the active competition)**
- **SWEEP and GREEN LIGHT**
- **EMERGENCY RESPONSE TEAMS**

**Notification to NET CONTROL must made when these vehicles enter and leave the stage.**



**IT IS CRITICAL THAT A VEHICLE PROCEEDING BACKWARDS  
ON A STAGE IS KNOWN TO ALL OFFICIALS -**

***Tell NET CONTROL immediately if such occurs.***

**FINISH -Stage Competition - EMERGENCY PROCEDURES**

The following Procedures apply **ONLY** if you receive a report of an accident on your stage:

1. HOLD the competitor reporting the accident (or source of the information) until all information is clear and reported to NET CONTROL:
  - mileage from the start and the instruction number – if known
  - car number – if known
  - **YES or NO ONLY** if there are known or suspected injuries, entrapment, or fire
  - number of cars that finished the stage.
2. Give the information to the radio operator for relay to NET CONTROL and HOLD while a further determination of the situation is made.
3. Immediately instruct the timer to get a car count & check sequence number for NET CONTROL and update them as cars continue to finish the stage.
4. Cars may continue to enter the finish. They can provide additional information on the incident. Stay calm and refer all comments to the Finish Captain.
5. Relay all additional information to NET CONTROL. The radio network will already be in emergency operation with your traffic taking top priority. If you are asked for something you don't have, say so and then attempt to get the required information.
6. Wait for directions from the NET CONTROL, Chairperson or Chief of Emergency Services.
7. Depending on the nature of the incident, your stage may not be restarted, and competitors will either bypass the stage or transit through to your location and continue on the route. Rally officials will make this decision.
8. If the competitor's transit to the finish, take down the control signs and record the numbers of the cars as they pass through the former control zone in the log.

**Please say nothing to anyone except the Clerk of the Course, the Rally Chairperson, the Chief of Emergency Services, the Steward, or the ARA Series Manager. Refer all questions from press and civilians to the Rally Chairperson.**

**FINISH - Stage Competition - Normal Operations**

*Keep a running log of arrival times, car #'s & sequence #'s of the cars finishing.* The radio operator has a checklist of the items he/she needs to convey to others in the rally.

Contact NET CONTROL if you have any Problems. Specific stages will have different requirements for pickup/layout/shutdown due to the condition of the roads, transits, etc.

Listen for how many cars started the stage. When all cars are accounted for at the finish, let NET CONTROL know how many have finished.

Tell NET CONTROL when the final sweep vehicle arrives. **You must remain in position, until the final sweep has cleared the finish.** Then, ask NET CONTROL if you are finished with your assignment.

### **Remember to check SEQUENCE NUMBERS!**

**Sequence numbers placed on the competitor's timecard at the Start Control and are checked at the Finish Control to account for all cars.**

**If a number is MISSING, HOLD THE COMPETITOR & TIMECARD and ask if they passed any rally car and the details.**

## **FINISH - Post Stage Operations**

A normal closing of a stage will require the sweep vehicles to reach the finish before dismissing the other volunteers. Sweep may use the Finish radio to contact NET CONTROL and notify the start that the stage is clear, the numbers of stranded cars on the stage, their location, and service crew wishes. Pre-arrange with the Stage Captain how the Course Marshals are to be collected.

## **Service Area Operations**

The Service Area is where the vehicles will be serviced by their crews to make repairs, change tires, and other functions. The service area is under the control of the Chief of Service Areas. The Chief will be in a clearly marked vehicle, will be wearing a black SOFR Committee Shirt and will have clearly visible credentials. The service area will have an enclosed trailer and/or a canopy near the entrance being used as service headquarters. If there is an issue in service, it can be taken to this person or HQ.

There is no Med or Fire stationed at the Service area. In the event of an emergency the 911 Service is to be activated.

Service crews deserve correct and timely information on their cars. We can prevent a competitor from prolonged exposure if the service crew is notified quickly. In addition, if a crew is going one place and the car another, this needs to be coordinated. Service crews often have scanners only, and depend on information relayed between the controls. A dedicated operator will help teams by sending runners to the service crews of the stricken teams. The operator will keep track of the cars that are officially out of the event as given to them by NET CONTROL. This information will ONLY BE GIVEN TO THE CREW OF THAT VEHICLE. Call NET CONTROL if asked by the crew of a certain car and that vehicle is overdue.

The drivers may want the service crew to assist them in removing the vehicle from the woods. If you are not sure of the EXACT MESSAGE and the EXACT WORDING, contact NET CONTROL and treat this as a piece of formal traffic.

# Appendix A – 2023 SOFR Itinerary

Leg 1 (Section 1)							THURSDAY JUNE 8, 2023
TC	LOCATION	SS DIST	TRANSIT DIST	TOTAL DIST	LATENESS TIME	TRANSIT TIME	FIRST CAR DUE
0	MTC #1 OUT (Chillicothe)						19:46
	distance to next refuel	(0.96)	(1.25)	(2.21)			
1			0.94	0.94		0:11	19:57
SS 1	YOCTANGEE STREET STAGE	0.96			0:02		20:00
1A	MTC #2 IN (Chillicothe)		0.31	1.27		0:06	20:08
<b>Thursday Totals</b>		0.96	1.25	2.21			

Leg 2 (Section 2, 3)							FRIDAY JUNE 9, 2023
TC	LOCATION	SS DIST	TRANSIT DIST	TOTAL DIST	LATENESS TIME	TRANSIT TIME	FIRST CAR DUE
1B	MTC #3 OUT (Portsmouth)						11:00
	distance to next refuel	(32.09)	(24.96)	(57.05)			
2			8.63	8.63		0:20	11:20
SS 2	SADDLE UP	8.32			0:13		11:23
3			1.94	10.26		0:09	11:45
SS 3	DISCO INFERNO 50 CENT REMIX	6.92			0:11		11:48
4			6.16	13.08		0:14	12:13
SS 4	TOP GUN NORTH SHORT	13.35			0:21		12:16
5			3.54	16.89		0:13	12:50
SS 5	ZORN'S HOLLOW	3.50			0:06		12:53
5A	REGROUPING IN - TZ		4.69	8.19		0:14	13:13
5B	REGROUPING OUT - SERVICE IN					0:15	13:28
	SERVICE A (Portsmouth West HS)	(32.09)	(24.96)	(57.05)		0:45	
5C	SERVICE OUT						14:13
RZ	REFUEL (5 extra minutes included in transit to TC6)						
1	distance to next refuel	(32.09)	(24.96)	(57.05)			
6			8.63	8.63		0:25	14:38
SS 6	SADDLE UP 2	8.32			0:13		14:41
7			1.94	10.26		0:09	15:03
SS 7	DISCO INFERNO 50 CENT REMIX 2	6.92			0:11		15:06
8			6.16	13.08		0:14	15:31
SS 8	TOP GUN NORTH SHORT 2	13.35			0:21		15:34
9			3.54	16.89		0:13	16:08
SS 9	ZORN'S HOLLOW 2	3.50			0:06		16:11
9A	MTC #4 IN (Portsmouth) - TZ		4.69	8.19		0:14	16:31
<b>Friday Totals</b>		64.18	49.92	114.10			

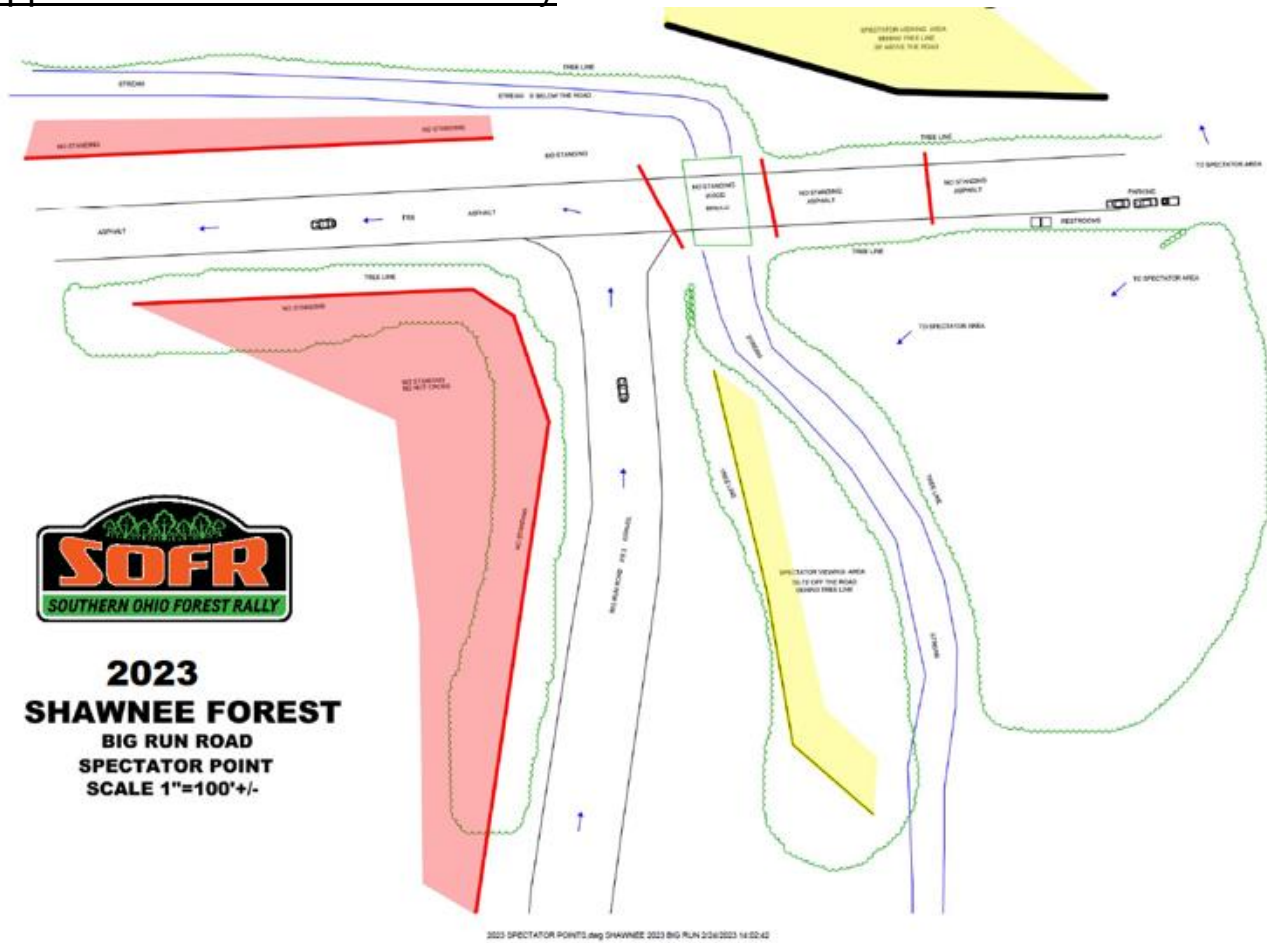
TC	LOCATION	SS DIST	TRANSIT DIST	TOTAL DIST	LATENESS TIME	TRANSIT TIME	FIRST CAR DUE
9B	MTC #5 OUT (McArthur)						11:00
	distance to next refuel	(24.71)	(27.46)	(52.17)			
10			7.63	7.63		0:15	11:15
SS 10	COURTNEY'S WEBB	3.49			0:06		11:18
11			2.85	6.34		0:13	11:37
SS 11	AMERICA'S BEST	8.76			0:13		11:40
12			3.28	12.04		0:13	12:05
SS 12	BOLSTER HOLLOW	3.54			0:06		12:09
13			2.27	5.81		0:12	12:27
SS 13	RACCOON CHURCH	5.30			0:08		12:30
14			3.25	8.55		0:14	12:52
SS 14	WILL'S TRACT SOUTH	3.62			0:06		12:55
14A	REGROUPING IN - TZ		8.18	11.80		0:22	13:23
14B	REGROUPING OUT - SERVICE IN					0:15	13:38
	SERVICE B (Vinton County HS)	(24.71)	(27.46)	(52.17)		0:45	
14C	SERVICE OUT						14:23
RZ	REFUEL (5 extra minutes included in transit to TC15)						
2	distance to next refuel	(24.71)	(28.65)	(53.36)			
15			8.82	8.82		0:23	14:46
SS 15	COURTNEY'S WEBB 2	3.49			0:06		14:49
16			2.85	6.34		0:13	15:08
SS 16	AMERICA'S BEST 2	8.76			0:13		15:11
17			3.28	12.04		0:13	15:37
SS 17	BOLSTER HOLLOW 2	3.54			0:06		15:40
18			2.27	5.81		0:12	15:58
SS 18	RACCOON CHURCH 2	5.30			0:08		16:01
19			3.25	8.55		0:14	16:23
SS 19	WILL'S TRACT SOUTH 2	3.62			0:06		16:26
19A	REGROUPING IN - (END OF REGIONAL)		8.18	11.80		0:22	16:54
19B	REGROUPING OUT - SERVICE IN					0:15	17:09
	SERVICE C (Vinton County HS)	(24.71)	(28.65)	(53.36)		0:20	
19C	SERVICE OUT						17:29
RZ	REFUEL (5 extra minutes included in transit to TC20)						
3	distance to next refuel	(8.76)	(26.96)	(35.72)			
20			11.79	11.79		0:28	17:57
SS 20	AMERICA'S BEST 3	8.76			0:13		18:00
20A	MTC #6 IN (Vinton County HS)		15.17	23.93		0:26	18:26
<b>Saturday Totals</b>		58.18	83.07	141.25			

Section 4

Section 5

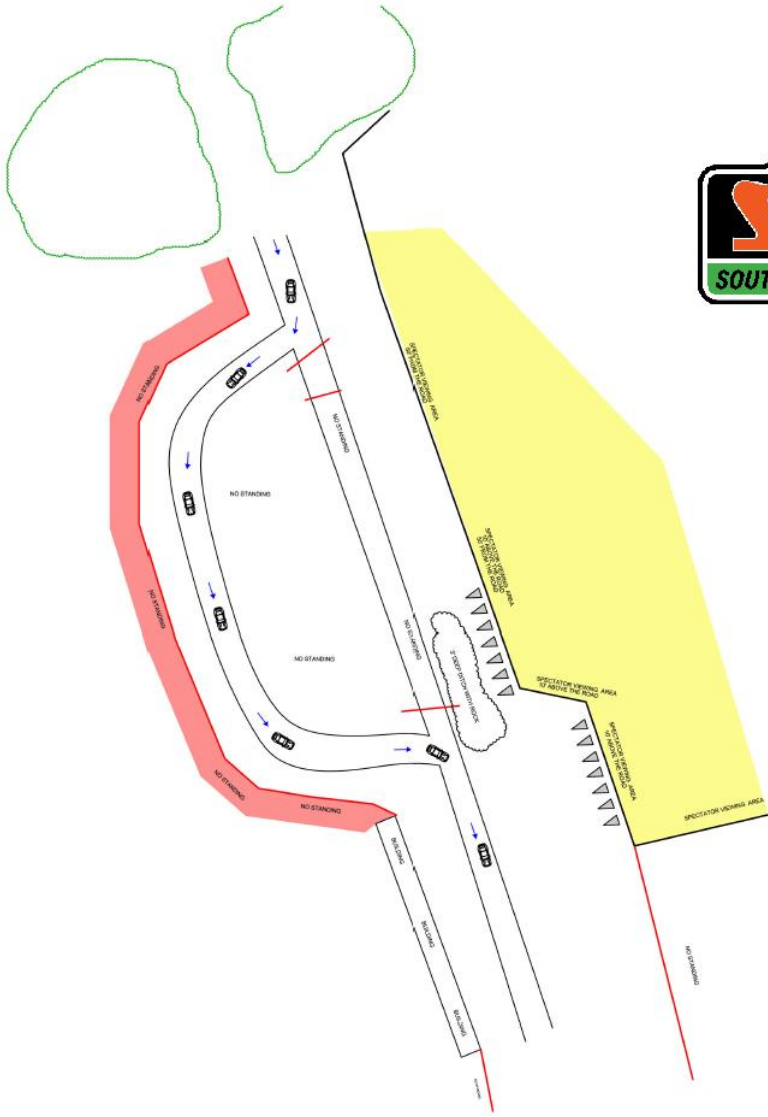
Sec 6

# Appendix B – 2023 SOFR Itinerary



**2023**  
**SHAWNEE FOREST**  
BIG RUN ROAD  
SPECTATOR POINT  
SCALE 1"=100'+/-

2023 SPECTATOR POINTS.dwg SHAWNEE 2023 BIG RUN 2/24/2023 14:52:42



**2023**  
**ZALESKI FOREST**  
 FORESTY HQ  
 SPECTATOR POINT  
 SCALE 1"=100'+/-





SPECTATOR POINT  
SCALE 1"=100'±

# 2023 ZALESKI FOREST LONG RIDGE SPECTATOR POINT

