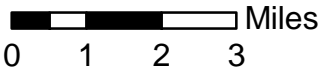
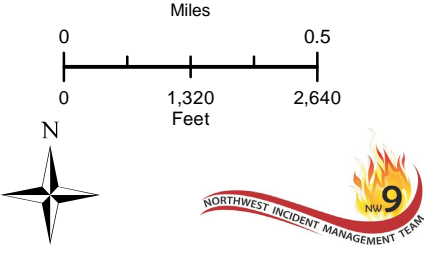
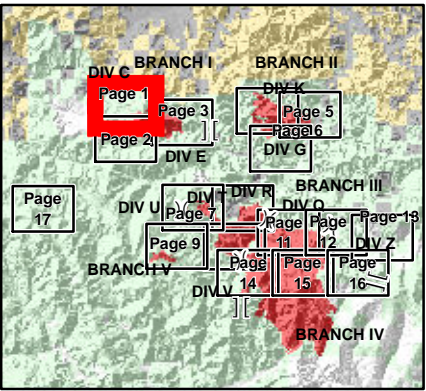
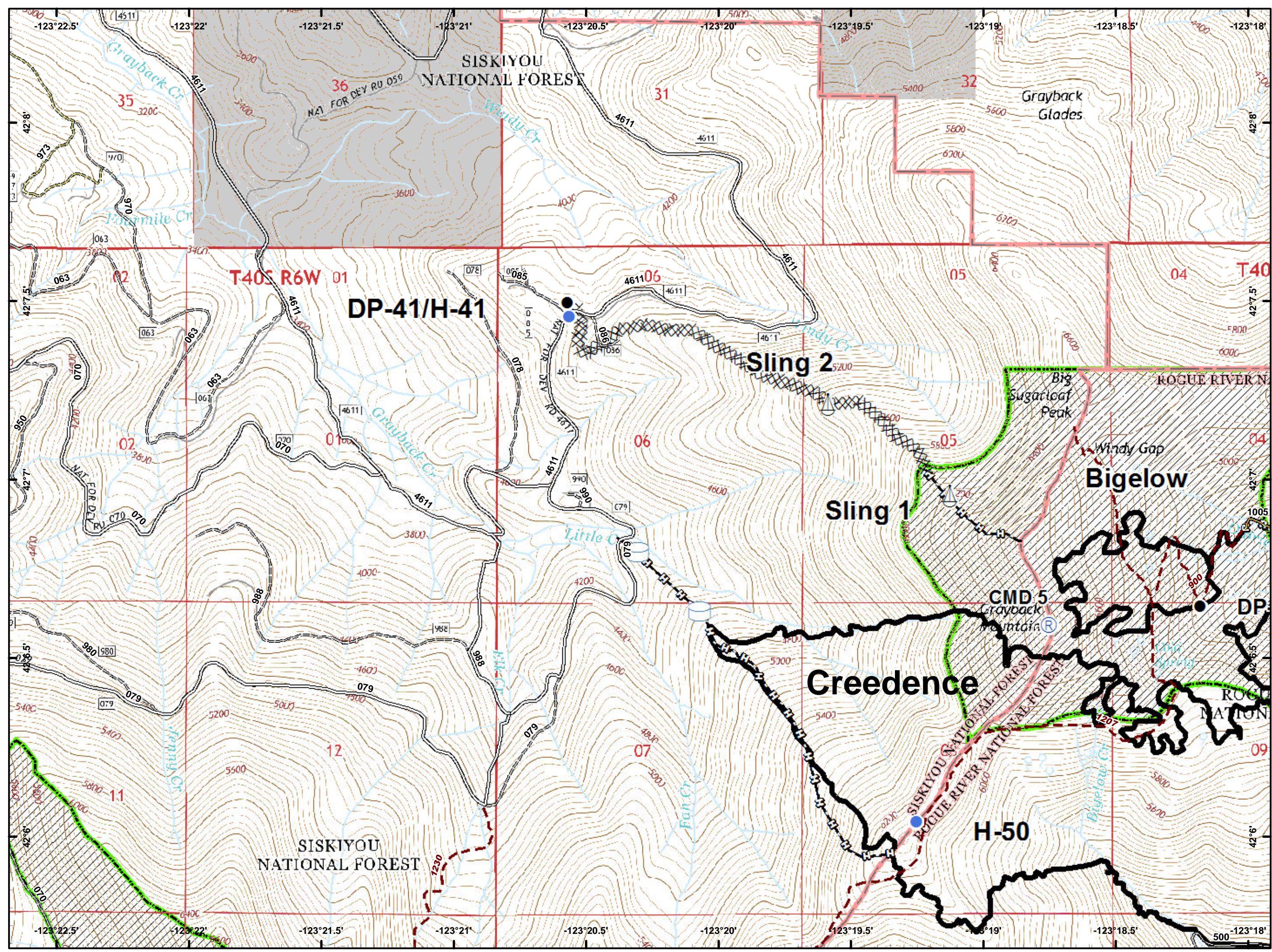







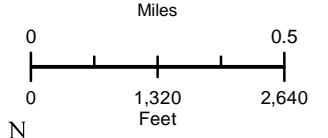
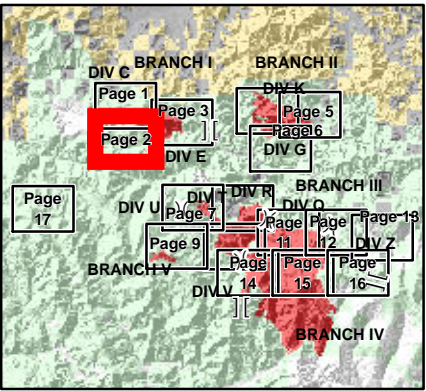
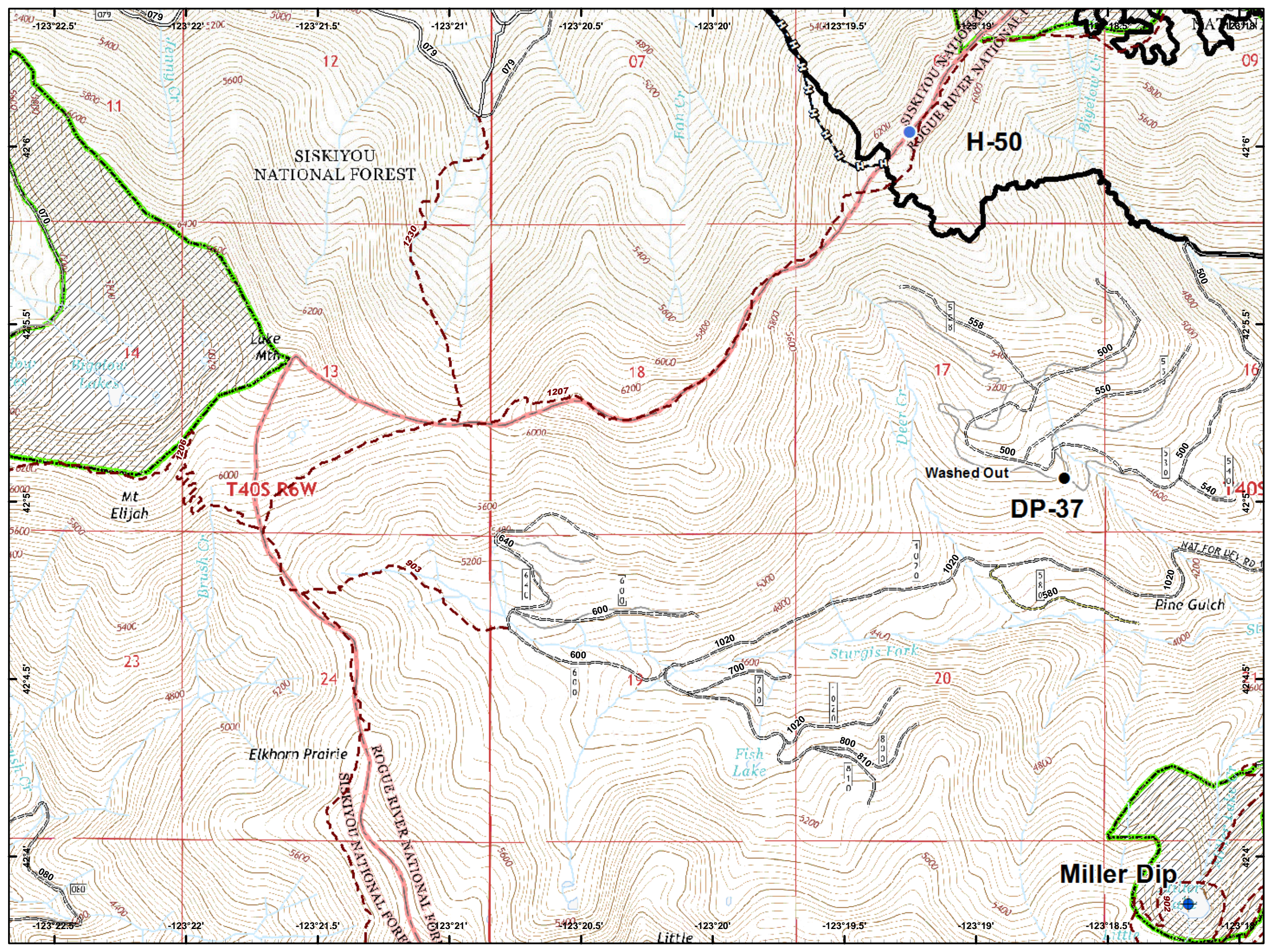
- Camp
- Dip Site
- Drop Point
- Fire Location
- Gate
- Helispot
- Landmark
- Lookout
- Repeater
- Sling Site
- Water
- Water
- Value at Risk
- Division
- Branch Break
- Uncontrolled Fire Edge
- Completed
- Completed Dozer
- Completed Hand
- Road as Completed Line
- Administrative Forest Boundary
- NHD Water Boundaries
- Rivers
- Wilderness
- Private



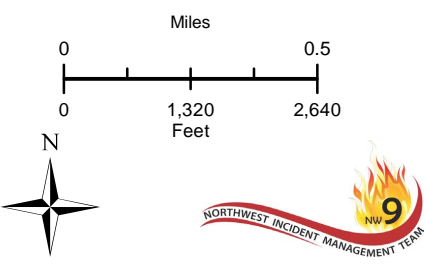
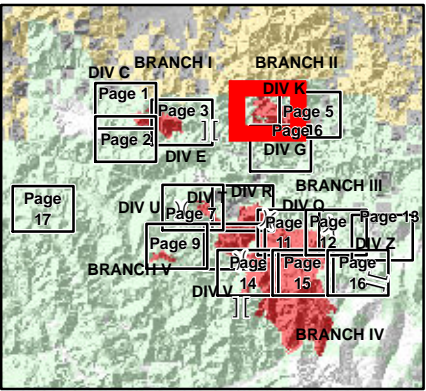
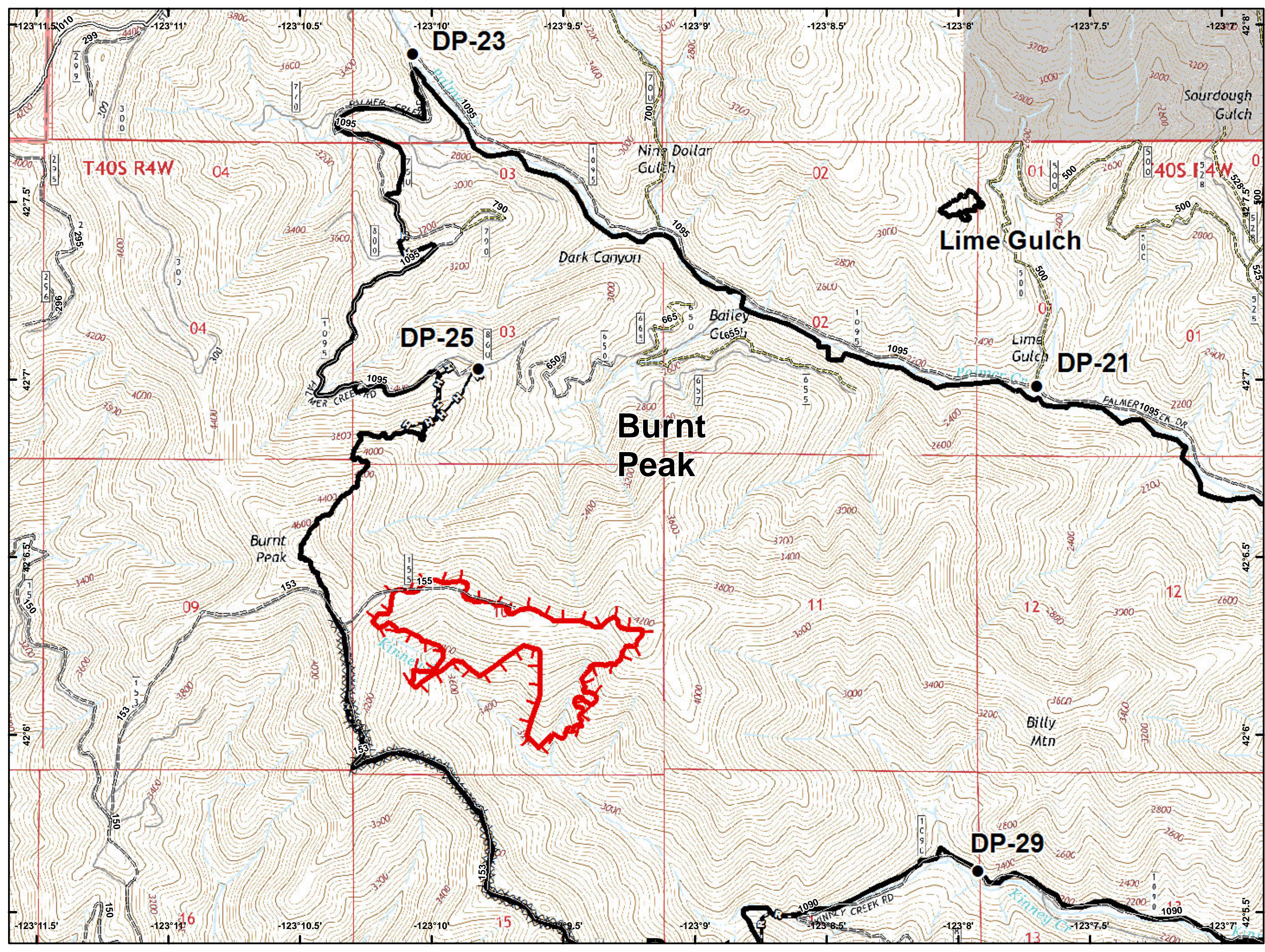
- Drop Point
- Helispot
- Ⓡ Repeater
- Ⓢ Sling Site
- Ⓜ Water Tank
- ~ Completed Line
- ⓧ Completed Dozer Line
- Ⓜ Completed Hand Line
- Ⓜ Road as Completed Line
- ⓧ Private and State



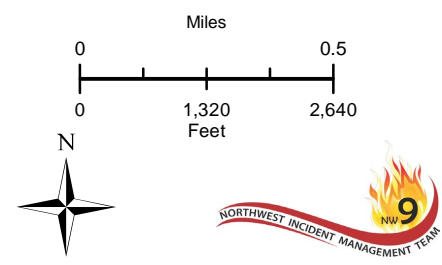
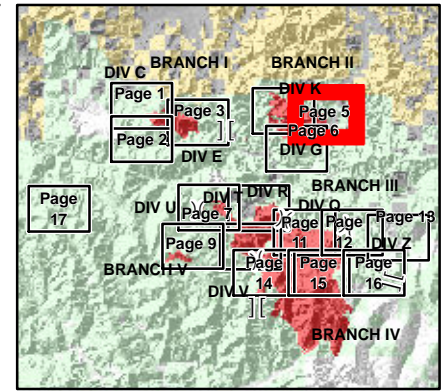
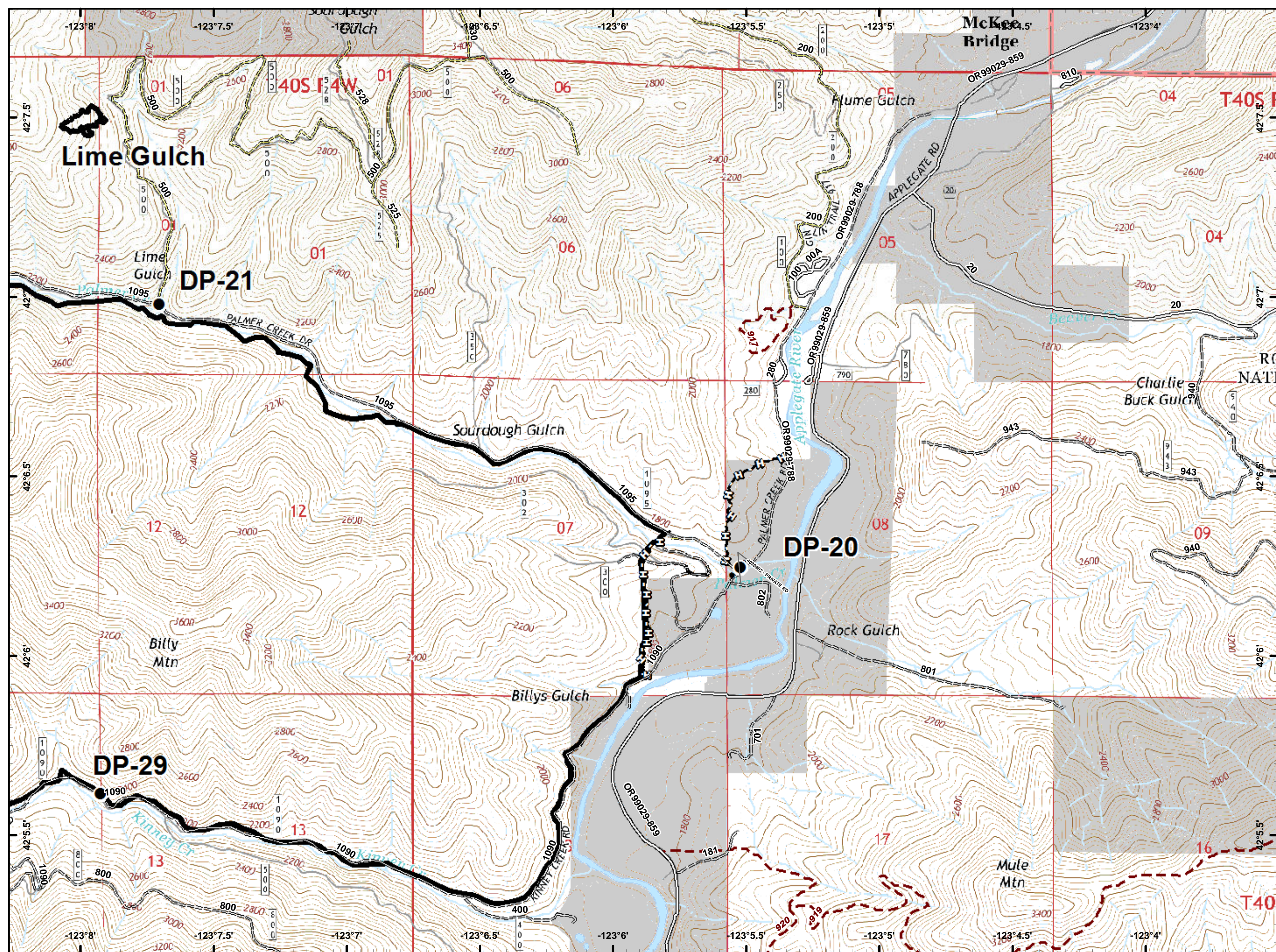
-  Dip Site
-  Drop Point
-  Helispot
-  Completed Line
-  Completed Hand Line



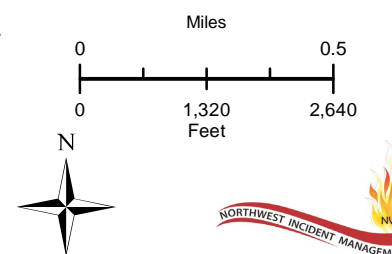
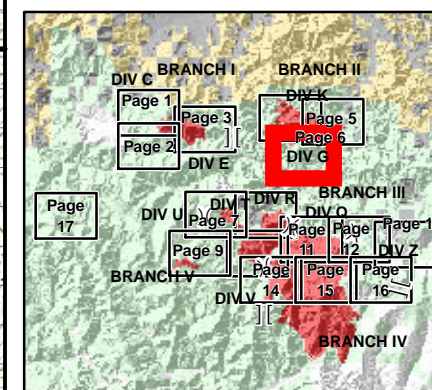
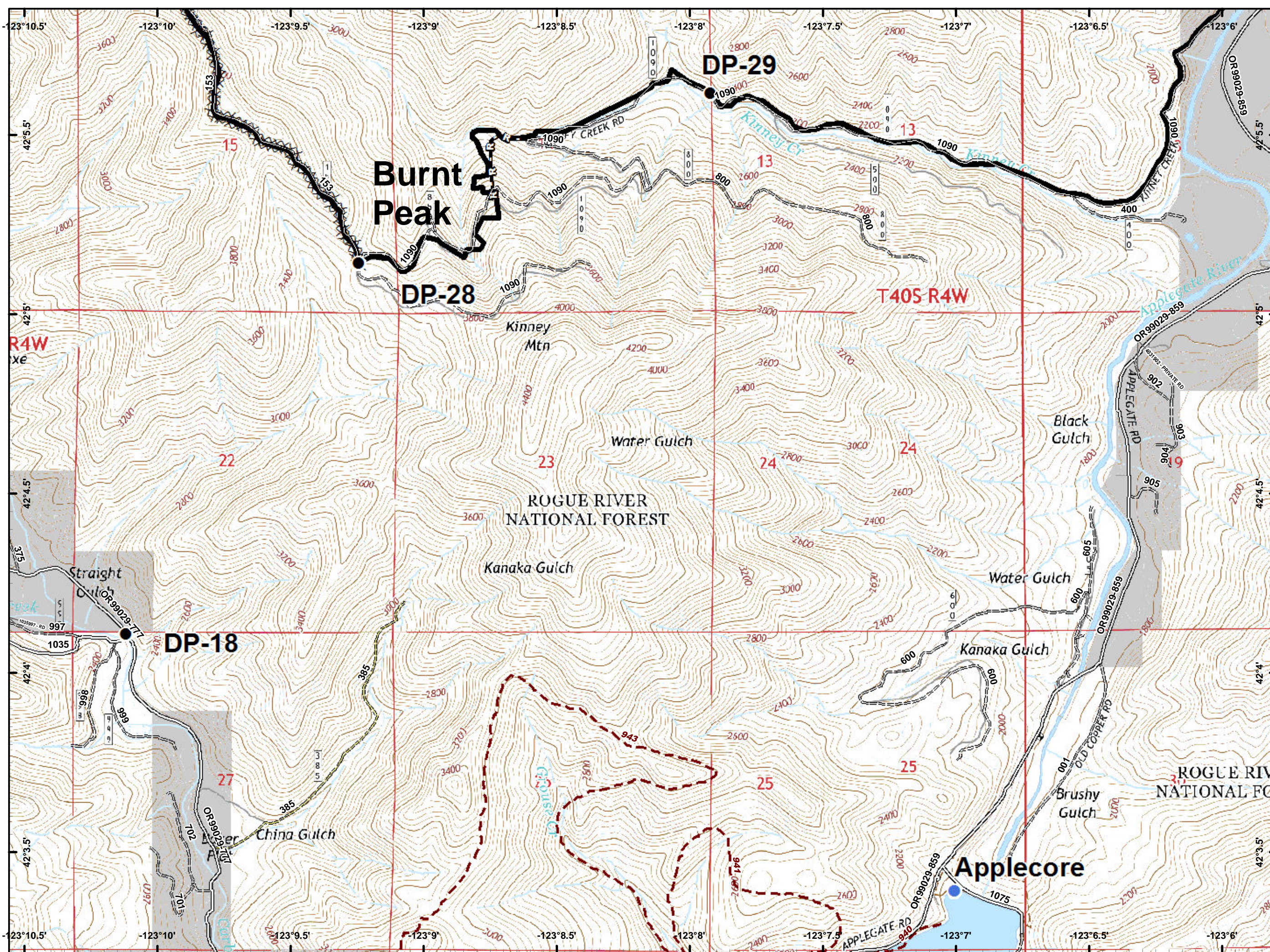
- Drop Point
- Uncontrolled Fire Edge
- Completed Line
- Completed Dozer Line
- Completed Hand Line
- Road as Completed Line
- Private and State



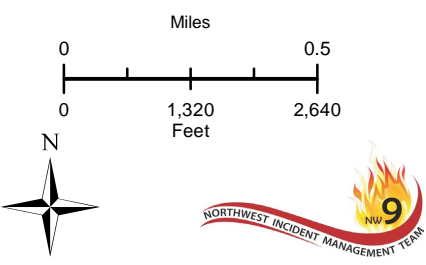
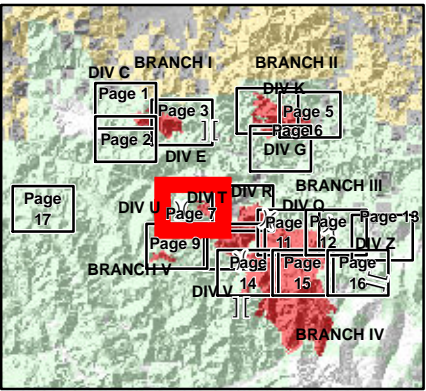
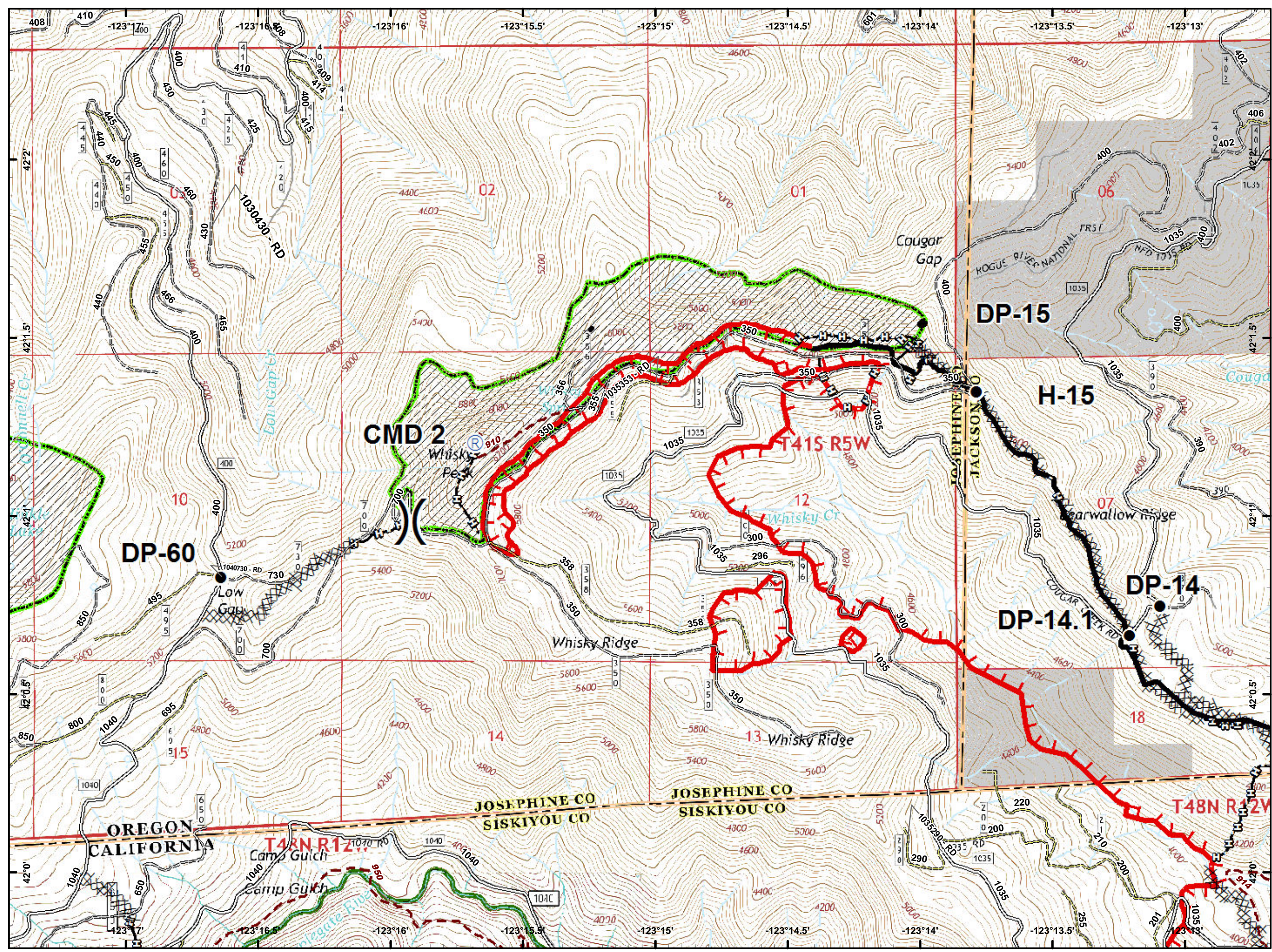
- Drop Point
- Gate
- ~ Completed Line
- ~ Completed Hand Line
- ~ Miller_Compl...
- Private and State














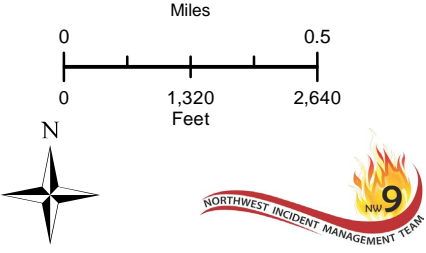
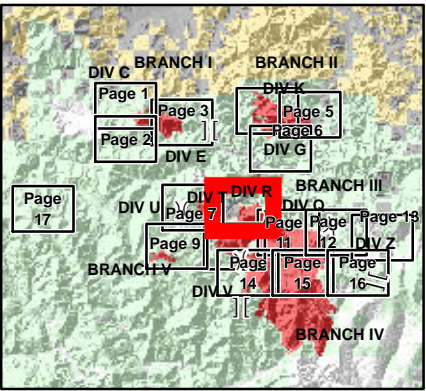
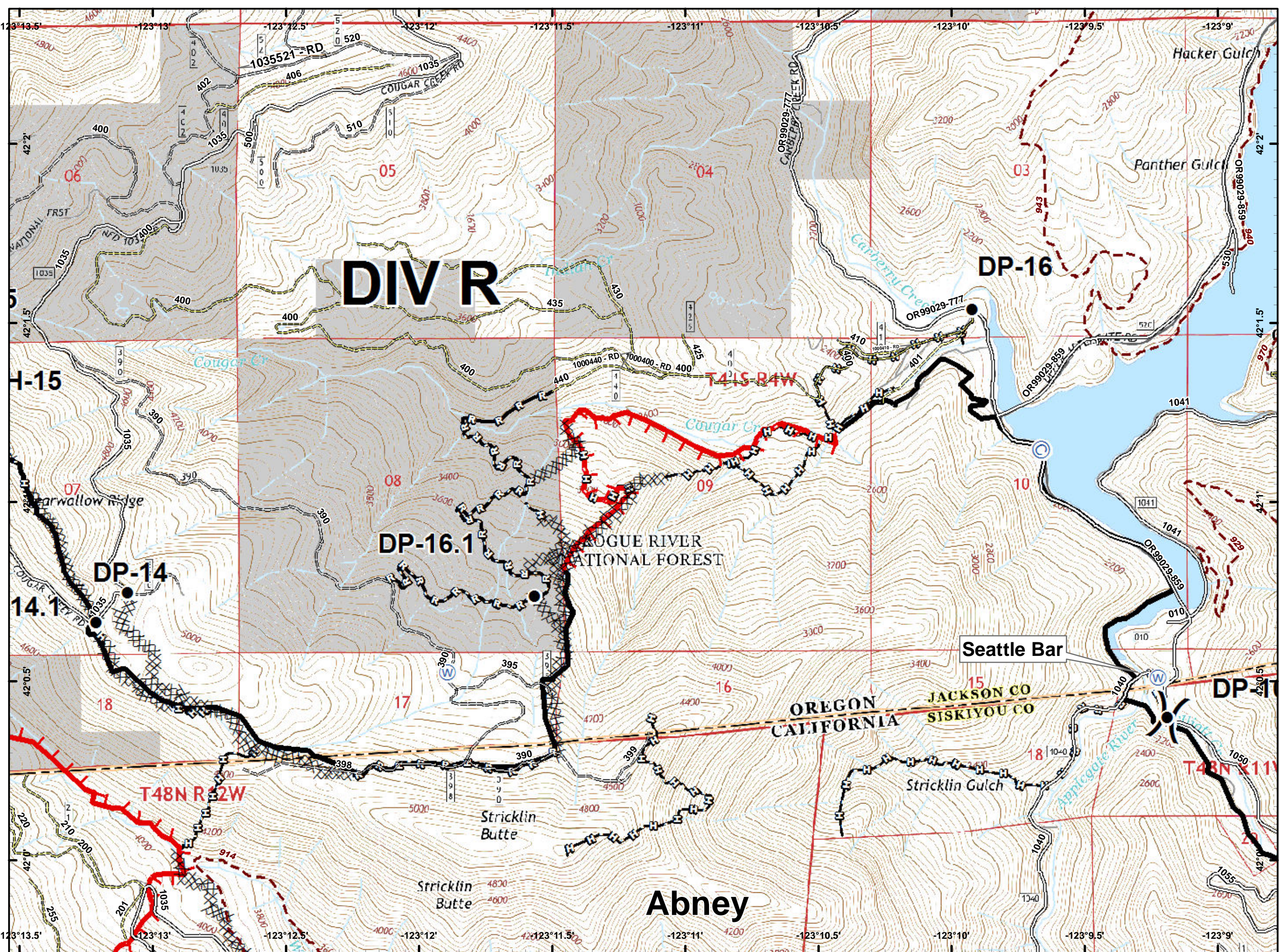
- Drop Point
- Helispot
- ~ Completed Line
- ⊗ Completed Dozer Line
- ⚡ Road as Completed Line
- Private and State








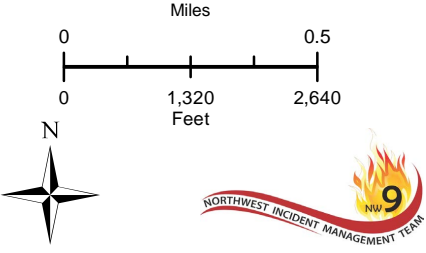
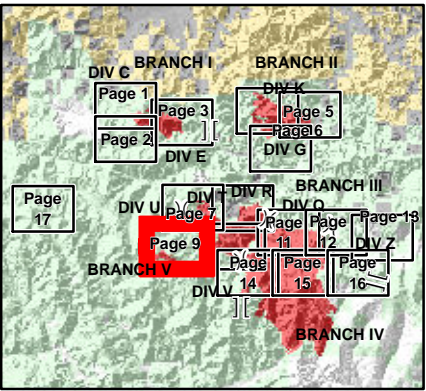
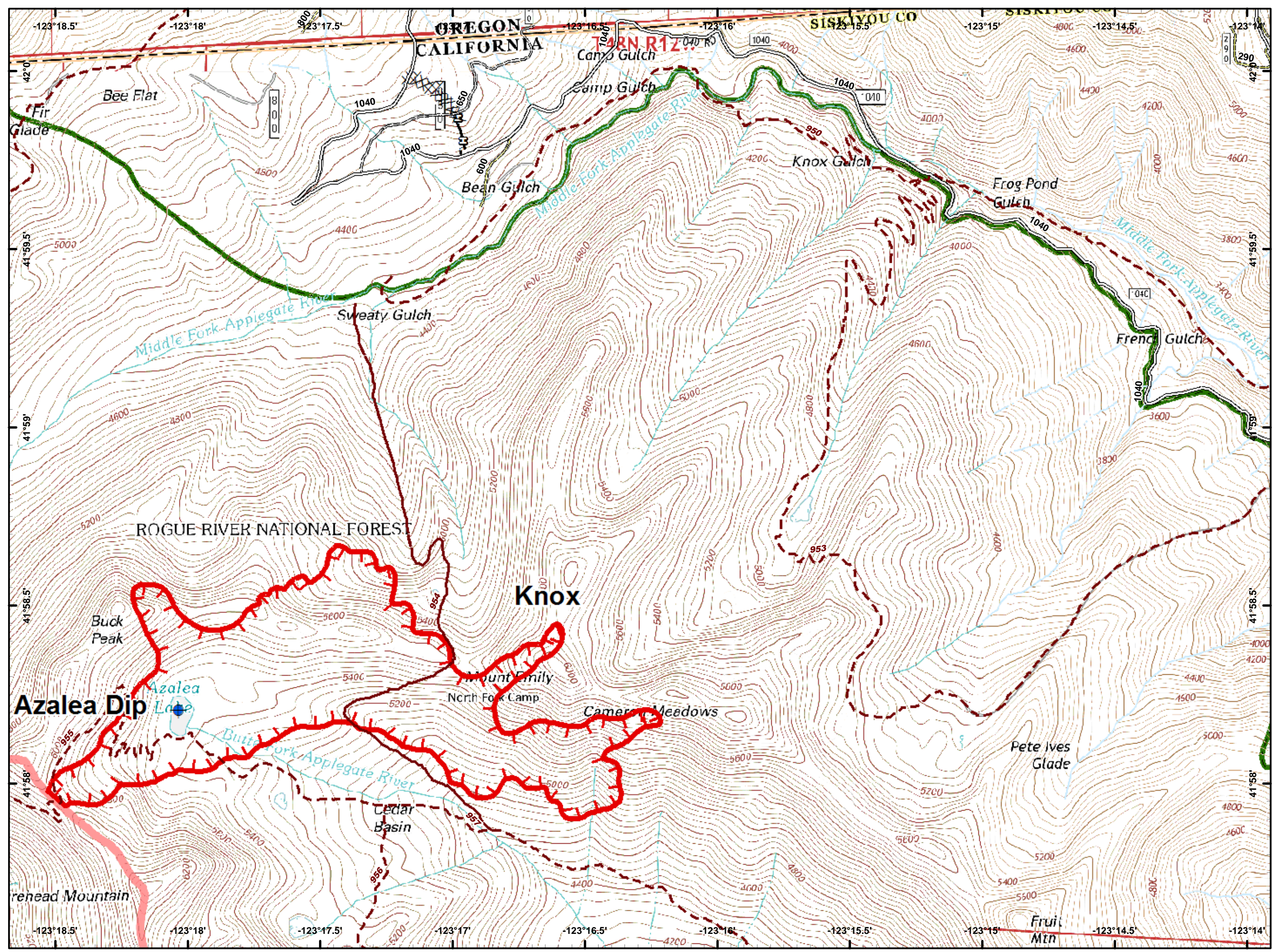
- Drop Point
- Helispot
- Ⓡ Repeater
-)) Division Break
- 🔴 Uncontrolled Fire Edge
- ⚫ Completed Line
- ⚫ Completed Dozer Line
- ⚫ Completed Hand Line
- 🟢 Wilderness
- ⚫ Private and State



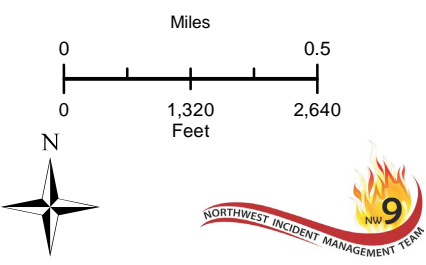
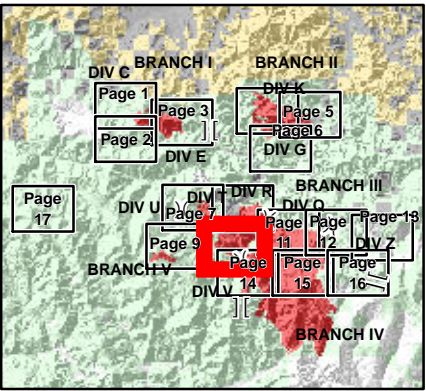
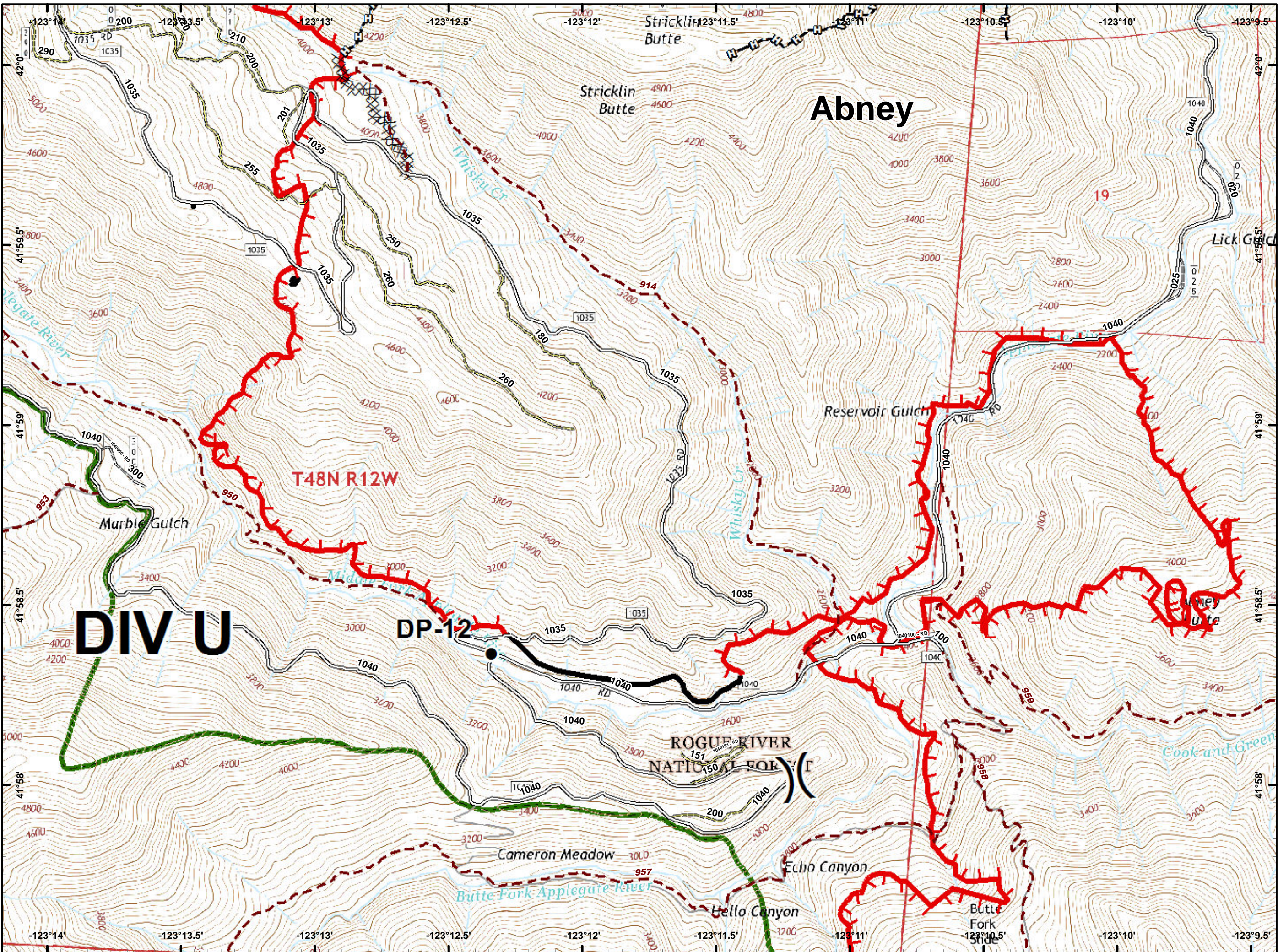
-  Camp
-  Drop Point
-  Water Source
-  Value at Risk
-  Division Break
-  Uncontrolled Fire Edge
-  Completed Line
-  Completed Dozer Line
-  Completed Hand Line
-  Road as Completed Line
-  Private and State



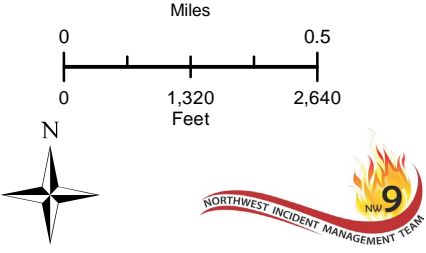
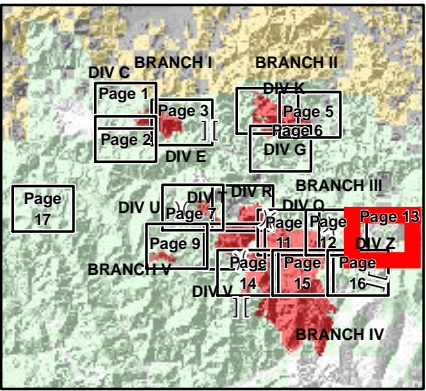
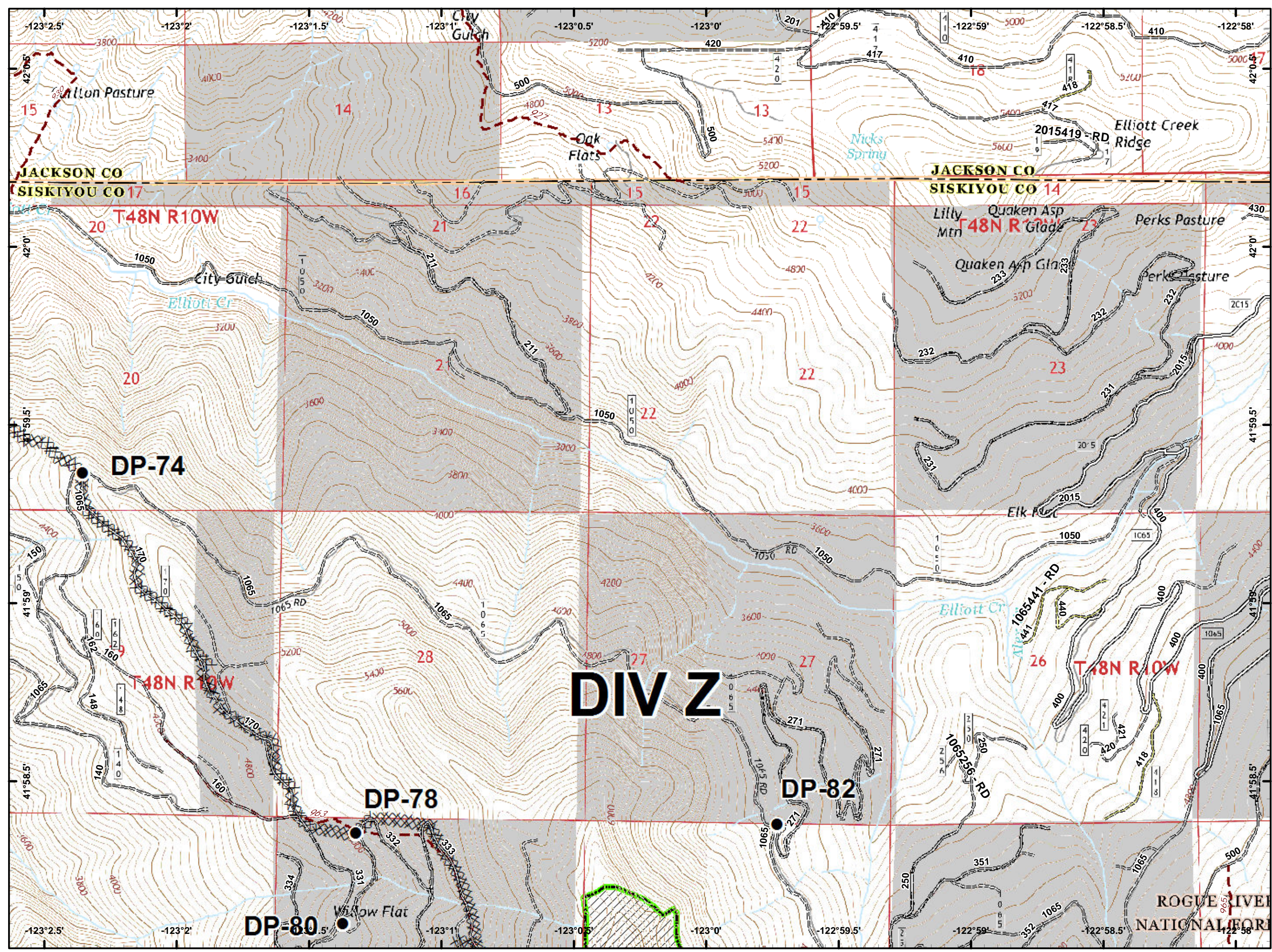
-  Dip Site
-  Uncontrolled Fire Edge
-  Completed Dozer Line
-  Completed Hand Line
-  Wilderness



- Drop Point
-) (Division Break
- 🔴 Uncontrolled Fire Edge
- ⚫ Completed Line
- 🏗️ Completed Dozer Line
- 🛤️ Completed Hand Line
- 🌿 Wilderness



- Drop Point
- XXXXX Completed Dozer Line
- Private and State



● Drop Point

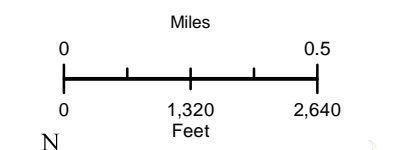
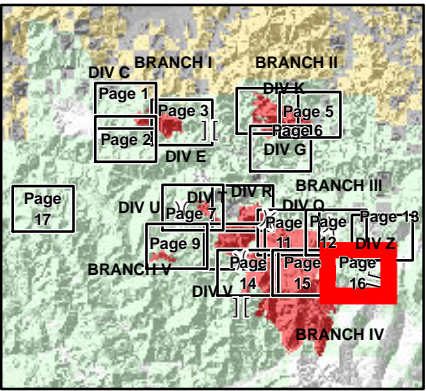
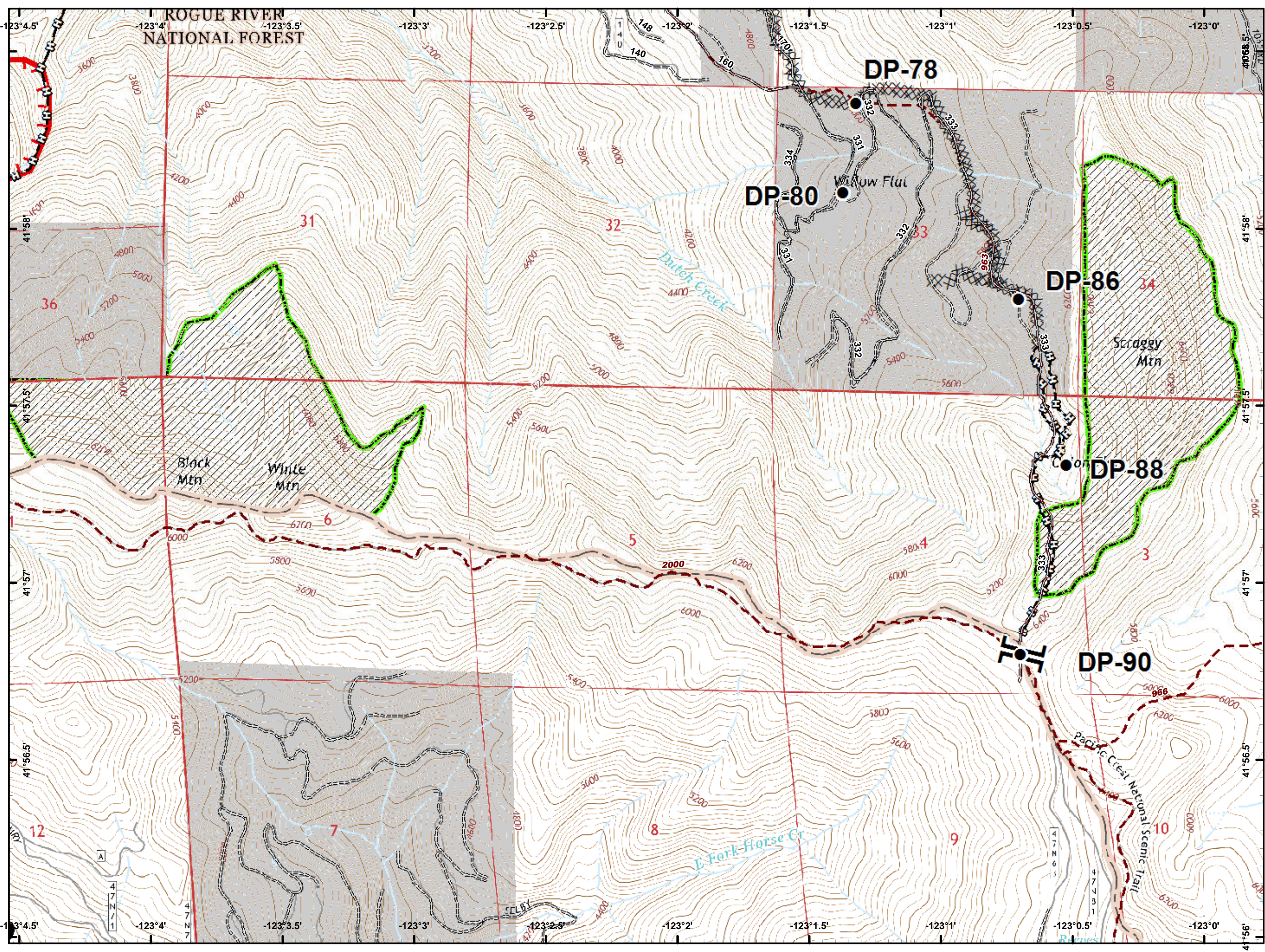
]] Branch Break




Uncontrolled Fire Edge

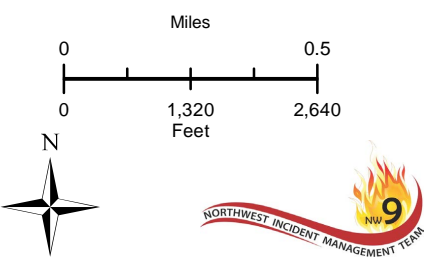
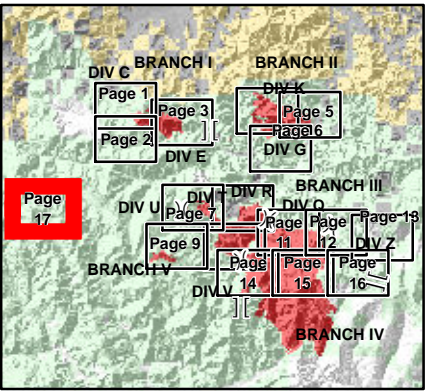
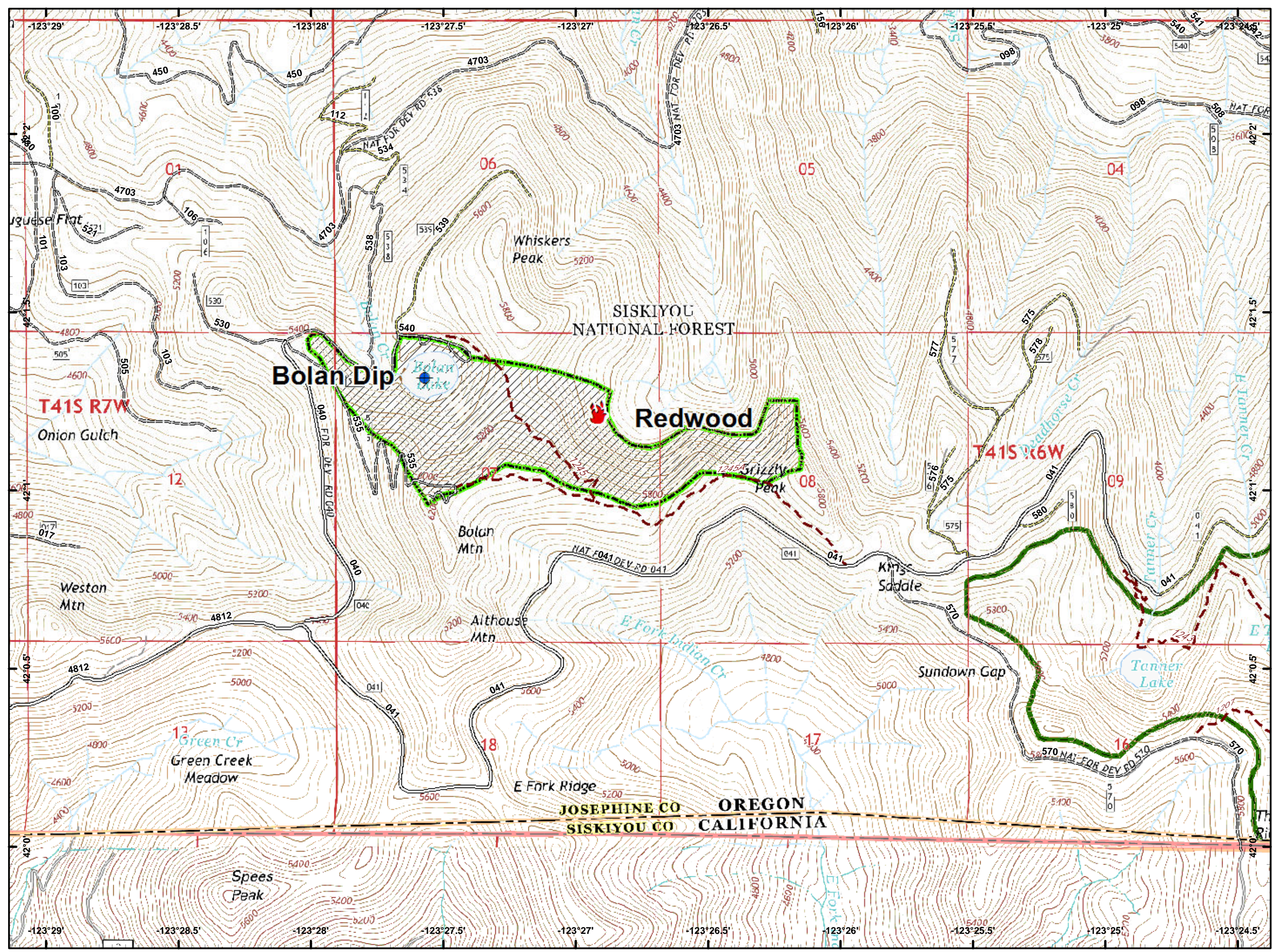
Completed Line

Completed Dozer Line

Completed Hand Line

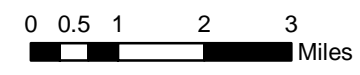


-  Dip Site
-  Fire Location
-  Wilderness



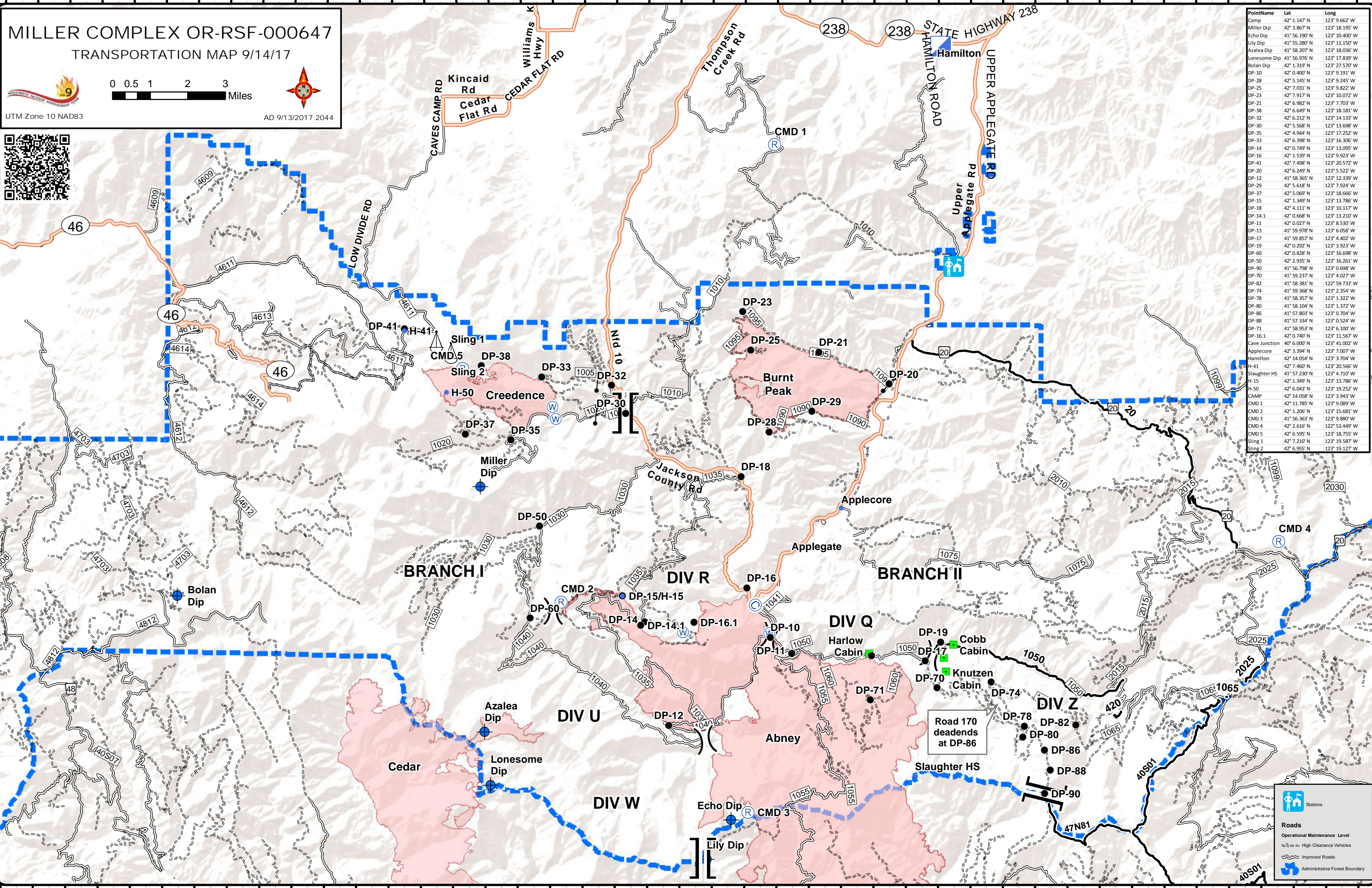
MILLER COMPLEX OR-RSF-000647

TRANSPORTATION MAP 9/14/17



UTM Zone 10 NAD83

AD 9/13/2017 2044



PointName	Lat	Long
Camp	42° 1.147' N	123° 9.662' W
Miller Dip	42° 3.867' N	123° 18.195' W
Echo Dip	41° 56.190' N	123° 10.400' W
Lily Dip	41° 55.280' N	123° 11.150' W
Azalea Dip	41° 58.207' N	123° 18.036' W
Lonesome Dip	41° 56.976' N	123° 17.839' W
Bolan Dip	42° 1.319' N	123° 27.570' W
DP-10	42° 0.400' N	123° 9.191' W
DP-28	42° 5.145' N	123° 9.245' W
DP-25	42° 7.031' N	123° 9.822' W
DP-23	42° 7.917' N	123° 10.072' W
DP-21	42° 6.982' N	123° 7.703' W
DP-38	42° 6.649' N	123° 18.181' W
DP-32	42° 6.212' N	123° 14.133' W
DP-30	42° 5.568' N	123° 13.698' W
DP-35	42° 4.944' N	123° 17.252' W
DP-33	42° 6.398' N	123° 16.306' W
DP-14	42° 0.749' N	123° 13.095' W
DP-16	42° 1.539' N	123° 9.923' W
DP-41	42° 7.498' N	123° 20.572' W
DP-20	42° 6.249' N	123° 5.522' W
DP-12	41° 58.365' N	123° 12.339' W
DP-29	42° 5.618' N	123° 7.924' W
DP-37	42° 5.069' N	123° 18.666' W
DP-15	42° 1.349' N	123° 13.786' W
DP-18	42° 4.111' N	123° 10.117' W
DP-14.1	42° 0.668' N	123° 13.210' W
DP-11	42° 0.027' N	123° 8.530' W
DP-13	41° 59.978' N	123° 6.058' W
DP-17	41° 59.857' N	123° 4.402' W
DP-19	42° 0.292' N	123° 3.923' W
DP-60	42° 0.828' N	123° 16.698' W
DP-50	42° 2.935' N	123° 16.261' W
DP-90	41° 56.798' N	123° 0.698' W
DP-70	41° 59.237' N	123° 4.027' W
DP-82	41° 58.381' N	122° 59.733' W
DP-74	41° 59.368' N	123° 2.354' W
DP-78	41° 58.357' N	123° 1.322' W
DP-80	41° 58.104' N	123° 1.372' W
DP-86	41° 57.803' N	123° 0.704' W
DP-88	41° 57.334' N	123° 0.524' W
DP-71	41° 58.953' N	123° 6.100' W
DP-16.1	42° 0.740' N	123° 11.567' W
Cave Junction	40° 6.000' N	123° 41.002' W
Applecore	42° 3.394' N	123° 7.007' W
Hamilton	42° 14.054' N	123° 3.704' W
H-41	42° 7.460' N	123° 20.566' W
Slaughter HS	41° 57.230' N	123° 4.710' W
H-15	42° 1.349' N	123° 13.786' W
H-50	42° 6.043' N	123° 19.252' W
CAMP	42° 14.058' N	123° 3.943' W
CMD 1	42° 11.785' N	123° 9.089' W
CMD 2	42° 1.206' N	123° 15.681' W
CMD 3	41° 56.363' N	123° 9.880' W
CMD 4	42° 2.616' N	122° 53.449' W
CMD 5	42° 6.595' N	123° 18.755' W
Sling 1	42° 7.210' N	123° 19.587' W
Sling 2	42° 6.955' N	123° 19.127' W

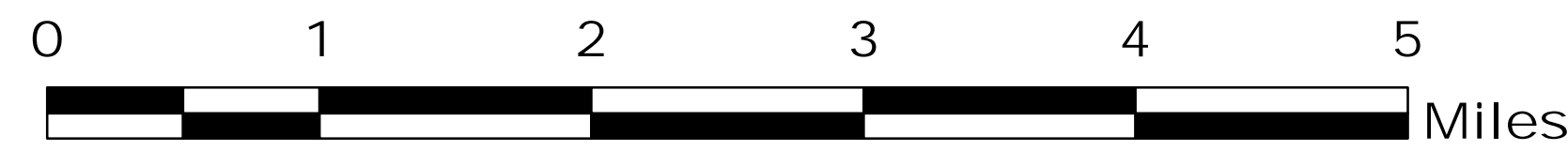
Stations

Roads

- Operational Maintenance Level
 - High Clearance Vehicles
 - Improved Roads
 - Administrative Forest Boundary

MILLER COMPLEX OR-RSF-000647

Dutch Creek Protocol Map 09/14/2017



AD 9/13/2017 2045

Regular Vehicle Evac Times To Rogue Medical Center

- Under 1 Hour
- 1 to 2 Hours

Estimated Ground Evacuation Time

- 1 to 2 Hours
- 2 to 4 Hours
- 4 to 6 Hours
- More than 6 Hours

**No color implies that the estimated ground evacuation time is less than one hour.*

The intent is to encourage thoughtful decisions about the risks being transferred to firefighters and how to mitigate those risks. Models the shortest ground transport time in hours from any point within the continental United States to a hospital. The travel time estimate is from the moment a litter is lifted off the ground and travel begins, and does not include litter packaging, transport resource assembly, etc. The time estimates include walking speeds when traveling off-road adjusted for slope and vegetation type, and driving speeds based upon estimated speeds for the roads traveled.

The Estimated Ground Evacuation Time layer has been designed for strategic decision making and should not be used for tactical or operational decisions.

* All helispots require dust abatement.

FeatureCategory	Label	Lat	Long	Comments
Helispot	H-15	42° 1.349' N	123° 13.786' W	Approved for Type 2 helicopters.
Helispot	H-50	42° 6.043' N	123° 19.252' W	Approved for Type 3 helicopters.

BRANCH I

DIV R

BRANCH II

DIV Q

DIV Z

DIV U

DIV W

