

# **SOUTHERN EAR TRI-BOARD WORKING GROUP**

## **Summary of Objectives and Key Parameters**

**Big Picture Goal:** Design, construct, and maintain a southern emergency access road (EAR) within the Southern Corridor (defined below) that meets or exceeds the following standards:

- Designed and constructed to be safely navigated by passenger vehicles, law enforcement vehicles, and fire apparatus during an emergency
- Designed and constructed to be survivable for vehicle occupants during a wildfire

Southern Corridor means property generally bounded by Montane Drive, Bitterroot Drive, Daisy Lane, and CO Highway 74.

### **Basic Assumptions:**

- The EAR will be designed and constructed in accordance with applicable federal, state and local laws and regulations, as well as published industry standards adopted by Genesee Fire Protection District. GFPD will provide vehicle standards and limitations.
- Route will be permitted by all entities with jurisdiction (i.e., county, state regulators).
- The EAR will not be used for public transport, recreational, or other day to day business by any person or entity. The EAR will be used only for emergency ingress and egress, maintenance/mitigation, and training. The EAR will be access controlled with appropriate gates and security, as well as appropriate signage, locks, and monitoring.
- Ownership, maintenance, and use of the EAR will be governed by an operating agreement entered into between Genesee Fire Protection District and owners of property crossed by the EAR

### **Technical Design Goals and Specifications:**

- Most direct and shortest viable route within the Southern Corridor providing the highest throughput for theoretical fire event.
- Avoid any design and construction that would physically affect private homes/structures and minimize visual impact to the extent reasonably possible.
- Grade and width of EAR (including shoulders) should be planned to maximize safe two-way traffic flow for passenger vehicles and fire apparatus, and to minimize travel time and congestion. Turnouts and circle turnarounds to facilitate traffic flow can be considered where two-way width is not possible.

- Consider topography and features of the route to facilitate mitigation of fuels on both sides of the EAR to a minimum of 200 feet (300 feet preferable). Property adjacent to public road leading to proposed EAR should have no vegetation within 10 feet of the road (20 feet preferable).
- Road surface is to be optimized, cost effective and durable, considering cost of installation and maintenance.
- Consider ownership of property needed for EAR as well as mitigation and likelihood of obtaining necessary legal rights.
- Protect the physical integrity of the water and sanitation facilities, reservoirs and dams owned by the Genesee Water & Sanitation District. Engineering contractor to suggest minimum setbacks.
- Construction should ensure erosion control in appropriate places to minimize erosion by water and rock fall along the EAR.

**Topics for Operating Agreement:**

- Standards for maintenance and repair of EAR, and responsibility for performance and cost of the work.
- Responsibility for cost of the design and construction of the EAR.
- Limits on use of the EAR for training, e.g., frequency and duration of use, notice to adjacent property owners.
- Provisions to minimize interference with operations of Genesee Water & Sanitation District (if EAR crosses its property).
- Management of potential liability related to the construction and use of the road by indemnities and insurance.