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Over The River Corporation*

**OVER THE RIVER  
PROJECT FOR ARKANSAS RIVER  
STATE OF COLORADO**

**EVENT MANAGEMENT PLAN  
FOR THE PROPOSED ACTION**

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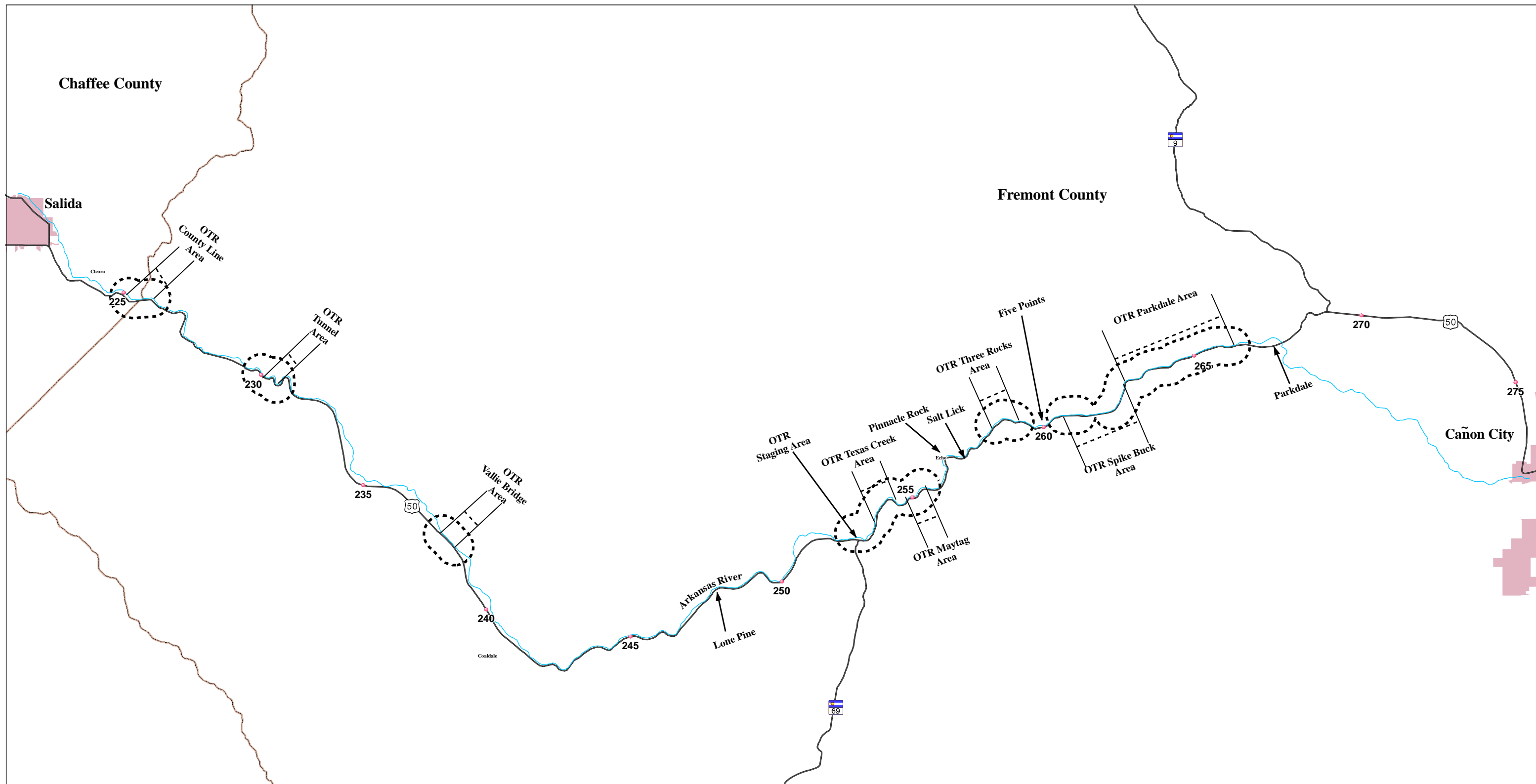
## **ADDITIONAL ITEMS TO BE AVAILABLE FOR THE EVENT**

- Communications Plan/Command Post Operations Plan
- Incident Response Manual
- Equipment and Supply Distribution Plan
- Personnel Complaints Plan
- Schedule of Events in Nearby Communities
- Contact Information for Community Resources and Facilities (medical, Wi-Fi access, etc.) for Visitors
- FAQ Handout

# Over The River Event Management Plan for the Proposed Action

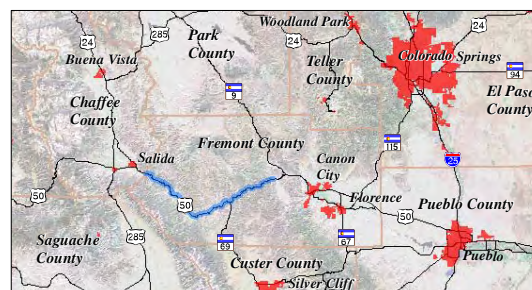
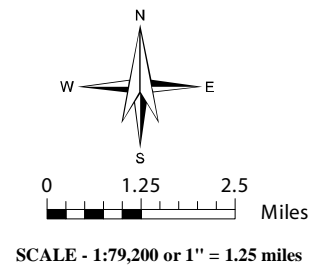
## 1 Introduction

A large-scale event such as Over the River requires careful consideration and planning for all phases of the project and active management of all the challenges encountered. This event management plan for the proposed action was developed utilizing all the existing visitation forecasts, traffic analyses, and installation and removal/restoration information available at this time. It also incorporates comments received to date from the BLM, Colorado State Parks, Colorado Department of Transportation, the State Land Board, the Colorado Division of Wildlife, Colorado State Patrol, and Fremont County. Its purpose is to provide more detailed and specific information for review in the Environmental Impact Statement process. As the project moves through that process and closer to implementation, there will be appropriate supplementation of the plans presented here. We have divided the “event” into three phases: installation, exhibition, and removal/restoration. Event management plans for each of the phases are described in the following sections. All additional required elements described in the plan will be paid for by Over the River and all emergency service providers, corridor management, and law enforcement agencies will be reimbursed for time and materials expended. In addition, Over the River will work closely with these providers and agencies to determine the availability of additional required manpower from them and scheduling of such so as not to place an undue burden on them. If there is not sufficient manpower available, additional emergency service providers and law enforcement will be procured from other surrounding agencies, contingent upon approval by the local agencies. An overview map of the corridor and the fabric panel areas is shown in Figure 1 on page 2. This Over the River Event Management Plan for the Proposed Action supersedes Appendix J 2.2 (Event Management Plan) to the J.F. Sato April 2007 Design and Planning Report.



**LEGEND**

- Cities
- Counties
- US Highway 50 Mile Posts
- Highways
- 0.5 Mile Buffer of OTR Panels and Staging Areas
- Fabric Panel Section



Base map provided by J.F.Sato & Associates

**OVER THE RIVER  
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**Figure 1  
Over the River  
Overview Map**

## 2 Activity Phases

This event management plan addresses the three activity phases of the project, which include installation, exhibition, and removal/restoration. Each of these phases has different characteristics and challenges and need to be addressed individually. The paragraphs below describe the details for each phase.

### 2.1 Installation

#### 2.1.1 Management Philosophy

The installation phase has a lower intensity throughout the corridor in terms of visitation and a higher intensity in terms of localized construction type activities. This has led us to an event management philosophy during this phase that is very similar to that of a roadway construction project. Work requiring lane closures on US 50 during this phase will not be performed during the peak summer months. During work phases, any lane closures required on US 50 for construction will be limited to one lane for up to 400' per activity location and activity locations will not occur at closer intervals than 10 miles apart. This commitment by the project is being made to minimize traffic impacts and delays during this phase. Normal traffic control activities and devices as defined in the Manual for Uniform Traffic Control Devices (MUTCD) and the Colorado Department of Transportation's (CDOT) Standard for Traffic Control Plans shown in their M & S Standards will be utilized.

#### 2.1.2 Activities

Activities during this phase will include work on both the highway side and the railroad side of the river. More details about the specific activities, locations, and proposed time of occurrence can be found in the project schedule.

#### 2.1.3 Traffic Management

As stated in the management philosophy, traffic management during the installation phase will consist of normal construction activity traffic management techniques and equipment. Work requiring lane closures on US 50 during this phase will not be performed during the peak summer months. During work phases, any lane closures required on US 50 for construction will be limited to one lane for up to 400' per activity location and activity locations will not occur at closer intervals than 10 miles apart. This commitment by the project is being made to minimize traffic impacts and delays during this phase. Normal traffic control activities and devices as defined in the Manual for Uniform Traffic Control Devices (MUTCD) and the Colorado Department of Transportation's (CDOT) Standard for Traffic Control Plans shown in their M & S Standards will be utilized.

##### 2.1.3.1 Information Strategy

Even though traffic volumes and delays during the installation phase are expected to be low, it will be important to provide information to local residents and the traveling public about expected activities. Portable variable message signs will be located near Parkdale and Texas Creek for westbound traffic and near Salida and Texas Creek for eastbound traffic during installation activity phases. The signs will inform travelers of upcoming activities before they happen and activities occurring that day, their location, and expectations of delays if any. In addition daily activity summaries will be provided to local media for broadcast as part of their community information services.

### **2.1.4 Staff/Contractor Management**

The work crews will be closely monitored for compliance with the approved construction plans and methods. Over the River has defined specific paths for equipment, equipment types, methods of construction, and work phases to minimize impacts on the landscape and disruption of wildlife and human activities. Contractor staff will be housed in the local communities and will carpool to the work site. Contractor parking and staging will be concentrated at the Texas Creek staging area; however, a small amount of vehicle parking may be required at various locations throughout the corridor as the work progresses. On the highway side, this parking will utilize existing pullouts where parking is allowed as much as possible. Where not possible, work vehicles will be located in the 400' work zone and protected in accordance with the MUTCD and CDOT M & S Standards.

### **2.1.5 Staging Area/Stockpile**

During the installation phase, equipment and materials will be staged on the river side near Texas Creek. Two laydown areas have been identified. In addition to laydown areas, a permanent warehouse/office building will be constructed at the Texas Creek staging area with approximately 4,000 SF of floor area. It will be donated to the BLM and/or Colorado State Parks when the Over the River project is complete. The staging areas and building location and footprint are shown in Figure 5 on page 21.

### **2.1.6 Access**

Access along and to the river and adjacent communities during the construction phase is important. Local residents, recreational users, commercial operators, visitors, and normal traffic utilizing the corridor need to be accommodated with as little impact as possible.

#### **2.1.6.1 Commercial Rafting Access**

Commercial rafting river access points will not be impacted during the construction phase. Rafting operations will continue normally throughout construction. Also, since no lane closures will be allowed on US 50 during the peak summer months, there will be no impacts to commercial rafting operations bus schedules and travel times.

#### **2.1.6.2 Recreation Access**

Many recreational users utilize the corridor during different phases of the year. OTR has developed a work activity schedule designed to minimize the impacts on these users. No lane closures will occur on US 50 during the peak summer months in order to eliminate traffic delays for summer recreational users. During other time phases, work will avoid certain wildlife use areas to avoid disrupting normal activities. Private rafting will continue to occur under the rules set by the BLM and Colorado State Parks. Fishing access will generally not be affected. There may be certain short phases of time (a day or two), where a parking pullout used for fishing access is in a construction area, but due to the 400' maximum lane closure rule per installation activity area and the separation of installation activity areas by at least 10 miles, this should not affect more than one pullout in an area at any given time. Fly fishing activity will eventually be impacted in the fabric panel locations for a short period of time due to the installation of overhead cables and the fabric panels. Their height will likely not accommodate fly fishing casting techniques. This impact is expected to last from July through the end of August in the exhibition year. Information will be posted at pullouts in the fabric panel locations thirty days prior to cable installation and will also be provided to the Colorado Division of Wildlife for inclusion on their website. Hunting activities in the corridor are not expected to be heavily impacted by construction activities. There will however likely be some construction activities occurring during the big game hunting seasons. Since

construction will be occurring along the highway and railroad, and the State of Colorado and the Colorado Division of Wildlife (CDOW) have rules limiting hunters' ability to shoot near state highways and other public roadways we don't anticipate any significant impacts to hunting in the corridor. Wildlife viewing in the corridor should not be affected by construction activities in terms of access opportunities or impacts to wildlife.

### **2.1.6.3 Local Residential Access**

Local residential access will be maintained at all times during the construction phase. Delays on US 50 will be kept to a minimum through the moratorium on lane closures on US 50 during the summer months and the 400' restriction on lane closure length in any activity area and the separation of activity areas by at least 10 miles. All traffic control plans and devices will conform to the MUTCD and CDOT's M & S Standards. Due to the lower traffic volume during non-summer months and the short length of potential lane closures, delays are expected to be minor.

### **2.1.7 Command Post**

No formal command post will be in place during the installation phase. Installation coordination will occur from the staging area. Any emergency encountered during this phase will be reported through the existing channels and handled via existing procedures.

### **2.1.8 Communications**

During the construction phase, construction crews will have digital trunk radios capable of connecting directly with emergency service providers. In the case of any emergency, the construction crews will contact the providers and notify them of the nature and location of the emergency so that appropriate emergency response teams can respond to the site. This will enhance existing emergency response times by reducing the elapsed time between an incident and notification of emergency service providers.

### **2.1.9 Fire Risk Management and Response**

In order to minimize the risk of human caused fire during the installation phase certain activities will be restricted. All cutting and welding activities will be limited to the staging and laydown area or will be required to be performed off site. Vehicles that will be used off of existing roadways will be equipped with heat shields and other equipment will have spark arrestors. In order to decrease response time and reduce the chance of a fire spreading if there is one, all installation teams will be trained in quick response wildfire suppression techniques and fire suppression equipment such as extinguishers, shovels, sand, pulaskis, etc. will be on site at each installation area and with each team. Also, additional fire suppression equipment such as a water truck will be located at the Texas Creek staging area during the installation activities to allow for quicker response. Each installation team will be equipped with digital trunk radios capable of communicating directly with emergency service providers in the event that a fire requires a larger response team. This will reduce response time and increase the likelihood that the fire will be controlled quickly.

### **2.1.10 Security**

Security during the installation phase consists of protecting work equipment and sites as well as minimizing the occurrences of other criminal activities such as trespass and theft throughout the corridor. Over the River will employ private security to patrol the installation areas and the staging and laydown area once installation begins. Equipment and materials stored in the staging and laydown area will either be located inside the proposed building or inside a secure

and fenced area to prevent theft and vandalism. In addition, private security will provide additional "eyes on" the corridor during the installation phase in the event of suspicious activity, accident, emergency, fire, etc. and be able to report this activity immediately to local law enforcement and emergency service providers.

#### **2.1.11 HazMat**

There is a possibility with additional equipment and personnel in the corridor that a hazardous materials spill could occur. This could occur through accident or normal maintenance activities. Each installation team will be trained in recognizing, containing, and mitigating the hazardous materials used in the installation such as gasoline, diesel, hydraulic fluid, oil, etc. Containment equipment will be located with every installation team so that a hazardous materials spill can be immediately contained to minimize any environmental damage. Mitigation materials and equipment will be placed at the staging and laydown area so that they are available quickly. The training each team receives, the containment equipment that each installation team will have, and the mitigation materials and equipment located at the staging and laydown area will also be available in the event of a hazardous material spill in the corridor that is unrelated to installation activities.

#### **2.1.12 Trash**

Trash and recycling bins will be placed at the staging and laydown area for installation team use. They will be serviced weekly or more frequently as needed by a local waste management provider.

## **2.2 Exhibition**

### **2.2.1 Overview**

The exhibition phase begins when the installation of the art is complete and ends after two weeks when removal and restoration activities will begin. It requires more active management of corridor activities, traffic, parking, visitor activities, and all other areas than the installation and removal/restoration phases. Due to the increase in demand in the week prior to the beginning of the exhibition phase due to final installation activities of fabric panels, we have included this week in our exhibition phase event management plan. Visitation throughout the week prior and two week exhibition phase is shown to be highest during the two weekends included in the exhibition phase and less during the weekdays. Prior visitation estimates made in Appendix J2.1.2 to the J.F. Sato April 2007 Design and Planning Report are being utilized for this plan. That report shows visitation by mode, weekday/weekend, and time of day. This information shows that weekdays are expected to be only half as busy as weekend days during the exhibition phase. The exhibition phase management plan also recognizes both the desired methods of public viewing, from the river on a raft and from a moving vehicle on US 50, as well as other viewing methods that are not part of the artistic vision but are likely to occur regardless such as people wanting to stop to take a picture, view the art from the river bank, etc.. This and the basic needs of the viewing public including sanitation, safety, emergency assistance, etc. have been considered and included in the exhibition phase event management plan.

### **2.2.2 Activities**

No construction activities will be taking place during the exhibition phase. There will be final installation activity of fabric panels during the week prior to the exhibition phase. It is anticipated that brief mobile/rolling lane closures on US 50 will be necessary for final installation. These closures will occur in multiple areas simultaneously. All necessary traffic control plans and devices will conform to the MUTCD and CDOT's M & S Standards. Other activities taking place during the exhibition phase will include servicing the necessary waste management and portosan locations, trash cleanup along the corridor, and any maintenance activities required to keep the installation elements in place, safe, and as designed. The main activity in this phase is viewing by the public. No fees will be charged for public viewing.

### **2.2.3 Traffic and Visitor Management Policies**

We have taken a restrictive approach to managing traffic and visitor activities while recognizing that in order for those more restrictive rules to be obeyed, we must provide a relief valve in those areas for activities which visitors are likely to want to engage in. The overwhelming principle in the management policies is to keep everyone safe while still maintaining traffic flow and allowing the viewing public designated and controlled locations to view the art. This approach is most similar to Alternative 1- Traffic Management Emphasis presented in Appendix J 2.1.3 to the J.F. Sato April 2007 Design and Planning Report but with less complex management elements. This plan supersedes the concepts presented in that report. In order to achieve this, visitor activities will be highly managed and restricted. All pullouts on US 50 within ½ mile of any fabric panel will be closed during the exhibition phase. The pullout closures will be accomplished through the use of glo-posts so that the pullouts will be accessible in the event of an emergency. The shoulder area of US 50 will be left open for breakdowns. Law enforcement, security, and emergency responders will be active and staged in these areas. No stopping along US 50 within ½ mile of fabric panel areas will be allowed and visitors will be directed to two main sites where they may stop their vehicles, Parkdale and Texas Creek. Each of these sites is across the river from US 50 to maximize safety of visitors. Pedestrian activity along US 50 within ½ mile of any fabric panel installation area will be prohibited for safety reasons. Details about each specific area are included in later sections of this plan. As stated in the visitation analysis in Appendix J2.1.2 to the

J.F. Sato April 2007 Design and Planning Report, bus tours may operate in the corridor during the event. OTR Corporation will not organize bus tours for the exhibition phase. However, private businesses may set up and advertise bus tours during this phase. If so these businesses will be required to use property outside the management corridor for staging and will not be granted special use and space in the corridor. These tours will have a minor impact on decreasing traffic congestion and free visitors up to look at the art instead of focusing on driving. It is expected that any private business operating bus tours in this area will need to obtain a permit through PUC, County, and State processes. In addition, no rail viewing or organized bicycle viewing is being contemplated or planned in the corridor during the exhibition phase.

## **2.2.4 Staff Parking and Management**

During the exhibition phase, there will be a higher level of security, monitors, and other staff necessary for the event. It is important that these staff be managed in terms of their parking and transportation needs, food water and sanitation, and location/interaction with the public. Because of safety and traffic flow concerns, the only places that monitors can safely interact with the public are at the information centers described in section 2.2.11.1 of this plan. In addition to the information center monitors, there will be monitors placed at each fabric panel area. They will be located on the railroad side of the river in order to reduce interaction with the public and there will be between one hundred and one hundred and fifty monitors total throughout the project corridor in fabric panel areas. They will provide eyes on the fabric panels themselves and will be able to communicate with the fabric panel area supervisor in the event of an emergency. There will be a ratio of one supervisor for every twenty monitors throughout the project corridor. Monitors will be in place from 8am to 6pm during the exhibition phase. They will park at the Texas Creek staging area and will be transported to their location for the day via rail car. No overnight camping or parking in the parking areas will be allowed.

### **2.2.4.1 Transportation**

Monitors will provide their own transportation from their homes to the information centers they are assigned to for the day. If they are staying at local lodging, a monitor shuttle will be provided to transport monitors to their post or to the Texas Creek staging area. There are anticipated to be approximately twenty-five monitors assigned to each major information center at any one time and approximately ten monitors assigned to the Vallie Bridge minor information center. There is adequate parking for them at each major information center; however, they will be encouraged to carpool to reduce the number of vehicle trips in the corridor and parking spaces needed. Monitors at the Vallie Bridge area will be delivered via shuttle. Monitors located in the fabric panel areas will generally park at Texas Creek and be transported to their post via rail car.

### **2.2.4.2 Water/food/sanitation**

The monitors will have access to the portosans located at each information center and will also have access to the water stations at each information center. Box lunches will be provided for each monitor and will be delivered to the information centers each morning before traffic volumes increase. The rail cars that delivered fabric panel area monitors will run throughout the day to provide breaks and necessary supplies to the fabric panel area monitors. Monitors working in the information centers will also be tasked with keeping their area clean and free of trash throughout the day and encouraging the public to use the trash receptacles provided at each information center.

### **2.2.4.3 Supervisors and Crew Captains in each fabric section**

There will be two supervisors located at the Parkdale fabric panel area and one supervisor located at every other fabric panel area. Each supervisor will have several crew captains working under them who directly manage the monitors. The Supervisor duties are to monitor the fabric panel installations and other conditions in there area and to report any emergencies or other problems in their area to the event management center. The monitors report to the

crew captains and the crew captains report to the supervisors. A digital trunk radio will be provided to the supervisors in each fabric panel area.

## **2.2.5 Emergency Response and Management**

In order to ensure minimum response times for emergencies and to provide for an orderly event, we have placed law enforcement, emergency response, and traffic maintenance resources throughout the corridor. They are described below and shown in Figure 2.

### **2.2.5.1 Event Management Center/Command Post**

An event management center/command post will be located at the Texas Creek staging area permanent building. This location was chosen due to its central location in the corridor and its facilities and equipment being located there. During the exhibition phase days between 8am and 6pm staff from CSP, CDOT, BLM, Colorado State Parks, Chafee County Sheriff's Office, Fremont County Sheriff's Office, the OTR event supervisor, and traffic maintenance contractor representatives will be on-site to ensure timely decision making and response times as well as effective coordination. During the off peak hours of 6pm to 8am the command post will be staffed with one person responsible for coordination of nighttime staff, security, and emergencies. A central lost and found location will be located at the command post so items can be reclaimed at a central location.

### **2.2.5.2 Communications**

Exhibition phase communications will be managed through the command post. The general method of communication between agencies, event staff, and emergency personnel will be 800 megahertz digital radios (DTR). At this time Colorado State Patrol, the BLM, and ambulance providers all carry this equipment. CSP and BLM also have VHF radios in their vehicles to communicate with agencies that have not yet upgraded to DTR. Fremont and Chafee County Sheriff's Offices are in the process of acquiring funding to convert to DTR. It is anticipated this will be completed by the exhibition phase. Some local responders such as search and rescue and fire departments have not migrated to DTR and are not expected to have migrated by the exhibition phase. These agencies will be provided with temporary DTR's for use during the exhibition phase to ensure seamless communications. The exact communication plan will need to be developed with all providers input and vetted through the Pueblo Communications Center prior to the exhibition phase. At this time no permanent call boxes are planned to be installed in the corridor as part of Over the River. All emergency communications are being handled through emergency responders digital trunk radios and VHF radios. Call boxes could be considered if local agencies feel that they would be of great benefit during the OTR phases and would provide a continuing benefit to corridor users after the removal/restoration phase however all maintenance and upkeep costs after initial installation and the event phases are concluded would be borne by local agencies.

### **2.2.5.3 Emergency Services and Vehicle Staging**

Certain emergency services and vehicles will be temporarily located in the corridor during the exhibition phase in order to ensure their availability and timely response during the exhibition. This information is shown in Figure 2 on page 12. In addition to these supplementary resources, it is expected that normal levels of staffing would be maintained for BLM, Colorado State Parks, CSP, Fremont County Sheriff, and Chafee County Sheriff and they would perform their normal duties such as checking for State Park passes, etc.

#### ***2.2.5.3.1 Ambulance***

An ambulance with paramedics will be staged at Parkdale and one will be staged at Texas Creek all days during the week prior to and during the exhibition phase. The ambulance will be on-site between 8am and 6pm during those days. The purpose of this is to reduce the response time to emergencies in the corridor during uncongested phases

and to ensure that there is not a negative impact to response times during busier times of the exhibition phase.

#### ***2.2.5.3.2 First Aid***

First aid stations will be located at all the information centers in the corridor to allow treatment of minor injuries. They will be staffed by trained paramedics between 8am and 6pm during the exhibition period.

#### ***2.2.5.3.3 Helicopter***

A medical helicopter will be staged at the Texas Creek staging area all days during the week prior to the exhibition phase and during the exhibition phase. The helicopter will be on-site between 8am and 6pm during those days. The purpose of this is to ensure that there is a medical transportation option with quick response times available even during congested phases. Depending on the incident location and prevailing conditions, the helicopter would either stay at the staging area awaiting ground transport of the patient to the helicopter or travel to a landing site agreed upon by the command post, on-site incident commander, and the pilot. There are no designated landing areas in the corridor today but there are some common locations that meet an emergency helicopter's operational requirements. They include Five Points, Coaldale, Howard, Texas Creek, and Cotopaxi among others. We are not proposing any specific designated landing sites as part of this plan. We will allow the command post, the onsite incident commander, and the pilot the flexibility to determine the safest and most appropriate landing site for any incident given weather conditions, terrain, etc. and anticipate that they would continue to use the existing informal landing areas in use today. Today, weather conditions such as high winds often prohibit helicopter landings at the preferred location so the incident commander and the pilot agree on a different location and the patient is transported by ambulance to that location. To remove this flexibility from the command post, incident commander, and pilot would potentially increase transport time and reduce safety.

#### ***2.2.5.3.4 Law Enforcement***

A total of twenty one law enforcement or security vehicles and personnel will be staged in existing river side pullouts in each fabric panel area and at Parkdale, Five Points, Salt Lick, Pinnacle Rock, Texas Creek, and Lone Pine. The general locations of these personnel are shown in Figure 2 on page 12. More specific details about their locations are described in section 2.2.15.1 of this plan. The personnel at the fabric panel areas will be in place beginning the day that the fabric panels in that area are completed until the fabric panels in that area are removed. They will be on station between 8am and 6pm. The purpose of the staged officers or security personnel in each fabric panel location is to provide a noticeable enforcement presence to discourage undesirable behavior such as stopping on US 50. They will also be available to respond immediately to any emergencies in their area. Officers located at Parkdale, Five Points, Salt Lick, Pinnacle Rock, and Lone Pine will ensure that commercial rafting operations continue unimpeded and that visitors are following the corridor rules and regulations. There will also be law enforcement or security personnel at the command post during the week prior to the exhibition phase and during the exhibition phase. These resources are expected to be obtained from local law enforcement, other law enforcement agencies approved by local agencies, or private security contractors.

#### ***2.2.5.3.5 Fire Equipment***

Fire fighting equipment will be staged at Texas Creek during the exhibition phase and we will ensure that local fire departments have communication equipment during the exhibition phase in order to maximize communication efficiency between them and the command post. Smaller caches of handheld firefighting equipment will be located at Parkdale and Vallie Bridge. Other fire fighting resources such as air tankers, etc., will be

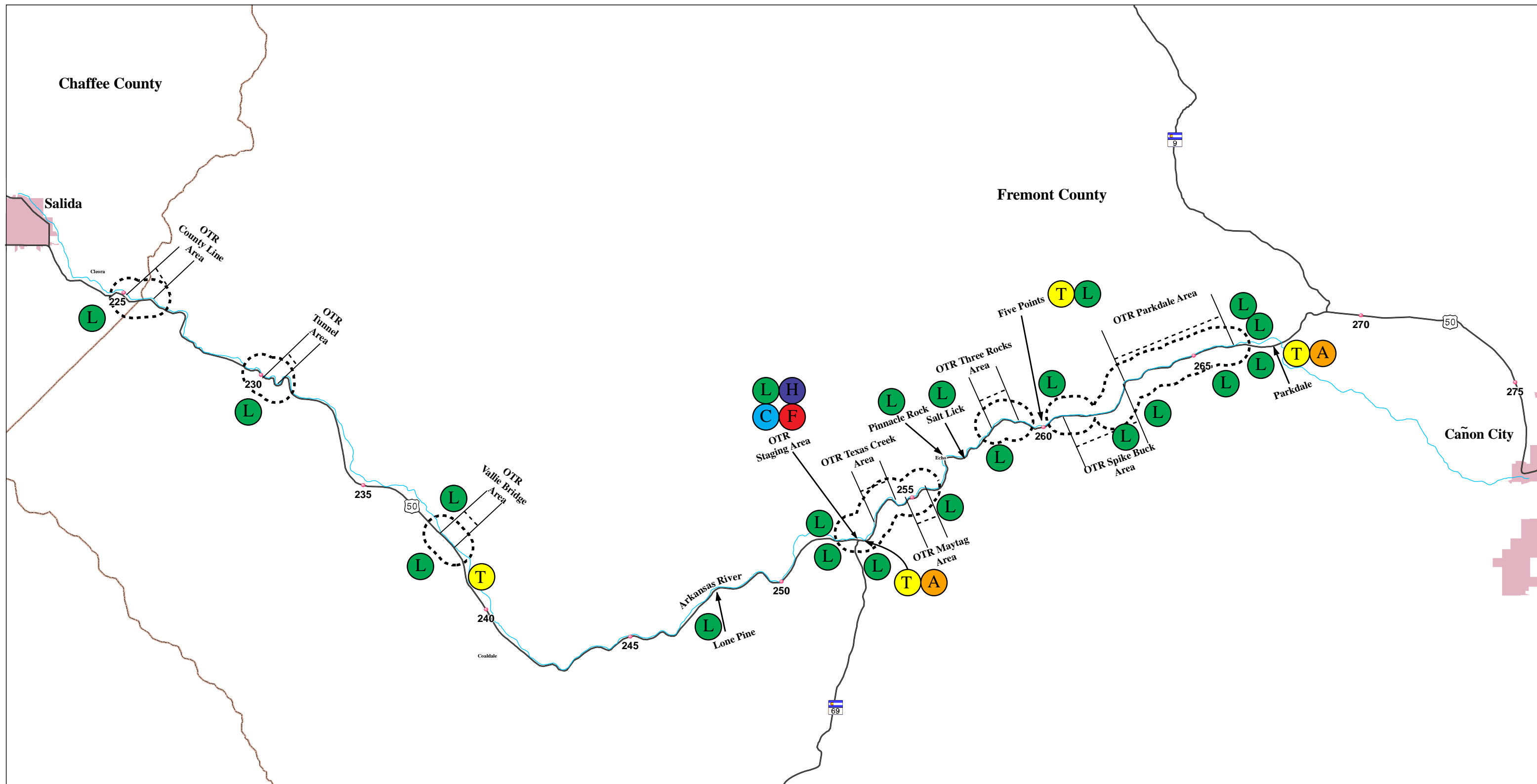
requested as determined by the local fire commander as needed. If a fire incident occurs the command post will relay this information to all law enforcement personnel staged along the corridor and they will stop traffic and force them to the shoulder in advance of the fire response vehicles to minimize visitor traffic interference and response time.

***2.2.5.3.6 Towing/Assistance***



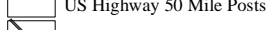
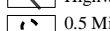
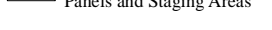






Towing and vehicle assistance personnel will be staged at four locations in the corridor during the week prior to the exhibition phase and during the exhibition phase. They will be located at Parkdale Boat Access, Five Points, Texas Creek, and Vallie Bridge. They will be on site from 8am to 6pm and their main duties will include removing disabled vehicles from traffic, providing minor assistance such as gasoline, and for removing vehicles parked in violation of the rules in place during the exhibition phase.

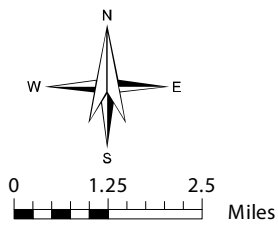
**2.2.5.3.6.1 Towed Vehicle Storage**

Towed vehicles will be taken to Parkdale/Mark Brown's Property, Texas Creek or Salida depending on where they are towed from. Temporary secure storage areas will be provided at these locations and an inventory of towed vehicles will be maintained at the command post at Texas Creek.

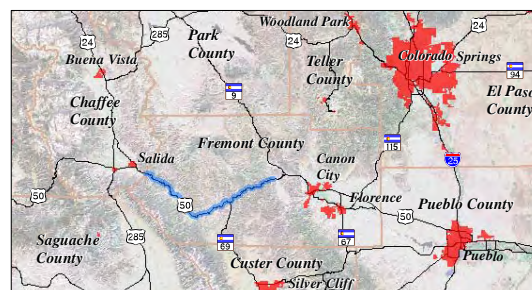


**LEGEND**

-  Cities
-  Counties
-  US Highway 50 Mile Posts
-  Highways
-  0.5 Mile Buffer of OTR Panels and Staging Areas
-  Command Post
-  Ambulance
-  Law Enforcement
-  Helicopter
-  Fire / Rescue
-  Towing / Assistance



SCALE - 1:79,200 or 1" = 1.25 miles



Base map provided by J.F.Sato & Associates

OVER THE RIVER  
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**Figure 2**  
**Emergency Service**  
**Overview Map**  
**Exhibition Period**

### **2.2.6 Security**

Private security will be employed to monitor all fabric panel areas, information centers, and the Texas Creek staging area between the hours of 6pm and 8am the week prior to the exhibition phase and during the exhibition phase. One private security personnel will be located at each fabric panel area and the staging area during these times with the exception of Parkdale which will have two private security personnel. They will be equipped with communication equipment capable of communicating directly with the command post.

### **2.2.7 Fire Risk Management and Response**

Human caused fire risk in the corridor will be managed through an information campaign at the information centers, in the media, and on portable variable message signs in the corridor. The fire danger index will be displayed and visitors will be reminded to not throw cigarettes out the window, etc. All fire bans and restrictions in place will be communicated to visitors at the information centers. The high level of law enforcement, supervisors, monitors, and other management and emergency personnel in the corridor during the exhibition phase will enhance fire identification and response in order to minimize response time if a fire event were to occur. Fire fighting equipment will be staged at Texas Creek during the exhibition phase and local fire departments will be provided with digital trunk radios during the exhibition phase in order to maximize communication efficiency between them and the command post. Smaller caches of handheld firefighting equipment will be located at Parkdale and Vallie Bridge. Other fire fighting resources such as air tankers, etc. will be requested as determined by the local fire commander as needed.

### **2.2.8 Crime and Terrorism Risk Management**

The high level of law enforcement and security present during all times during the exhibition phase will deter would be criminals and terrorists. Any suspicious activity observed by law enforcement or security during the exhibition phase will be immediately communicated to the command post and investigated and appropriate action taken as warranted. All criminal acts including trespass occurring during the event will be prosecuted to the fullest extent of the law.

### **2.2.9 HazMat**

There is a possibility with additional equipment and personnel in the corridor that a hazardous materials spill could occur. Containment, mitigation materials and equipment will be placed at the staging and laydown area so that they are available quickly. There will be staff located on-site during the exhibition phase that have been trained in hazardous materials containment and mitigation to act as first responders to hazardous materials spills.

### **2.2.10 Corridor Evacuation Plan**

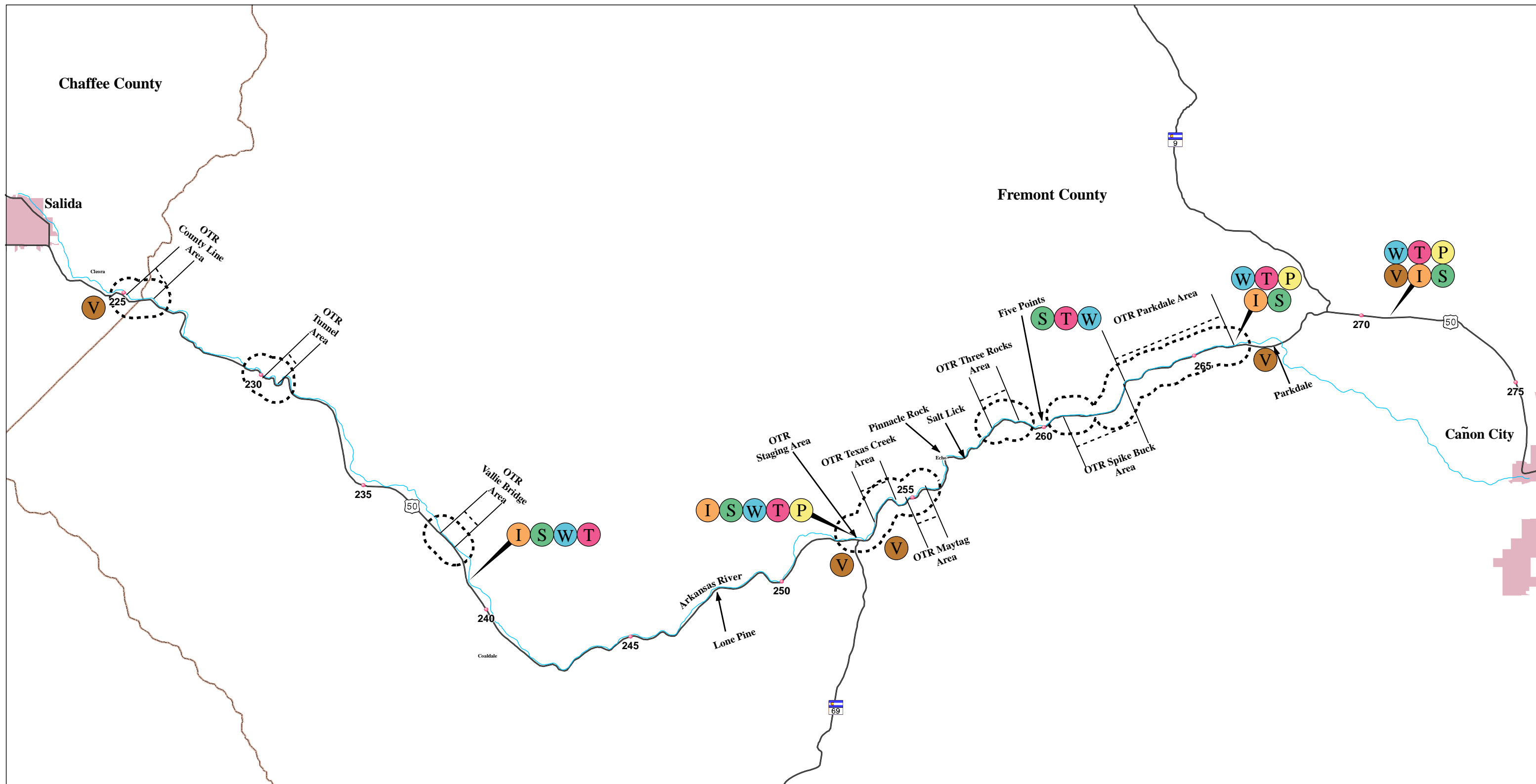
There is currently no specific corridor evacuation plan in place for the US 50 corridor. A plan will be developed in conjunction with local agencies and emergency management staff as the event draws near. It would not be prudent to develop a plan in the absence of direct input from these agencies. However, sufficient law enforcement personnel, emergency service providers, and information centers/signs will be available in the corridor during the exhibition phase to implement any corridor evacuation plan that is adopted. It is anticipated that people near the edges of the corridor would be evacuated to the east and west and that those nearer the center would leave the corridor by heading south on SH 89 however the specific route and plan would depend on the type and location of the event causing evacuation. In the event of an incident such as a traffic accident that closes the corridor to vehicular traffic but does not require immediate evacuation, the portable variable message signs located at the ends of the corridor will be changed to display a "US 50 closed" message, law enforcement and Colorado Department of Transportation personnel would be dispatched to these locations to restrict access to emergency vehicles only, and officers would begin turning vehicles around that had already entered the corridor so they

could exit. The specific locations and routes used would depend on the emergency type and location.



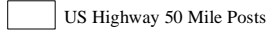
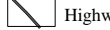
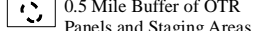






## **2.2.11 Information Management**

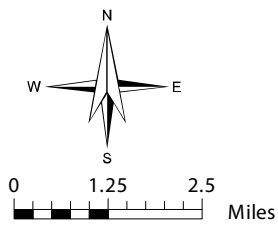
### **2.2.11.1 Information Centers**

There will be three major information centers in the corridor that will be accessible by the public where monitors can distribute information, answer questions, and reinforce the event management plan. They will be located near Fremont Road/US 50 east of Parkdale, on the north side of the river just west of the improved Parkdale boat launching facility, and on the north side of the river at Texas Creek. Approximately twenty five monitors will be available at the major information centers to assist visitors. Parking for the viewing public will also be provided at those locations. A minor information center will be located at the Vallie Bridge area on the north side of the river. Approximately ten monitors will be available at the Vallie Bridge information center to assist visitors. Parking will not be provided at this location and visitors will be required to keep the area clear for boating access. Information center locations are shown in Figure 3 on page 15. Materials will be distributed at the information centers regarding the rules along US 50, fire danger and minimization, and opportunities along the corridor, as well as river rafting and other commercial opportunities that may arise. State Parks passes as required by Colorado State Parks may also be sold at these locations to minimize confusion and reduce congestion in the corridor.

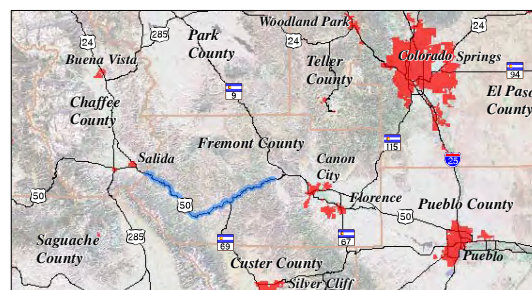


**LEGEND**

-  Cities
-  Counties
-  US Highway 50 Mile Posts
-  Highways
-  0.5 Mile Buffer of OTR Panels and Staging Areas
-  Information Center
-  Parking Area
-  Water
-  Trash
-  Portosan
-  Portable VMS Sign



SCALE - 1:79,200 or 1" = 1.25 miles



Base map provided by J.F.Sato & Associates

OVER THE RIVER  
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**Figure 3**  
**Enhanced Visitor Services**  
**Exhibition Period**

### **2.2.11.2 VMS Signs**

Portable variable message signs will be located in five strategic locations in the corridor during the exhibition phase as shown in Figure 3 on page 15. They will be used to communicate event information unless an emergency or unusual condition occurs at which time they will be re-tasked with emergency messages. Due to the nature of the corridor, cell phone connections to the signs are not deemed to be reliable; therefore traffic management personnel will be on-site in the corridor to quickly change the messages at the direction of the command post.

### **2.2.11.3 Media**

Daily updates will be provided to local and regional media about expected traffic conditions and event activities. Any emergency messages of a corridor wide or regional nature will be communicated to local and regional media outlets through the command post.

## **2.2.12 Access**

Access for recreational activities in the fabric panel areas will be restricted due to the parking restriction in place and for safety reasons. Access for local residents and through traffic will be maintained by keeping traffic moving on US 50 and through the restrictions placed on activity and law enforcement presence. Emergency service providers and assistance vehicles located in the corridor during the exhibition phase will also help keep traffic moving on US 50.

### **2.2.12.1 Commercial Rafting Access**

Commercial rafting access to launch and takeout sites will be protected through law enforcement and staff presence. Necessary river access, turnarounds, and bus staging will be protected for use by river rafting commercial operators. Vehicles obstructing these areas will be ticketed and towed if necessary. Since an important method of viewing the art is from the river, protecting these operations is important to the success of the exhibition. Major put in and take out locations for commercial river rafting operations in the Bighorn Sheep Canyon area include Parkdale, Salt Lick, Pinnacle Rock, Texas Creek, and Lone Pine. Spike Buck is more lightly used. Launches generally occur at 9am, noon, and 3pm throughout the day. The area upstream of Lone Pine is generally used for fishing float trips and put in and take out sites are less heavily used than downstream of Lone Pine. Law enforcement officers will be staged at Parkdale, Spike Buck, Salt Lick, Pinnacle Rock, Texas Creek, and Lone Pine to ensure that rafting operations are not obstructed at these locations.

### **2.2.12.2 Recreational Access**

Recreational access in the fabric panel areas will be limited due to parking restrictions and safety reasons. Access outside these areas will be allowed to continue as long as no impediment to US 50 through traffic occurs or a serious safety situation does not arise. If those conditions occur, law enforcement will have the authority to impose whatever restrictions they deem necessary to maintain safety.

### **2.2.12.3 Local Resident Access**

Traffic flow will be maintained as much as possible along US 50 during the exhibition period as shown in this plan in order to minimize impacts to local resident access. There may be times during peak weekend visitation or in the event of an emergency that access and travel times in the corridor are impacted for brief periods of time. The traffic and emergency management components of this plan are designed to minimize impacts to traffic flow while maintaining safety for corridor users.

### **2.2.13 Sanitation and Services**

Water availability, portosans, and trash removal and recycling are important considerations for this event. Figure 3 on page 15 shows the proposed locations of water, portosans and trash/recycling.

#### **2.2.13.1 Water**

Water supplies for human consumption will be located at each major and minor information centers. Since water wells or taps do not generally exist at these sites in sufficient quantity for the visitor population, water will be trucked in by tanker truck on a daily basis or as needed.

#### **2.2.13.2 Portosans**

Portosans will be procured through local or regional vendors and installed at the locations where visitors are expected and allowed to be. It is anticipated that each major information center will have twenty five portosans and the Vallie Bridge information center will have seven portosans. Seven additional portosans will be installed at the Five Points area to relieve pressure on existing facilities at that location. These will be serviced/replaced on Fridays, Mondays, and Wednesdays during the exhibition period. The portosan vendor will be responsible for maintenance and servicing. Ten additional portosans will be requisitioned and kept in reserve if supplementation is needed. PSIA guidelines indicate a 1:160 ratio of portosans to participants over a seven day period without servicing them. Since we will be servicing more frequently than weekly we will require an effective ratio of approximately 1:560. Based on visitation projections on weekends and weekdays as presented in J 2.2.1 we will require a total of 68 portosans at all times. We are providing a total of 64 portosans at all times with 10 additional portosans held in reserve. This will be adequate during the exhibition period.

#### **2.2.13.3 Solid Waste, Trash, and Recycle**

Solid waste, trash, and recycle bins will be located at each information center and at Five Points to reduce the chance that trash will end up in the corridor. In addition, smaller trash and recycle receptacles will be provided throughout each parking area to make it convenient to properly dispose of trash or recycling materials. These facilities will be serviced daily to prevent overflow or unsightly/unsanitary conditions. Also, at the end of each day of the exhibition phase, a sweep will be made of the corridor to collect any trash that was not captured in the available bins.

### **2.2.14 “Air” viewing**

Aerial viewing of the art is not a planned or encouraged activity. The project sponsor (artists') is planning to meet with local and TRACON Air Traffic Organization officials from the Federal Aviation Administration to coordinate the issuance of a NOTAM (and other appropriate notice) to impose special, temporary airspace-use restrictions in the vicinity of the project site. For air safety, ground safety and terrorism safety concerns, it is planned that sightseeing (i.e., low-level) overflights of the site will be prohibited or severely restricted.

### **2.2.15 Exhibition Phase Management Area Details**

Below are details about the fabric panel areas and several other areas of interest that have been included in the plan.

#### **2.2.15.1 Management Areas**

##### **2.2.15.1.1 *Information Center at Fremont Road/US 50***

This site will act as an initial capture site for visitors from the east. It will be located on private land near the intersection of Fremont Road and US 50 which is approximately 1.2 miles east of the SH 9/SU 50 intersection. There will be parking available here for

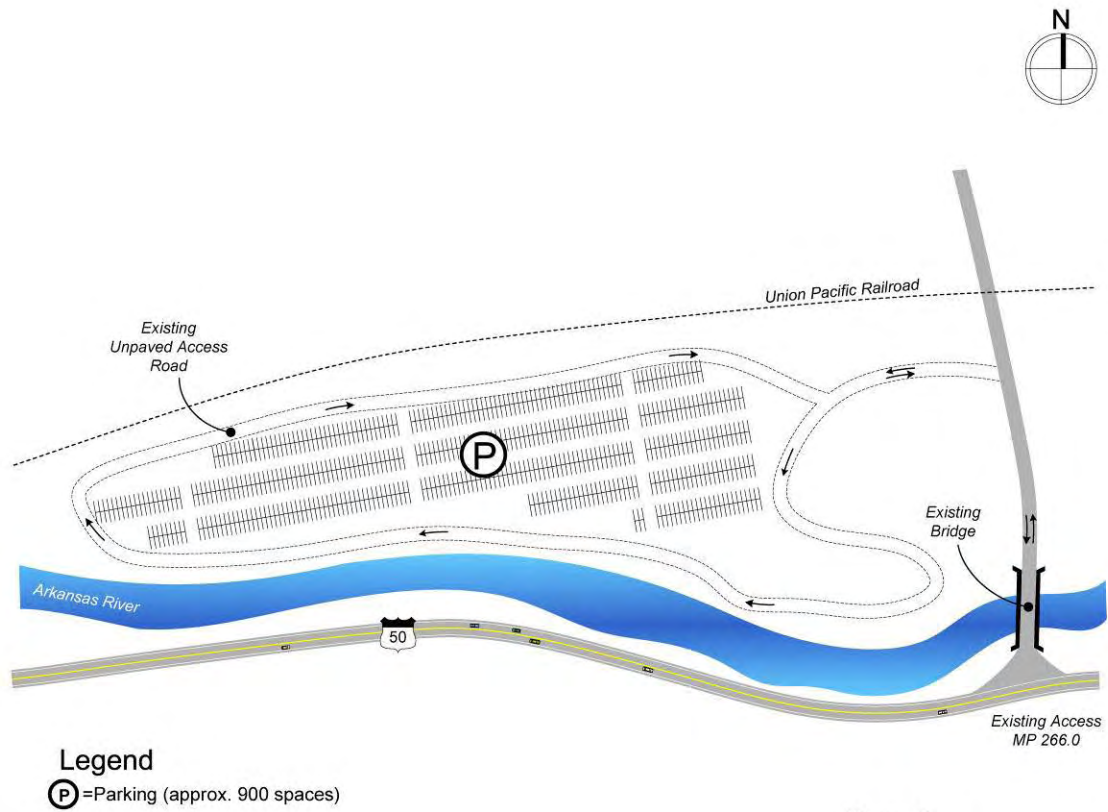
visitors to stop, get information, ask questions, learn about the viewing rules, etc. Approximately twenty five monitors will be located at this information center to assist visitors. No overnight parking or camping will be permitted at this location.

**2.2.15.1.2 Parkdale Boat Access**

Although no fabric panels will be installed in this area, its prominence at the east end of the corridor and its size will likely attract Over the River visitors. It is important for commercial rafting, private rafting, and other recreational activities that this not be utilized for visitor parking or activities. In order to reduce the likelihood of this happening, signs will be placed on both eastbound and westbound US 50 informing visitors that no Over the River activities are located here and that no visitor parking is allowed at this location. Compliance with these rules will be gained through the presence of a law enforcement officer at the site and through the location of five monitors in the parking lot to direct visitors out of this area. One law enforcement officer, an ambulance and a towing/assistance vehicle will be staged at this location.

**2.2.15.1.3 Parkdale/Mark Brown Private Property**

The Parkdale fabric panel area runs from approximately MP 263 to 266 as measured on US 50. All pullouts along US 50 within one half mile of fabric panels in this area will be closed for one week prior to the exhibition phase and during the exhibition phase. Traffic will be required to keep moving on US 50 and pedestrian activity will be prohibited in the area along US 50. Law enforcement personnel will be located along US 50 in pullouts near MP 265.9, 265.1, 264, and 263.2. There is a bridge across the river at approximately MP 266 that access property owned by Mr. Mark Brown. This property will be used for temporary visitor parking, and an information center. A law enforcement officer will be located here. Twenty five portosans and water will be available at this site. Visitors will be allowed to park here and see the fabric panels by foot. Although this is not the artistic vision for the installation, we recognize that visitors will want to be able to take pictures, see the art from outside their vehicle, and stretch their legs and we are prohibiting them from doing this from US 50. Approximately twenty five monitors to assist visitors will be available at this site in addition to the monitors, crew captains, and supervisors keeping eyes on the fabric panels. The general layout of the site and the parking is shown in Figure 4 on page 19. In order to ensure traffic flow on US 50 at the intersection with the bridge road, two traffic control officers will be located at the intersection. The two traffic control officers at the intersection will focus on maintaining traffic flow on US 50 and will have the authority to close the bridge road to incoming traffic if necessary. No eastbound or southbound left turns will be allowed at the intersection for safety reasons. The parking area will be signed as half hour parking only in order to encourage turnover. No overnight parking or camping will be allowed at this location. Since the bridge is a one-lane bridge allowing only one direction of traffic to cross at a time, we anticipate operating the bridge as a reversible facility. The main focus of the operation will be to minimize traffic delays on US 50 at the intersection and traffic will be held on the north side of the river if necessary to allow for ingress. When the parking area has filled, traffic will no longer be allowed to exit US 50 and will be required to continue on US 50 so that exiting traffic from the parking area can be accommodated. We anticipate that this condition will exist on weekend days during peak periods. Law enforcement personnel and medical personnel will be staged on the north side of the river at this location in the event of an emergency there. Traffic control officers will manage the ingress and egress conditions according to the rules described above and traffic conditions.



**Figure 4**  
**Parkdale Information Center**

**Figure 4- Parkdale Information Center- Mark Brown Private Property**

**2.2.15.1.4 Spike Buck**

The Spike Buck fabric panel area runs from approximately MP 260.7 to 261.1 and MP 262.1 to 262.9 as measured along US 50. All pullouts along US 50 within one half mile of fabric panels in these area will be closed for one week prior to the exhibition phase and during the exhibition phase. Traffic will be required to keep moving on US 50 and pedestrian activity will be prohibited in the area along US 50. Law enforcement personnel will be located in pullouts near MP 261.

**2.2.15.1.5 Five Points**

There are no fabric panels located at the Five Points area; however, there are existing facilities here. It is anticipated that this area will prove attractive to visitors but there is not enough room at the area to accommodate many people. Law enforcement and towing personnel will be located here to enforce parking rules and to allow for ticketing and removal of any vehicles operations. In addition, seven portosans and trash and recycle bins will be located at this site to increase the likelihood of capturing trash.

**2.2.15.1.6 Three Rocks**

The Three Rocks fabric panel area runs from approximately MP 258.7 to 259.2 as measured along US 50. All pullouts along US 50 within one half mile of fabric panels in this area will be closed for one week prior to the exhibition phase and during the exhibition phase. Traffic will be required to keep moving on US 50 and pedestrian activity will be prohibited in the area along US 50. Law enforcement personnel will be located in a pullout near MP 259.1

**2.2.15.1.7 Maytag**

The Maytag fabric panel area runs from approximately MP 254.9 to 255.1 and MP255.2 to 255.4 as measured along US 50. All pullouts along US 50 within one half mile of fabric panels in this area will be closed for one week prior to the exhibition phase and during the exhibition phase. Traffic will be required to keep moving on US 50 and pedestrian activity will be prohibited in the area along US 50. Law enforcement personnel will be located in a pullout near MP 255.

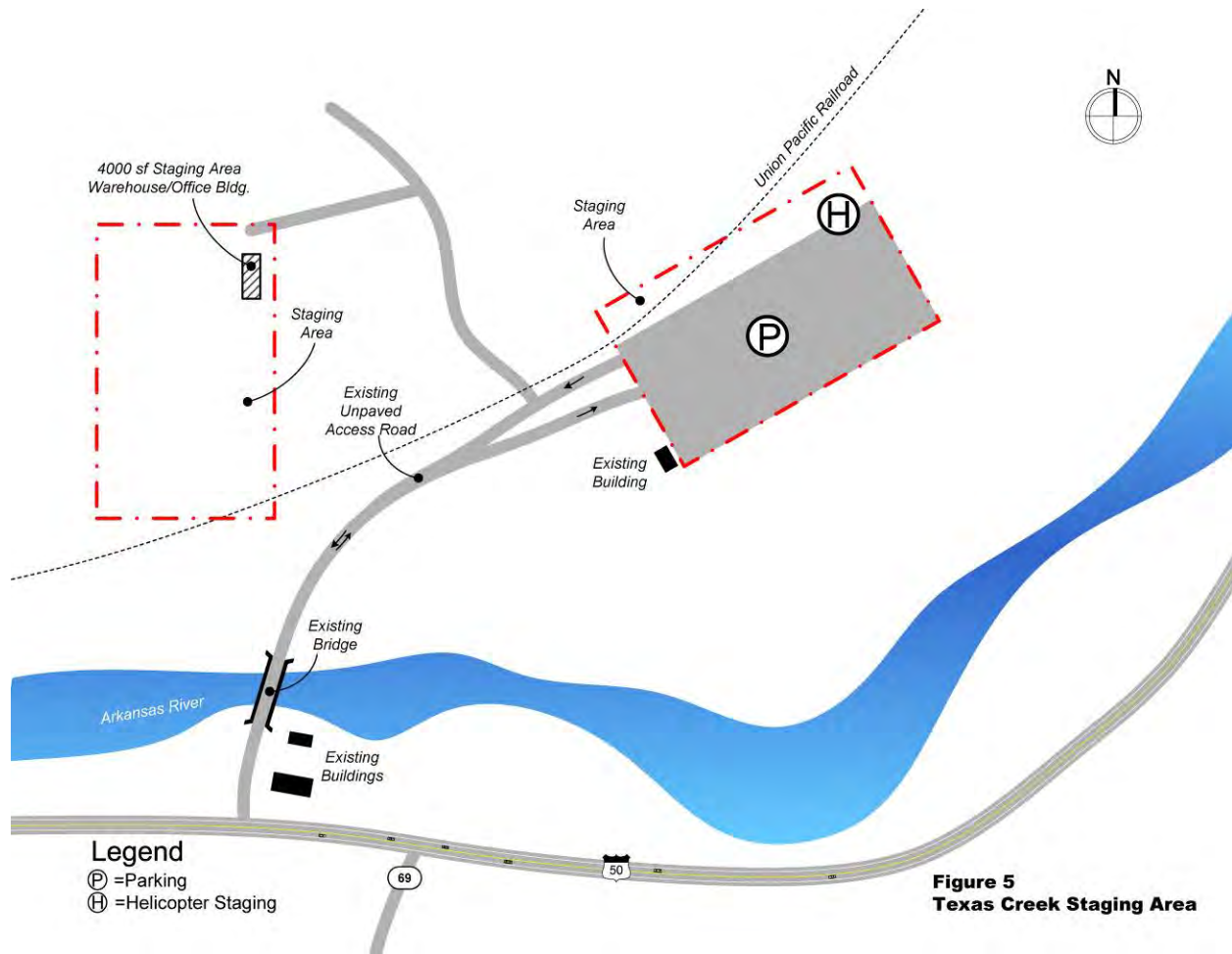
**2.2.15.1.8 Texas Creek**

The Texas Creek fabric panel area runs from approximately MP 253.6 to 254.3 as measured along US 50. All pullouts along US 50 within one half mile of fabric panels in this area will be closed for one week prior to the exhibition phase and during the exhibition phase. Traffic will be required to keep moving on US 50 and pedestrian activity will be prohibited in the area along US 50. Law enforcement personnel will be located in a pullout near MP 254.3 and 253.6.

**2.2.15.1.9 Texas Creek Staging Area, Command Post, and Information Center**

This area is important to the operations of the exhibition phase. The command post will be located here in the warehouse/office building constructed as part of the project. Emergency services, helicopter, water, twenty five portosans, and other resources previously shown in Figures 2 (page 12) and 3 (page 15) are also located here. There will be approximately twenty five monitors here to assist visitors. Visitors will be allowed to cross the river on the existing bridge and park their vehicles, use the portosans, get some water, and stretch their legs. There are no fabric panels visible from the staging area so it is not anticipated that visitors will stay in this location for a long time. Visitors will be prohibited from walking down the railroad tracks in either direction from the site and from walking down the shoulder of US 50 in either direction by monitors and law enforcement personnel. During peak weekend periods the intersection of SH 89/US 50

will be controlled by traffic officers for safety reasons. No overnight parking or camping will be allowed at this location. This area is shown in Figure 5 below.



**Figure 5  
Texas Creek Staging Area**

**Figure 5 Texas Creek Staging Area**

Since the bridge is a one-lane bridge allowing only one direction of traffic to cross at a time, we anticipate operating the bridge as a reversible facility. The main focus of the operation will be to minimize traffic delays on US 50 at the intersection and traffic will be held on the north side of the river if necessary to allow for ingress. When the parking area has filled traffic will no longer be allowed to exit US 50 and will be required to continue on US 50 so that exiting traffic from the parking area can be accommodated. We anticipate that this condition will exist on weekend days during peak periods. Law enforcement personnel and medical personnel will be staged on the north side of the river at this location in the event of an emergency there. Two traffic control officers will manage the ingress and egress conditions according to the rules described above and traffic conditions.

#### **2.2.15.1.10 Vallie Bridge**

The Vallie Bridge fabric panel area runs from approximately MP 237.9 to 238.3 as measured along US 50. All pullouts along US 50 within one half mile of fabric panels in this area will be closed for one week prior to the exhibition phase and during the

exhibition phase. Traffic will be required to keep moving on US 50 and pedestrian activity will be prohibited in the area along US 50. Law enforcement personnel will be located in a pullout near MP 238.1. County Road 45 runs along the river on the north side parallel to US 50 in this area. Additional monitors will be placed along the fabric panel area between CR 45 and the river in order to prohibit visitors from trespassing to view the fabric panels. This is also for safety and environmental reasons as the banks of the river are very steep in this section, the railroad tracks lie between CR 45 and the river, and visitors attempting to access the river bank from CR 45 will cause extensive erosion. An additional law enforcement officer will be located along CR 45 in this area to reinforce these rules. No overnight parking or camping will be allowed at this location.

**2.2.15.1.11 Vallie Bridge Information Center**

The existing Vallie Bridge area near US 50 that has restroom facilities and river access will be used as a minor information center and will have approximately eight monitors on site to assist visitors as well as seven portosans, trash and recycling bins, and water. Visitor parking will be limited to five minutes at this site to maintain river access for commercial and private rafting as well as other recreational users of the corridor. As there are no fabric panels located at this area visitors are not anticipated to linger at this site. No overnight parking or camping will be allowed at this location. A towing/assistance vehicle will be located at this site between 8am and 6pm.

**2.2.15.1.12 Tunnel**

The Tunnel fabric panel area runs from approximately MP 230 to 230.5 as measured along US 50. All pullouts along US 50 within one half mile of fabric panels in this area will be closed for one week prior to the exhibition phase and during the exhibition phase. Traffic will be required to keep moving on US 50 and pedestrian activity will be prohibited in the area along US 50. Law enforcement personnel will be located in a pullout near MP 230.4. One important consideration in this area is that many maps show County Road 45 traversing the fabric panel area on the north side of the river. In truth, the section adjacent to the fabric panels is a four wheel drive road that is impassable at certain water levels and dangerous for inexperienced drivers. Additional signs will be placed at either end of the four wheel drive portion in addition to the existing signs to warn drivers of the hazard and extreme cost of being extricated from this area. If this turns out to be a problem area the road will be closed to motorized traffic during the exhibition phase and only be open to foot or bicycle traffic.

**2.2.15.1.13 County Line**

The County Line fabric panel area runs from approximately MP 225.2 to 225.9 as measured along US 50. All pullouts along US 50 within one half mile of fabric panels in this area will be closed for one week prior to the exhibition phase and during the exhibition phase. Traffic will be required to keep moving on US 50 and pedestrian activity will be prohibited in the area along US 50. Law enforcement personnel will be located in a pullout near MP 225.7.

## **2.3 Removal/Restoration**

### **2.3.1 Management Philosophy**

The removal/restoration phase has a lower intensity throughout the corridor in terms of visitation than the exhibition phase and a lower intensity in terms of localized construction type activities than the installation phase. Visitation is expected to fall off dramatically at the beginning of this phase. It is estimated that the fabric panels will be removed within two weeks of the end of the exhibition period; the cables will be removed within 6 weeks, and the total removal/restoration phase will take 3 months from the end of the exhibition period. If needed, normal traffic control activities and devices as defined in the Manual for Uniform Traffic Control Devices (MUTCD) and the Colorado Department of Transportation's (CDOT) Standard for Traffic Control Plans shown in their M & S Standards will be utilized.

### **2.3.2 Activities**

The activities occurring in this phase are removal of all project elements and the restoration of the area in accordance with agreed upon and prescribed methods. All project materials will be removed from the corridor. The building constructed at the Texas Creek staging area will be left in place and donated to either the BLM or Colorado State Parks or both.

### **2.3.3 Traffic Management**

As stated in the management philosophy, traffic management during the removal/restoration phase will consist of normal construction activity traffic management techniques and equipment. Normal traffic control activities and devices as defined in the Manual for Uniform Traffic Control Devices (MUTCD) and the Colorado Department of Transportation's (CDOT) Standard for Traffic Control Plans shown in their M & S Standards will be utilized. The portable variable message signs in place in the corridor will be left in place and appropriate messages will be displayed on them until the completion of fabric panel and cable removal, at which time they will be removed from the corridor.

### **2.3.4 Staff/Contractor Management**

The work crews will be closely monitored for compliance with the approved removal/restoration plans and methods. Over the River has defined specific removal and restoration methods to minimize impacts on the landscape and disruption of wildlife and human activities. Contractor staff will be housed in the local communities and will carpool to the work site. Contractor parking and staging will be concentrated at the Texas Creek staging area; however, a small amount of vehicle parking may be required at various locations throughout the corridor as the work progresses. On the highway side, this parking will utilize existing pullouts where parking is allowed as much as possible. Where not possible, work vehicles will be located in the 400' work zone and protected in accordance with the MUTCD and CDOT M & S Standards.

### **2.3.5 Staging Area/Stockpile**

As the project elements are removed they will be stored at the staging area developed in the installation phase. As materials are brought in they will be loaded up and removed from the corridor to be recycled. Materials and equipment needed for removal and restoration will also be stored here during this phase. At the end of this phase no equipment or materials will remain and the area will be returned to its original state with the exception of the permanent warehouse/office building that was constructed for the project. It will be donated to the BLM or Colorado State Parks when the Over the River project is complete.

### **2.3.6 Access**

Access along and to the river and adjacent communities during the removal/restoration phase is important. Local residents, recreational users, commercial operators, visitors, and normal traffic utilizing the corridor need to be accommodated with as little impact as possible.

#### **2.3.6.1 Commercial Rafting Access**

Commercial rafting river access is not an issue during the removal/restoration phase as their season has ended by that time. However, commercial access points will not be impacted during the removal/restoration phase. Rafting operations could continue normally throughout removal/restoration.

#### **2.3.6.2 Recreation Access**

Many recreational users utilize the corridor during different phases of the year. The removal/restoration phase is relatively short and not as intense as the construction phase so impacts are expected to be minor. Private rafting will continue to occur under the rules set by the BLM and Colorado State Parks. Fishing access will generally not be affected. There may be certain short phases of time (a day or two), where a parking pullout used for fishing access is in a removal/restoration area and unavailable for a day or two. Fly fishing activity will be removed quickly as the overhead cables and the fabric panels will be removed first. Hunting activities in the corridor are not expected to be impacted by removal/restoration activities. There will however likely be some activities occurring during the big game hunting seasons. Since removal/restoration will be occurring along the highway and railroad, and the State of Colorado and the Colorado Division of Wildlife (CDOW) have rules limiting hunters' ability to shoot near state highways and other public roadways we don't anticipate any significant impacts to hunting in the corridor. Wildlife viewing in the corridor should not be affected by removal/restoration activities in terms of access opportunities or impacts to wildlife.

#### **2.3.6.3 Local Residential Access**

Local residential access will be maintained at all times during the removal/restoration phase. All traffic control plans and devices will conform to the MUTCD and CDOT's M & S Standards. Due to the lower traffic volume during the removal/restoration phase and the short length of activities on US 50, delays are expected to be minor.

### **2.3.7 Command Post**

The command post will be in staffed during the first week of the removal/restoration phase. Removal/Restoration coordination will occur from the staging area. Any emergency encountered during this phase will be reported through the existing channels and handled via existing procedures.

### **2.3.8 Communications**

During the removal/restoration phase, the various teams will have digital trunk radios capable of connecting directly with emergency service providers. In the case of any emergency, the crews will contact the providers and notify them of the nature and location of the emergency so that appropriate emergency response teams can respond to the site. This will enhance existing emergency response times by reducing the elapsed time between an incident and notification of emergency service providers.

### **2.3.9 Fire Risk Management and Response**

In order to minimize the risk of human caused fire during the removal/restoration phase certain activities will be restricted. All cutting and welding activities will be limited to the staging and laydown area or will be required to be performed off site. Vehicles that will be used off of existing roadways will be equipped with heat shields and other equipment will have spark arrestors. In

order to decrease response time and reduce the chance of a fire spreading if there is one, all crews will be trained in quick response wildfire suppression techniques and fire suppression equipment such as extinguishers, shovels, sand, pulaskis, etc. will be with each team. Also, additional fire suppression equipment such as a water truck will be located at the Texas Creek staging area during the removal/restoration activities to allow for quicker response. Each crew will be equipped with digital trunk radios capable of communicating directly with emergency service providers in the event that a fire requires a larger response team. This will reduce response time and increase the likelihood that the fire will be controlled quickly.

### **2.3.10 Security**

Security during the removal/restoration phase consists of protecting work equipment and sites as well as minimizing the occurrences of other criminal activities such as trespass and theft throughout the corridor. Over the River will employ private security to patrol the fabric panel areas until fabric and cables are removed and the staging and laydown area during the entire removal/restoration phase. Equipment and materials stored in the staging and laydown area will either be located inside the proposed building or inside a secure and fenced area to prevent theft and vandalism. In addition, private security will provide additional "eyes on" the corridor during the phase in the event of suspicious activity, accident, emergency, fire, etc. and be able to report this activity immediately to local law enforcement and emergency service providers.

### **2.3.11 HazMat**

There is a possibility with additional equipment and personnel in the corridor that a hazardous materials spill could occur. This could occur through accident or normal maintenance activities. Each team will be trained in recognizing, containing, and mitigating the hazardous materials used in the installation such as gasoline, diesel, hydraulic fluid, oil, etc. Containment equipment will be located with every team so that a hazardous materials spill can be immediately contained to minimize any environmental damage. Mitigation materials and equipment will be placed at the staging and laydown area so that they are available quickly. The training each team receives, the containment equipment that each installation team will have, and the mitigation materials and equipment located at the staging and laydown area will also be available in the event of a hazardous material spill in the corridor that is unrelated to removal/restoration activities.

### **2.3.12 Trash**

Trash and recycling bins will be placed at the staging and laydown area for removal/restoration team use. They will be serviced weekly or more frequently as needed by a local waste management provider.