

1. Permission to Treat On Private Land

Landowner signed Landowner Cooperation, Release and permission to Treat Agreements will be obtained in advance of the project's start. These Landowner Agreements will be obtained by the Grizzly Flats Fire Safe Council (GFFSC).

2. Excluded Areas of Treatment

This Project will **not** include any work within the 100' Defensible Space zone around structures. California Public Resources Code, Section 4291 describes and required the treatment of these areas as the full responsibility of each private property owner.

3. Project Location - Primary Evacuation Route

The project is located in El Dorado County southeast of Placerville in T9N, R13E, Sections 17, 19, and 20. The project is linear along Grizzly Flat Road and String Canyon Road between Cosumnes Mine Road and Caldor Road. As funding is available, the project may also include specific locations along String Canyon Road east of the above described area. The general project area is delineated on the **Project Location Map** located at the end of this **Scope of Work** and is more specifically identified on the **Project Drawings**. Bidding Contractors will be provided the Project Drawings at the Mandatory Pre-Bid Site Visit Orientation Meeting (see **Item 10, Project Milestones** chart for date of Pre-Bid Site Visit and Orientation Meeting).

4. Size of Treatment Area

The maximum designed project acreage, GF-9 project area and potential 'Additional Work', is approximate 34 acres. The actual project acres will be more specifically known following Landowner responses of committed participation in the project. The project treatment area will include a 50' deep fuel reduction area at each side of the evacuation route on all included project properties.

5. Proposed Action

The project will reduce the threat of catastrophic wildfire along the community's primary evacuation route. The project treatment is an extension of a similar treatment completed in 2008 along another section of String Canyon Road. During a wildland fire, when community evacuation is the only possible life saving action, the project will:

- Increase fire safety to evacuating Grizzly Flats community residents along the community's primary evacuation route.
- Increase fire safety to fire suppression personal and apparatus traveling to a wildland fire.
- Reduce the fuel loading along the evacuation route roadsides, thereby allowing the road to be used as an effective fuel break and staging location for fire suppression activities.
- Reduce the fuel loading along the evacuation route roadsides, thereby reducing the likelihood of a wildfire starting from a traveling vehicle's defective catalytic converter or a discarded lit cigarette.

6. Prescription / Treatment

Hand Thin

The hazard fuels reduction work along the road shall be done with hand crews using chainsaws and a mechanical chipper. Hand thinning shall include:

- Trees, up to 8" diameter at breast height (dbh) or 4½ feet above the ground on the uphill side shall be cut and chipped with 20' spacing between leave trees (trees not cut), unless otherwise designated by the landowner. All stumps will be cut to within 6" of the ground.
- No surface debris shall average more than 6" in depth over the entire hand thin Treatment area.
- Leave trees shall be limbed up to 8' above the ground, but not more than 1/3 of a tree's total height.; limbed material shall be treated by chipping.
- All brush shall be cut and chipped unless otherwise designated by the landowner.

- Cut trees less than 4" dbh shall be chipped.
- Cut trees 4" dbh and greater shall be cut into 4' lengths, stacked and left for firewood.
- Cut vegetation falling into drainages, ditches, roads, road banks, trails, or on adjoining property shall immediately be removed.
- Trees in order of importance and to be retained on site if possible: 1) Sugar Pine, 2) Dogwood, 3) Ponderosa Pine, 4) Doug Fir, 5) Black Oak, 6) Cedar, 7) White Fir. Retention of these trees is important but meeting the spacing requirements is of a greater importance.

Chipping

Mechanical chipping shall be used to reduce the volume of cut vegetation. Chipping redistributes forest vegetation, cut with chainsaws as a part of hand thinning, back into the forest environment.

- All cut brush and tree materials less than 4" dbh shall be chipped.
- Chips shall be blown back onto the ground and scattered upon the project area at a relatively uniform depth not to exceed 3", unless specified otherwise by the Project Coordinator.

7. Identification of Protected Species or Other Critical Resources

Within all environmentally sensitive areas, identification and avoidance during project implementation is important. If any sensitive resources are found during project implementation, the area shall be avoided until the Project Coordinator can review the conditions.

8. Fire Plan for Construction and Service Contracts

The provisions set forth in **Attachment 1** to this **Scope of Work** outline the responsibilities for fire prevention and suppression activities, and establish a suppression plan for fires within the Contract Work area. The Contract Work area is delineated on the **Project Location Map** at the end of this **Scope of Work**. The provisions set forth in the 'Fire Plan' also specify conditions under which Contract activities will be curtailed or shut down.

9. Encroachment Permit and Traffic Control

Portions of the project will require working within the public road traveled way and will therefore require an Encroachment Permit from the El Dorado County Community Development Agency, Transportation Division (EDCCDA) and providing traffic control devices and traffic control personnel.

- The Encroachment permit (the "Mother Permit"), including any fees will be acquired and paid for by the GFFSC in advance of the project's start date and at no cost to the Contractor.
- The Contractor will be required to meet with the EDCCDA to fill out a **NO FEE Permit Application**. Contact Sheri Woodford at the EDCCDA for more information (530-621-5941). The Application form is included in **Attachment 2** of this **Scope of Work**.
- The requirements and use of traffic control procedures, equipment and personnel shall be the full and sole responsibility of the Contractor. Excerpts of the State of California, Department of Transportation, Traffic Control Manual are provided in **Attachment 2** to this **Scope of Work**.

10. Project Milestones

Milestones	Time-line Dates
■ Project Invitation to Bidders and Instructions to Bidders Release Date	4-8-14
■ Contractor Document Review Period	4-8-14 thru 5-5-14
■ Mandatory Pre-Bid Site Visit and Orientation Meeting Date	4-17-14
■ Bid Submittal Due Date	5-5-14
■ Project Bid Evaluations and Selection	5-9-14
■ El Dorado County Fire Safe Council's Approval of Contractor Selection and Ratification Date	5-13-14
■ Contractor's Contract Signing Date (estimate)	5-16-14
■ Contract Work Start Date (estimate)	5-16-14
■ Contract Work Completion Date (estimate)	8-2-14

11. Unidentified or Unknown Conditions

The Contractor shall promptly notify the Project Coordinator of:

- Latent physical site conditions differing materially from those indicated in the Contract.
- Unknown physical conditions differing materially from those ordinarily encountered and generally recognized as inherent in work of this character.

12. Available Funds

The maximum amount of funds available for the project's contracted services is \$50,000. (the grant funding amount). The submission of a bid for this project shall represent the Contractor acknowledges and affirms that he/she can provide the tasks outlined in the **Scope of Work** within a reasonable cost.

13. Nondiscrimination

The activities conducted under this agreement shall be in compliance with the nondiscrimination provisions contained in Titles VI and VII of the Civil Rights Act of 1964, as amended; the Civil Rights Restoration Act of 1987 (Public Law 100-259); and other nondiscrimination statutes: namely, Section 504 of the Rehabilitation Act of 1973, Title IX of the Education Amendments of 1972, the Age Discrimination Act of 1975, and the American's with Disabilities Act of 1990. They shall also be in accordance with regulations of the Secretary of Agriculture (7CFR-15, Sub-parts A & B), which provide that no person in the United States shall on the grounds of race, color, national origin, gender, religion, marital or family status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance from the U.S. Department of Agriculture or any agency thereof.

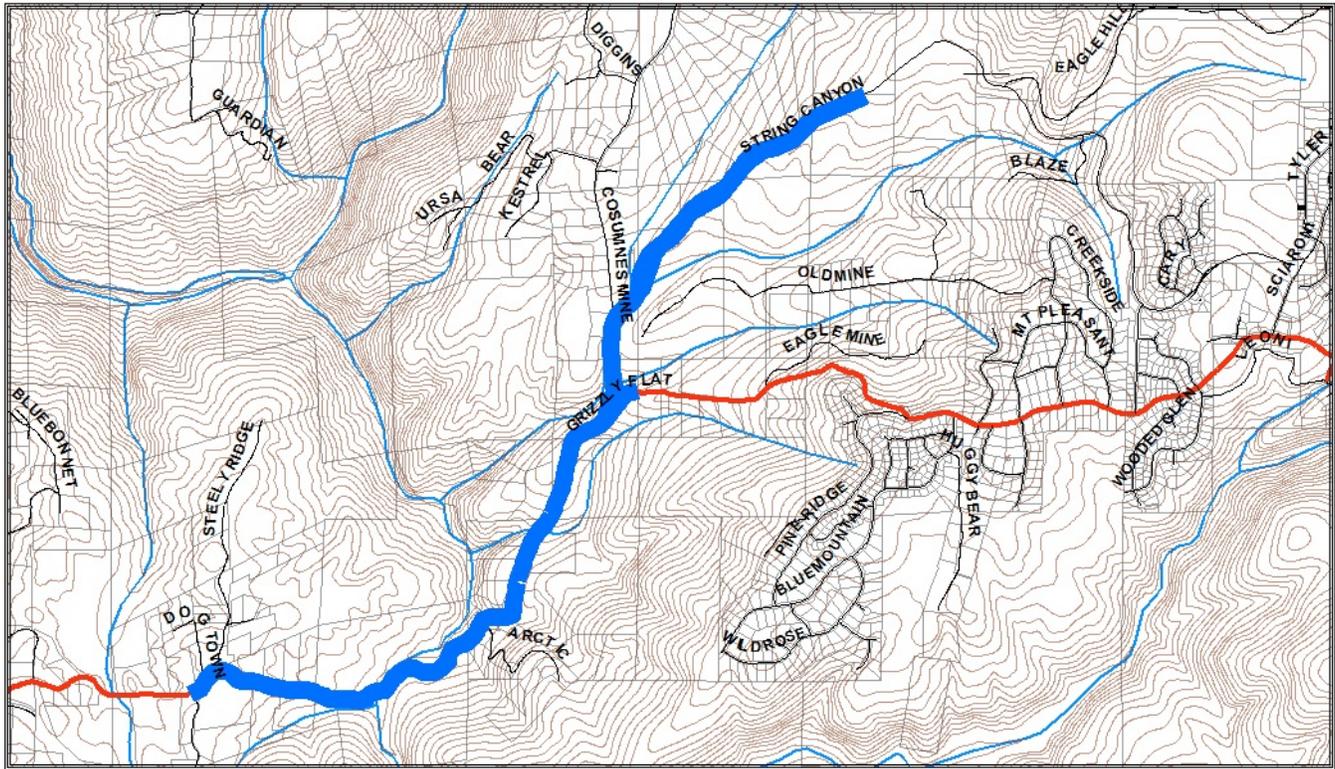
14. Disclaimer

The views and conclusions contained in this document are those of the author's and should not be interpreted as representing the opinions or policies of the U.S. Government. Mention of trade names or commercial products does not constitute their endorsement by the U.S. Government.

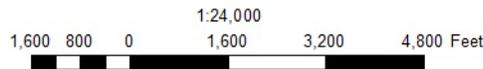
15. Invitation to Bidders, Instructions to Bidders and Bid Proposal

Contract Bid Form (Proposal) shall be submitted in accordance with the project's **Invitation to and Instructions to Bidders**, and on the project **Bid Form**, all being included in the project bid package.

16. Project Location Map and Description



Grizzly Flats Primary Evacuation Route
 Roadside Hazard Reduction



3/24/2014

The GF-9, Primary Evacuation Route Hazard Fuel Reduction project is identified above in the wide BLUE line. The GF-9 project is the westerly half of the Grizzly Flats Community's Primary Evacuation Route as it is identified in the 2006 Grizzly Flats Community Wildfire Protection Plan (CWPP). The GF-9 project includes a 50' deep area on both sides of Grizzly Flat Road and String Canyon Road between Cosumnes Mine Road and Caldor Road. The 50' depth extends away from the edge of the vegetation at the asphalt road edge onto the private properties.

The easterly section of the Community's Primary Evacuation Route (GF-1) was completed in 2008. The GF-9 project may include portions of the GF-1 project area missed during the GF-1 project work. The inclusion of these missed portions of the GF-1 project into the GF-9 project will be done as Additional Work (Extra Work). The Inclusion of Additional Work will be controlled by available project grant funding and landowner permission. The above map includes the GF-9 project area and the locations of possible Additional Work.