FC Point Type	Label	Comments	Latitude WGS84 DDM	Longitude WGS84 DDM
Bridge		Last inspected 6/1/2022.	42° 01.128' N	123° 57.415' W
Bridge		Coon Creek Bridge	41° 47.079' N	123° 54.870' W
Bridge		Wooden bridge. Wrapped 8.25	42° 02.248' N	123° 45.257' W
Bridge		Wood bridge. Structure wrapped. 8.25	42° 01.345' N	123° 46.453' W
Bridge			42° 00.287' N	123° 46.107' W
Bridge		Be Nard McClendon bridge over the North Fork of the Smith River.	41° 58.869' N	123° 57.663' W
Bridge		Need clearance for heavy equipment. Just heard from Branch 20 the local resource advisor says the bridge is good for transport access☐☐	41° 42.258' N	123° 52.253' W
Bridge			41° 47.082' N	123° 54.871' W
Bridge		Type 6 Engines only. No Tenders or Type 3	42° 04.258' N	123° 41.143' W
Bridge		Small bridge over ditch to gain access to structures. Will not support large truck.	41° 41.571' N	123° 53.340' W
Bridge		Per property owner,bridge was rated at 5 tons during Coon Fire in 2015.	41° 41.833' N	123° 52.939' W
Camp	Gasquet Base Camp		41° 50.755' N	123° 58.898' W
Camp	Steven's Ranch Spike		41° 42.082' N	123° 52.831' W
Closure			41° 49.588' N	123° 59.637' W
Closure			41° 51.107' N	123° 54.172' W
Closure		Gasquet Mt Rd Closure 8/30/23	41° 50.850' N	124° 00.552' W
Dip Site	N Fork Smith Dip		41° 55.920' N	123° 59.741' W
Dip Site	Patrick Dip		41° 52.268' N	123° 51.165' W
Dip Site	Seat Dip		42° 05.650' N	123° 42.329' W
Dip Site	Rock Dip		42° 01.650' N	123° 45.641' W
Dip Site	RC Dip	Potential Dip Site	41° 44.143' N	123° 58.995' W
Dip Site	Diamond	Diamond Dip	41° 57.811' N	123° 57.412' W
Drop Point	60	Good staging area	41° 48.137' N	123° 44.657' W
Drop Point	90		41° 49.781' N	123° 53.296' W
Drop Point	85		41° 46.787' N	123° 55.718' W
Drop Point	80		41° 45.535' N	123° 55.480' W
Drop Point	50		41° 52.389' N	123° 50.831' W
Drop Point	10		41° 50.682' N	123° 57.866' W
Drop Point	55		41° 53.966' N	123° 46.210' W
Drop Point	87		41° 49.004' N	123° 51.903' W
Drop Point	21	DP 21	41° 59.610' N	123° 47.363' W
Drop Point	31	DP31 at bug station	41° 59.312' N	123° 43.086' W
Drop Point	8		41° 50.808' N	123° 57.784' W
Drop Point	62		41° 49.161' N	123° 48.529' W
Drop Point	59		41° 50.498' N	123° 46.576' W
Drop Point	95		41° 49.508' N	123° 59.299' W
Drop Point	20	DP20	41° 59.736' N	123° 47.601' W
Drop Point	18		41° 59.868' N	123° 48.042' W
Drop Point	16		41° 59.757' N	123° 48.268' W
Drop Point	25	DP 25	42° 04.033' N	123° 42.203' W
Drop Point	56	Road intersection that can be used as a drop point, is large enough that it can potentially be used as a medivac site for a Type 3 and potentially a Type 2 helicopter	41° 52.888' N	123° 44.982' W
Drop Point	88		41° 49.590' N	123° 52.432' W
Drop Point	4	Large gravel pit that can be used as a drop point or as a staging area. Can also be used as a medivac site for a Type 2 or 3 helicopter.	41° 55.131' N	124° 03.341' W
Drop Point	5		41° 54.497' N	124° 02.015' W
Drop Point	1		41° 48.111' N	124° 03.234' W
Drop Point	75		41° 41.065' N	123° 54.537' W
Drop Point	86		41° 47.081' N	123° 52.416' W
Drop Point	11	Possible drop point or staging area location. With the removal of a few trees could be used as a medivac site for a Type 3 helicopter.	41° 59.680' N	123° 59.992' W
Drop Point	2	several dozer pushes to clear area. several trees removed	41° 51.352' N	124° 04.619' W
Drop Point	22	DP 22	42° 01.062' N	123° 46.472' W
Drop Point	23	DP 23	42° 01.330' N	123° 46.438' W
Drop Point	24	DP 24	42° 03.304' N	123° 44.365' W
Drop Point	65	Very small better use is for a water tank	41° 45.951' N	123° 45.231' W
Drop Point	70	Good size for at least 10-15 vehicles or a couple of transports	41° 41.102' N	123° 50.629' W
Drop Point	93		41° 49.432' N	123° 57.480' W
Drop Point	53	Div MM requested new DP at this location, Leonard ARCH cleared 8/25	41° 53.001' N	123° 48.564' W
Drop Point	54	Create a Drop Point Please DIV MM (t) Josh Fudge	41° 53.197' N	123° 46.643' W
Drop Point	81		41° 45.390' N	123° 53.350' W
Drop Point	28	DP 28	42° 01.599' N	123° 45.210' W
Drop Point	84	VV (T) 213 request	41° 46.578' N	123° 57.152' W
Drop Point	32	New Drop Point Kilo	41° 58.098' N	123° 44.868' W
Drop Point	9		41° 50.757' N	123° 56.427' W
Drop Point	26	DP26	42° 01.041' N	123° 43.735' W
Drop Point	63		41° 47.588' N	123° 52.105' W
Drop Point	30	DP 30	41° 59.121' N	123° 44.524' W
Drop Point	96		41° 48.606' N	123° 57.598' W
Drop Point	97		41° 48.162' N	123° 58.026' W
Drop Point	7	7	41° 52.799' N	123° 59.752' W
Drop Point	6	6	41° 53.907' N	124° 00.970' W
Fire Station	O'Brien FD		42° 04.050' N	123° 42.213' W
Hazard	Fuel Storage	fuel cell. roughly 500 gallons. unsure on amount in tank	41° 53.268' N	123° 48.130' W
Hazard		Uncapped well	41° 52.277' N	124° 04.218' W
Hazard		Possible collapsed mine shaft	41° 48.149' N	124° 04.112' W
Hazard		Utility line melted and across road	41° 59.719' N	123° 47.505' W
Hazard		CALTran Log and Brush landing	41° 56.338' N	123° 45.217' W
Helibase	Cave Junction		42° 06.250' N	123° 40.917' W
Helibase	Brookings Helibase		42 4.433	124 17.383
Helispot	1	HIGE needs dust abatement.	41° 59.635' N	123° 47.356' W
Helispot	2		41° 51.365' N	123° 53.178' W
Helispot	4	Good Type 2 & 3 Gravel but not too dusty. HOGE	41° 55.148' N	124° 03.379' W
Helispot	12	Large open gravel pit. Type 2&3. HOGE	41° 53.128' N	124° 03.984' W
Helispot	8	Type 2 and 3 approved. Dust abate. / minimal improvements needed 6-8 small trees. No other Hazards identified, Type 2 or 3, No Dust abatement needed	41° 56.525' N	123° 57.858' W
Helispot	3	Type 1-2-3 approved. No dust abate.	41° 59.577' N	123° 43.053' W
Helispot	13	Type 2-3 approved. Dust abate.	42° 01.867' N	123° 50.567' W
Helispot	10	Good gravel. Type 3 Only. 2-way approach. HOGE	41° 54.727' N	124° 02.973' W
Helispot	6	Potenital dust abatement needed. Type 3 only. HOGE	41° 54.312' N	124° 01.841' W
Helispot	5		42° 01.470' N	123° 53.299' W
Helispot	7		42° 00.692' N	123° 55.056' W
Incident Command Post	ICP		41° 45.636' N	124° 11.704' W
Lookout		Potential repeater site and raws	41° 48.515' N	123° 44.480' W
Lookout	Ship Mountain		41° 43.712' N	123° 47.824' W
Mobile Retardant Base			42° 03.812' N	123° 41.931' W
Mobile Retardant Base			42° 03.810' N	123° 41.920' W
Mobile Weather Unit	Camp 6		41° 49.700' N	123° 52.578' W
Mobile Weather Unit	Saddle		41° 55.110' N	124° 03.264' W
Mobile Weather Unit	G-O Road		41° 36.715' N	123° 52.196' W
Repeater	C-34		41° 55.726' N	123° 46.958' W
Repeater	C-35		41° 43.686' N	123° 47.732' W
Repeater	C-3		41° 49.845' N	123° 52.604' W
Repeater	Bolan		42° 00.992' N	123° 27.555' W
Repeater	C-48	High Divide	41° 55.617' N	124° 03.780' W
Repeater	C-55		41° 46.298' N	123° 58.317' W
Repeater	CMD 7	Boland Peak Kit#4312-FCK-C221 RPTR ID: C43	42° 00.954' N	123° 27.535' W
Repeater	CMD 9	Monkey Ridge Kit#4312-FCK-C203 Rptr ID:C51	41° 55.789' N	123° 46.959' W
Staging Area	Rough & Ready Staging	33065 Redwood Hwy, Cave Junction, OR 97523	42° 06.307' N	123° 40.782' W
Staging Area		Staging area/gravel pit	41° 52.675' N	123° 59.677' W
Staging Area		Dozer here to create staging area	41° 53.245' N	124° 00.215' W
Value at Risk		Tollefson House	41° 45.448' N	124° 00.081' W
Value at Risk	SunStar Community	Community of SunStar	41° 59.622' N	123° 36.977' W
Value at Risk		Community of O'Brien	42° 04.047' N	123° 42.189' W
Value at Risk	Rough & Ready Drainage		42° 05.180' N	123° 45.332' W
Value at Risk		DOT/CHP infrastructure	41° 58.272' N	123° 44.811' W
Value at Risk		Solar panels, radio antenna, cameras	41° 55.596' N	124° 03.778' W
Value at Risk		Seismographic sensor and solar panel assembly.	41° 52.351' N	124° 04.069' W
Value at Risk		Spring fed water supply line to house	41° 50.527' N	123° 55.581' W

TRANSPORTATION

Smith River Complex - South CA-SRF-000968

83,974 acres at 8/30/2023 2146 PDT **09/01/2023**

1:75,537 - SW2 GISS - 8/31/2023 2217 - - North American 1983 Datum. LatLong Grid

- Dip Site
- Mobile Retardant Base
- Helispot
- Helibase
- Division Break
- Branch Break
- Incident Command Post
- Drop Point
- Closure
- Camp
- Staging Area
- Lookout
- Value at Risk
- Landmark
- Gate
- Fire Station
- Bridge
- Mobile Weather Unit
- Repeater
- Hazard
- Contained
- Uncontained
- Smith River Cx Wildfire Perimeter
- Other Incident Wildfire Perimeter
- Contained
- Uncontained (OTHER)
- Interstate
- Highway
- Local Connecting Road
- County Road
- Paved Road
- Gravel Road
- Primitive Road
- Closed Roads
- Powerline
- State Boundary
- County Boundary
- Federal Wilderness Boundary

SOUTHWEST AREA INCIDENT MANAGEMENT TEAM