



SOUTHWEST INTERFACE PROJECT PROFILE AND PROGRAM OF WORK



C.Y. 2003 – 2004

**WORKING TOGETHER
AND MAKING A DIFFERENCE
THROUGH LOCAL COLLABORATION**

APRIL 2003

SWIFT

SOUTHWEST INTERFACE TEAM

THE SOUTHWEST INTERFACE PROJECT

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ACKNOWLEDGMENTS

This report follows four years of a collaborative partnership effort initiated in March of 1999 called the Southwest Interface Project. The partnership was established to mitigate the very serious wildland fire problems within a 132,000 acre area in southern Tuolumne and northern Mariposa counties. City, County, State, Federal, and local public participation through Fire Safe Councils, are working in a cooperative effort to help protect life, property and resources within and adjacent to the Project area. Over 11,000 acres of fuel treatment have been accomplished or are under contract for implementation actions during the four year period. Strategic Fire Defense System implementation activities, and Pre-Fire Planning are just two of the key elements that are being worked on by SWIFT (**SOUTHWEST INTERFACE TEAM**). We wish to acknowledge those that have supported the effort in the past or are currently active in meeting the Project objective outlined for the future.

THE AGENCIES/COUNCILS

The SOUTHWEST INTERFACE TEAM (SWIFT)

California Department of Forestry & Fire Protection - Tuolumne/Calaveras Unit
California Department of Forestry & Fire Protection - Madera/Mariposa/Merced Unit
United States Department of Agriculture - Forest Service - Stanislaus National Forest
United States Department of Interior-Bureau of Land Management - Folsom Resource Area
City and County of San Francisco - Hetch Hetchy Water and Power
Mariposa County Fire Department
Tuolumne County Fire Department
United States Department of Agriculture - Central Sierra Resource Conservation & Development
United States Department of Agriculture - Natural Resource Conservation Service
Mariposa County Fire Safe Council and Greeley Hill Fire Safe Committee
Yosemite Foothills Fire Safe Council

LEADERSHIP AND MANAGEMENT SUPPORT

Unit Chiefs
District Rangers
Directors
Line Officers
Program Managers

Forest Supervisors
Field Commanders
Coordinators
Regional/State & Federal Leaders
Boards of Supervisors

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Greeley Hill Fire Safe Committee

Meg Hamre

Dawn Leitzell

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PROJECT PROFILE

THE SOUTHWEST INTERFACE PROJECT

SUCCESS THROUGH LOCAL COLLABORATION

PURPOSE AND RATIONALE



Increasing numbers of people and their high-value assets are becoming intermixed with high-risk, high-hazard wildland fuels. Decades of fire exclusion without compensating fuel reduction programs have resulted in ground, ladder, and aerial fuel conditions that cause wildland fires in forested areas to be catastrophic.

Developers and Planners have traditionally misunderstood or failed to recognize the fire threat regarding development in or adjacent to wildlands.

With the human influx into our wildland areas, we are beyond implementing a fire regime cycle that duplicates what Native Americans historically accomplished with their aggressive use of fire.

Wildland fire suppression strategies and tactics have changed dramatically over the last two decades. Because of the continual encroachment of structures into wildland fuelbeds, resources that in the past could be committed to controlling the fire are now keyed to saving lives and protecting property. The result is extreme fire behavior, and fires that exceed fire suppression capabilities.

Wildland fire agencies have traditionally reacted to the problem of increasing populations and fire workloads by increasing the size of organizations and use of technology. Professionals schooled and experienced in making sound forest management decisions on public lands now face policies, procedures, restrictions, legislation, and personnel both in and outside the agencies that are geared to a "no action" alternative to forest management.

The requirement to identify protection needs of "threatened and endangered species" is a contributor to today's catastrophic fire potentials. Little or no logging, thinning, road management, fuel treatments, etc., are leaving both ground and aerial fuel loading in explosive combinations when treatments are even allowed. Land management and protection agencies, regulatory organizations, environmental groups, legislators, and other individuals or groups face the roadblocks of those who feel that manipulating the landscape in any way inflicts a negative environmental outcome.

A full range of strategic management and protection techniques under appropriate timelines are just part of the equation needed to bring our forests into a state of good health, devoid of catastrophic wildfire.

HISTORY



In March of 1999 fire protection and land management agencies met to work on ways to mitigate the extreme wildland fire problem within southern Tuolumne and northern Mariposa counties in Central California.

Frequent large fires in this area have cost the lives of five firefighters, and cause increasingly serious losses of property and high-value resources.

Annually, the area averages 4,000 acres burned and approximately 4 million dollars in fire suppression costs.

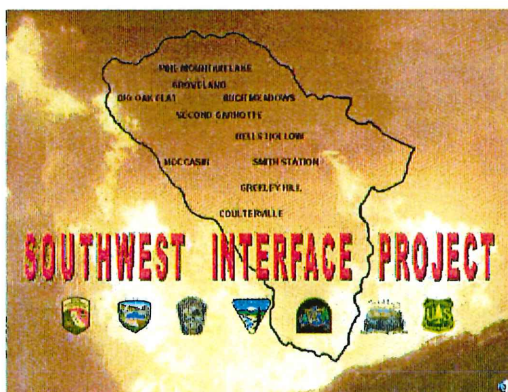
Over decades of fire history, a large fire occurs every other year.

Within the area are ten communities, many businesses, and valuable watersheds. The watersheds provide primary water and hydroelectric supplies to both San Francisco and California's Central Valley. Over 2.5 million people are served in the San Francisco area alone.

Highway 120, a major artery into Yosemite National Park, runs through the center of the area. Major fire incidents have closed this road and affected local business, as well as National Park operations, on an almost annual basis.

The group consisted of two California Department of Forestry and Fire Protection Units, two County Fire Departments, two Resource Conservation and Development agencies, the U.S. Forest Service, Bureau of Land Management, and the City and County of San Francisco.

PROJECT AND TEAM ACTIVATION



These agencies called their effort the **Southwest Interface Project**; with the personnel involved becoming known as the **SOUTHWEST INTERFACE TEAM**, or **SWIFT**.

The name was derived from the southwest-facing slopes of the central Sierra Nevadas where continuous and very volatile fuel beds of brush and timber interfaced with the communities lying along the mid elevations of the mountain range.

The Team identified and mapped a 132,000 acre area common to all the agencies. Within the boundaries were key watersheds and ten major communities and residential concentrations for which all the agencies shared common protection problems and responsibilities.

COLLABORATIVE PLANNING AND EXECUTION



SWIFT obtained commitments of support from Line Officers, Managers, and agency leaders, along with Resolutions of support from County Boards of Supervisors. The team also developed Memorandums of Understanding, Communication plans, and a Coordinated Program of Work.

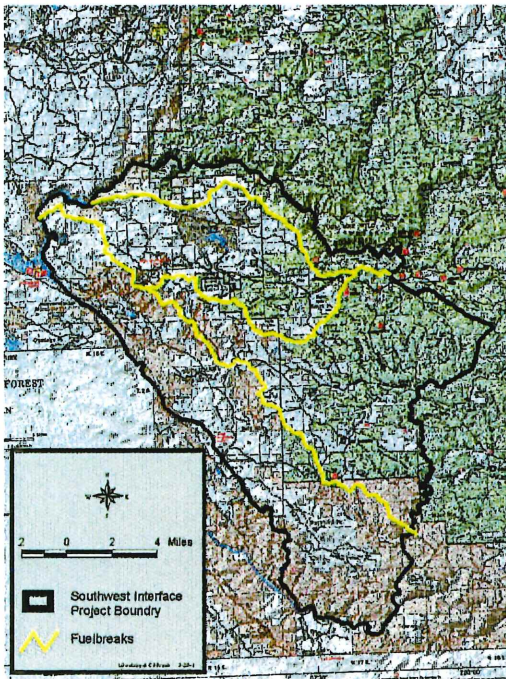
wildland fire strategies had to occur.

Large catastrophic wildfires continued to increase and the Team's objective was to find ways to mitigate the loss of life, property, and resources by trying to determine what caused the problem. A change in

The document that provided direction for developing the Team's strategic fire plan and an interagency working partnership is titled: *Strategic Fire and Resource Protection Planning – "A Process"* (Irwin/Bowman/James, 1991).

This document guided two critical planning and implementation actions: developing a "strategic fire defense system" for the area and establishing a "pre-fire planning" element to provide advance information to emergency service personnel.

STRATEGIC FIRE PLANNING



The Team identified where strategic implementation of a fire defense system would have the highest pay-off, and began putting past, present and future pieces together in a manner that displays the total fire environment. Each agency indicated past, present and future risk and hazard mitigation activities on their DPA or management lands. The agencies also identified fire histories, fire organization infrastructures, fuel types, community settings, watersheds, values at risk, etc.

The Team analyzed the total fire environment and ways to assure that the planning resulted in a cost-effective strategic fire defense system placement.

The Team reviewed land management plans, fire plans, guides, ordinances, and all other agency documents dictating policy, restrictions, requirements, and environmental processes.

The Team identified the areas within or adjacent to the Direct Protection Areas (DPA) where the greatest losses under wildfire conditions might occur. Community protection needs (both rural and urban), and watershed identification, value and protection needs, determined the areas of highest priority for locating strategic fire protection.

Frequent communications by these agencies responsible for protection or management of both public and private lands has been essential. This partnership provides an excellent forum for discussing problems, solutions, and other issues pertinent to all.

The strategically placed defense systems will handle most wildland fire situations, and give the fire agencies a reasonable chance of stopping the fire spread under various conditions which include fuel types, loading, and continuity, along with weather, firefighter safety, and available resources. However, fires that occur in the very top spectrum of fire behavior conditions are likely to breach fire defense systems no matter what is in place.

Strategic fire protection planning and implementation activities are designed to be the initial phase in mitigating wildland fire losses. As time, dollars, environmental, social, and political issues allow agencies the ability to reduce the hazard on more acres, the fire problem will continue to be mitigated. However, it is still important to be strategic in where work is done.

Fuelbreaks, defensive fuel profile zones, fuel modification zones, firebreaks, road corridor fuel treatments, water systems, helispots, staging areas, safety zones, access roads, thinned areas, are being used, but the intent is to construct and maintain the appropriate system in the right place based on today's risk and hazard. To be truly strategic and meet the intent of an adequate fire defense system under today's demands requires some new thinking.

Pre-fire plans all need periodic maintenance, and in some cases, follow-up treatments. The strategic fire plan must include this maintenance and follow-up when developing the coordinated program of work.

PUBLIC INTERACTION



A significant portion of the land within the Project area is under private ownership. Public awareness and support provided by entities such as Fire Safe Councils, elected officials, local businesses, service organizations, property owners, residents, and other agencies in the area is critical to a successful outcome..

Many presentations have been given to clubs, councils, residents, boards of supervisors, review teams, committees, conferences, workshops, agency leadership, and others to inform and update, and solicit support, comments, and recommendations about SWIFT's Project activities.

The two Fire Safe Councils in the Project area provide important links between SWIFT and all private-sector stakeholders in accomplishing the Southwest Interface Project objectives. In the summer of 2002, a Student Conservation Corps team participated in community outreach activities.

LESSONS LEARNED

STEPS TO FORMING COLLABORATIVE PARTNERSHIPS



Identify a Project map and Project objective.

Determine which agencies should be involved.

Decide on the participants: field-oriented representatives able to make appropriate agency-level decisions in all matters pertaining to accomplishing their objectives.

Develop a team of leaders with a strong sense of commitment and dedication.

Obtain Line Officer/Manager support, and keep them informed of progress.

Become a formal organization early in the collaborative process: Develop Memorandums of Understanding, County resolutions, communication plans, set formal monthly meetings with objectives, and assign a coordinator.

Don't let political, administrative, or jurisdictional boundaries conflict with meeting the Project objective.

Show results before soliciting public support and participation.

It takes time and effort to be successful. The right people with the right line officers, managers, and agency support can make it happen.

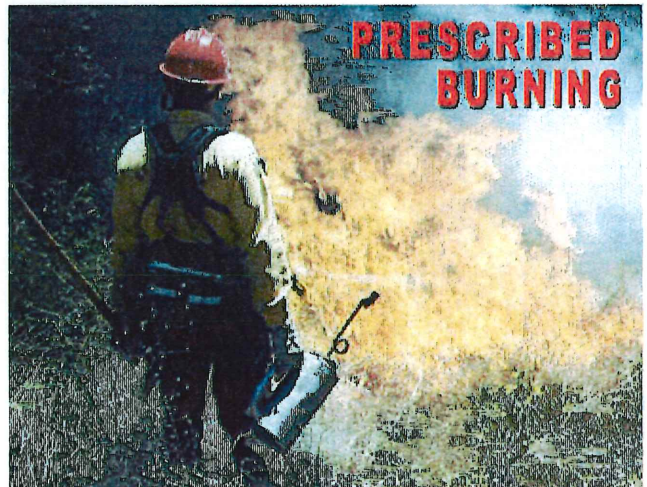
ACCOMPLISHMENTS
MARCH 1999 TO MARCH 2003
OVER 11,000 ACRES TREATED
- COMPLETED OR UNDER CONTRACT -



33 Miles of Fuelbreak

5,497 Acres of Mechanical
Shredding

3,865 Acres of Prescribed
Burning



Over 1,700 acres of other
Treatments

THE SOUTHWEST INTERFACE PROJECT

PROGRAM OF WORK

2003

STRATEGIC FIRE DEFENSE SYSTEMS (FUELBREAKS)

The Program of Work reflects active commitment to complete high priority fuelbreaks within the Project area. Activities include field reviews, signing and maintenance plans, and actions designed to meet all on-site facility standards as identified by SWIFT.

- The Ponderosa Fuelbreak
- The Wagner Ridge Fuelbreak
- The Rim Truck Trail Fuelbreak
- Signing & Water Tanks
- Fuelbreak Maintenance
- Fuelbreak Reviews

PRE-FIRE MANAGEMENT PLANNING

Work in response to completing a pre-incident emergency management plan for the Project area. This includes detailed evacuation plans and identification of all infra-structure facilities.

- Pre-Fire Planning Objectives
- Pre-Fire Component Planning (5 Levels)
- Data Collection Instructions

GRANTS – SOUTHWEST INTERFACE PROJECT AREA

Actions conducted to obtain additional financing for work within the Project area from various grant opportunities.

- RAC – Resource Advisory Committee (Tuolumne County)
 - a) Secondary Garrotte Ridge – Creek Fire Rehab (Approved)
 - b) Rim Truck Fuelbreak Connections (Approved)
- Landscape Feature Inventory & GIS (CSRC&D)
See Proposal – Sacramento Foundation
- Community-Based Wildfire Prevention Grants Program
(Mariposa County FSC)
- RAC – Title II Project Proposal Forms (Due Date: May 12, 2003)

THE HETCHY-ANKER – VEGETATIVE MANAGEMENT PROJECT (RX)

Planned completion in the Fall of 2003 of the Hetchy-Anker prescribed burn.

- Prescribed Burn - Fall 10/31/02 Fall 2002-750 acres
- Contract Map – Planned Completion – Fall 2003

FIRE SAFE COUNCILS / SCA – SWIFT COORDINATION

Continued work with councils and groups that provide a close tie with the public to support Project objectives.

- Mariposa County and the Greeley Hill Fire Safe Council.
- Yosemite Foothills Fire Safe Council
- Student Conservation Corps (SCA)

THE CREEK FIRE (2001) RISK AND HAZARD FUEL REDUCTION PLAN

Development of a long-term hazard abatement plan within the 2001 Creek Fire area. Efforts to be aimed at maintaining a fuel profile that limits the potential for severe fire behavior.

SOUTHWEST INTERFACE PROJECT

PROGRAM SUMMARY

CALENDAR YEAR 2003 & 2004

ACTION PLAN

STRATEGIC FIRE DEFENSE SYSTEMS:

(Signing, Water Systems, Maintenance, & Reviews Included)

See "Program of Work – Fuelbreaks" for planned actions during calendar year 2003 and 2004

SYSTEM NAME	DIVISION NAME	SECTION NAME	NUMBER
PONDEROSA FUELBREAK			
	Mariposa	Bandarita Extension	1
		Date Flat (Private)	2
		Date Flat Extension	3
		Ponderosa 2002 Extension	4
		Ponderosa 2000 (Greeley)	5
		Ponderosa (Greeley)	6
	Tuolumne	Jackass Southeast Extension	1
		Jackass Northwest Extension	2
		Big Oak Extension	3
		Moccasin Extension	4
WAGNER RIDGE FUELBREAK			
	Wagner-Smith	Highway 120 North	1
		Smith Ridge	2
	Second Garrotte	Garrotte East / Garrotte West	1
RIM TRUCK TRAIL FUELBREAK			
	Ferretti	Ferretti	1
	Pine Mountain	Pine Mountain	2

PRE-FIRE PLANNING:

PLANNING COMPONENTS	INFORMATION TO COLLECT	COMPONENT NUMBER
INITIAL ATTACK COMPONENT	Water, helispots, staging areas, fuelbreaks, road systems, etc. (Complete test area by July 1 st , 2003)	1
EXTENDED ATTACK COMPONENT	Structures, fuel types, hazards, jurisdictions, etc. (Complete test area by October 1 st 2003)	2
MAJOR COMPONENT	Management zones, support facilities, fire history, etc. (Complete test area by December 1 st)	3
INFRASTRUCTURE COMPONENT	Services, support facilities, emergency plans, etc. (Complete test area by December 1 st)	4
PUBLIC SAFETY COMPONENT	Evacuation routes, traffic flowpatterns, safety zones, etc. (Complete test area by March 1 st)	5

GRANTS:

PROJECT ACTIVITY TYPE	SPECIFIC NAME	NUMBER
SECOND GARROTTE RIDGE (Title II) (RAC worked planned for 2003)	Creek Fire Rehab	1
RIM TRUCK FUELBREAK (RAC work planned for 2003)	Connections (Pvt.)	2
LANDSCAPE FEATURE INVENTORY (Grant from Central Sierra Resource Conservation and Development with potential dollar support in 2004)	Fire Landscape Feature	3
PONDEROSA FUELBREAK (Planned 2.5 miles of the Ponderosa Fuelbreak System submitted for a grant in 2003/2004, if approved).	J132 to Cuneo Road	4

THE HETCHY-ANKER (VMP PRESCRIBED BURN):

PROJECT NAME	PROJECT ACTIVITY	NUMBER
Hetchy-Anker Prescribed Burn (Estimated 600 acres remaining in the Project following prescribed burning in the Fall of 2002 on the Hetchy-Anker Rx. Planned completion in the Fall of 2003).	Prescribed burning	1

FIRE SAFE COUNCILS – SWIFT & PUBLIC COORDINATION:

COUNCIL/GROUP CONTACTS	TYPE	NUMBER
Mariposa/Greeley	Fire Safe Council/Committee	1
Yosemite Foothills	Fire Safe Council	2
Student Education Corps	SCA	3

THE CREEK FIRE HAZARD REDUCTION PLAN:

PROPOSED PROJECT ACTION	ACTION OBJECTIVE	NUMBER
Identify Planning Team	Initiate Project	1
Set Meeting Schedules and Team Leader	Identify Projective Objective & Timeframe	2
Determine Action Plan For C.Y. 2003 & 2004	Program of Work	3

PROGRAM OF WORK – FUELBREAKS

PROGRAM AREA & IDENTIFICATION

STRATEGIC FIRE DEFENSE SYSTEMS:	PLANNED ACTIVITY	
	C.Y. 2003	C.Y. 2004
PONDEROSA FUELBREAK - MARIPOSA DIVISION:		
Bandarita Extension (Approx. 3 miles)	Complete Contract	Implement Support Facilities
Date Flat (Private) (Approx. .5 mile)	CDF Pvt. Continue Work	Complete FB
Date Flat Extension (Approx. 2 miles)	Complete Contract	Implement Support Facilities
Ponderosa 2002 Extension (Approx. 2 miles)	Complete Contract	Implement Support Facilities
Ponderosa 2000 (Greeley) (Approx. 2 miles)	Implement Support Facilities	Maintenance Plan
Ponderosa (Greeley) (Approx. 5 miles)	CDF/FSC Grant	Contract Administration
PONDEROSA FUELBREAK – TUOLUMNE DIVISION:		
Jackass Southeast Extension (Approx. 3 miles)	Plan/EA/\$\$/POW	BLM/CDF-POW
Jackass Northwest Extension (Approx. 2 miles)	Review Section	Planning for 2005
Big Oak Extension (Approx. 1 mile)	Review Section	Implement Support Facilities (Maintenance)
Moccasin Extension (Approx. 6 miles)	BLM/CDF EA/Plan/\$\$	Develop Contract and Award
WAGNER RIDGE FB – WAGNER-SMITH DIVISION:		
Highway 120 North (Approx. 1.5 miles)	Review Section	Plan for POW FS 2005
Smith Ridge (Approx. 5.0 miles)	FS-Action Plan	Fire/Silviculture Thin Plantations/FB
WAGNER RIDGE FB – SECOND GARROTTE DIVISION:		
Garrotte East (Approx 3.5 miles)	RAC Rehab-Plan Creek Fire Rehab	Implement Support Facilities, Plan, CDF – 2005
Garrotte West (Approx. 4.5 miles)	½ Done / ½ to Plan Facility Support	Plan for POW & tie to Garrotte East – 2005
RIM TRUCK TRAIL FB – FERRETTI DIVISION:		
Ferretti (Approx. 6 miles)	Implement Support Facilities	Budget Support Facilities
Pine Mountain (Approx. 9 miles)	Field Review	Develop Program of Work

STRATEGIC FIRE DEFENSE SYSTEMS

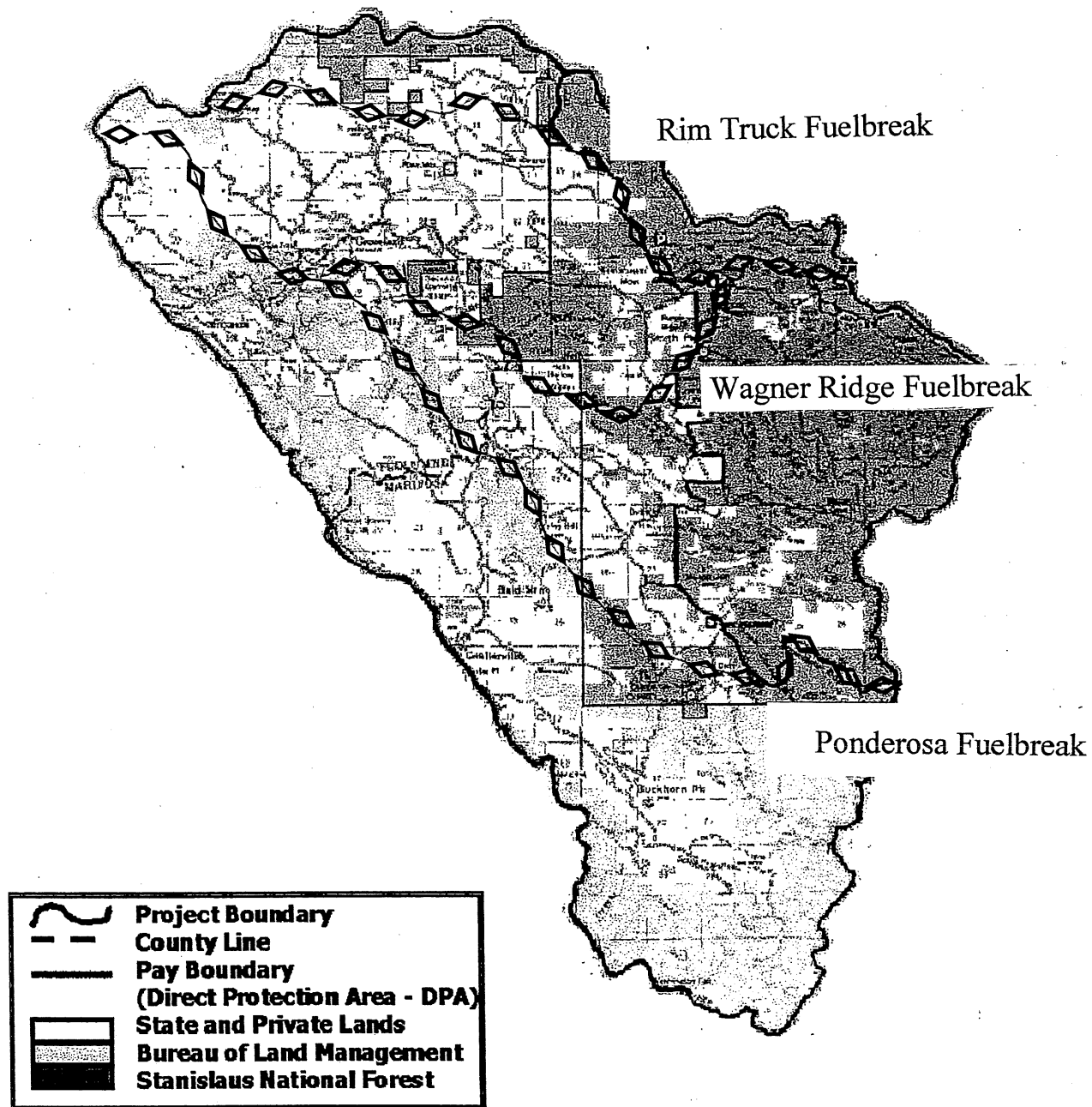
PRIMARY FUELBREAK SYSTEMS



**PONDEROSA FUELBREAK
WAGNER RIDGE FUELBREAK
RIM TRUCK FUELBREAK**

Strategic Fire Defense Systems

FUELBREAKS



The Primary Fuelbreak Systems

- The Ponderosa Fuelbreak
- The Wagner Ridge Fuelbreak
- The Rim Truck Fuelbreak

PROGRAM OF WORK

FUELBREAKS

STRATEGIC FIRE DEFENSE SYSTEMS

WITHIN

THE SOUTHWEST INTERFACE PROJECT

PONDEROSA FUELBREAK

The Ponderosa Fuelbreak System extends approximately 26.5 miles through the Project area, running northwesterly from the North Fork of the Merced River to the main Tuolumne River near the community of Groveland.

A “shaded fuelbreak,” the Ponderosa acts as the first line of defense from wildfires that originate on the brush covered slopes below the numerous communities and valuable watersheds within the Project area. It is truly a strategic defense system when implemented and maintained. For management personnel of wildland fire incidents, it allows the first opportunity to implement a safe and effective fire suppression strategy in an area of extreme large fire history.

Past work by SWIFT, and planned work for the future relating to the construction and maintenance of this fuelbreak is a major part of the Program of Work for C.Y. 2003.

Two specific designations have been identified to divide the fuelbreak into logical management units for various agency jurisdiction, administration, and financial considerations. They include two Divisions (Mariposa and Tuolumne) and ten Sections.

The Divisions reflect the County line break between the two counties in the Project, and the Sections are smaller logical management units within the divisions. These are identified by number from a south-to-north direction, or as previously indicated, from the North Fork of the Merced River to the main Tuolumne River within the Project boundary.

PONDEROSA FUELBREAK – MARIPOSA DIVISION BANDARITA AND GREELEY PRIMARY FUELBREAK SYSTEMS

1. **BANDARITA EXTENSION: Length: Approx. 3 miles.** Runs from the water tank above the North Fork of the Merced River to Date Flat.
Status: The fuelbreak along the ridgeline on National Forest Land is under contract to be shredded. This includes approximately 395 acres. A 10,000 concrete water tank is located at the south end of the fuelbreak where it drops into the North Fork of Merced River. The tank can be used for helicopter bucket delivery or by ground drafting. Contract awarded and awaiting field implementation. All machine workable.
Fuel Type: Mixed Knob Cone and brush.
Requirements / Responsibilities:
Forest Service: Complete contract administration. Identify any problems with water tank. Determine fuel treatment needs following shredding. Identify any potential or existing helispots. Indicate any road maintenance needs. Determine what may be required to maintain this section of fuelbreak as to treatment and timing.
CDF (MMMU), Mariposa County Fire: Assess what needs, contacts, and opportunities are available to treat fuels on the private property in Section 35, T2S, R 18E. This fuelbreak crosses this property for about 1/8th of a mile. Work with landowner to determine course of action as to agency abilities to perform treatments.
2. **DATE FLAT (Private): Length: approx. ½ mile.** This fuelbreak runs through private property at Date Flat.
Status: East of the North Fork of the Merced River, crosses about ½ mile of private property at Date Flat and ties to the Date Flat Extension west of the property. Dogtown Road also follows along the planned fuelbreak. All machine workable.
Fuel Type: The vegetative type on the majority of this fuelbreak is a mixture of Knob Cone Pine and brush.
Requirements / Responsibilities:
CDF (MMMU), Mariposa County Fire: Coulterville Battalion Chief Bill Hodson indicated work may be occurring with Mt. Bullion CDC crews. Need to identify the status of any work done, planned, or private owner coordination needs. Access any opportunities for water source development, helispots, and staging areas. Determine out-year fuelbreak maintenance needs.
3. **DATE FLAT EXTENSION (Forest Service): Length: approx. 2 miles.** This fuelbreak runs from west of the Date Flat private property to just below Coalpit Hill where the year 2000 fuelbreak construction ties to this section. 129 acres.
Status: A portion of the fuelbreak is to be completed using hand work based on sensitive plants in the area. Mt. Bullion CDC Crews helping with this effort. The contract for the shredding has been awarded and awaiting field implementation. All machine workable.
Fuel Type: Heavy mixed brush, scattered brush fields.
Requirements / Responsibilities:
Forest Service: Complete contract administration. Check area for water source development, helispots, staging areas and safety zone possibilities. Identify road maintenance needs and out-year fuelbreak maintenance requirements as to timing and treatment.
CDF (MMMU): As available support fuelbreak handwork in the sensitive plan areas with CDC Crews.

4. **PONDEROSA 2002 EXTENSION: Length: approx. 2 miles.** This fuelbreak runs east of the Date Flat Extension northwest to fuelbreak work completed in year 2000.
Status: This 147 acres of fuelbreak work is under a shredding contract that has been awarded and is awaiting field implementation. Area does have a noxious weed along the road in the fuelbreak which will require it to be the last section worked on. All machine workable.
Fuel Type: heavy mixed brush.
Requirements / Responsibilities:
Forest Service: Complete contract administration. In this section of fuelbreak from Coalpit Hill to J132 (constructed and planned construction) there needs to be a water source, helispot, staging area, and a safety zone identified.. Also identify road maintenance and future fuelbreak maintenance needs. Consider thinning opportunities in the timber stands along this section to widen the fuelbreak.
5. **PONDEROSA 2000 (GREELEY): Length: approx. 2 miles.** This fuelbreak was shredded under a contract completed in 2000. Approximately 2 miles in length, it will tie with the planned fuelbreak construction on the Southeast and to the Balmain private property on the Northwest.
Status: As indicated under item #3, this completed fuelbreak needs to be re-evaluated on the ground to determine breach and safety potentials, and supplemental work required. All machine workable.
Fuel Type: Most of the fuelbreak could be considered a typical shaded fuelbreak with pine over mixed brush.
Requirements / Responsibilities:
Forest Service : Identify a review team to analyze this and the adjoining section of the fuelbreak to the southeast as to future needs. This should include increasing the width with tree thinning operations in the timber areas. This section has other defense system considerations such as water, helispots, staging, etc.
6. **PONDEROSA (GREELEY): Length: approx. 5 miles.** This is a planned fuelbreak that runs from J132 to the Mariposa/Tuolumne County line. The ownership is approximately 40% private, and 60% BLM.
Status: The fuelbreak has been altered as to its original map location to reflect higher and safer fire suppression capabilities. All machine workable.
Fuel Type: Vegetation consists of mixed brush with very scattered timber in the overstory.
Requirements / Responsibilities:
CDF (MMMU) and Mariposa County Fire: Information regarding private property ownership has been given to MMMU. Landowners must be contacted after a field review shows what properties may be affected by fuelbreak construction. County Fire, CDF, and NRCS might want to work together if grants may be needed on private property. Not sure of CEQA requirements, but it is essential this step be planned as soon as possible. Based on the checkerboard of the BLM/private land ownership, agencies need to plan a series of steps that will end in field implementation activities.
BLM: Check availability of funding, EA needs, Programs of Work, and what priority this section of fuelbreak has with regard to already planned actions.
CDF/County Fire/BLM: Review this section of fuelbreak as far as priorities for needed planning and implementation scheduling. With this section completed, approximately 15 miles of fuelbreak from the North Fork of the Merced River to the County line would be operational. During field reviews, we need to identify potential water sources, helispots, and other fire defense system needs. Long term maintenance needs, road access, etc., also must be identified.

PONDEROSA FUELBREAK SUMMARY - MARIPOSA DIVISION

**Bandarita, Date Flat, and Greeley Fuelbreak sections on the primary Ponderosa Fuelbreak:
14.5 miles: 2.0 miles completed, 7.0 miles under contract, 5.0 miles to plan, 0.5 mile+ on
private to coordinate.**

SECTION NAME & NUMBER		LENGTH	STATUS	RESPONSIBLE
Bandarita Extension	1	3.0 miles	Under Contract	USFS, CDF (MMMU), MCF
Date Flat (Private)	2	.5 miles	Private	CDF (MMMU), MCF
Date Flat Extension	3	2.0 miles	Under Contract, Hand Work	USFS, CDF (MMMU), USFS, CDC
Ponderosa 2002 Extension (Greeley)	4	2.0 miles	Under Contract	USFS
Ponderosa 2000 (Greeley)	5	2.0 miles	Completed	USFS
Ponderosa (Greeley)	6	5.0 miles	Start Planning	BLM, CDF (MMMU), MCF

PONDEROSA FUELBREAK – TUOLUMNE DIVISION

JACKASS PRIMARY FUELBREAK SYSTEM:

- 1. JACKASS SOUTHEAST EXTENSION: Length: approx. 3 miles.** This fuelbreak runs from the Mariposa-Tuolumne County line northwest to approximately ¼ mile north of Little Jackass Creek.

Status: This proposed fuelbreak section was burned during the Creek Fire of 2001. It runs along Jackass Ridge. The area was under planning for a prescribed burn prior to the Creek Fire. Some firelines may still be in existence. Approximately ½ mile of this planned fuelbreak requires handline construction. The other 2+ miles can be treated with mechanical equipment. Both Big and Little Jackass Creeks have slopes in excess of 45%.

Fuel Type: The majority of this section of the fuelbreak was burned in the 2001 Creek Fire. The fuel type is scattered small diameter burned trees and brush sprouts.

Requirements / Responsibilities:

BLM: Approximately 75% of the proposed fuelbreak is located on BLM lands. Based on the fire severity that existed during the time the fire crossed the ridge line, and the fact that lines were established for the prescribed burn we may find that in certain areas little follow-up work is required.

CDF (TCU), Tuolumne County Fire, C&CSF-HHWP: Working with BLM, identify what follow-up work is required to put the ridge line into a fuelbreak status. Identify work required, water source needs, helispots, staging areas, and what is required to maintain the system. This includes the two areas where machines are unable to operate. About 25% of the land is private. Need to pull landowner records and see what is needed should more active work be required on private lands. Much of the activity that occurred as a result of the Creek fire and the planned prescribed burn should limit work and coordination needs. Identify the priority this section of fuelbreak should have compared to the Jackass Northwest Extension.
- 2. JACKASS NORTHWEST EXTENSION: Length: approx. 2 miles.** This fuelbreak section begins ¼ mile north of Little Jackass Creek and extends northwesterly to Cobbs Creek and the Hetch Hetchy aqueduct on the ridgeline just south of Big Oak Flat. This section has both proposed and completed sections of the primary system. About 1/8 mile can be treated only by hand methods.

Status: Approximately 1 mile of fuelbreak has been established from just north of Little Jackass Creek, and runs northwest to the ridgetop above Cobbs Creek. Northwest and west of Cobbs Creek is about 1 mile of proposed fuelbreak. Most of this land is BLM.

Fuel Type: The vegetation on this fuelbreak section includes moderate to heavy brush with only occasional trees.

Requirements / Responsibilities:

BLM: Review additional needs on the completed portion of the fuelbreak with regard to other fire defense system placement. Identify long-term maintenance plan. Clarify planning stage/priority for construction of the proposed section.

CDF (TCU), Tuolumne County Fire: Working with BLM, set priorities for the work to complete the proposed section. Identify what needs to be done on the steep slopes dropping into Cobbs Creek. Some of the areas below these section of this fuelbreak burned during the Moccasin Fire of 1992. However, a substantial amount of area is unburned below this primary ridgeline. It lies below the towns of Groveland and Big Oak Flat, so it does have a priority.

PONDEROSA FUELBREAK – TUOLUMNE DIVISION

JACKASS PRIMARY FUELBREAK SYSTEM SUMMARY:

Jackass Southeast Extension and Jackass Northwest Extension:

5.0 miles: 1.0 miles completed, 4.0 miles to plan.

SECTION NAME & NUMBER	LENGTH	STATUS	RESPONSIBLE
Jackass Southeast Extension	1	3.0 miles	Start Planning
Jackass Northwest Extension	2	2.0 miles	1 mile Completed 1 mile Planning

PONDEROSA FUELBREAK – TUOLUMNE DIVISION MOCCASIN – BIG OAK PRIMARY FUELBREAK SYSTEM:

3. **BIG OAK EXTENSION: Length: approx. 1 mile.** Runs from the proposed Jackass Northwest Extension to Priest-Coulterville Road near Priest Station.
Status: This section of fuelbreak has been completed above Rattlesnake Creek, and continues over the Ponderosa Fuelbreak to the Northeast above Big Oak Flat and Groveland. The fuelbreak is on BLM lands. All machine workable.
Fuel Type: Part of the section has masticated brush treated during the fuelbreak construction. The other portion of the fuelbreak has heavy brush with scattered Digger Pine.
Requirements / Responsibilities:
BLM: Identify other fire defense system needs and long-term maintenance plans.
CDF (TCU), Tuolumne County Fire, C&CSF/HHWP: CDF personnel have been working with BLM on the contract for this section of the fuelbreak. All parties must identify other needs that may be associated with this system to insure it serves as a primary system on the Ponderosa Fuelbreak.

4. **MOCCASIN EXTENSION: Length: approx. 6 miles.** This sections begins on the north side of Highway 120 at the intersections of Old Priest Grade and Priest-Coulterville Roads, heads north and then west along a primary ridgeline to the main Tuolumne River drainage.
Status: Past work converted a portion of the fuelbreak north of Highway 120 into a predominately grass fuel type. Most of the first 3 miles of the fuelbreak runs through BLM lands. Access status of this section of fuelbreak must be identified. Machine workable except for the portion of the fuelbreak that goes off the ridgeline and directly into the Tuolumne River Canyon.
Fuel Type: The Moccasin extension was burned during the 1992 Moccasin Fire. Light to moderate brush species now occupy the sites.
Requirements / Responsibilities:
BLM: A significant portion of the fuelbreak runs through BLM lands and in an area burned in the Moccasin Fire of 1992. This section of fuelbreak was identified as a higher priority placement than another ridgeline to the east of this location. If offered a more immediate chance to control a fire than the other option. The 6 miles may need more field review and identification of other fire defense system needs and placements. A minimum need for this section of fuelbreak is a water source, helispots, staging areas, and safety zone identification. This fuelbreak is also a high priority for continued future maintenance.
CDF (TCU), Tuolumne County Fire, C&CSF/HHWP: Considerable private land is located within the BLM holdings where the fuelbreak is located and also to the west where the majority o the land is private. Identify owners and start the planning and contact stages of securing the rights to cross these lands. Working with BLM, identify an action plan to get this section in the implementation phase. Determine timing, environmental documentation, program of work, financing, etc.

PONDEROSA FUELBREAK – TUOLUMNE DIVISION MOCCASIN – BIG OAK PRIMARY FUELBREAK SYSTEM:

Big Oak Extension and Moccasin Extension

7.0 miles: 1.0 miles completed, 6.0 miles in planning stages.

SECTION NAME & NUMBER		LENGTH	STATUS	RESPONSIBLE
Big Oak Extension	3	1.0 miles	Completed	BLM, CDF (TCU), TCF, C&CSF
Moccasin Extension	4	6.0 miles	Start Planning	BLM, CDF (TCU), TCF, C&CSF

THE WAGNER RIDGE FUELBREAK

The 13 mile long Wagner Ridge Fuelbreak System runs southwesterly from the Forest Service Groveland Ranger Station, then northwesterly along Wagner Ridge to Second Garrotte Ridge. It continues in a northwest direction then turns west toward Big Oak Flat and ties to the Ponderosa Fuelbreak just west of Big Oak Flat. Like the Ponderosa Fuelbreak, the Wagner Ridge Fuelbreak is considered a primary fire defense system. Based on its location north of the Ponderosa Fuelbreak, it serves as a second line of defense from wildfires originating on the southwest-facing slopes above Highway 49. The Wagner Ridge Fuelbreak lies to the south of such population areas as Groveland, Pine Mountain Lake, Second Garrotte, Hells Hollow, and Smith Station, and provides protection to residents and valuable watersheds to the north and east within the Southwest Interface Project.

A large amount of work was performed on this fuelbreak during and following the Creek Fire of 2001. Additional work is also planned in C.Y. 2003 under a grant obtained by the Forest Service through the Tuolumne County Resource Advisory Committee (RAC) handling Title II FFRF funds.

This fuelbreak like all others within the Project area is considered a "shaded" fuelbreak with almost 60% percent timbered. Many miles of this defense system follow the ridgeline separating Tuolumne and Mariposa counties. Over 4 miles of this fuelbreak is completed with another 2 miles of secondary systems supporting the primary fuelbreak.

This fuelbreak system has **two Divisions**, but only **two Sections**. The Divisions reflect where a significant part of the fuelbreak lies directly in Tuolumne County, and the other that follows a ridge where both counties and many other agencies have various responsibilities. Numbers are also added to the listing to help with map identification. The divisions and sections are as follows:

WAGNER RIDGE FUELBREAK – WAGNER-SMITH DIVISION

1. **HIGHWAY 120 NORTH EXTENSION: Length: approx. 1.5 miles.** Just south of the Groveland Ranger Station and North of Highway 120 this is a 1.5 mile section running along the rim of the Tuolumne River Canyon.
Status: The major portion of this fuelbreak section has been recently prescribed burned.
Fuel Type: Majority is plantation, scattered brush and a pine type over-story.
Requirements/Responsibilities:
Forest Service: Continue on this section with prescribed burning, tree thinning and brush mastication.
2. **SMITH RIDGE EXTENSION: Length: approx. 5 miles.** This section begins just east of the Groveland Ranger Station, and continues south and southwest to the Mariposa-Tuolumne County line on Wagner Ridge west of County Road J132.
Status: Approximately 80% of the eastern part of this section was burned in the 1987 Stanislaus Complex Fires. The majority of the area is machine workable. The Ranger Station contains a good water source and is the main fire headquarters for the Groveland Ranger District.
Fuel Type: This section now exists as recently-planted tree plantations or has returned to mixed brush types. The area to the west of County Road J132 contains heavy mixed brush species, or in some cases, Ponderosa pine over mixed brush.
Requirements / Responsibilities:
Forest Service: Approximately 90% of the fuelbreak is on National Forest lands. A recommended treatment is to have a shredding contract with follow-up identification of helispots and possible water sources. After the Creek Fire of 2001, fuel breaks were constructed along Wagner Ridge to the west of this fuelbreak section. A priority needs to be placed on getting this fuelbreak completed based on the high plantation investments and smaller communities that lie to the north of the fuelbreak. Recommend this project be placed in the Groveland District 2004 Program of Work. Very high rated community protection project.
CDF (MMMU), Mariposa County Fire: Determine what needs, contracts, grants, and opportunities are available to construct fuelbreak ties through private land in T2S, R17E, Sec. 5. The fuelbreak crosses private property for approximately ½ mile.

WAGNER RIDGE FUELBREAK – SECOND GARROTTE DIVISION

1. **GARROTTE EAST / GARROTTE WEST: Length: approx. 8 miles.** This portion of the Wagner Ridge Fuelbreak runs from the Mariposa-Tuolumne County Line on Wagner Ridge in T2S, R17E, Sec.8, runs west to tie with the Ponderosa Fuelbreak in T1S, R16E, Sec. 31.

Status: From east to west, the first mile of the fuelbreak needs to be constructed. It is all on National Forest. During the Creek Fire the fuelbreak was constructed from the southwest corner of T2S, R17E, Sec. 6, to just south of Second Garrotte Basin in T1S, R16E, Sec. 34. This is approximately 4 ½ miles. As the fuelbreak runs west and northerly, approximately 2 1/2 miles will require construction along Second Garrotte Ridge. Approximately 1 mile of the fuelbreak has been accomplished to the east of Big Oak Flat on BLM lands.

Fuel Type: Part of the fuelbreak was constructed during the Creek Fire of 2001. A good part of the fuelbreak has a pine over story with brush and small seedlings and saplings in the under story.

Requirements / Responsibilities:

All Agencies: This section of the fuelbreak requires a coordinated effort between BLM, CDF (both Units), both County Fire Departments, and the USFS. Over the next year, rehabilitation work will be performed on part of this fuelbreak that was constructed during the Creek Fire. This work is to extend the ability of the cleared area to provide for an adequate fire defense system. The highest priority for work to be completed on the areas needing construction would be the section from where the work was done during the Creek Fire west to the section completed on BLM lands east of Big Oak Flat. The majority of the total fuelbreak is “shaded” and workable by heavy equipment.

WAGNER FUELBREAK SUMMARY –

WAGNER-SMITH AND SECOND GARROTTE DIVISIONS

Hwy 120 North, Smith Ridge, Garrotte East and Garrotte West

14.5 miles, 5.0 miles completed, 1.5 miles under contract, 8.0 miles to plan and construct.

WAGNER-SMITH DIVISION

SECTION NAME & NUMBER		LENGTH	STATUS	RESPONSIBLE
Highway 120 North Extension	1	1.5 miles	Under Contract	USFS
Smith Ridge Extension	2	5.0 miles	Start Planning	USFS, CDF (MMMU), MCF

SECOND GARROTTE DIVISION

SECTION NAME & NUMBER		LENGTH	STATUS	RESPONSIBLE
Garrotte East / West	1	8.0 miles	Start Planning	All Agencies

THE RIM TRUCK TRAIL FUELBREAK

The 15 mile Rim Truck Trail Fuelbreak System ties with the Wagner Ridge System just east of the Forest Service Groveland Ranger Station and runs north and westerly toward Wards Ferry Bridge on the Tuolumne River. The river is the northern boundary of the Southwest Interface project. The Rim Truck Fuelbreak is a primary fuelbreak system that was maintained for decades in the past by CDF with California Department of Correction Crews. It follows the ridgeline above (south of) the main Tuolumne River for most of its length. It serves as a primary fire defense system above this major river canyon. A number of population centers lie directly south of the Rim Truck Fuelbreak. Its primary purpose is to provide an adequate strategic fire defense system to mitigate fire impacts resulting from fires originating within the main Tuolumne Canyon. Steep, brush-covered slopes in this river canyon have resulted in many serious fire threats to these communities. The SouthWest InterFace Team has identified a critical need to finish construction of this fuelbreak system, and even more important, to establish a long-term maintenance plan for the fuelbreak system itself.

The majority of this fuelbreak system has a brush vegetative type. The entire fuelbreak system lies within Tuolumne County, and wildland fire protection is provided by the CDF Tuolumne-Calaveras Unit. Almost 7 miles of this system has recently been treated with mechanical shredding.

Two Divisions have been identified with just one Section in each.

THE RIM TRUCK FUELBREAK: FERRETTI & PINE MOUNTAIN PRIMARY FUELBREAK SYSTEMS

- 1. FERRETTI DIVISION: Length: approx. 6 miles.** This fuelbreak runs from the South Fork of the Tuolumne River to the Indian Creek drainage.

Status: Along the top of the main Tuolumne River Canyon for about 2 miles west from the South Fork of the Tuolumne River, this fuelbreak has had a number of recent prescribed burns in specific areas that support a modified vegetation type. West of this, the fuelbreak has been constructed for approximately 4 miles to Indian Creek. The fuelbreak is approximately 150' feet in width on average. Construction was done by mechanical means through mastication.

Fuel Type: .Primarily light brush with scattered timber canopy.

Requirements / Responsibilities:

Forest Service: Identify all additional needs along this system to include water sources, signing, staging areas, helispots, etc. Indicate road maintenance needs and identify additional work required to secure the first 2 mile section.
- 2. PINE MOUNTAIN DIVISION: Length: approx. 9 miles.** The fuelbreak runs from the west side of Indian Creek westerly to the north of Pine Mountain Lake, to Wards Ferry.

Status:

This portion of the Rim Truck Fuelbreak runs through a number of large private landholdings. Many of the landowners in this area have significant areas of grasslands with cattle grazing during the spring and summer months. Actual fuelbreak construction along this 9 mile section would be limited to a number of moderately dense brush-fields along the major ridgelines in specific areas. Past wildfires impacting the areas to the south from the canyon zone have been stopped using many existing roads and numerous less-hazardous fuel areas along the fuelbreak route. A number of creeks that run basically north to south present substantial problems to

wildland fire control in the area. Extensive review will be done on these areas to insure the fuelbreaks planned consider potential breaches in the system should fires move up these creeks towards populated areas to the south.

Fuel Type: Moderately dense brush fields.

Requirements / Responsibilities:

CDF (TCU): The land ownership in this area is primarily private. The potential for significant loss to property is great. The entire area is within Tuolumne County and under CDF – Tuolumne-Calaveras Ranger Unit Direct Protection.

CDF (TCU), Tuolumne County Fire, BLM, USFS: The lead agency to establish this fuelbreak system is CDF, Tuolumne-Calaveras Unit. To actually effect a fuelbreak system that will meet protection needs of the many agencies that have co-op responsibilities in the area requires a plan that considers BLM, Forest Service, County Fire, and other local Fire Department input. Plans to identify specific actions to take in the establishment of this fuelbreak will come from a multi-agency group.

**RIM TRUCK FUELBREAK SUMMARY –
FERRETTI DIVISION AND PINE MOUNTAIN DIVISION
15.0 miles: 6 miles completed, 9 miles to plan and construct.**

DIVISION NAME & NUMBER		LENGTH	STATUS	RESPONSIBLE
FERRETTI	1	6.0 miles	Completed	FS & CDF (TCU)
PINE MOUNTAIN	2	9.0 miles	Start Planning	CDF (TCU) & CF

FUELBREAK SUMMARY

PONDEROSA FUELBREAK SUMMARY

MARIPOSA DIVISION

BANDARITA AND GREELEY PRIMARY FUELBREAK SYSTEMS

SECTION NAME & NUMBER		LENGTH	STATUS	RESPONSIBLE
Bandarita Extension	1	3.0 miles	Under Contract	USFS, CDF (MMMU), MCF
Date Flat (Private)	2	.5 miles	Private	CDF (MMMU), MCF
Date Flat Extension	3	2.0 miles	Under Contract Hand Work	USFS, CDF (MMMU), USFS, CDC
Ponderosa 2002 Extension (Greeley)	4	2.0 miles	Under Contract	USFS
Ponderosa 2000 (Greeley)	5	2.0 miles	Completed	USFS
Ponderosa (Greeley)	6	5.0 miles	Planning	BLM, CDF (MMMU), MCF

TUOLUMNE DIVISION

JACKASS PRIMARY FUELBREAK SYSTEM

SECTION NAME & NUMBER		LENGTH	STATUS	RESPONSIBLE
Jackass Southeast Extension	1	3.0 miles	Start Planning	BLM, CDF (TCU), TCF
Jackass Northwest Extension	2	2.0 miles	1 mile Completed 1 mile Planning	BLM, CDF (TCU), TCF
MOCCASIN – BIG OAK PRIMARY FUELBREAK SYSTEM SUMMARY				
Big Oak Extension	3	1.0 miles	Completed	BLM, CDF (TCU), TCF, C&CSF
Moccasin Extension	4	6.0 miles	Start Planning	BLM, CDF (TCU), TCF, C&CSF

WAGNER FUELBREAK SUMMARY

WAGNER-SMITH DIVISION

SECTION NAME & NUMBER		LENGTH	STATUS	RESPONSIBLE
Highway 120 North Extension	1	1.5 miles	Under Contract	USFS
Smith Ridge Extension	2	5.0 miles	Start Planning	USFS, CDF (MMMU), MCF

SECOND GARROTTE DIVISION

SECTION NAME & NUMBER		LENGTH	STATUS	RESPONSIBLE
Garrotte East / West	1	8.0 miles	Start Planning	All Agencies

RIM TRUCK FUELBREAK SUMMARY

FERRETTI DIVISION AND PINE MOUNTAIN DIVISION

DIVISION NAME & NUMBER		LENGTH	STATUS	RESPONSIBLE
Ferretti	1	6.0 miles	Completed	FS & CDF (TCU)
Pine Mountain	2	9.0 miles	Start Planning	CDF (TCU) & CF

FUELBREAK SUMMARY TOTALS:

Completed:	15.0 miles
Under Contract:	8.5 miles
Private Work:	.5 miles
Planning Stage:	32.0 miles
Total Fuelbreak Miles:	56.0 miles

PONDEROSA FUELBREAK SUMMARY:

MARIPOSA DIVISION

BANDARITA AND GREELEY PRIMARY FUELBREAK SYSTEMS

Bandarita, Date Flat, and Greeley Fuelbreak sections on the primary Ponderosa Fuelbreak:
14.5 miles: 2.0 miles completed, 7.0 miles under contract, 5.0 miles to plan, 0.5 mile+ on private to coordinate.

TUOLUMNE DIVISION

JACKASS PRIMARY FUELBREAK SYSTEM SUMMARY

Jackass Southeast Extension and Jackass Northwest Extension:
5.0 miles: 1.0 miles completed, 4.0 miles to plan.

MOCCASIN – BIG OAK PRIMARY FUELBREAK SYSTEM SUMMARY

Big Oak Extension and Moccasin Extension
7.0 miles: 1.0 miles completed, 6.0 miles in planning stages.

WAGNER FUELBREAK SUMMARY –

WAGNER-SMITH AND SECOND GARROTTE DIVISIONS

Hwy 120 North Extension, Smith Ridge Extension, Garrotte East and Garrotte West
14.5 miles, 5.0 miles completed, 1.5 miles under contract, 8.0 miles to plan and construct.

RIM TRUCK FUELBREAK SUMMARY –

FERRETTI DIVISION AND PINE MOUNTAIN DIVISION

15.0 miles: 6 miles completed, 9 miles to plan and construct.

Map Legend

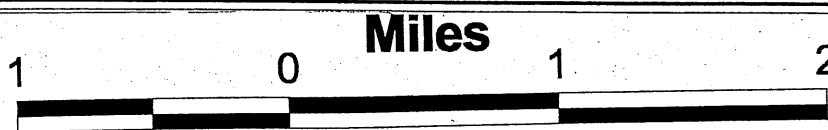
Features

-  Community
-  Project Boundary
-  DPA Boundary
-  Proposed Fuel Break
-  Completed/Under Contract Fuel Break
-  County Line
-  State Highway

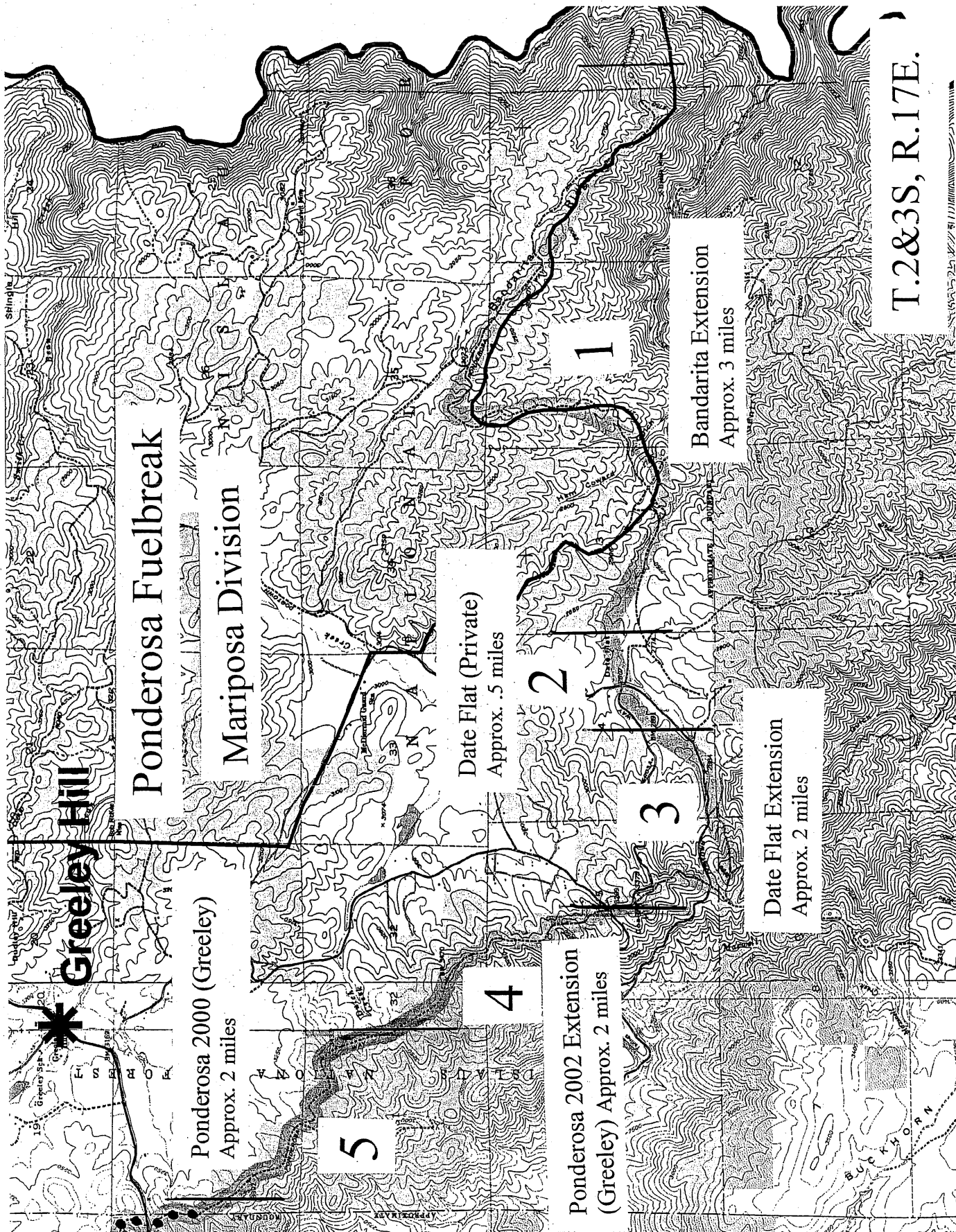
Ownership

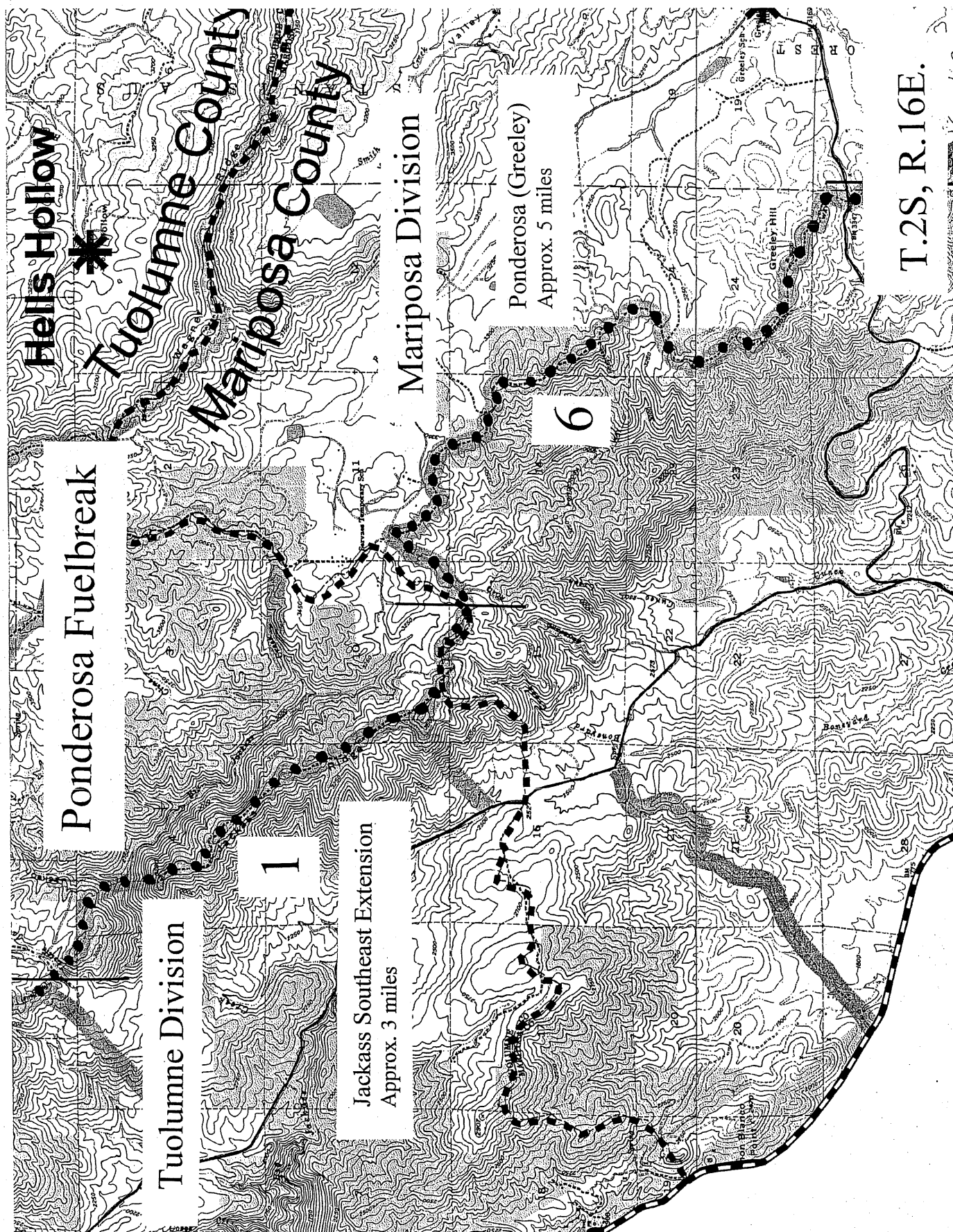
-  BLM
-  USFS
-  Private

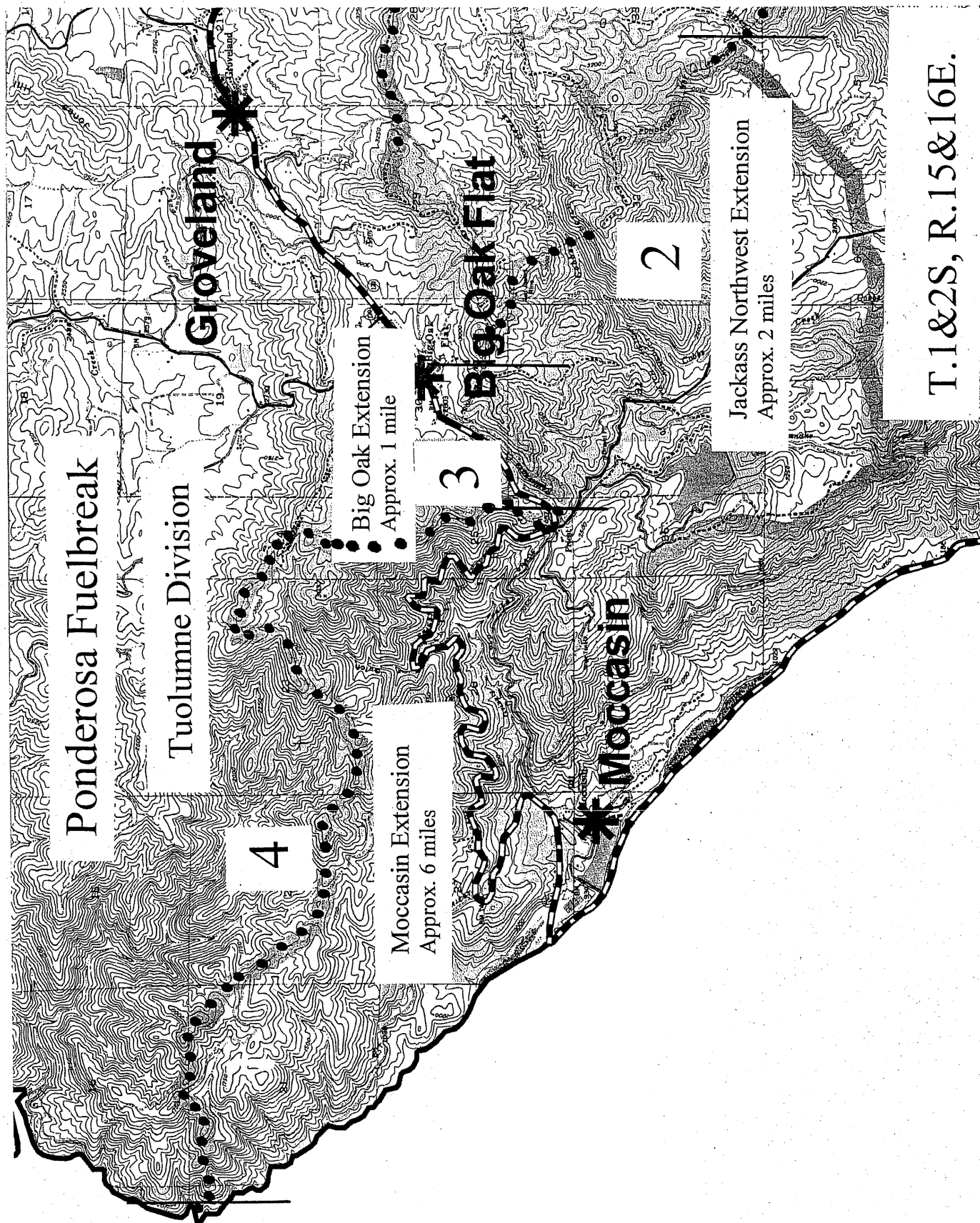
11-27-01 RJS
Swinterface.apr



Scale = 1:38,000
1" = 0.6 Miles







Wagner Ridge Fuelbreak

1

Hwy 120 North
Approx. 1.5 miles

Smith Station

Buck M

Smith Ridge Extension
Approx. 5 miles

2

Wagner Smith Division

County

County

T.1&2S, R.17E.

Wagner Ridge Fuelbreak

Garrotte West
Approx. 4.5 miles

1

Second Garrotte Division

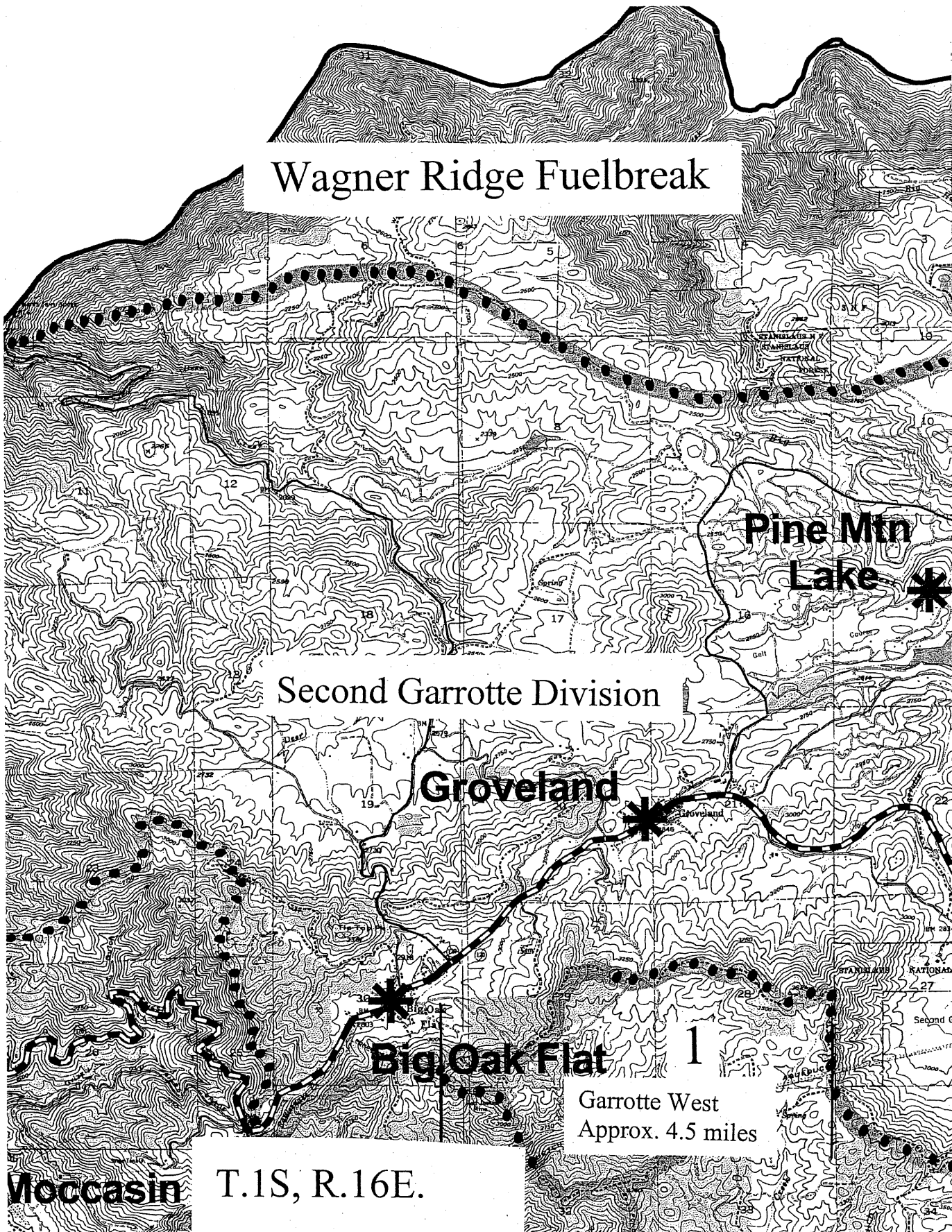
Hells Hollow

Garrotte East
Approx. 3.5 miles

1

Tuolumne County
Mariposa County

T.1&2S, R.16E.



Wagner Ridge Fuelbreak

Pine Mtn
Lake *

Second Garrotte Division

Groveland *

Big Oak Flat *

1
Garrotte West
Approx. 4.5 miles

Moccasin

T.1S, R.16E.

Rim Truck Trail Fuelbreak

Ferretti Division

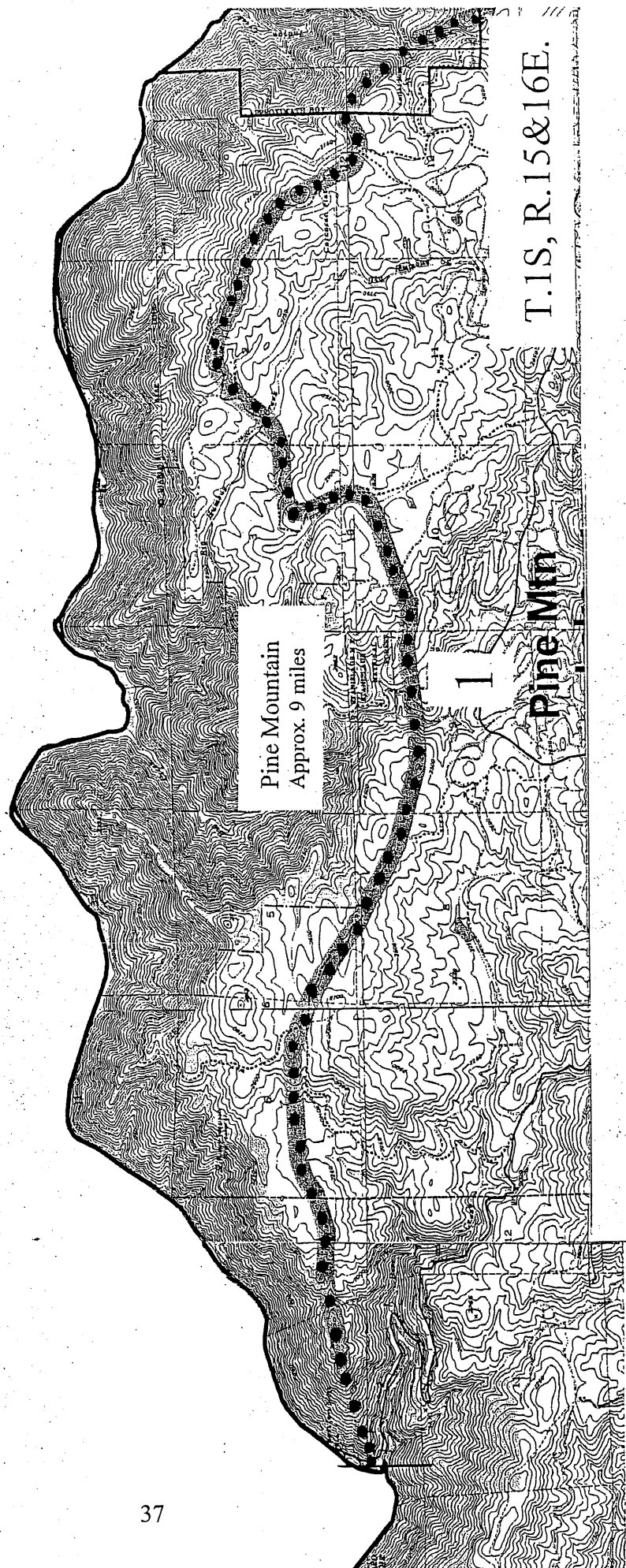
1
Ferretti
Approx. 6 miles

T.1S, R.17E.

Smith Station

Rim Truck Trail Fuelbreak

Pine Mountain Division



WATER TANKS & STRATEGIC FIRE DEFENSE SYSTEM SIGNING

WATER TANKS:

CDF/CDC 10,000 GALLON CONCRETE WATER TANK

- Needs to be constructed
- Is a concrete tank that requires appropriate intake and outlet system depending on location.
- Estimated cost for materials and construction \$15,000.00.
- Placement would require appropriate NEPA/CEQA document and surveys.
- Minimal vandalism problems.
- Will require some effort and cost to replace some of the facility construction forms.
- Requires a minimal of ¼ acre for placement.
- Requires annual maintenance review.
- Best long term tank fill system is a spring fed with overflow supporting other fire or resource operations/needs.

HURST RANCH WATER TANK

- Plastic 3,000 gallon water holding tank.
- Needs transport and set-up.
- General color – dark green.
- NEPA/CEQA minimal – CE.
- Estimated cost for one unit \$1,100.00.
- Subject to vandalism (Holes in tank easy to plug).
- Polyethelene Tank (Plastic)
- Would require appropriate plumbing for long term fill or annual fill servicing.
- Example: would support 6 fills of a Forest Service Type III Engine. (500 gallons).
- Requires very small space.

C & W PLUMBING – WATER TANKS

- Plastic 9,100 gallon and 11,000 gallon water holding tanks.
- Needs transport (Large) & appropriate set-up.
- NEPA/CEQA required – probably DM.
- Tanks have 1-1/2" inch fill, and 2" inch draw intakes and outlets.
- The 9,100 gallon tank costs - \$ 3,122.50.
- The 11,000 gallon tank costs - \$3,441.25.
- Freight cost to load and off-load tanks around \$400.00.
- Subject to vandalism (Holes easy to plug).
- Tank Polyethelene (Plastic).
- Requires minimal space for set-up.
- Could support significant engine re-load needs.

All tanks would have to have a water source with continuous feed or delivery fills at specific times of the year that support fire suppression needs. Annual maintenance and periodic review of the water tanks is expected. Tanks could support many other resource management or resource support activities to include: road maintenance, prescribed burning, wildlife habitat improvement, and many other positive land management/protection efforts.

SIGNING:

Considerations:

- Needs
- Shapes
- Wording
- Size of sign
- Potential Colors
- One sided/two sided.
- Lettering & background

- Placement
- Estimated Costs
- Vandalism problems
- Long Term Maintenance
- Sign Post & sign attachment.
- Agency/Public - Policies/Concerns/Restrictions

PRE-FIRE PLANNING

THE PLANNING COMPONENTS



- 1. INITIAL ATTACK COMPONENT**
- 2. EXTENDED ATTACK COMPONENT**
- 3. MAJOR INCIDENT COMPONENT**
- 4. INFRA-STRUCTURE COMPONENT**
- 5. PUBLIC SAFETY COMPONENT**

PRE-FIRE PLANNING OBJECTIVES

INTRODUCTION:

The pre-incident (pre-fire) plan that will be developed will be somewhat unique. We will drop all political and jurisdictional boundaries and provide a working plan that meets local, county, state, and federal emergency service demands. The plan will consider all agency and public needs and be strategic in its approach. It will provide vital pre-incident information to emergency service personnel, and as a top priority maximize both public and service personnel safety.

OBJECTIVES:

- Visually display all information needed by emergency service personnel to provide effective, safer, and more efficient incident management operations.
- Display information that is easy to interpret and available to all potential users.
- Display information that provides detailed public safety concerns as to evacuation plans, access and egress considerations, and potential suppression strategies and resource requirements.
- Utilize the most current and high level technology to display pertinent information for use by both field and command operations.
- Identify map scales, symbolism, color-coding, inscriptions, field signing, and other desired agency features that support pre-incident management planning needs.

IDENTIFY:

- What information needs to be displayed?
- What information do we have on hand?
- What information do we need to collect?
- How will we obtain needed information, and who is responsible?
- Are there existing local, county, state, or federal pre-incident plans that we can use to help with our effort? Is there information within these agencies that we need to review? County planning departments, agency GIS files, etc.
- What type of displays will work best for field personnel or those in an office environment?
- Should the information we develop aid in all aspects of emergency incident management activities?
- Based on the information collected what symbolism is best to identify the information visually? Is it important that we consider existing symbology in the Incident Command System?
- Do we need both topographic and aerial imagery for information displays?
- Should all information to be displayed be based on use of GIS layering and satellite imagery?
- What type of visual displays can be used in a field environment by all agencies, levels of command, and by both local and non-local emergency service personnel?
- What ground signing is needed to reinforce pre-fire plans?
- What type of up-dating will be required to insure that the pre-fire plan maintains currency? Who will be responsible?

PRE-FIRE COMPONENT PLANNING

On December 11, 2002 the Team initiated action to develop a Pre-Incident Management plan for the Southwest Interface Project area. Work had been progressing on this part of the strategic fire planning process for a number of years. The objective of this plan called for the collection, development, and display of factual, current, and site-specific information needed by emergency service personnel to perform their jobs at the highest confidence level. The information required needed to be displayed in a manner that was easy to use, interpret, maintain, and available to all potential users. The objective was a very clear and accurate display of information that all emergency service personnel need to have available from the initial emergency response to a potential long-term major incident.

The team identified five specific **COMPONENTS** of a Pre-incident Management Plan. The components are used to develop a step-by-step process to gather the appropriate information required to accurately display data for emergency service personnel to use and consist of:

1. **The Initial Attack Component** – The information collected for this first display level is critical to initial resource commitments on any given incident. The first units on scene need this information for safe, effective, and efficient management of the emergency. Information is to be collected and displayed on such things as water sources, heli-spots, fuelbreaks, staging areas, potential safety zones, road type and identification, etc.
2. **The Extended Attack Component** – As the incident grows in size and complexity more information is required to support the incident objectives. This second component requires additional information to be collected and displayed. This information is directed at a broader look at the incident area conditions such as structures, fuel types, area hazards, jurisdictions, etc.
3. **The Major Incident Component** – When the incident reaches a significance threatening potential large-scale property, watershed, community, and resource losses it becomes a “Major” incident. Other information besides direct emergency field strategies and tactics come into play. Knowledge, location and information pertaining to sensitive management zones, location of incident support facilities, fire history, etc. are critical to the overall management of the incident.
4. **The Infrastructure Component** – As the incident grows, knowledge of the local infrastructure with regard to emergency service facilities and support equipment, supplies, and personnel availability becomes critical information needed by the Incident Command Staff. Facilities for use by fire, medical, law enforcement and other emergency service personnel and equipment are necessary to support not only the immediate emergency, but also a possible long-term effort.
5. **The Public Safety Component** – A critical need for major incident management is the design of a public safety component. Information about public safety is critical to all personnel involved in the incident. From the initial response to a full-blown major incident, both public and emergency service personnel safety is the most important element. Advanced planning to identify evacuation needs, ingress and egress, safe areas, traffic flow patterns, evacuation sites, etc. becomes a part of the public safety component.

The **SOUTHWEST INTERFACE TEAM** will direct its pre-incident management data collection and display process at the five planning component areas identified in this document. The first component, the Initial Attack Component is planned to be completed by July 1, 2003. This initial information collection and display assignment involves the Groveland Quadrangle – 7.5 Minute Series (Topographic) USGS. This is just one quadrangle of the 10 covering the total Project area.

As the layers are built during information collection of each of the five planning components, SWIFT will identify appropriate ways to display the information. Use of topographic and photographic display methods will be based on the most current and technical resources available to all agencies to depict the specific information collected in a way that best meets the task objective.

Instructions for Collecting Pre-Attack Data

This document explains how to collect and process data for use in pre-attack plans. Excel tables have been created to record information while collecting data in the field. This information will be added to the GIS table when the GPS data is imported into ArcView. While you are out in the field, take the time to record good notes, since this information may be used for a multitude of applications.

When collecting data for the pre-attack plan, please use a Garmin GPS to store the information as waypoints and tracks. Use the DNR Garmin program to download waypoint and track data separately and save as text files so that it can be imported into ArcView. Use the following format to name your waypoint and track text files: PreAtk_Waypt_Date_YourName.txt (ex: PreAtk_Waypt_12-17-02_RStrazzo.txt); substitute Track for Waypt in the file name when exporting Track files (ex: PreAtk_Track_12-17-02_RStrazzo.txt). Make sure you delete all track and waypoint data on your GPS prior to going out to collect data. This will reduce the chance of exporting duplicate data from previous data gathering trips.

In the Geographic Location Description column, please put information that would help a person find the site if they were given a verbal description, such as: street address if available; how far and in what direction from the nearest cross street; road mile post number; which side of the road is it on (N, S, E, W or variation of); is it at an easily recognizable landmark, etc..

Below is a list of the pre-attack data that you will be collecting. Please use the abbreviations for each feature class when entering data in the data collection tables.

1. Water Sources

- a. WH – Hydrant – only collect data for isolated hydrants. Do not assess areas where hydrants exist in entire subdivisions or communities.
 - i. Type 1 – Greater than 1000 GPM
 - ii. Type 2 – 500-1000 GPM
 - iii. Type 3 – 250-499 GPM
 - iv. Type 4 – Less than 250 GPM
- b. WD – Draft Site
 - i. Type 1 – Unlimited water supply
 - ii. Type 2 – 10,000-20,000 gallons
 - iii. Type 3 – 5,000-9,999 gallons
 - iv. Type 4 – Less than 5,000 gallons
- c. WC – Copter Dip Site
 - i. Type 1 – Suitable for Type 1 Helicopter
 - ii. Type 2 – Suitable for Type 2 Helicopter
 - iii. Type 3 – Suitable for Type 3 Helicopter
 - iv. Type 4 – Suitable for Type 4 Helicopter
- d. WT – Water Tank

- i. Type 1 – Greater than 20,000 gallons
 - ii. Type 2 – 10,000-20,000 gallons
 - iii. Type 3 – 5,000-9,999 gallons
 - iv. Type 4 – Less than 5,000 gallons
 - e. WR – Retardant Base
 - i. Type 1 – Suitable for Type 1 Helicopter
 - ii. Type 2 – Suitable for Type 2 Helicopter
 - iii. Type 3 – Suitable for Type 3 Helicopter
 - f. WF – Floto/portable Pump Site **(WF)**
 - g. Notes could include info on access to the.
- 2. Helispots - HS
 - a. Type 1 – Suitable for Type 1 Helicopter
 - b. Type 2 – Suitable for Type 2 Helicopter
 - c. Type 3 – Suitable for Type 3 Helicopter
 - d. Type 4 – Suitable for Type 4 Helicopter
 - e. Notes could include:
 - i. Is there Road Access? Yes/No
 - ii. Is parking available? If so, how much?
 - iii. On a ridge or mountain top
 - iv. In a field
 - v. Is it a permanently constructed helispot? – for medical and local use
 - vi. Will it need maintenance?
- 3. Staging Areas – SA
 - a. Type 1 – Suitable for over 20 Type 1 Engine Strike Teams
 - b. Type 2 – Suitable for 15-20 Type 1 Engine Strike Teams
 - c. Type 3 – Suitable for 8-14 Type 1 Engine Strike Teams
 - d. Type 4 – Suitable for 3-7 Type 1 Engine Strike Teams
 - e. Notes could include:
 - i. What is the location? (Parking lot, field, wide spot along a road, etc.)
 - ii. Approximate size in sqft or sqyds.
 - iii. Power or telephone lines nearby
 - iv. Best guess on exactly how many resources would fit.
- 4. Safety Zones – SZ **(SZ)** - Only record Safety Zones that are pre-existing and will require no preparation or maintenance to keep them viable. Notes could include:
 - a. Natural or man made? Yes/No
 - b. What is the location? (Parking lot, field, wide spot along a road, rocky/barren area, etc.)
- 5. Fuel Breaks – fill in the columns

- a. Notes could include:
 - i. Fuel break width
 - ii. Access directions
 - iii. Is fuel break on a road? – if so what type and condition (paved, 4wd, rutted, heavy water bars, etc.)
 - iv. Are there locked gates at access point or along fuel break?
 - v. Fuel type – Brush, timber, etc.
 - vi. Fuel height adjacent to fuel break
 - vii. Is it on private or government land?
6. Roads – fill in columns
 - a. Notes could include:
 - i. General condition of road
 - ii. Are there any locked gates along the road?
 - iii. Any other unusual characteristics.
7. Structures – GPS isolated single or groups of structures.
 - a. Notes could include
 - i. Defensible? Yes/No
 - ii. Accessible to Type 1, 2, or 3 engines? Yes/No – If yes what type engine?
 - iii. Number of structures if there are several.
8. Map Symbols – The symbol shape (diamond, oval, triangle or rectangle) for Types 1-4 is the same for all feature classes (helispots, water sources and staging areas). Only the text within the shape will change based on the feature class it represents.

a. Type 1



b. Type 2



c. Type 3



d. Type 4



SWIFT PRE-ATTACK CHECKLIST FOR THE INITIAL COMPONENT

Date: _____

WATER SOURCE

GPS Coordinates:

Circle those that apply:

Pressurized Draft Dip Site Year-round Seasonal

If Dip Site, what type 'copter?:

Estimation of available gallons:

Geographic Location:

Notes:

HELI SPOT

GPS Coordinates:

Type helicopter:

Access:

Parking for Crew Buses?:

Notes:

FUELBREAK

Location:

Defensability/Availability:

Condition:

STAGING AREA

Size:

Resources accommodated:

(1 crew? 5 strike teams?)

Area Served?:

Notes:

POTENTIAL SAFETY ZONE

Pre-existing?:

Man-made or natural?:

No preparation required?:

ROAD

Location, Name, or number:

Circle one:

Surfaced?

Unsurfaced?

Engine type accessible?:

2WD

4WD

(Circle those that apply)

2-way

One-way

Turnouts?

Person Collecting Data: _____

[illegible]

Fire Landscape Feature Inventory and GIS mapping of the Four County CSRC&D Area.

Project Overview:

Inventory will be conducted four phases with Calaveras County first, Alpine second, Amador third and Tuolumne fourth. \$283,590 project funds are requested in this proposal. There is a possibility of adding Mono County as a fifth County. Project duration is estimated at one year. Eight feature classes, fuel types and land ownership will be inventoried and put together for use by Fire Safe Councils. GIS layers generated from this project will be available through the CSRC&D and available to agencies and Fire Safe Councils to reduce wild fire hazards and increase community awareness. These feature classes are:

- #Fuel Breaks
- #Roads (including fuel encroachment, condition and signing)
- #Structures (including defensible clearance)
- #Ownership
- #Fuel Type
- #Water Sources
- #Helispots
- #Staging Areas
- #Safety Zones

The inventory and mapping standardization was developed by CDF and will be piloted in the SWIFT area during 2003. The priority will be on private land with local agency, State and Federal land inventory data adapted from the respective jurisdictions. The end result will be a tool that local Fire Safe Councils and agencies can utilize during planning and implementation of Fire Safe Programs and strategic planning with their respective community partners. Agencies will be able to adapt this inventory as needed for pre-suppression activities.

Budget Summary - Fire Landscape Feature Inventory & GIS Mapping (CSRC&D)

Item	Rates	Months	Units hr/no.	Totals
GIS specialist (1)	\$80	9	1440.00	\$115,200
Data Collector (1-leader)	\$70	7	1120.00	\$78,400
Data Collector (3-members)	\$50	5	800.00	\$40,000
GIS workstation	\$4,000		1.00	\$4,000
Field Laptop	\$3,000		1.00	\$3,000
Field PDA w/GPS	\$1,000		4.00	\$4,000
Digital Camera	\$500		4.00	\$2,000
subtotal				\$246,600
Admin (personnel & accounting)	15%			\$36,990
Total				\$283,590
Local in-kind & materials (nonfederal)				
Fire Safe (local specialized knowledge)	\$16		480	\$7,680
State/County support (in-kind support & local knowledge)	\$30		500	\$15,000
Orthophotography & GIS data layers	\$1,000		8	\$8,000
Local match				\$30,680
Additional Federal support				

Federal/support (in-kind support & local knowledge)	\$30		200	\$6,000
Orthophotography & GIS data layers	\$1,000		4	\$4,000
Vehicles & Fuel (local loan)	\$7,000		2	\$14,000
Office Space & support	\$800		12	\$9,600
Subtotal (additional federal)				\$33,600
Project Total				\$347,870

The overall cost is estimated at 23 cents per nonfederal land acre where total nonfederal land in these four counties is 1,256,700 acres per the 1997 NRI. Total Funds requested is \$283,590.

Prepared by: Dick McCleery
Project Coordinator Central Sierra RC&D

GRANTS



GETTING THE DOLLARS
GETTING THE JOB DONE

**TUOLUMNE COUNTY RESOURCE ADVISORY COMMITTEE
TITLE II PROJECT PROPOSALS**

1. Project Name:

Second Garrotte Ridge - Creek Fire Rehab (FS and Private Lands) - **SWIFT Project Area**

1. Project Proponent (include phone no. & e-mail address):

Stanislaus National Forest
Linda Johnstone, District Fuels Officer
209-962-7825 ext. 520
ljohnstone@fs.fed.us

2. Project Location (Forest Service unit and physical location):

T1S, R16E, Sections 26, 35, and 36 & T2S, R16E, Section 2

3. Purpose of the Project (circle those that apply):

- a) Road, trail, infrastructure maintenance (fire defense system – reduce fire threat)
- b) Soil productivity improvement
- c) Improvements in forest ecosystem
- d) Watershed restoration & maintenance
- e) Restoration, maintenance & improvement of wildlife & fish habitat
- f) Control of noxious & exotic weeds
- g) Reestablishment of native species
- h) Creates employment opportunities

4. Project Description:

This is a fire rehab project. Removing the dead vegetative material that was pushed into the green brush on the secondary fireline created during the Creek fire by use of an excavator. The material will be piled and burned.

5. Project Timeline:

The mechanical work could be implemented immediately. Pile burning could be completed in the Fall/Winter of 2002/2003.

6. Have Project Partners been identified? (including Forest Service matching funds, or contributions of labor/time/materials/equipment) If yes, provide Name, Type, Value as appropriate:

7. Can other monies fund the project? (Please give details):

There may be Federal Fuels money next year; uncertain.

8. Estimated Project Cost (including 18% burden, applied to all FS employee time planned for this funding source):

Estimate mechanical implementation cost @ \$5,390 (1 week) + Estimated Burning Costs @ \$2,200 (est. 20 acres) For a **Total Cost of \$7,590**

9. At what stage of NEPA/CEQA process is the project?

Not required for fire rehab unless there are specialist issues.

**TUOLUMNE COUNTY RESOURCE ADVISORY COMMITTEE
TITLE II PROJECT PROPOSALS**

1. Project Name:

Rim Truck Fuelbreak Connections (Private Land) - **SWIFT Project**

1. Project Proponent (include phone no. & e-mail address):

Stanislaus National Forest
Linda Johnstone, District Fuels Officer
209-962-7825 ext. 520
ljohnstone@fs.fed.us

2. Project Location (Forest Service unit and physical location):

T1S, R17E, Sections 7, 17, 18, 20, and 28

3. Purpose of the Project (circle those that apply):

- a) Road, trail, infrastructure maintenance (fire defense system – reduce fire threat)
- b) Soil productivity improvement
- c) Improvements in forest ecosystem
- d) Watershed restoration & maintenance
- e) Restoration, maintenance & improvement of wildlife & fish habitat
- f) Control of noxious & exotic weeds
- g) Reestablishment of native species
- h) Creates employment opportunities

4. Project Description:

Shredding or hand cut, pile and burn brush and small trees (less than 10" dbh) on 78 acres of private lands to connect the sections of the Rim Truck Fuelbreak currently being maintained on National Forest land.

5. Project Timeline:

NEPA/ CEQU required. Specialist surveys and input not likely this field season. Complete NEPA/CEQU and implement in 2003 filed season.

6. Have Project Partners been identified? (including Forest Service matching funds, or contributions of labor/time/materials/equipment) If yes, provide Name, Type, Value as appropriate:

The Forest Service currently has 347 acres of this treatment under contract; to be completed by September 12, 2002.

7. Can other monies fund the project? (Please give details):

There may be Federal Fuels money next year; uncertain.

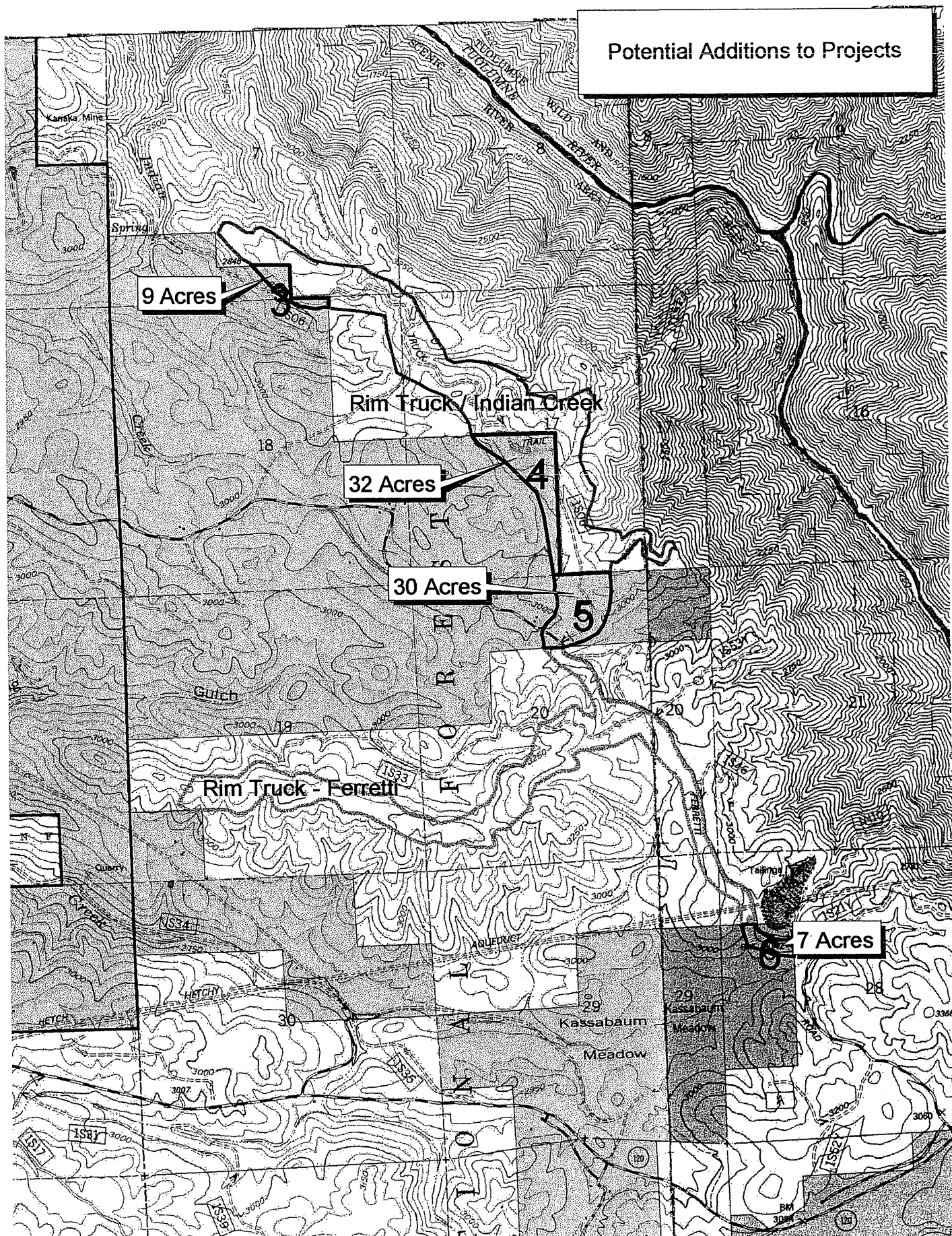
8. Estimated Project Cost (including 18% burden, applied to all FS employee time planned for this funding source):

Estimate implementation cost @ \$31,200 (\$400/Acre) + Estimated Planning Costs @ \$5,616 (18%)
For a **Total Cost of \$36,816.**

9. At what stage of NEPA/CEQA process is the project ?

Not done.

Potential Additions to Projects



HETCHY – ANKER

VMP

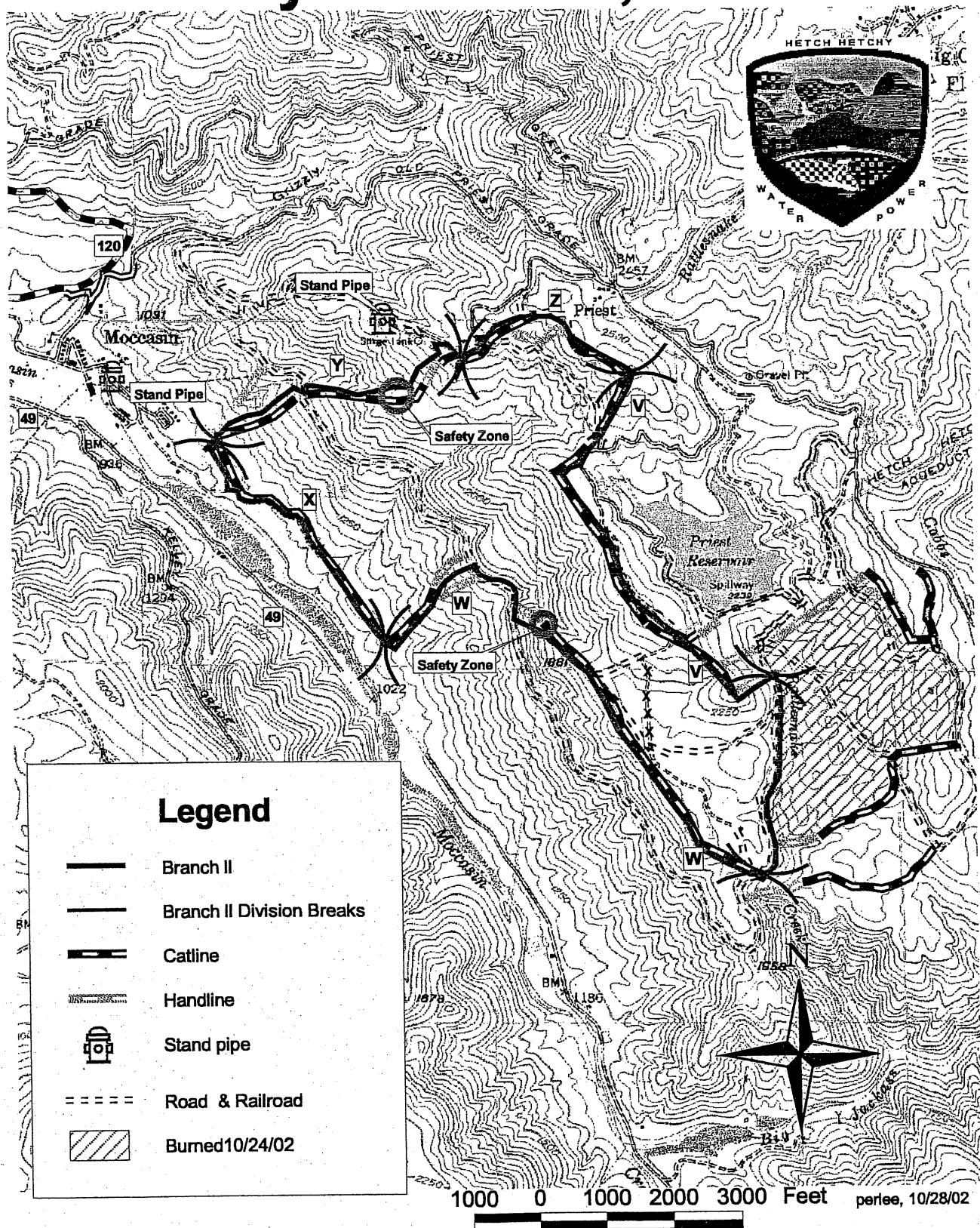
(VEGETATIVE MANAGEMENT PROJECT)

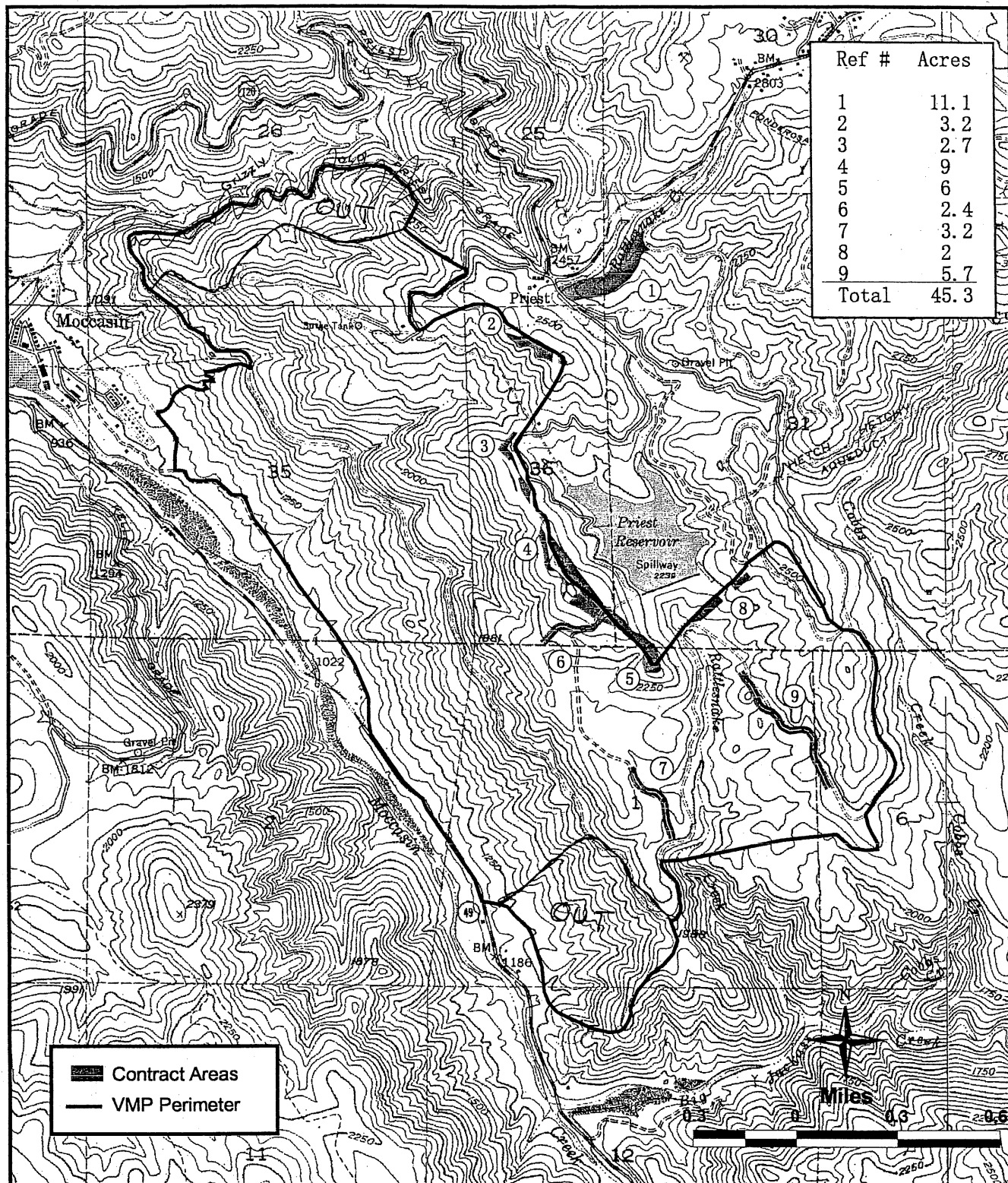
PRESCRIBED BURN



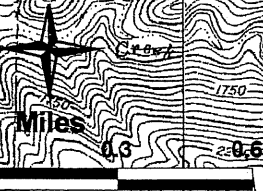
- Completed 750 acres of the project in October 2002
- Planned completion of an additional 700 acres will occur in the Fall of 2003.

HetchyAnker VMP, 10/31/02





 Contract Areas
 VMP Perimeter



Hetch Hetchy Contract Map Moccasin 7.5' Quad T1S, R15E, Sec 35 & 36; T1S, R16E, Sec 31 T2S, R15E, Sec 1, 2, & 12; T2S, R16E, Sec 6

Tuolumne
 Calaveras
 Unit

10-18-01

A VALUED PARTNERSHIP FIRE SAFE COUNCILS

BECOME A FIREWISE MEMBER OF YOUR LOCAL FIRESAFE COUNCIL



SWIFT works very closely with the public and many other stakeholders through local Fire Safe Councils to accomplish the Project's fire protection and prevention objectives.

The **Mariposa County Fire Safe Council** and its local **Greeley Hill Fire Safe Committee** are active organizations that make outstanding contributions to fire protection in the southern portion of Southwest Interface Project area. They obtain grant funding for major fuel reduction projects and frequently conduct public education programs.

The **Yosemite Foothills Fire Safe Council** was established in December, 2002, and plans an active program.

FIRE SAFE COUNCIL PROJECTS & ACTIVITIES (PLANNED AND PROPOSED)

- Provide assistance to **SWIFT** in pre-fire planning, and fuelbreak coordination on private property
- Develop and implement neighborhood programs for brush chipping, pine needle and yard waste disposal
- Obtain grant money to develop and implement programs creating defensible space for seniors and the disabled.
- Provide homeowner consultations for firesafe landscaping and defensible space
- Distribute Fire Resistant Plant brochures to local nurseries and at public events
- Create and distribute FSC promotional and educational materials
- Distribute wildfire awareness information kits to local Realtors
- Participate in fairs and other public events
- Monthly column in local newspapers
- Publicize FSC in local media

**TOGETHER
WE CAN MAKE
A DIFFERENCE**

THE CREEK FIRE



In August, 2001, the Creek Fire occurred, originating west of Highway 49 north of Coulterville, burning over 11,100 acres under fairly intense fire behavior conditions. It burned to the northwest and northeast on both sides of the highway within Mariposa and Tuolumne counties, threatening all communities within the Southwest Interface Project area, causing considerable loss to property and resources.

In order to prevent future fire occurrences with such potential for loss, a long-term management plan is being developed. This plan is to be worked on during the next two calendar years.

Fuel treatment within the Creek Fire, is aimed at implementing a strategic fire defense system. Water sources, helispots, staging areas, safety zones, access development, etc. are all part of the implementation plan.

In conjunction with this effort a collaborative research project will be conducted by the University of California Cooperative Extension under the direction of Jay B. Norton, Tuolumne County Director.

The effort is directed at using various fuel modification management tools in strategic places to avert the future build-up of hazardous fuels. These tools include:

- Mosaic prescribed burning (initial and repeat)
- Animal grazing (goats and cattle)
- Plant conversions
- Shredding
- Thinning

OTHER PROJECT ACTIVITIES

CURRENT & OUT-YEAR

HETCH HETCHY WATER & POWER

TRANSMISSION LINE FUELS TREATMENT:

Over 13 miles of treatment with an average treatment width of 100' feet. Treatment includes mastication, hand crew use, prescribed fire, and other methods. Moccasin to South Fork of the Tuolumne River. Projects active for next 4 years.

HETCH-HETCHY WATER & POWER

PRIEST RESERVOIR WATERSHED PROJECT:

Using animal grazing, shredding, prescribed burning, and CDC Baseline Crews, the area around Priest Reservoir is under a concentrated effort to reduce fuel loads. This work is being done in order to protect very high value domestic water supplies. Project continues to be active into the future.

GREELEY HILL VMP (VEGETATIVE MANAGEMENT PROJECT)

PRESCRIBED BURN:

Approximately 1,200 acres of prescribed burning is planned to take place to the west and northwest of Greeley Hill. This project will greatly add to existing fire protection efforts being applied within the project area concerning local community protection. Project planning is active between MMMU & BLM for actual burning in the Fall of 2005.

PONDEROSA (GREELEY) SHADED FUELBREAK: Planned activities through the grant process to construct two phases of a shaded fuelbreak from County Road J132 to the northwest to Cuneo Road. This route follows the Ponderosa Way Fuelbreak System. Estimate approximately 3 miles of fuelbreak and fuels treatment around private ownerships to be accomplished in a two phase operation. If the grant is approved, actual fuelbreak construction will occur 2004 through 2006.

HIGHWAY 120 ROAD CORRIDOR FUEL TREATMENT: Work efforts by the Forest Service along Highway 120 between Sprague Road west and Big Creek Shaft Road. Continued program of work over the next 5 years.

