

## **FIRE ADAPTED 50: Camino-Pollock Pines Fuel Break**

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**Project Area:** North of Highway 50 extending from Slab Creek Dam near Camino to Pony Express Trail near Pollock Pines, CA. The project extends along the ridgeline between the South Fork American River and the communities of Camino and Pollock Pines through the Eldorado National Forest and private lands.

**Project Summary:** A shaded fuel break approximately 600 feet wide will be developed along an 8 mile corridor. Fuel removal treatments will improve and reinforce existing fuel breaks developed during the King Fire, and will tie into other existing fuel breaks, previously known as the Iowa Hill and Independence Fuel Breaks. This project is part of Fire Adapted 50, an all lands approach to fuel reduction on both federal and non-federal land in the Highway 50 corridor. Fire Adapted 50 includes the Sly Park Vegetation Management Project around Jenkinson Lake and the Roadrunner Highway 50 Fuel Break from Icehouse Road to Echo Summit.

**Treatment:** Thinning and masticating brush and smaller trees; dead tree removal, pile burning, and chipping

**Total Acres:** 1,495    **Planning:** 2018-2019    **Implementation:** 2020-2022

**Responsible Agency/Organizations:** U.S. Forest Service, Eldorado National Forest; El Dorado Irrigation District; Sacramento Municipal Utility District, Pacific Gas & Electric Co., Sierra Pacific Industries; and other various private landowners.

**Partners:** Project management is being accomplished under agreements between CAL FIRE, the Eldorado National Forest, and the Georgetown Divide Resource Conservation District (RCD).

**Values to be Protected:** Communities of Camino and Pollock Pines; infrastructure for hydroelectric generation and transmission lines; water delivery systems; Highway 50 transportation corridor; commercial timber; orchards, wineries and other private agricultural lands; natural, cultural and recreational resources on public lands

### **Project Highlights:**

**King Fire:** This project grew out the experience of firefighting during the 2014 King Fire. Part of this fuel break was constructed during the King Fire to protect the communities of Camino and Pollock Pines.

**SMUD Transmission Corridor:** Part of the fuel break includes a powerline transmission corridor where vegetation was already modified for fire safety and access.

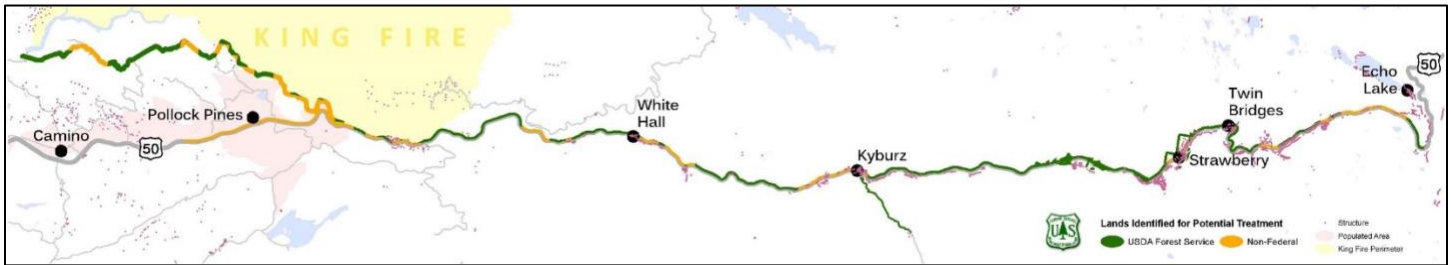
**Fire Adapted 50:** Fire Adapted 50 is an important part of the cohesive strategy for managing wildland fire in the South Fork American River watershed. The cohesive strategy has three goals: 1) resilient landscapes; 2) fire adapted communities; 3) safe and effective wildfire response.

**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). Ignition 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 the 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.

**\*\*Simplified graphic showing the Camino-Pollock Pines Fuel Break in relation to the Roadrunner – Highway 50 Fuel Break, both are part of the Fire Adapted 50 effort which is part of the SOFAR Cohesive Strategy.\*\***  
(note: green = USDA Forest Service land; yellow = non-federal land)



**\*\*Close up– Camino-Pollock Pines Fuel Break\*\*** (note: green = USDA Forest Service land; yellow = non-federal land)

