**Date of Report: 9/17/21**

# BURNED-AREA REPORT

## PART I - TYPE OF REQUEST

**A. Type of Report**

☒ 1. Funding request for estimated emergency stabilization funds

☐ 2. No Treatment Recommendation

**B. Type of Action**

☒ 1. Initial Request (Best estimate of funds needed to complete eligible stabilization measures)
Due to the large size and complexity of the Caldor Fire, the BAER team is submitting a Preliminary Request just for roads and life and safety in order to allow the Eldorado National Forest (ENF) and the Lake Tahoe Basin Management Unit (TMU) to move forward with some treatment logistics while the assessment is completed. This request lacks detailed specifics about the locations of the treatments; however, the treatments would be "prescription by design," meaning that only roads and recreation sites in areas with threats would be addressed. Those sites or road segments in relatively stable areas (ridges, etc.) would not be addressed at this time. This is a specific, focused request to mobilize critical resources.

☐ 2. Interim Request **#__**.

☐ Updating the initial funding request based on more accurate site data or design analysis.

## PART II - BURNED-AREA DESCRIPTION

**A. Fire Name:** Caldor

**B. Fire Number**: CAENF 024030

**C. State:** CA

**D. County:** Eldorado, Amador, Alpine

**E. Region:** 05

**F. Forest:** Eldorado, Lake Tahoe Basin Management Unit

**G. District:** Amador RD, Pacific RD, Placerville RD, TMU

**H. Fire Incident Job Code:** P5N8GM21

**I. Date Fire Started**: 8/14/21 @ 1854

**J. Date Fire Contained**: estimated 9/27/21 (currently 70% as of 9/15/21 @ 0937)

**K. Suppression Cost:** $ TBD

**L. Fire Suppression Damages Repaired with Suppression Funds (estimates)**

1. **Fireline repaired (miles):** TBD
2. **Other (identify):** TBD

**M. Watershed Numbers**

| *Table 1. Acres of Burned by Watershed* | | | | |
|---|---|---|---|---|
| **HUC #** | **Watershed Name** | **Total Acres** | **Acres Burned** | **% of Watershed Burned** |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

**N. Total Acres Burned**

| **Table 2. Total Acres Ownership – Caldor Fire** | |
|---|---|
| **Ownership** | **Acres** |
| NFS | 176,693 |
| BLM | 2,036 |
| State | 200 |
| Private | 40,184 |
| **TOTAL** | 219,113 |

**O. Vegetation Types**

Dominant vegetation communities within the burn perimeter are as follows: TBD (https://wildlife.ca.gov/Data/CWHR).

**P. Dominant Soils**

Dominant soil types consist of: TBD

**Q. Geologic Types**

TBD

**R. Miles of Stream Channels by Order or Class - TBD**

| **Table 3. Miles Of Stream Channels By Order Or Class** | |
|---|---|
| **Stream Type** | **Miles Of Stream** |
| Perennial | 336 |
| Perennial (Regulated) | 2 |
| Intermittent | 300 |
| Other (Canal, aqueduct, flowline under waterbody) | 17 |
| Total | 655 |

**S. Transportation System - TBD**

| **Table 4. Miles of Road and Trail by Jurisdiction** | |
|---|---|
| **Type** | **Miles** |
| Trails (National Forest) | TBD |
| Trails (Non-NF) | TBD |
| Roads (National Forest) | 992 |
| Roads (Non-NF) | TBD |

## PART III - WATERSHED CONDITION

### A. Burn Severity (acres)

| Table 5. Summary of Burn Severity By Ownership | | | | | |
|---|---|---|---|---|---|
| **Ownership** | **Soil Burn Severity (Acres)** | | | | |
| | **Unburned / Very Low** | **Low** | **Moderate** | **High** | **Total** |
| **Forest Service** | 10,724 | 68,190 | 73,849 | 23,931 | 176,693 |
| **Private or Other** | 2,517 | 18,111 | 14,865 | 4,691 | 40,184 |
| **Bureau of Land Management** | 15 | 725 | 1,279 | 16 | 2,036 |
| **State Lands** | 23 | 130 | 47 | - | 200 |
| **Grand Total** | 13,278 | 87,156 | 90,040 | 28,639 | 219,113 |

### B. Water-Repellent Soil (acres)
Water-Repellent Soil: TBD

### C. Soil Erosion Hazard Rating
TBD

### D. Erosion Potential
TBD

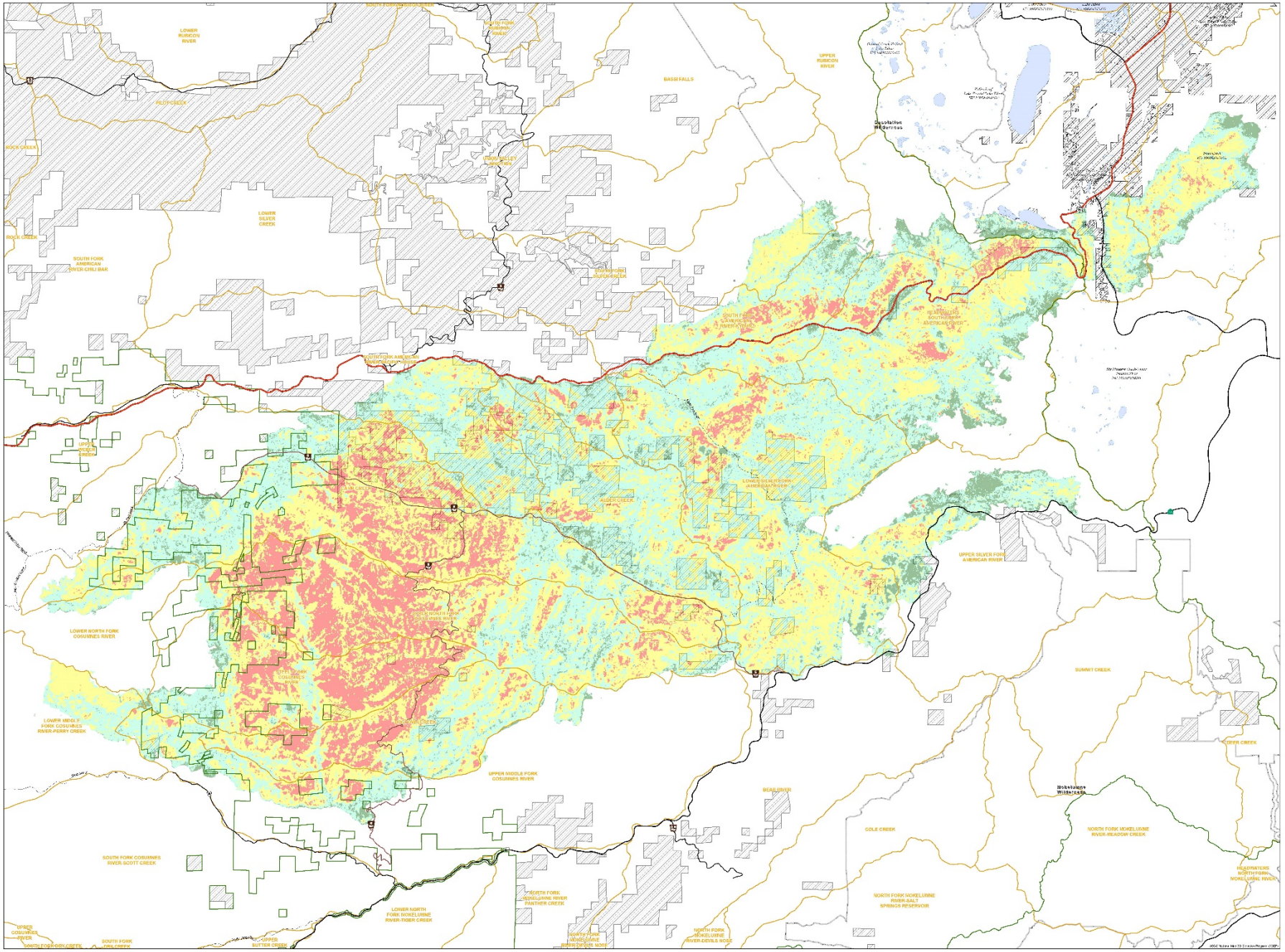
### E. Sediment Potential
Sediment Potential: TBD

### F. Estimated Vegetative Recovery Period (years)
TBD

### G. Estimated Hydrologic Response
TBD

### H. Geology/Geologic Response
Debris flow initiations could happen regardless of post-fire conditions. In this case, post-fire conditions will not be the main reason for debris flow initiations, but will exacerbate the issue. Removal of vegetation by the fire, has exposed and weakened soils, changing hydrophobic conditions. Also, rocks on slopes have lost their supportive vegetation. These post-fire conditions in addition to ample supply of woody debris will exacerbate debris flow events occurring in this burn area.

Due to these post-fire conditions, some roads and trails in the burn area are at risk from rolling rocks, debris flows, and hyper-concentrated floods. Risks to human life, roads, and trails, is elevated in some areas in and downstream of the Caldor Fire. Based on the above, special attention and caution is recommended in areas where people are traveling through, working, or recreating in or below the burned areas during and after storm events.


LOWER RUBICON RIVER
BASSI FALLS
UPPER RUBICON RIVER
Desolation Wilderness
LOWER SILVER CREEK
SOUTH FORK AMERICAN RIVER-CHILI BAR
UPPER SILVER CREEK
ALDER CREEK
UPPER SILVER FORK AMERICAN RIVER
LOWER NORTH FORK COSUMNES RIVER
SUMMIT CREEK
LOWER MIDDLE FORK COSUMNES RIVER-PERRY CREEK
UPPER MIDDLE FORK COSUMNES RIVER
BEAR RIVER
Mokelumne Wilderness
COLE CREEK
NORTH FORK MOKELUMNE RIVER-MEADOW CREEK
SOUTH FORK COSUMNES RIVER-SCOTT CREEK
NORTH FORK MOKELUMNE RIVER-SALT SPRINGS RESERVOIR
LOWER NORTH FORK MOKELUMNE RIVER-TIGER CREEK
NORTH FORK MOKELUMNE RIVER-PANTHER CREEK
NORTH FORK MOKELUMNE RIVER-DEVILS NOSE
UPPER BUTTER CREEK

## PART IV - SUMMARY OF ANALYSIS

**Introduction/Background** The Caldor Fire started on August 14th about 2 miles east of Omo Ranch and 4 miles south of Grizzly Flat. The fire is on the Eldorado National Forest and the Lake Tahoe Basin Management Unit and in three counties (Eldorado, Alpine, and Amador). The drought, combined with dry, hot weather and strong winds, has resulted in very active fire behavior.

On September 8th, a BAER team began assessing the western portion of the fire that has low/no fire activity. The initial team consisted of soil scientists, hydrologists and geologists focused on mapping soil burn severity and assessing imminent post-fire threats to human life and safety, property, and natural resources. Additional BAER specialists, including road engineers, aquatic biologists, archeologists, botanists, and recreation managers have now engaged to assess specific threats in more detail.

### A. Describe Critical Values/Resources and Threats (narrative)

**Table 6. Critical Value Matrix**

| Probability of Damage or Loss | Magnitude of Consequences | | |
|---|---|---|---|
| | Major | Moderate | Minor |
| | RISK | | |
| Very Likely | **Very High** | **Very High** | **Low** |
| Likely | **Very High** | **High** | **Low** |
| Possible | **High** | **Intermediate** | **Low** |
| Unlikely | **Intermediate** | **Low** | **Very Low** |

#### 1) Human Life and Safety (HLS)

Based on the potential for debris flows, flooding, rock falls, burned trees, etc., the BAER team identified a **serious risk** to public, employees, and cooperator staff in the Caldor Fire area. Details are contained below and within the Watershed characterization in the Section III G.

#### 2) Property

BAER Critical Values at risk for property include forest roads, trails (motorized and non-motorized), recreation sites, and irrigation and diversion infrastructure.

#### a) Property – Roads

Overview: There are approximately 992 miles of National Forest System Roads (NFSR) within the fire perimeter. All these roads are suitable for high-clearance. The majority of the NFS Roads throughout the burned watersheds are likely to be impacted by runoff, sediment, and debris derived from burned areas. Road drainage features are at risk from adjacent burned watersheds. Increased runoff and sediment from the burned areas can negatively affect the road prism, damaging the road, eroding land downslope of the road and routing flow and sediment directly to stream channels. Road failure can also contribute to failure of infrastructure downstream. Culverts associated with these roads are at risk of plugging from debris carried down channels from burned watersheds.

Priority roads for treatment include main artillery roads that access the fire and provide access for partners such as Southern California Edition and Fresno County that access critical hydroelectric and hydropower infrastructure. These roads are all paved: North South Road (10N83), Capps Reservoir Road (9N30), Bonetti Road (10N55), Grizzly Caldor Road (09N73), Wrights Lake Road

(11N26) and Bear Meadow Loop (09N46). With approximately 992 miles of Forest roads and winter approaching the Forest is prioritizing only the highest of high priority routes for treatment.

Roads proposed for treatment exhibit an unacceptable risk of failure that warrant specific treatments to help mitigate this risk. The forest has a vested interest in preserving access on these roads for the administration of National Forest lands and to minimize roads contributing to additional post-fire watershed response.

| **Roads within the Caldor Fire (based on 9/15/21 perimeter)** | |
|---|---|
| **Maintenance Level** | **Miles** |
| 1 - Basic Custodial Care (Closed) | 286 |
| 2 - High Clearance Vehicles | 522 |
| 3 - Suitable For Passenger Cars | 147 |
| 4 - Moderate Degree Of User Comfort | 26 |
| 5- High Degree Of User Comfort | 22 |
| Grand Total | 1003 |

| **Forest Service Roads with Caldor Fire – by Soil Burn Severity** | |
|---|---|
| **Soil Burn Severity** | **Miles** |
| High | 141 |
| Low | 412 |
| Moderate | 396 |
| Unburned / Very Low | 53 |
| Grand Total | 1002 |

### 3) Natural Resources (NR)

Water Quality for Municipal and Domestic Use

At this point, an undetermined number of structures (including approximately 140 recreation residence structures) burned on National Forest lands. In addition, burned vehicles and other burned debris are scattered throughout the fire concentrated along the Hwy. 50 corridor. Burned material of unknown origin is likely to mobilize during storm events potentially causing hazardous materials to enter water courses and spread on National Forest lands.

Many of the burned structures are adjacent to water courses such as Recreation Residences near South Fork American River and associated tributaries Numerous Forest Service facilities burned such as Grizzly Flat fire station and infrastructure in campsites, picnic areas and other developed sites.

### 4) Cultural Resources

## B. Emergency Treatment Objectives

- Provide for public safety
- Limit damage to property
- Limit loss of soil productivity and provide for natural vegetative recovery
- Road and trail treatments to protect investment in infrastructure and limit post-fire watershed response

## C. Probability of Completing Treatment Prior to Damaging Storm or Event

- **Land**: n/a
- **Channel:** n/a

- **Roads/Trails:** 80%
- **Protection/Safety:** 100%

**D. Protection/Safety**

| Table 7. Probability of Treatment Success | | | |
|---|---|---|---|
| **Type of Treatment** | **Time After Treatment** | | |
| | **1 year** | **3 years** | **5 years** |
| **Land** | | | |
| **Channel** | | | |
| **Roads/Trails** | | | |
| **Protection/Safety** | | | |

**E. Cost of No-Action (Including Loss)**

Human Health and Safety: Human Life and Safety do not have a market value, but an injury would exceed $1,000,000, providing a substantial benefit/cost ratio.

Property: The cost to rebuild sections of the road after they are washed out, eroded, or buried includes estimates to bring in material to build up the damaged roads. The cost of not treating the proposed roads is over $100,000 per mile providing at least a 25:1 benefit/cost ratio. This does not include the lost value to project management, fire suppression, and recreation.

Land Treatments - Native and Naturalized Plant Communities: TBD

Cultural and Heritage Resources: TBD

**F. Cost of Selected Alternative (Including Loss)**

Using VAR Lite Cost/Benefit tool: Costs include ****, EDRR. Minimizing risks to Life and Safety. Cost/Benefit spreadsheet is included in 2500-8 approval package.

| Table 8. Cost of Selected Alternative | |
|---|---|
| **Total Treatment Cost** | |
| **Expected Benefit of Treatment** | |
| ***Implied Minimum Value*** | |

**G. Skills Represented on Burned-Area Survey Team**

| Table 9. Skills on the BAER Team | | | | |
|---|---|---|---|---|
| ☒ Soils | ☒ Hydrology | ☒ Engineering | ☒ GIS | ☒ Archaeology |
| ☒ Weeds/Botany | ☒ Recreation | ☒ Fisheries/Aquatics | ☒ Wildlife | ☒ Trails |
| ☒ Other: PAO | ☒ Geology | | | |

| Table 10. BAER Team Members by Skill* | |
|---|---|
| **Skill** | **Team Member Name** |
| *Team Lead(s)* | Todd Ellsworth. todd.ellsworth@usda.gov; 760-937-2033;<br>Marc Stamer. marc.stamer@usda.gov; 909-486-1724 |
| *Assistant Lead(s)* | Katie Vinzant. katharine.vinzant@nps.gov; 760 937-2870 |
| *Logistics/Finance* | Robin Eliason. Robin.eliason@usda.gov; 909-878-3908 |
| *Forest BAER Coordinator* | Eric Nicita. eric.nicita@usda.gov; 530-748-5827 |
| *Soils & Hydrology & Geology* | Eric Nicita, Curtis Kvamme, Tracy Weddle, Edgar Martinez, Vincent Pacific, Nicole Bringolf |
| *GIS* | Deb Tatman, Virginia Emly |
| *Engineering* | Rocio Espinoza, Pablo Gonzalez, Antonio Cabrera, Justin Humble |
| *Archaeology* | Jordan Serin, Charles Hutcheson |
| *Botany/Weeds* | Katie Vinzant, Emma Williams |

| Table 10. BAER Team Members by Skill* | |
|---|---|
| **Skill** | **Team Member Name** |
| *Recreation* | Chip Morrill, Tyler Segura, Karl Goodwin, Del Orme, Matt Daniels |
| *Wildlife* | Robin Eliason |
| *Hazmat* | Casey Shannon |
| *Aquatic Wildlife* | Jeff Mabe |
| *PAO* | Cathleen Thompson |

## H. Treatment Narratives

**Land Treatments**
TBD

**Channel Treatments**
TBD

**Road Treatments**
Road drainage features are at risk from adjacent burned watersheds. Increased runoff and sediment from the burned areas can negatively affect the road prism, damaging the road, eroding land downslope of the road and routing flow and sediment directly to stream channels. Road failure can also contribute to failure of infrastructure downstream. Culverts associated with these roads are at risk of plugging from debris carried down channels from burned watersheds. Proposed road treatments include drainage structure cleaning, reestablishing rolling dips and leadoff ditches, installation of overside drains, installing additional culverts next to existing culverts with hydro-excavation, reshaping low water crossings, installation of riprap armoring and spillways, culvert inlet basin cleaning, berm removal, outsloping, and riprap armoring at strategic locations. Focusing on areas of high and moderate burn severity (BARC map – Validating), areas that are midslope that have a high risk of damage from post-fire watershed response.

Treatment Objectives: The primary objectives of the road and infrastructure treatments are to:

a. Protect and stabilize Forest Service infrastructure at risk of damage as a result of increased sedimentation, stream diversion, and erosion from the fire.
b. Reduce risk to water quality and other natural resources by reducing risk of infrastructure contamination, damage, and failure.
c. Mitigate public safety hazards along NFS roads.
d. Reduce risk to downstream infrastructure where possible.
e. Protect road crews from the threat of falling trees.

1. Road Drainage Stabilization
   Road drainage stabilization involves cleaning or armoring of existing drainage structures to help ensure road drainage performs optimally. This work will be accomplished through contractor equipment and labor. In addition, this treatment includes felling of hazard trees in forested areas that pose a threat to crews.

| Road Treatments #1: Road Drainage Stabilization | | | | |
|---|---|---|---|---|
| **Item** | **Unit** | **Unit Cost** | **# of Units** | **Cost** |
| Mobilization – 10% standard for this area | Lump Sum | $ 38,680 | 1 | $ 38,680 |
| Restore and maintain Drainage Function of road existing drainage structures, culverts, lead off ditches and rolling dips- | Mile | $2,500 | 134 | $ 335,000 |
| **Total** | | | | **$373,000** |

2. Road Drainage Structure Replacements/Improvements

Road drainage structure improvements involves replacing existing deficient structures and installation of additional drainage structures to help ensure road drainage performs optimally.This work will be accomplished with contractor equipment and labor.

| **Road Treatments #2: Road Drainage Structure Replacements/Improvements** | | | | |
|---|---|---|---|---|
| **Item** | **Unit** | **Unit Cost** | **# of Units** | **Cost** |
| Mobilization – 10% - standard for this area | Lump Sum | $ 6,551 | 1 | $ 6,551 |
| Enhance existing culverts with Risers (snorkels) to increase capacity. 18-24" culverts | Each | $ 3,500 | 5 | $17,500 |
| Additional culverts using hydro-excavation | Each | $5,000 | 4 | $20,000 |
| Enhance existing culverts with winged inlets 18-24" culverts | Each | $ 2,000 | 7 | $14,000 |
| Riprap downstream of culverts and crossings to protect road | CY | $275 | 27 | $7,425 |
| **Total** | | | | **$65,476** |

3. Contract Preparation and Administration
   Preparation, administration and oversight of road work contracts.

| **Road Treatments #4: Contract Administration** | | | | |
|---|---|---|---|---|
| **Item** | **Unit** | **Unit Cost** | **# of Units** | **Cost** |
| GS11 Engineer | Day | $450 | 20 | $9,000 |
| **Total** | | | | **$9,000** |

**Trail Treatments**
TBD

**Protection/Safety Treatments**

1) Burned Debris Stabilization
   Stabilize prioritize areas adjacent to water bodies. The treatment will entail installation of straw wattles and/or sandbags around selected sites at high risk of moving material into waterbodies. This treatment is intended to contain the burned material and limit human and animal exposure until material can be removed.

| **Protection/Safety Treatment #1: Burned Debris Stabilization – burned structures)** | | | | |
|---|---|---|---|---|
| **Item** | **Unit** | **Unit Cost** | **# of Units** | **Cost** |
| **Administration, Travel, and Materials** | | | | |
| 1 GS-11 Hydrologist | Days | $450 | 5 | $2,250 |
| 2 GS-7 Recreation Tech. | Days | $325 | 10 | $6,500 |
| Stabilization Supplies (wattles,stakes and sand bags) and | Each | $7500 | 1 | $7,500 |
| **Total Cost** | | | | **$16,250** |

**2.Warning Signs:** Warning signs would need to be installed to warn road users of the unmitigated dangers present in the FS fire areas (Eldorado and LTBMU). Posting signs in critical ingress and egress areas of the burned to alert the public to potential dangers of falling trees, increased runoff, hazardous rockfall.

**Cost: $15,000**

**Protection/Safety Treatment: Treatment Implementation Leader**
The suite of proposed treatments needs dedicated staff to properly guide implementation recommended by the Caldor BAER Team. This request is to ensure someone is available to guide implementation for

the larger package of treatments anticipated in the Interim #1 request. We anticipate requesting funding to fill out a 120 day detail in the Interim #1 request. The lack of staffing and expertise to implement BAER treatments presents a concern to implement treatments in a timely manner.

| Tablexxx. Protection/Safety Treatment #8: Treatment Implementation Leader | | | | |
|---|---|---|---|---|
| **Item** | **Unit** | **Unit Cost** | **# of Units** | **Cost** |
| Team Leader Salary - Planning, logistics, etc. | Days | $640 | 20 | $12,800 |
| Per Diem | | | | $3,200 |
| **Total Cost** | | | | **$ 16,000** |

## I. Monitoring Narrative TBD

## PART V – EMERGENCY STABILIZATION TREATMENTS AND SOURCE OF FUNDS

Table 1: Cost for El Dorado National Forest

| | | | NFS Lands | | | | Other Lands | | | | All |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Line Items | Units | Unit Cost | # of Units | BAER $ | Other $ | # of units | Fed $ | # of Units | Non Fed $ | Total $ |
| **A. Land Treatments** | | | | | | | | | | |
| | days | | | $0 | $0 | | $0 | | $0 | $0 |
| | days | | | $0 | $0 | | $0 | | $0 | $0 |
| *Insert new items above this line!* | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Subtotal Land Treatments* | | | | $0 | $0 | | $0 | | $0 | $0 |
| **B. Channel Treatments** | | | | | | | | | | |
| | | | | $0 | $0 | | $0 | | $0 | $0 |
| | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Insert new items above this line!* | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Subtotal Channel Treatments* | | | | $0 | $0 | | $0 | | $0 | $0 |
| **C. Road and Trails** | | | | | | | | | | |
| Road Drainage Stabilization | miles | 2,768 | 130 | $359,840 | $0 | | $0 | | $0 | $359,840 |
| Drainage Structures | Each | 5,487 | 12 | $65,844 | $0 | | $0 | | $0 | $65,844 |
| Contracting | each | 9,000 | 1 | $9,000 | | | | | | $9,000 |
| | miles | | | $0 | | | | | | |
| | Days | | | $0 | | | | | | |
| | days | | | $0 | | | | | | |
| *Insert new items above this line!* | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Subtotal Road and Trails* | | | | $434,684 | $0 | | $0 | | $0 | $434,684 |
| **D. Protection/Safety** | | | | | | | | | | |
| burned debris | days | 1625 | 7 | $11,375 | $0 | | $0 | | $0 | $11,375 |
| Warning signage | each | 13,000 | 1 | $13,000 | $0 | | $0 | | $0 | $13,000 |
| implementation lead | days | 20 | 640 | $12,800 | | | | | | $12,800 |
| | each | | | $0 | | | | | | |
| | days | | | $0 | | | | | | |
| | days | | | $0 | | | | | | |
| | each | | | | | | | | | |
| | each | | | $0 | | | | | | |
| *Insert new items above this line!* | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Subtotal Protection/Safety* | | | | $37,175 | $0 | | $0 | | $0 | $37,175 |
| **E. BAER Evaluation** | | | | | | | | | | |
| Initial Assessment | Report | | | --- | $0 | | $0 | | $0 | $0 |
| | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Insert new items above this line!* | | | | --- | $0 | | $0 | | $0 | $0 |
| *Subtotal Evaluation* | | | | $0 | $0 | | $0 | | $0 | $0 |
| **F. Monitoring** | | | | | | | | | | |
| Road monitoring | days | | | $0 | $0 | | $0 | | $0 | $0 |
| | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Insert new items above this line!* | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Subtotal Monitoring* | | | | $0 | $0 | | $0 | | $0 | $0 |
| | | | | | | | | | | |
| **G. Totals** | | | | $471,859 | $0 | | **$0** | | **$0** | **$471,859** |
| Previously approved | | | | | | | | | | |
| Total for this request | | | | **$471,859** | | | | | | |

Table 2: Cost for Lake Tahoe Basin Management Unit

| | | | NFS Lands | | | | Other Lands | | | All |
|---|---|---|---|---|---|---|---|---|---|---|
| Line Items | Units | Unit Cost | # of Units | BAER $ | Other $ | # of units | Fed $ | # of Units | Non Fed $ | Total $ |
| | | | | | | | | | | |
| **A. Land Treatments** | | | | | | | | | | |
| | days | | | $0 | $0 | | $0 | | $0 | $0 |
| | days | | | $0 | $0 | | $0 | | $0 | $0 |
| *Insert new items above this line!* | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Subtotal Land Treatments* | | | | $0 | $0 | | $0 | | $0 | $0 |
| **B. Channel Treatments** | | | | | | | | | | |
| | | | | $0 | $0 | | $0 | | $0 | $0 |
| | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Insert new items above this line!* | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Subtotal Channel Treatments* | | | | $0 | $0 | | $0 | | $0 | $0 |
| **C. Road and Trails** | | | | | | | | | | |
| Road Drainage Stabilization | miles | 2,768 | 5 | $13,840 | $0 | | $0 | | $0 | $13,840 |
| | Each | | | $0 | $0 | | $0 | | $0 | $0 |
| | each | | | $0 | | | | | | |
| | miles | | | $0 | | | | | | |
| | Days | | | $0 | | | | | | |
| | days | | | $0 | | | | | | |
| *Insert new items above this line!* | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Subtotal Road and Trails* | | | | $13,840 | $0 | | $0 | | $0 | $13,840 |
| **D. Protection/Safety** | | | | | | | | | | |
| burned debris | days | 1,625 | 3 | $4,875 | $0 | | $0 | | $0 | $4,875 |
| Warning signage | each | 2,000 | 1 | $2,000 | $0 | | $0 | | $0 | $2,000 |
| implementation lead | days | 5 | 640 | $3,200 | | | | | | $3,200 |
| | each | | | $0 | | | | | | |
| | days | | | $0 | | | | | | |
| | days | | | $0 | | | | | | |
| | each | | | | | | | | | |
| | each | | | $0 | | | | | | |
| *Insert new items above this line!* | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Subtotal Protection/Safety* | | | | $10,075 | $0 | | $0 | | $0 | $10,075 |
| **E. BAER Evaluation** | | | | | | | | | | |
| Initial Assessment | Report | | | --- | $0 | | $0 | | $0 | $0 |
| | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Insert new items above this line!* | | | | --- | $0 | | $0 | | $0 | $0 |
| *Subtotal Evaluation* | | | | $0 | $0 | | $0 | | $0 | $0 |
| **F. Monitoring** | | | | | | | | | | |
| Road monitoring | days | | | $0 | $0 | | $0 | | $0 | $0 |
| | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Insert new items above this line!* | | | | $0 | $0 | | $0 | | $0 | $0 |
| *Subtotal Monitoring* | | | | $0 | $0 | | $0 | | $0 | $0 |
| | | | | | | | | | | |
| **G. Totals** | | | | $23,915 | $0 | | **$0** | | **$0** | **$23,915** |
| Previously approved | | | | | | | | | | |
| Total for this request | | | | **$23,915** | | | | | | |

## PART VI - APPROVALS

09/21/2021

Forest Supervisor
Jeff Marsolais, Eldorado National Forest — Date

09/23/21

Acting Forest Supervisor
Gwen Sanchez, Lake Tahoe Basin Management Unit — Date