

A. Scope of Work

Section 1: Hazardous Fuel Reduction Project Scope of Work

1. This Fuel Reduction Project is located in Logtown, an unincorporated community of approximately 508 parcels and 450 residences. Logtown is situated some 3½ miles south of the Town of El Dorado in El Dorado County. Logtown straddles SR 49 on Logtown and Monitor ridges, north and west of the North Fork of the Cosumnes River. Logtown's many canyons, steep topography, heavy fuel loading and omnipresent ignition sources combine with the extensive and diverse use activities typical of the Wildland-Urban Interface environment to produce the potential for a catastrophic wildfire. Logtown has more than 400 habitable structures in the SRA, over 300 of which lie within one mile of the proposed project area. The project area itself is on the eastern side of Logtown Ridge between SR 49 and Union Mine Road, a steep area with dense fuels that could support rapid fire spread in either direction between these roads. The project will construct a nearly 3 mile-long, 300 foot-wide (approximately 105 acres) shaded fuel break adjacent to residential defensible space to the west, providing a considerably larger, accessible, reduced-fuels zone to accommodate fire suppression activities.

2. The goal of this project is to reduce the risk from wildland fire in Logtown by constructing a 300+ foot wide, almost 3 mile-long shaded fuel break on the east side of the community. The objectives of this project are (i) to create a wide, reduced-fuels zone that will have a fuel profile that resembles pre-settlement conditions in this area, reduces fire intensity and rate of spread, and is more receptive to wildland firefighting operations, and (ii) to leverage Logtown's Firewise community efforts by reducing fuel load adjacent to residential defensible space thereby providing better accessibility to a wider reduced-fuels zone for firefighting operations. In addition to the immediate benefit of added protection to the parcels adjoining the project area, the entire Logtown community will benefit from LT-10's completion of the planned "Ring of Protection," comprising fuel breaks and reduced fuels zones surrounding the community as envisioned since the development of Logtown's first Community Wildfire Protection Plan (CWPP) in 2007.

3. Logtown's network of buffers against wildfire has, over the last few years and as recently as the 2018 fire season, helped to prevent several small-fire starts from growing to threaten life and property. Although certainly not the only factor contributing to successful defense against these fires, fuel breaks and reduced-fuels zones provide several important features to hamper fire spread. First, reduced-fuels zones hamper fire spread by providing less fuel and by eliminating ladder fuels, thereby reducing the fire's intensity and, ideally, preventing migration of the fire into the local canopy. Both of these factors combine to reduce the fire's rate of spread. Second, the shaded fuel break provides a more accessible area through which to confront the fire. Personnel, ground equipment

and air attack resources can more easily use the open area of the fuel break to establish containment or retardant lines and to impede the fire's spread directly. Finally, LT-10's planned location adjacent to residential defensible space multiplies the contiguous extent of reduced-fuels areas and further improves accessibility for firefighting resources. All of the parcels adjacent to the planned project area are accessible by paved roadways, and many parcels have additional roads and driveways that allow for direct engine/crew access to reduced-fuel areas.

The LT-10 project area is dominated by vegetation of Fuel Models 4 and 6, consisting of heavy underbrush (Poison Oak, mixed brush and Oak and Native Pine saplings) and 80-100% canopy of mixed oak (primarily Live Oak). The heavy underbrush inhibits firefighting efforts while accelerating fire spread and growth into the canopy. The high canopy coverage reduces effectiveness of aerial retardant application by shielding the understory fuels.

The LT-10 project plan requires fuels to be treated to the standards shown in Appendix A-3 of the 2007 Logtown Community Wildfire Protection Plan. All ladder fuels will be removed and trees less than 9" in diameter removed as necessary to provide about 20' spacing between boles. Limbs will be removed to about 10' height. This treatment plan will reduce overall fuel load and distance remaining fuels from short plants and grasses, thereby reducing the rate of fire spread through the project area while improving accessibility for ground- and airborne firefighting assets.

4. An Eldorado Irrigation District reservoir for the Logtown community is located within one mile, uphill, from this project. While most of the service area is gravity fed, some areas require booster pumps to provide adequate pressure. Several power lines also run through and adjacent to the project area. A large communications tower is located on a nearby peak. While disruption of the water supply would impact only Logtown proper, the disruption of the other services could affect other nearby communities such as El Dorado, Diamond Springs and the Nashville/Sandridge area. Disruption of the water supply would also have an impact on the ability of agencies to provide structure protection to the homes in the immediate area.

There are also watershed assets at risk on the North Fork of the Cosumnes River. Depending on wind conditions, a wildfire originating within the ridge top community could easily spread eastward to the steep slopes along the North Fork of the Cosumnes. This fuel reduction zone will provide a wide area to facilitate firefighting efforts and also prevent a fire from spreading eastward.

5. The proposed project is the third iteration to develop a shaded fuel break on Logtown's east side. Work started on LT-10 in 2014, with completion of 14 acres of fuel reduction in the project area under CAL FIRE Prop. 40 grant 8CA11510. The Prop. 40 grant focused work on the most difficult and densely vegetated areas near the center of the proposed project area. Problems encountered with equipment, weather and scheduling prevented the project from achieving its planned extent.

Two grants were awarded in 2016 for fuels reduction over the southern and

northern segments of the currently proposed project area. A CAL FIRE grant (5GS15144) covered work on the southern segment from June 2016 to March of 2018. A two-year, USFS grant (16-FSA-56063) was awarded in October 2016 and covered work on the northern segment of the project area. The CAL FIRE grant was designated as a significant source of required matching funds for the USFS grant. As such, work could not begin on the CAL FIRE grant until the USFS grant was active. Background work on the grants commenced in December 2016 to obtain Right of Entry permission from affected property owners and to plan the project extent. Project surveys for CEQA and Archaeological reports were made in the spring of 2017, and final flagging and mapping of the project area were completed that August. Formal Requests for Proposals were formulated and published, leading to a bidder's meeting on October 18, 2017. Bids were received and a contractor was selected for the work at the beginning of November, with the initially assigned task to complete treatment on the southern segment (CAL FIRE grant) by the end of January 2018. Two factors precluded the planned work schedule: (i) Approval of the project area Archeological Report was delayed until mid-December, pushing the start of work to the beginning of January; (ii) The Tubbs Fire had devastated large areas of Napa, Sonoma and Lake Counties in October 2017, and cleanup and recovery efforts placed great demands for forestry workers and contractors into the spring of 2018. As a result, work on the 5GS15144 project area could not be completed prior to the end of the grant's Period of Performance (March 2018). Since that work was a precondition for the USFS grant work, the latter Project Tracking Number: 18-FP-AEU-1082 5 could not be completed under the terms of the USFS grant and the entire project effort was terminated in March 2018.

While a great disappointment to the grantors and to the Logtown and El Dorado County Fire Safe Councils, the recent, incomplete LT-10 effort contributes significant benefits to the presently proposed project.

These include:

- a) LT-10 project-area CEQA and Archeological plans and reports are complete and approved, allowing work on the ground to commence with minimal delay;
- b) Background information for obtaining property owners' Right of Entry permissions is 90% complete, allowing solicitation of these permits to commence almost immediately upon award;
- c) Changes to contractor Project Information and Work Statement(s) will be limited to consolidation of the prior two project areas, slight expansion of the fuel break width and adjustment of the period of performance. These relatively minor changes can be implemented quickly, allowing the contractor selection process to commence shortly after grant award.
- d) Bids received for the prior project highlighted unexpected cost escalation for treatment work given the very difficult terrain in the project area. This has been factored into the present proposal in order to ensure realism in project cost and execution.

Because of our recent experience and lessons learned therefrom, we are in a unique position to execute the proposed project successfully. Availability of approved CEQA and Archaeological plans/reports, and shortening of the time required to do background and preparatory work allows us to target commencement of work on the ground in the fall of 2020, with ample contingency to continue the work the following year in the event of extreme weather or other technical problems. In short, our recent experience pays forward in a substantive way toward achievement of the project's goals while allowing for unforeseen contingencies.

6. The steep terrain within the project area precludes large scale harvesting of cleared, woody biomass for subsequent processing. Mastication will be used over a large portion of the project area, and masticated materials will typically be spread on-site. Larger limbs, logs and other larger debris will be transported offsite, but we expect the volume of these materials to be of low interest to biomass processors.