

The application must demonstrate that the proposed activity is primarily a vertical infrastructure project with demonstrated substantial regional or statewide economic impact. As defined in the administrative rules, "vertical infrastructure" means land acquisition and construction, major renovation and major repair of buildings, all appurtenant structures, utilities, site development, and recreational trails.



Table  
Vertical  
Infrastructure

The Iowa Motor Speedway project is primarily a vertical infrastructure project. The project includes:

- A one-mile oval track that is suitable for sanctioned open-wheel, stock car, and sports car racing,
- A one-mile or more road course within and using the oval, 40,000 permanent grandstand seats, including 5,000 premium seats paired with personal seat licenses (PSL's),
- Pit areas, garage facilities, and locker facilities for racing drivers and crews,
- The grandstand structure will include a press box area, luxury suites, and concessions areas, Approximately 30 suites for corporate and personal use, and administrative offices for track management and sanctioning body personnel,
- V.I.P. parking areas,
- Ticket offices,
- A control tower,
- An area for placement of temporary hospitality tents,
- Parking areas capable of handling approximately 13,500 cars,

Behind this tab is a detailed listing of all vertical infrastructure elements for the Iowa Motor Speedway Project. The attached documents have been prepared by our General Contractor in consultation with the engineering and design team. Each documents contains cost estimates. The project has of course not been put out to bid because it is contingent upon the successfulness of the proposed financing package, including the Vision Iowa application.

<b>Building Construction Summary - Iowa Motor Speedway - June 6, 2001</b>					
		<b>Construction Description</b>			
<b>A</b>	<b>Existing Buildings (North Area of Site)</b>				
1	Administrative Offices (New Use)	Existing Brick Masonry - Construction to Remain			
2	Central Maintenance and Storage (New Use)				
3	Central Kitchen and Storage (New Use)				
<b>B</b>	<b>Grandstand / Concourse Buildings</b>				
4	On-Grade Grandstands	CONCRETE - Poured in place risers and stairs			
5	On-Grade Bleachers	ALUMINUM - Manufactured seats and backrests			
6	Gate Ticket Buildings	MASONRY - Load bearing single wythe construction w/ steel framing			
7	Toilets / First Aid / Security	MASONRY - Load bearing single wythe construction w/ steel framing			
8	Concourse Specialty Sales	MASONRY - Load bearing single wythe construction w/ steel framing			
9	Concourse Concessions	MASONRY - Load bearing single wythe construction w/ steel framing			
10	Suite Structure and Towers	CONCRETE - Poured in place with structural steel framing			
11	Suites, Service Spaces and Skin	METAL PANELS - Colored metal panel skin with stud and gypsum infill			
12	Race Operations/Scoring/Broadcast Media	METAL PANELS - Colored metal panel skin with stud and gypsum infill			
13	Curtain Wall (East Façade)	ALUMINUM STOREFRONT SYSTEM - Laminated Glass and Aluminum Framing			
14	Hospitality	CONCRETE - Concrete Slab with Tent Structures			
<b>C</b>	<b>Infield / Infield Buildings</b>				
15	Garages (2 Buildings)	MASONRY - Load bearing single wythe construction w/ steel framing			
16	Central Fuel	MASONRY - Load bearing single wythe construction w/ steel framing			
17	Race Team Support Area	MASONRY - Load bearing single wythe construction w/ steel framing			
18	Emergency Care Center	MASONRY - Load bearing single wythe construction w/ steel framing			
19	Infield Media / Scoring	MASONRY - Load bearing single wythe construction w/ steel framing			
20	Drivers Family Lounge	MASONRY - Load bearing single wythe construction w/ steel framing			
21	Victory Lane	CONCRETE - Poured in place slab			
<b>D</b>	<b>Roofs / Canopies</b>				
22	Roofs - Sloped or Curved	METAL PANELS			
23	Roofs - Flat	EPDM - BALLASTED			
24	Canopies	COLORED FABRIC - Aluminum Structure			

<b>Program Summary- Iowa Motor Speedway</b>						
		<b>Total</b>		<b>net to gross multiplier</b>	<b>Total</b>	
<b>Administration and Track Operations</b>						
<b>1</b>	Administrative Offices	5,870	net sf	1.3	<b>7,631</b>	gsf
<b>2</b>	Central Maintenance and Storage	8,580	net sf	1.2	<b>10,296</b>	gsf
<b>3</b>	Central Kitchen and Stores	2,700	net sf	1	<b>2,700</b>	gsf
<b>Grandstand</b>						
<b>4</b>	Grandstands	40,000	seats	1	<b>40,000</b>	seats
<b>5</b>	Gate Ticket Windows	4,515	net sf	1.15	<b>5,192</b>	gsf
<b>6</b>	Toilets/First Aid/Security	27,100	net sf	1.2	<b>32,520</b>	gsf
<b>7</b>	Concourse Specialty Sales	-	net sf	1.15	-	gsf
<b>8</b>	Concourse Concessions	13,600	net sf	1.2	<b>16,320</b>	gsf
<b>9</b>	Hospitality	-	net sf	1	-	gsf
<b>10</b>	Suites and Club	44,950	net sf	1.3	<b>58,435</b>	gsf
<b>11</b>	Suite Service Spaces	1,700	net sf	1.15	<b>1,955</b>	gsf
<b>12</b>	Race Ops/Scoring/Broadcast Media	5,920	net sf	1.2	<b>7,104</b>	gsf
<b>Infield</b>						
<b>13</b>	Garages	28,290	net sf	1.15	<b>32,534</b>	gsf
<b>14</b>	Central Fuel	-	net sf	1.15	-	gsf
<b>15</b>	Race Team Support Area	-	net sf	1.15	-	gsf
<b>16</b>	Victory Lane	550	net sf	1	<b>550</b>	gsf
<b>17</b>	Infield Media/Scoring	3,535	net sf	1.2	<b>4,242</b>	gsf
<b>18</b>	Emergency Care Center	2,240	net sf	1.2	<b>2,688</b>	gsf
<b>19</b>	Drivers Family Lounge	750	net sf	1.2	<b>900</b>	gsf

**Program Summary- Iowa Motor Speedway**

**Detailed List of Building Square Footages**

<b>1 Administrative Offices</b>			
Reception/Ticket Desk	300	sf	
Lobby/Gift Store	1,200	sf	
Mail Room	100	sf	
Conference Room	400	sf	
Small Conference Room	200	sf	
General Managers Office	200	sf	
Marketing Director	150	sf	
Advertising Director	150	sf	
Director of Operations	150	sf	
Open Office Space	1,400	sf	
Copy/File/Supply Room	250	sf	
Toilet Rooms	300	sf	
Janitors Closet	50	sf	
Computer Equip. Room	100	sf	
Kitchen/Lounge	200	sf	
Credentials Office	120	sf	
Sanctioning Office	120	sf	
Ticket Managers Office	120	sf	
Security Office	120	sf	
Cash Room	120	sf	
Accounting Office	120	sf	
<b>Total</b>	<b>5,870</b>	<b>sf</b>	
<b>2 Central Maintenance and Storage</b>			
Gift Store Storage	720	sf	
Maintenance Offices	120	sf	
Staff Lounge	250	sf	
Maintenance Shop	7,200	sf	
Maintenance Storage	500	sf	
Toilet	360	sf	
Radio Storage	150	sf	
<b>Total</b>	<b>8,580</b>	<b>sf</b>	
<b>3 Central Kitchen and Stores</b>			
Kitchen	2,700	sf	
<b>Total</b>	<b>2,700</b>	<b>sf</b>	
<b>4 Grandstands</b>			
Seating Area	40,000	Seats	
<b>5 Gate Ticket Windows</b>			
Entry Gate Ticket Windows	675	sf	3 at 225 sf each- six windows per building
Office	360	sf	3 at 120 sf each
Cash Room	300	sf	3 at 100 sf each
Toilet Room	180	sf	3 at 60 sf each
Entry Canopy	3,000	sf	3 at 1000 sf each
<b>Total</b>	<b>4,515</b>	<b>sf</b>	

<b>Program Summary- Iowa Motor Speedway</b>				
<b>6 Toilets/First Aid/Security</b>				
Toilet Facilites	25,000	sf	10 buildings at 2500 sf each	
Janitor/Paper Storage	700	sf	10 at 70 sf each	
First Aid Facilites	900	sf	5 at 180 sf each- includes toilet room	
Security Staff Stations	500	sf	5 at 100 sf	
<b>Total</b>	<b>27,100</b>	<b>sf</b>		
<b>7 Concourse Specialty Sales</b>				
Souvenir Sales	-	sf	Temporary stands/tents	
Specialty Concessions	-	sf	Temporary stands/tents	
Program Sales	-	sf	Portable Kiosks/tents	
ATM	-	sf	Portable	
<b>Total</b>	<b>-</b>	<b>sf</b>		
<b>8 Concourse Concessions</b>				
Concessions	12,000	s.f.	5 at 2400 sf	
Central Storage	800		2 at 400	
Vendors Staging	800		2 at 400	
<b>Total</b>	<b>13,600</b>	<b>sf</b>		
<b>9 Hospitality</b>				
Entry Canopy	-	sf		
Tents	-	sf	Removable Tents- 40 @ 900 sf	
Toilets	-	sf	Portables	
Novelty Sales	-	sf	Portable Kiosks/Tents	
Service Center	-	sf		
Storage	-	sf		
Janitors Room	-	sf		
<b>Total</b>	<b>-</b>	<b>sf</b>		
<b>10 Suites and Club</b>				
Suites	30,000	sf	30 @ 1000 sf	
Catering Pantry	800	sf	2 at 400 sf	
Toilets	-	sf	included in suite sf	
Ground Level Catering Pantry	400	sf		
Ground Level Entry Lobby	-	sf	outdoor lobby	
Upper Level Elevator Lobbies	-	sf	outdoor lobby	
Club Lounge	10,000	sf		
Club Toilets	3,000	sf		
Club Storage	250	sf		
Club Catering Panty	500	sf		
<b>Total</b>	<b>44,950</b>	<b>sf</b>		

<b>Program Summary- Iowa Motor Speedway</b>				
<b>11</b>	<b><u>Suite Service Spaces</u></b>			
	Telephone Equipment Room	200	sf	
	Domestic Water Pump Room	300	sf	
	Electrical Room	400	sf	
	Fire Pump Room	400	sf	
	Generator Room	400	sf	
	<b>Total</b>	<b>1,700</b>	<b>sf</b>	
<b>12</b>	<b><u>Race Ops/Scoring/Broadcast Media</u></b>			
	Race Control	400	sf	
	Sound and Video Control	200	sf	
	Sound Video Equipment Room	200	sf	
	Radio Broadcast	320	sf	2 at 160 sf each
	TV Broadcast	500	sf	2 at 250 each
	Toilets	600	sf	
	Lounge	500	sf	
	Command Center	200	sf	
	Scoring	3,000	sf	
	<b>Total</b>	<b>5,920</b>	<b>sf</b>	
<b>13</b>	<b><u>Garages</u></b>			
	Race Car Garages	25,920	sf	36 bays at 720 sf each
	Inspection	1,200		
	Garage Toilets	450	sf	
	Oil/Fuel Recycling Center	360	sf	
	Central Tires	360	sf	
	<b>Total</b>	<b>28,290</b>	<b>sf</b>	
<b>14</b>	<b><u>Central Fuel</u></b>			
	Office	-	sf	Above ground tanks.
	Fueling Canopy	-	sf	
	<b>Total</b>	-	<b>sf</b>	
<b>15</b>	<b><u>Race Team Support Area</u></b>			
	Race Team Concessions	-	sf	Portables
	<b>Total</b>	-	<b>sf</b>	
<b>16</b>	<b><u>Victory Lane</u></b>			
	Press Grandstand	100	people	
	Stage	450	sf	
	<b>Total</b>	<b>550</b>	<b>sf</b>	

<b>Program Summary- Iowa Motor Speedway</b>				
<b>17</b>	<b><u>Infield Media/Scoring</u></b>			
	Reception	250	sf	
	Press Work Room	1,200	sf	
	Interview Room/Drivers Meeting Room	750	sf	
	Office	100	sf	
	Copy Center/Communications	150	sf	
	Work Room	350	sf	
	Toilets	450	sf	
	Janitors Closet	60	sf	
	Communications	225	sf	
	<b>Total</b>	<b>3,535</b>	<b>sf</b>	
<b>18</b>	<b><u>Emergency Care Center</u></b>			
	Entry Canopy	100	sf	
	Waiting Room	150	sf	
	Nurses Station	300	sf	
	Triage	300	sf	
	Patient Area	600	sf	
	Toilet	120	sf	2 at 60 sf each
	Medical Equip.Storage Room	120	sf	
	General Storage/Linens	120	sf	
	Staff Lounge	150	sf	
	Toilet/Shower	100	sf	
	Kitchen	100	sf	
	Janitors Closet	80	sf	
	<b>Total</b>	<b>2,240</b>	<b>sf</b>	
<b>19</b>	<b><u>Drivers Family Lounge</u></b>			
	Lounge	750		Includes toilet room and kitchen
	<b>Total</b>	<b>750</b>	<b>sf</b>	



## **IOWA MOTOR SPEEDWAY**

### **PROPOSED JASPER COUNTY AND CITY OF NEWTON IMPROVEMENTS**

June 6, 2001

#### **JASPER COUNTY PROGRAMMED IMPROVEMENTS**

Jasper County has programmed the surfacing of 2 sections of roadway as a part of their local contribution to the project. The roadway sections are currently gravel and will be reshaped and surfaced with a 6 inch thick asphalt base course and an 2 inch asphalt surface course.

The roadways programmed for construction are:

- South 44<sup>th</sup> Avenue East from the intersection of East 12<sup>th</sup> Street South (Reasnor Road) east to the intersection with Lincoln Street and then southeast along Lincoln Street to the intersection with Legion Street.
- Legion Street from the intersection with Lincoln Street above northeast to East 68<sup>th</sup> Street South and then north along East 68<sup>th</sup> Street to the intersection with South 28<sup>th</sup> Avenue East.

The Jasper County Engineer has estimated the costs of these improvements at \$550,000 and anticipates completing the construction in Fiscal Year 2001-2002.

#### **CITY OF NEWTON PROGRAMMED IMPROVEMENTS**

The Newton City Council on June 4, 2001 committed to improvements at the Newton Municipal Airport located one mile west of the project site and improvements to the Southeast Sanitary Sewer Lift Station necessary to accommodate the speedway project. Specifically the improvements are:

- Newton Municipal Airport improvements will consist on the construction on a new Airport Terminal, FBO hanger, 12 stall T-hanger and related Apron, Taxiway and parking improvements. Programmed Costs \$1,372,000
- Southeast Sanitary Sewer Lift Station sanitary sewer system improvements will consist on the upgrade of this lift station necessary to accommodate the anticipated flow from the speedway and related developments. Programmed cost \$ 1,925,000

The City of Newton improvements are programmed for design and construction prior to the opening of the speedway anticipated in 2003.

# IOWA MOTOR SPEEDWAY ROADWAY IMPROVEMENTS

June 5, 2001

The Howard R. Green Company has completed a Preliminary Transportation Analysis in order to determine the impact of the project on the existing road system. An inspection of the public roadways impacted by the Speedway was completed to determine the level of improvements necessary. Discussions have commenced with Jasper County, the Iowa Department of Transportation (IDOT) and the City of Newton to discuss the impact, design criteria and possible cost sharing.

Design parameters used in this analysis are as follows:

- 15,000 vehicles and 300 RV's
- Traffic split of 60% west and 40% east
- Attempt to allow all traffic to empty the parking lots within 2 to 3 hours
- Minimize offsite improvements as much as practical

Based on the Preliminary Traffic Analysis completed without detailed traffic impact modeling and the proposed improvements constructed; the speedway should be able to accommodate exiting traffic within a three (3) hour time frame and quite possible this time frame could be reduced should the modeling confirm assumptions made during the preliminary analysis on impact to the public roadway and interstate system.

The following discussion on the proposed improvements is split into logical roadway sections, either from a funding standpoint or similar improvements.

## **SECTION 1 Exit 168, Beltline Road North Ramp to South Ramp**

It is anticipated that this section of road will be reconstructed from a 2-lane rural section to a 3-lane section providing a continuous left turn lane for traffic entering and exiting the facility. This section may be eligible for cost sharing from either the Iowa DOT or the City of Newton. One meeting has been held with the City on the proposed improvements and they have indicated that they would assist in requesting funding from the Iowa DOT. It has been assumed that the majority of the traffic entering and exiting the facility will use this interchange. Ramp modifications and traffic control measures should improve the efficiency of this rural interchange.

**Estimated cost for improvements \$950,000**

## **SECTION 2 Beltline Road from south I-80 ramp to South 24<sup>th</sup> Avenue (Liberty Ave.)**

This section of roadway is a 2 lane rural section constructed in 1999. Improvements proposed consist of the addition of a lane on the east side of the road for eastbound I-80 traffic and construction of paved shoulders along both sides of the road. In meetings with the City of Newton, they indicated that they would assist with applying for funding from the Iowa DOT. It is possible that this section could be packaged with Section 1 in an application to the State for RISE funding.

**Estimated cost for improvements \$377,000**

**SECTION 3 Liberty Avenue (South 24<sup>th</sup> Avenue) from Beltline Road to east Speedway Entrance**

This roadway has been programmed as the main entrance to the facility. The existing road is a combination of cold mix and hot mix asphalt and gravel. The roadway is anticipated to be reconstructed as a 3-lane rural section with 10-foot wide paved shoulders to accommodate the traffic entering and exiting the facility. The design of this road must allow the smooth movement of traffic from the facility to the highway system. It is estimated that 50% or more of the speedways traffic will use this section in conjunction with Section 1 and Section 2 described above. Funding support may be available similar to that mentioned for Section 1 and Section 2 above.

**Estimated cost for improvements \$1,860,000**

**SECTION 4 South 28<sup>th</sup> Avenue East from east Speedway entrance to HW T-22**

This 4.2 mile roadway is currently a 2-lane gravel county road that must be completely reconstructed to accommodate the anticipated traffic programmed to use I-80 (Exit 173). It is anticipated that up to 40% of the traffic using the facility could be routed along this roadway to Exit 173. The roadway is programmed to be regraded, drained, and paved as a paved 2-lane rural section with 10-foot wide paved shoulders to allow 2 lanes exiting the facility during an event. Widening of the road to accommodate a right turn lane is anticipated at HW T-22. This project will include right-of-way acquisition and bridge replacement. It is anticipated that Jasper County will assume ownership and maintenance of this road once construction is completed.

**Estimated cost for improvements \$4,164,000**

**SECTION 5 HW T-22 from South 28<sup>th</sup> Avenue to Exit 173 south ramps**

This section is currently a 2-lane county highway, improvements proposed consist of widening the road along the east side to add one additional lane and paving the shoulders on both side of the roadway.

**Estimated cost for improvements \$201,000**

**SECTION 6 Exit 173, Highway T-22 from south ramp to north ramp**

This section is currently a 2-lane rural roadway connection to the interstate, improvements proposed consist of ramp modifications to allow smooth flow of traffic on and off of I-80 and paving of the existing roadway shoulders.

**Estimated cost of improvements \$363,000**

In addition to the costs outlined above, funding should be programmed to complete a traffic impact analysis, an interchange justification study if requested by the Iowa DOT, and a Traffic Operations Plan. The costs for these programs cannot be quantified until further discussions are held with the developer and public agencies responsible for review of the Transportation Program.

The above preliminary transportation analysis and resulting recommended roadway improvements and costs are preliminary and have been determined based on the information available to date. All of these assumptions should be revised once a more detailed analysis is completed and as this project advances through the conceptual phase.