

Fire Adapted 50 – Roadrunner / Highway 50 Fuel Break Project

Project Area: North side of Highway 50 from Icehouse Road to Echo Summit and a community defense zone around Strawberry

Project Summary: The Highway 50 Fuel Break reduces fuel by removing small diameter trees, lower limbs, and understory vegetation, along Highway 50 and around the communities of Strawberry and Kyburz. It was initially developed as part of the Roadrunner Project by the US Forest Service in 2006. After the King Fire in 2014, joint strategic planning by the U.S. Forest Service and CAL FIRE incorporated the Roadrunner Project into a larger all lands approach to fuel reduction on both federal and non-federal land in the Highway 50 corridor. Fire Adapted 50 also includes the Sly Park Vegetation Management Project around Jenkinson Lake, and the Camino-Pollock Pines Fuel Break from Slab Creek Dam to the Pony Express Trail.

Fire Adapted 50 is an important part of the cohesive strategy for managing wildland fire in the South Fork American River watershed. The cohesive strategy has three goals: 1) resilient landscapes; 2) fire adapted communities; 3) safe and effective wildfire response.

Treatment: Hand thinning, piling, and pile burning to create a 300 foot fuel break on the north side of Highway 50. This includes the Caltrans right of way along the highway.

Total Acres: 1,000

Planning: 2001-2006

Implementation: 2016-2021

Responsible Agency/Organization: U.S. Forest Service, Eldorado National Forest

Partners: CAL FIRE is implementing fuel reduction on national forest lands from Icehouse Road to Strawberry under a Good Neighbor Authority Agreement; The Mule Deer Foundation is implementing fuel reduction on national forest lands from Strawberry to Echo Summit under a Master Stewardship Agreement. Treatment on the non-federal lands will be addressed in future efforts.

Values to be Protected: Communities of Strawberry, Kyburz, Silver Fork and recreation residence tracts; tourism industry associated with South Lake Tahoe; recreation residences on national forest land; infrastructure; public and private timber; water; power; recreation; critical habitat for California Spotted Owls and Northern Goshawks.

Project Highlights:

Fire History: There is a pattern of large human-caused wildfires being ignited in the Highway 50 corridor. These include the Pilliken Fire (1973); Wrights Fire (1981); Cleveland Fire (1992), Freds Fire (2004) and the King Fire (2014). Ignitions sources include vehicles, campfires, mechanical equipment, powerlines, and other sources associated with human activity in this high public use area.

South Fork American River Canyon: Highway 50 runs along South Fork American River Canyon. Fire moves uphill quickly on steep slopes which makes wildfire in this canyon very difficult to control.

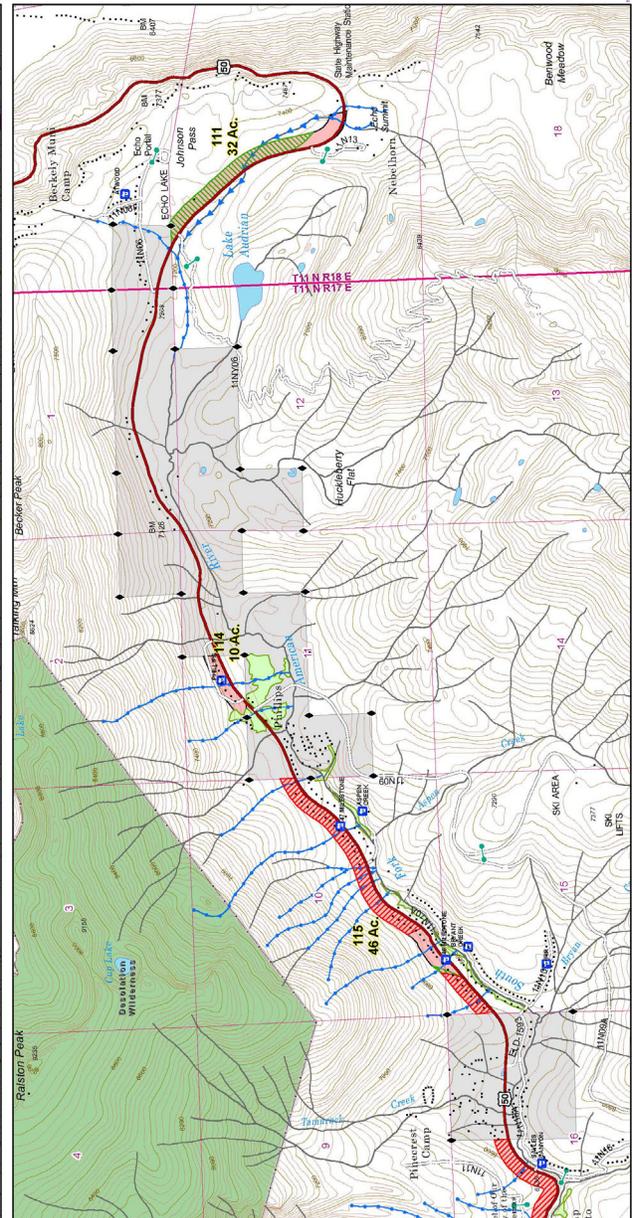
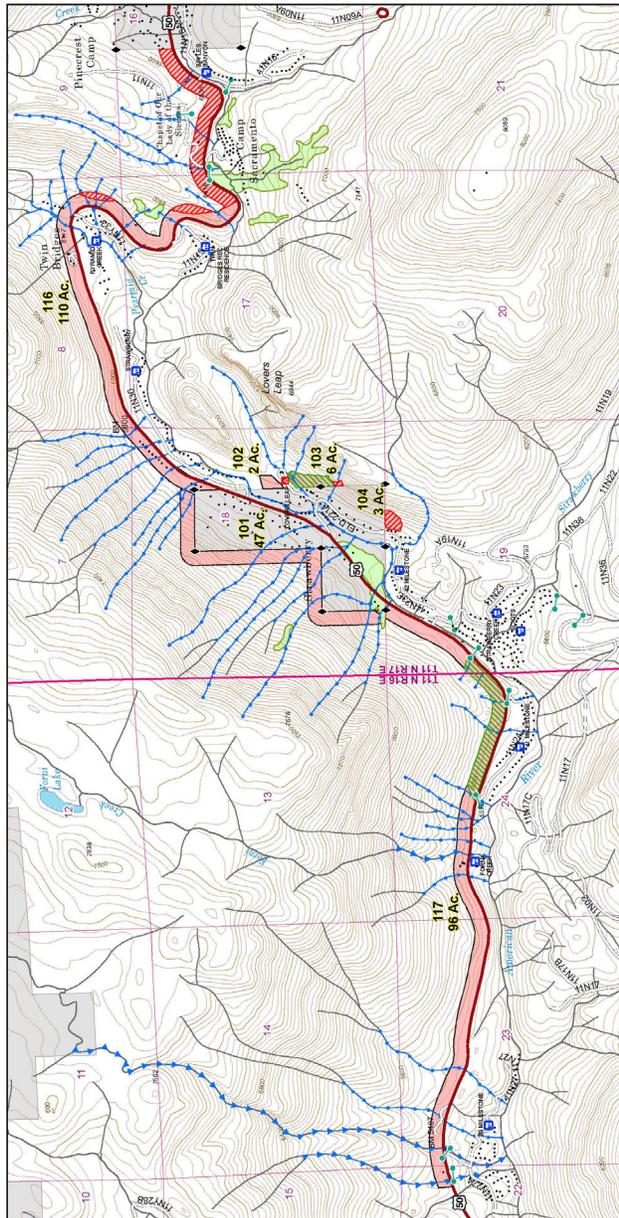
Highway 50 Corridor: Highway 50 is a major transportation corridor between Sacramento and South Lake Tahoe. If a wildfire causes Highway 50 to close, the economic impacts to tourism and business in South Lake Tahoe alone can be as much as \$1 million / day.

Map of entire project link: https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd569611.pdf

Project Area Map for EAST END:

Highway 50 Fuels Reduction and Mule Deer Foundation Partnership Project
 Placerville Ranger District
 Eldorado National Forest

- Fuel Reduction with hand held equipment and chipping
- Limited Operating Period, February 15th thru September 15th
- Limited Operating Period, March 1st thru August 15th
- Limited Operating Period, Hours of operation on units adjacent to recreation residences. No operations on units adjacent to recreation residences on weekends from May 15 - Sept 15
- Existing System Roads, Specifications
- Protected Streamcourse, Exclusions (non-work areas) no mechanical treatments or ground disturbing activities within 25'
- Protected Streamcourse, Exclusions (non-work areas) no mechanical treatments or ground disturbing activities within 52'
- Meadow Protection, As flagged on the ground
- Controlled Area, No operations permitted within flagged zones. Actual locations are not shown on this map. Contact District Office for map showing CH-I areas.
- Protection of Improvements, (Gate).
- Protection of Improvements, (survey monuments).
- Protection of Improvements, (structure).
- Other Ownership, Exclusions (non-work areas)
- Wilderness, Exclusions (non-work areas)
- Main Roads



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