

Topic **5**

Local Response Maps

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Chapter 1

Introduction

Section 1 Overview

1 Introduction. This chapter describes the Local Response Maps [LRMs] that are in Chapter 2 of this topic, at V3 T5C2.

2 About LRMs ...

2.1 Purpose. The purpose of LRMs is to provide planners and responders with convenient, small topographic maps that are complemented by location-specific, response-oriented information.

2.2 Contents. Each LRM contains a map image page and a response information page.

2.3 Names. Each LRM is named for a significant feature on its map image. Examples:

Williams Loop

Queen Lily Camp

2.4 Quantity. Forty LRMs cover the plan area.

3 Numbering. LRMs are numbered sequentially, beginning with 1, within the plan area.

4 About LRM Map Images ...

4.1 Features Of Concern. LRM map images are located to contain the plan-area features of primary concern to planners and responders,

including

- Rail Lines — the Union Pacific, Burlington Northern, and Quincy railroads.
- Highways & Roadways — state highways 70 and 89, highways and roadways that intersect them, and roads providing access to other areas of concern in the plan area.
- Waterways, Forebays, Reservoirs, Lakes ... — the North Fork of the Feather River and the waterways that feed into it, portions of other waterways, power-generating forebays, reservoirs and lakes, and Lake Oroville.
- Human Populations — cities, towns, and other population clusters.

4.2 Continuous Coverage Provided. The LRM map images are spaced to provide continuous coverage of most features of primary concern in the plan area.

To provide that continuous coverage, adjacent LRM map images either match at their common borders or overlap.

4.3 Image Orientation. Each LRM map image is oriented to provide the clearest

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depiction of the features of concern it contains.

Note: Most LRM images are *not* oriented north-south.

Section 2 Background Information

1 Introduction. This section provides background information about LRMs.

2 LRM Information Sources

2.1 Topographic. Topographic imagery on the LRMs was obtained from USGS 7.5-minute topographic quadrangles [*topo quads*].

2.2 Response-Specific. Response-specific information for each LRM came from a variety of sources, primarily from responders and organizations in the plan area.

3 LRM Numbering

3.1 Number Sequence — North Fork

3.1.1 Williams Loop — LRM 1. Williams Loop, the LRM farthest from Lake Oroville along the course of the North Fork of the Feather River and its primary tributaries, is LRM 1.

3.1.2 Downstream Order. Adjacent LRMs are numbered in order downstream from Williams Loop to Lake Oroville.

- Off-waterway LRMs and those on other tributaries of the North Fork are numbered as they occur downstream.
- LRMs on tributaries are numbered in order downstream to their intersection with the North Fork.

3.2 Number Sequence — Lake Oroville. LRM numbering for Lake Oroville begins on the northernmost arm.

3.2.1 Lake Arms. LRMs are numbered in order from the upstream end of each arm of the lake, proceeding toward the dam spillway.

3.2.2 Arm Sequence. LRM numbers are assigned along each arm, arm-by-arm, proceeding clockwise from the northernmost arm.

4 LRM Identification. Each LRM is identified with its LRM name and number near the bottom of all its pages. Example:

Williams Loop LRM 1 1 of 4

Page numbers begin anew for each of the 40 LRMs.

5 LRM Structure. Most LRMs have four pages, on two sheets.

5.1 First Sheet. The first sheet contains pages 1 and 2. It is not laminated.

- Page 1 is a right-hand [RH] page, and is blank except for its LRM identification.
- Page 2 is a left-hand [LH] page, and contains response information and an LRM location diagram.

5.2 Second Sheet. The second sheet contains pages 3 and 4. It is laminated, and can be removed from the binder for use during response activities.

The lamination provides both weather resistance and a surface that can be written on with a grease pencil.

- Page 3 (RH) contains the LRM map image, and faces the response information page.
- Page 4 (LH) is a duplicate of page 2 — page 2 information is repeated so the response information is still avail-

able when the second sheet is not in its binder.

covers an area 12 000 by 17 000 feet; about 2.27 by 3.22 miles.

6 LRM Map Images

6.4 Colors

6.1 Scale. LRM map images are at the same scale as USGS 7.5-minute topo quads, 1: 24 000, which is also 2 000 feet per inch.

6.4.1 Topographic Features. Topographic features are printed in subdued colors similar to those on the source USGS 7.5-minute quads. Black is printed as gray.

6.2 Image Size. LRM map images are 6.0 inches wide by 8.5 inches tall.

6.4.2 Find Callouts. Find callouts on the map images are printed in black.

6.3 Area Covered. Each LRM map image

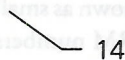
Section 3 Map Image Page Features

1 Introduction. This section describes the features on LRM map image pages.

2.1.2 Assignment Order. Find numbers are assigned from left-to-right, top-to-bottom, on the LRM map image.

2 Find Callouts. Find callouts are used to identify locations of interest on LRM map image pages. They consist of a find number and a leader line. Example:

The tip of the leader line, not the number, determines the assignment order.



2.2 Leader Line. The tip of the angled part of the leader line — the bent line in the example above — locates a point of interest on the LRM map image.

Note: Find callouts are used to avoid cluttering the map image pages with detailed information.

3 North Arrow. A North Arrow is provided on each LRM map image. Example:

2.1 Find Number. A find number — 14 in the example above — identifies each location of interest on the map image, and its description on the response information page.



2.1.1 Sequence. Find numbers are assigned in sequence, beginning with 1, on each LRM map image.

When the LRM map image is rotated so the “N” is up, the map image orientation will be the same as on its source USGS 7.5-minute topo quad.

Section 4 Response Information Page Features

1 Introduction. This section describes the features on response information pages.

2.1 Highway Mile Numbers

2 Local Response Information. Each entry under the *Local Response Information* heading begins with a find number, and describes what is pointed to by the same number on the facing map image page.

2.1.1 State Highways. Highway mile numbers for state highways in the plan area are prefaced with

- BUT for Butte County.

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- PLU for Plumas County.

Those abbreviations are the same as printed on the paddles along those highways.

Entry example:

3 PLU 53.40 . Greenhorn Ranch Road.

- 2.1.2 Other Highways And Roads.** Abbreviations, identifiers, and the sources of information provided for other highways and roads in the plan area are explained, if necessary, where they first occur.

- 2.2 Railroad Mile Numbers.** Railroad mile numbers for rail lines in the plan area are prefaced with

- BN for Burlington Northern.
- UP for Union Pacific.

Entry example:

2 UP 297.18 . West portal Spring Garden Tunnel (tunnel 35).

Entries for other rail lines in the plan area are explained where they first occur.

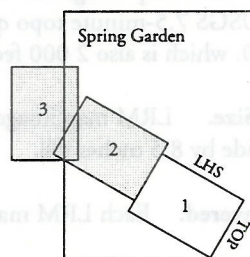
- 2.3 Other Entries.** Nearly all other entries under the *Local Response Information* heading are self-explanatory. Supplemental explanations are provided as necessary.

- 2.4 Entry Accuracy.** Any entries of doubtful accuracy are noted where they occur.

- 3 LRM X Location.** A map image location

diagram is provided under this heading on each LRM response information page.
Example:

LRM 1 Location



- 3.1 Current LRM Map Image.** The number in the small open rectangle identifies the current LRM map image. Its location and orientation on the named USGS 7.5-minute topo quad (the large rectangle) is as shown. North is always up in this view.

- 3.2 Adjacent LRM Map Images.** The two LRM map images closest to the current LRM map image are also shown as small rectangles, identified by their LRM numbers, and filled with light gray.

- 3.3 "TOP" And "LHS".** The word *TOP* in the location diagram identifies the edge of the printed map image parallel to and closest to the top of the map image page.

The initials *LHS* identify the side of the printed map image parallel to and closest to the left-hand side of the page.

TOP and *LHS* are also printed close to the upper left-hand corner of the map image frame on the map image page. □

Chapter 2

Local Response Maps

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- 1 Before You Begin ...
- 2 This Chapter Contains ...
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- 2.2 Index Chart Facing Pages
- 2.3 Local Response Maps

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- 1 LRM Index Charts
- 1.1 LRM Index Chart West
- 1.2 LRM Index Chart East

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- 2.2 LRM Rotation Angle 6

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Index Chart West Listings 9

Figure 2 LRM Index Chart East 10

Index Chart East Listings 11

LRM 1 Williams Loop

LRM 2 Massack

LRM 3 East Quincy

LRM 4 Quincy

LRM 5 Oakland Camp

LRM 6 Keddie

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LRM 7 Crescent Mills

LRM 8 Spanish & Indian Creek Junction

LRM 9 Hot Springs

LRM 10 Twain

LRM 11 Rich Gulch

LRM 12 N Fork & E Branch Junction

LRM 13 Belden Forebay

LRM 14 Queen Lily Camp

LRM 15 Belden

LRM 16 Rodgers Flat

LRM 17 Tobin

LRM 18 Elephant Butte

LRM 19 Arch Rock

LRM 20 Pulga

LRM 21 Bardee's Bar

LRM 22 Jarbo Gap – Poe

LRM 23 Big Bend Mountain

LRM 24 Berry Creek

LRM 25 Patton Peak

LRM 26 Dark Canyon

LRM 27 W Branch Feather River

- LRM 28 Lime Saddle
- LRM 29 Cherokee
- LRM 30 Spring Valley Gulch
- LRM 31 Kennedy Ravine
- LRM 32 Canyon Creek Bridge
- LRM 33 Oroville Dam Spillway
- LRM 34 Middle Fork – Feather Falls
- LRM 35 Bean Creek
- LRM 36 Middle Fork Arm
- LRM 37 S Fork – Ponderosa Reservoir
- LRM 38 Enterprise Bridge
- LRM 39 Bidwell Bar Bridge
- LRM 40 Kelly Ridge

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Chapter 2

Local Response Maps

Section 1 Introduction

- 1 Before You Begin ...** The information given in the first part of this chapter supplements the information provided in Chapter 1 of this topic, at V3 T5C1.

You may want to review that chapter before using the Local Response Maps [LRMs] and the other material in this chapter for the first time.

- 2 This Chapter Contains ...**

2.1 Index Charts

- LRM Index Chart West
- LRM Index Chart East

- 2.2 Index Chart Facing Pages.** The page that faces each index chart lists the LRMs shown on that chart.

- 2.3 Local Response Maps.** 40 Local Response Maps [LRMs].

Note: For the November 1997 draft release of the plan, only LRMs 1 through 15 are provided. The remaining LRMs, 16 through 40, will be included in one or more later Plan Update releases.

All 40 LRMs are listed in the contents pages for this chapter, and they are all shown on the Index Charts.

Section 2 About The Index Charts ...

- 1 LRM Index Charts.** The two index charts show the location of all 40 numbered LRMs on the USGS 7.5-minute topographic quadrangles [*topo quads*] that cover the plan area. Note the following:

- Quad names are shown only for quads containing full or partial LRMs.
- Topographic imagery is not shown on the charts.

- To provide continuity between the charts, LRMs 11 through 15 appear on both charts.

- 1.1 LRM Index Chart West.** Index Chart West shows the locations of LRMs 11 through 40.

- 1.2 LRM Index Chart East.** Index Chart East shows the locations of LRMs 1 through 15.

- 2 Index Chart Facing Pages**

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Local Response Maps

2.1 The Listings. For each LRM shown, the listings on the page facing each index chart include the:

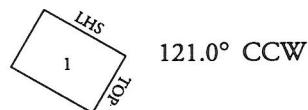
- LRM number.
- LRM name.
- LRM rotation angle.
- Name(s) of the USGS 7.5-minute topo quad(s) that the LRM map image was derived from.

2.2 LRM Rotation Angle. The rotation angle is the angle required to align each LRM quad image on its printed LRM image page.

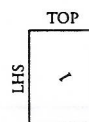
The rotation angle (in degrees and tenths) and the direction of rotation (CW or CCW) required are shown for each LRM.

An example set showing the rotation of LRM 1 (Williams Loop) follows.

Example *before* rotation, as aligned on topo quad sheet, with rotation angle:



Example *after* rotation and printing on the LRM map image page:



Note: The index charts begin on page 6 — page 5 is blank.

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charts begin on page 6*

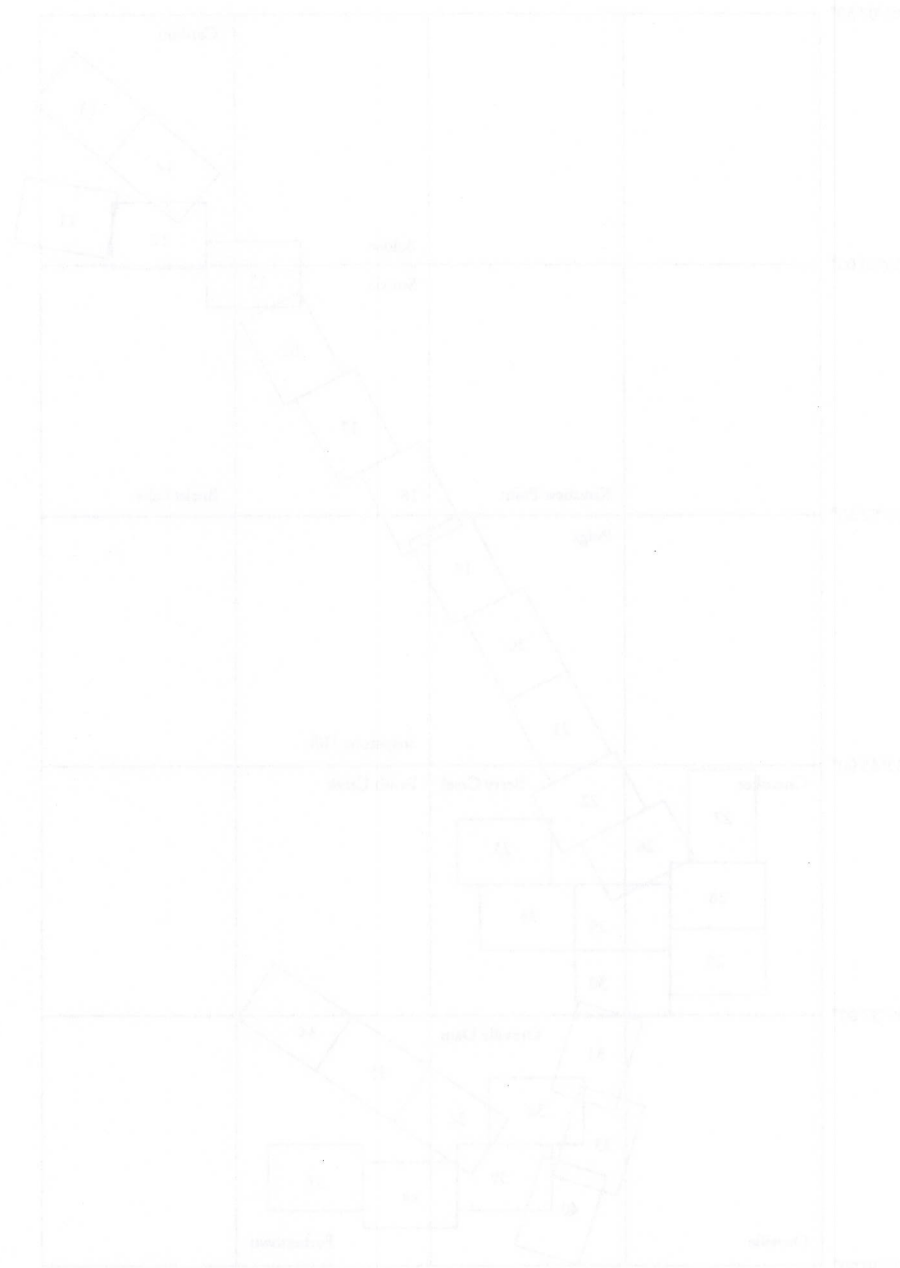
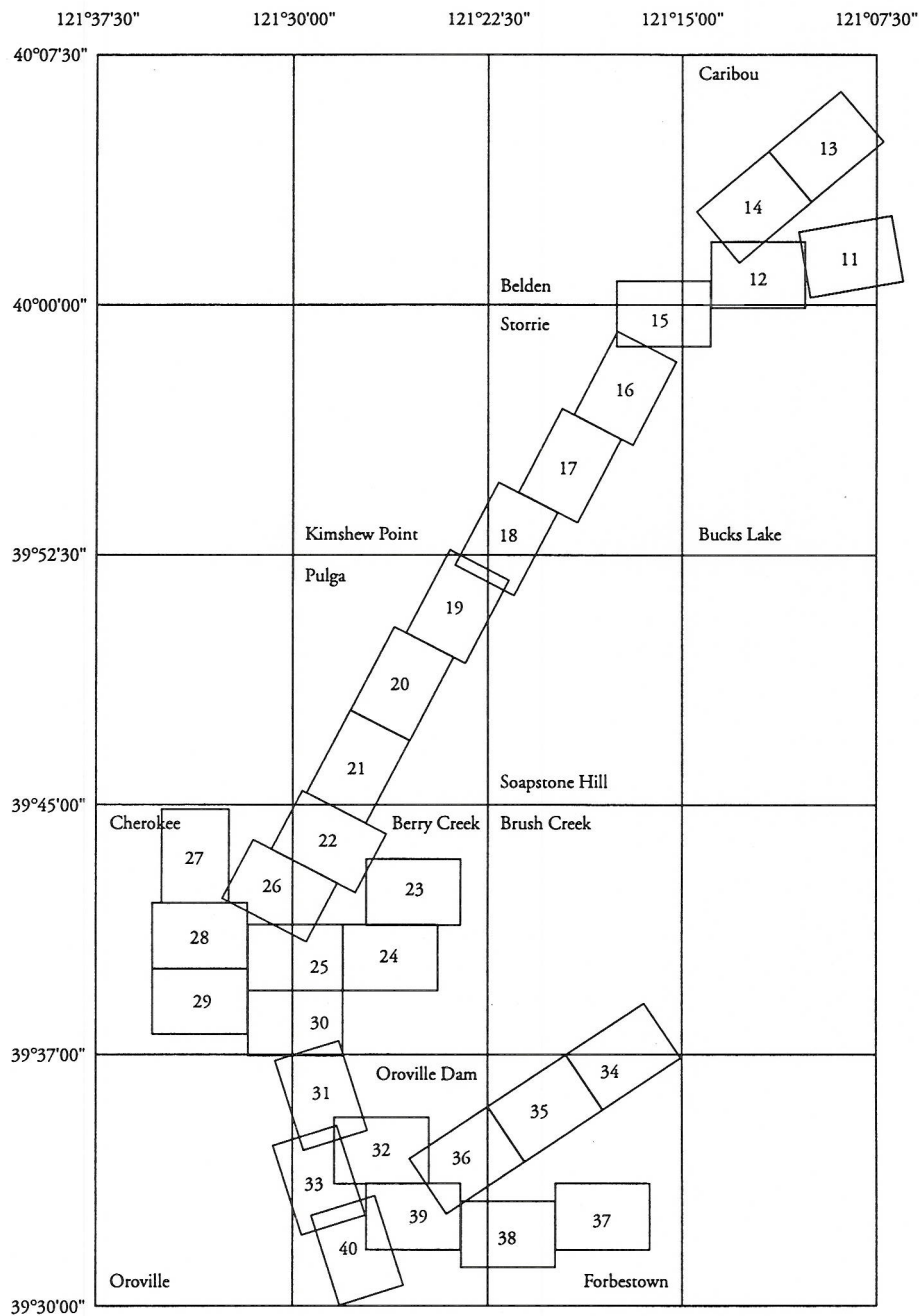


Figure 1 LRM Index Chart West

Quads and LRMs in this column shown on both West and East index charts.

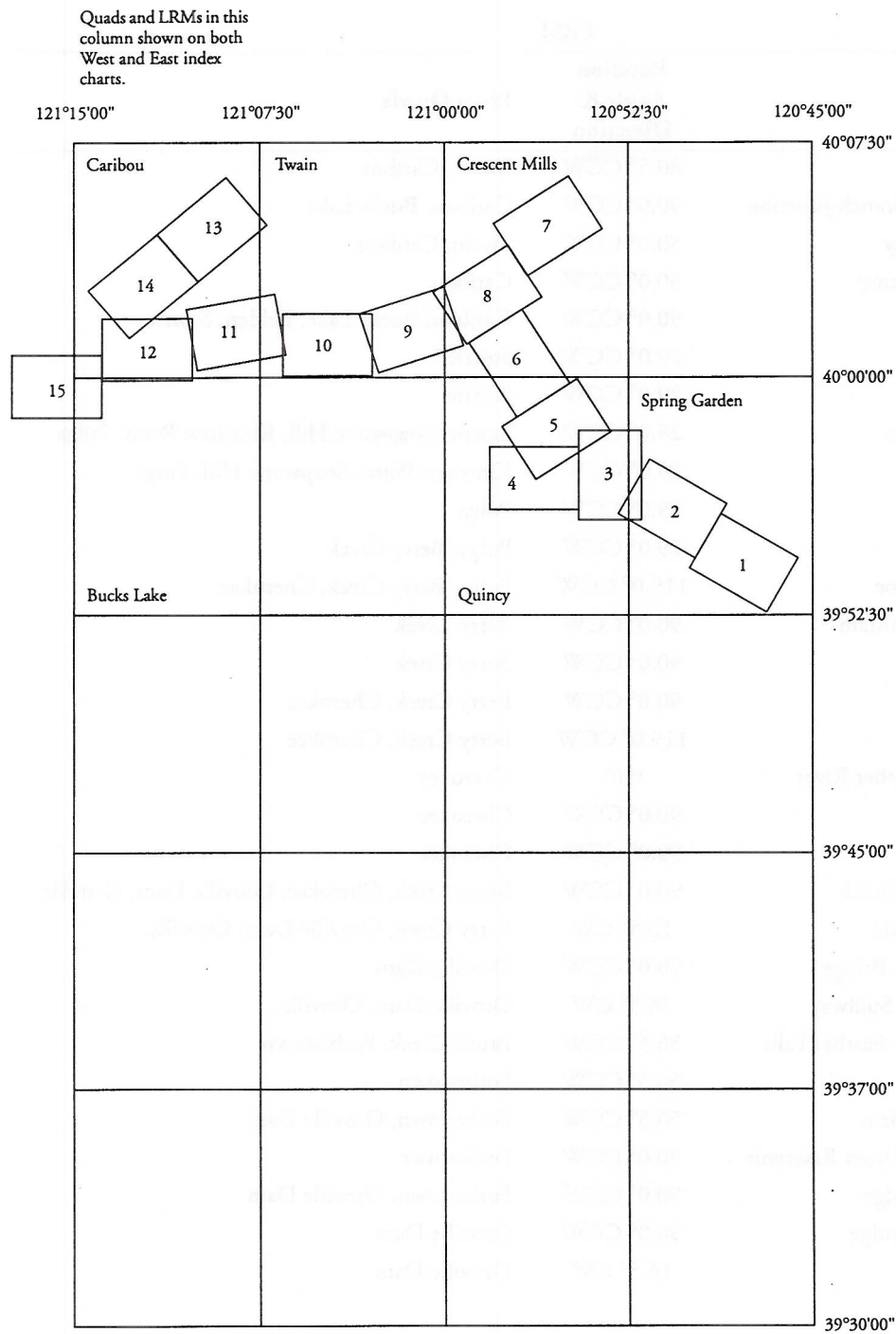


Index Chart West Listings

LRM			
No.	Name	Rotation Angle & Direction	From Quads
11	Rich Gulch	80.5° CCW	Twain, Caribou
12	N Fork & E Branch Junction	90.0° CCW	Caribou, Bucks Lake
13	Belden Forebay	50.0° CCW	Twain, Caribou
14	Queen Lily Camp	50.0° CCW	Caribou
15	Belden	90.0° CCW	Caribou, Bucks Lake, Belden, Storrie
16	Rodgers Flat	29.0° CCW	Storrie
17	Tobin	29.0° CCW	Storrie
18	Elephant Butte	29.0° CCW	Storrie, Soapstone Hill, Kimshe Point, Pulga
19	Arch Rock	29.0° CCW	Kimshe Point, Soapstone Hill, Pulga
20	Pulga	29.0° CCW	Pulga
21	Bardee's Bar	29.0° CCW	Pulga, Berry Creek
22	Jarbo Gap – Poe	119.0° CCW	Pulga, Berry Creek, Cherokee
23	Big Bend Mountain	90.0° CCW	Berry Creek
24	Berry Creek	90.0° CCW	Berry Creek
25	Patton Peak	90.0° CCW	Berry Creek, Cherokee
26	Dark Canyon	119.0° CCW	Berry Creek, Cherokee
27	W Branch Feather River	0.0°	Cherokee
28	Lime Saddle	90.0° CCW	Cherokee
29	Cherokee	90.0° CCW	Cherokee
30	Spring Valley Gulch	90.0° CCW	Berry Creek, Cherokee, Oroville Dam, Oroville
31	Kennedy Ravine	16.5° CW	Berry Creek, Oroville Dam, Oroville
32	Canyon Creek Bridge	90.0° CCW	Oroville Dam
33	Oroville Dam Spillway	16.5° CW	Oroville Dam, Oroville
34	Middle Fork – Feather Falls	56.5° CCW	Brush Creek, Forbestown
35	Bean Creek	56.5° CCW	Forbestown
36	Middle Fork Arm	56.5° CCW	Forbestown, Oroville Dam
37	S Fork – Ponderosa Reservoir	90.0° CCW	Forbestown
38	Enterprise Bridge	90.0° CCW	Forbestown, Oroville Dam
39	Bidwell Bar Bridge	90.0° CCW	Oroville Dam
40	Kelly Ridge	16.5° CW	Oroville Dam

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Figure 2 LRM Index Chart East



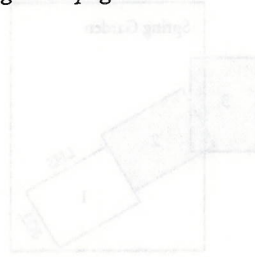
Index Chart East Listings

LRM		
No.	Name	Rotation Angle & Direction
1	Williams Loop	121.0° CCW
2	Massack	121.0° CCW
3	East Quincy	0.0°
4	Quincy	90.0° CCW
5	Oakland Camp	60.0° CCW
6	Keddie	30.0° CW
7	Crescent Mills	60.0° CCW
8	Spanish & Indian Creek Junction	60.0° CCW
9	Hot Springs	72.0° CCW
10	Twain	90.0° CCW
11	Rich Gulch	80.5° CCW
12	N Fork & E Branch Junction	90.0° CCW
13	Belden Forebay	50.0° CCW
14	Queen Lily Camp	50.0° CCW
15	Belden	90.0° CCW

Feather Geographic Response Plan
Local Response Maps

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Response Maps 1 through 40 follow*

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for this LRM begins on page 2.*

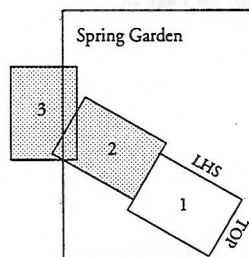


Local Response Information	
1. FPU 24.00 . No special features.	
2. UP 237.18 . West point Spring Garden Tunnel (tunnel 32).	
3. FPU 23.40 . Greenhorn Ranch Road.	
4. FPU 23.20 . Spring Garden elev 2,984 pop 50.	
5. UP 230.70 . Spring Garden.	
6. Helicopter Landing Zone. Helicopter landing zone. Hazards: power lines and trees.	
7. UP 226.00 . No special features.	
8. FPU 22.50 . No special features.	
9. Helicopter Landing Zone. Helicopter landing zone inside loop. Hazards: power lines and trees.	
10. FPU 21.50 . Sagging trees and OASIS the Road to joining of Spotted and Greenhorn Creeks and up Spotted Creek.	
11. Stream Access. Good dirt road access to inside of Williams Loop from highway. Stream access — Easy Creek joins Greenhorn Creek inside of loop.	
12. UP 202.00 . Spring Garden end of Williams Loop.	
13. UP 204.00 . Just before rail undercrossing beginning Williams Loop.	
14. FPU 21.21 . UP 208.50 . Highway 70-80 bridge over Greenhorn Creek and rail line.	
15. FPU 21.20 . Access to rail line on dirt road off of old State highway.	
16. FPU 21.00 . Stream access. Sagging trees on old State highway.	

Local Response Information

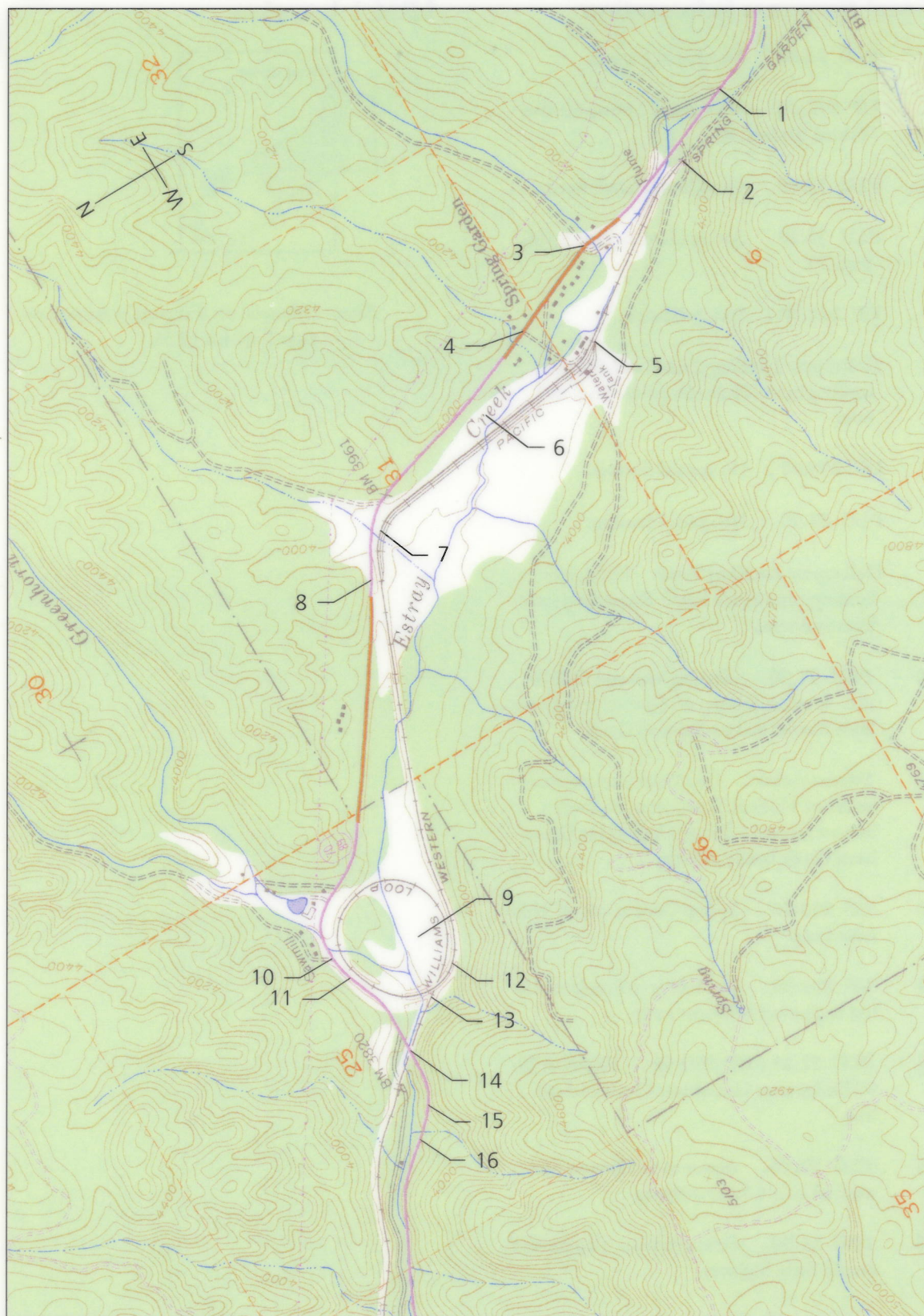
- 1 PLU 54.00 . No special features.
- 2 UP 297.18 . West portal Spring Garden Tunnel (tunnel 35).
- 3 PLU 53.40 . Greenhorn Ranch Road.
- 4 PLU 53.20 . Spring Garden: elev. 3 986, pop. 80.
- 5 UP 296.70 . Spring Garden.
- 6 **Helicopter Landing Zone.** Helicopter landing zone. **Hazards:** power lines and trees.
- 7 UP 296.00 . No special features.
- 8 PLU 52.50 . No special features.
- 9 **Helicopter Landing Zone.** Helicopter landing zone inside loop. **Hazards:** power lines and trees.
- 10 PLU 51.50 . Staging area and OASIS site. Road to joining of Squirrel and Greenhorn Creeks and up Squirrel Creek.
- 11 **Stream Access.** Good dirt road access to inside of Williams Loop from highway. Stream access — Estray Creek joins Greenhorn Creek inside of loop.
- 12 UP 295.00 . Spring Garden end of Williams Loop.
- 13 UP 294.00 . Just before rail undercrossing beginning Williams Loop.
- 14 PLU 51.21 , UP 293.50 . Highway 70-89 bridge over Greenhorn Creek and rail line.
- 15 PLU 51.10 . Access to rail line on dirt road off of old State highway.
- 16 PLU 51.00 . Stream access. Staging area on old State highway.

LRM 1 Location



TOP

LHS

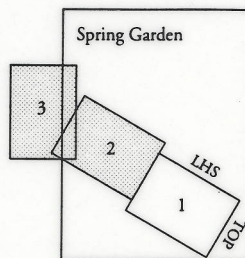


Feather River Geographic Response Plan Local Response Maps

Local Response Information

- 1 PLU 54.00 . No special features.
- 2 UP 297.18 . West portal Spring Garden Tunnel (tunnel 35).
- 3 PLU 53.40 . Greenhorn Ranch Road.
- 4 PLU 53.20 . Spring Garden: elev. 3 986, pop. 80.
- 5 UP 296.70 . Spring Garden.
- 6 **Helicopter Landing Zone.** Helicopter landing zone. **Hazards:** power lines and trees.
- 7 UP 296.00 . No special features.
- 8 PLU 52.50 . No special features.
- 9 **Helicopter Landing Zone.** Helicopter landing zone inside loop. **Hazards:** power lines and trees.
- 10 PLU 51.50 . Staging area and OASIS site. Road to joining of Squirrel and Greenhorn Creeks and up Squirrel Creek.
- 11 **Stream Access.** Good dirt road access to inside of Williams Loop from highway. Stream access — Estray Creek joins Greenhorn Creek inside of loop.
- 12 UP 295.00 . Spring Garden end of Williams Loop.
- 13 UP 294.00 . Just before rail undercrossing beginning Williams Loop.
- 14 PLU 51.21 , UP 293.50 . Highway 70-89 bridge over Greenhorn Creek and rail line.
- 15 PLU 51.10 . Access to rail line on dirt road off of old State highway.
- 16 PLU 51.00 . Stream access. Staging area on old State highway.

LRM 1 Location



Note: Material on this page is same as on page 2 of this LRM.

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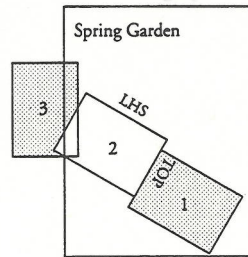
Local Response Information

- 1 PLU 50.50 . Turnoff for old State highway. Access to rail line.
- 2 PLU 50.10 . Greenhorn Creek access - 30 feet through brush. Staging area, OASIS location.
- 3 PLU 50.00 . No special features.
- 4 PLU 49.75 . Rail area. Staging area. OASIS location. Public phone 1-916 383-4179.
- 5 UP 392.00 . Rail line access from Massack Road.
- 6 PLU 49.30 . Massack Road intersection — rail line access.
- 7 PLU 49.00 . Greenhorn Creek access. Staging area, OASIS location.
- 8 UP 391.00 . No special features.
- 9 PLU 48.50 . Private property — access to Greenhorn Creek.
- 10 PLU 48.00 . Chandler Road intersection — Chandler Road to Quincy Junction.
- 11 PLU 47.75 . Bridge and small staging area. Private property — access to Greenhorn Creek.
- 12 Greenhorn Creek Access. Limited access to Greenhorn Creek through private property along Chandler Road.
- 13 UP 389.65 . Rail line access on Dry Fly for Creek Road from Chandler Road.

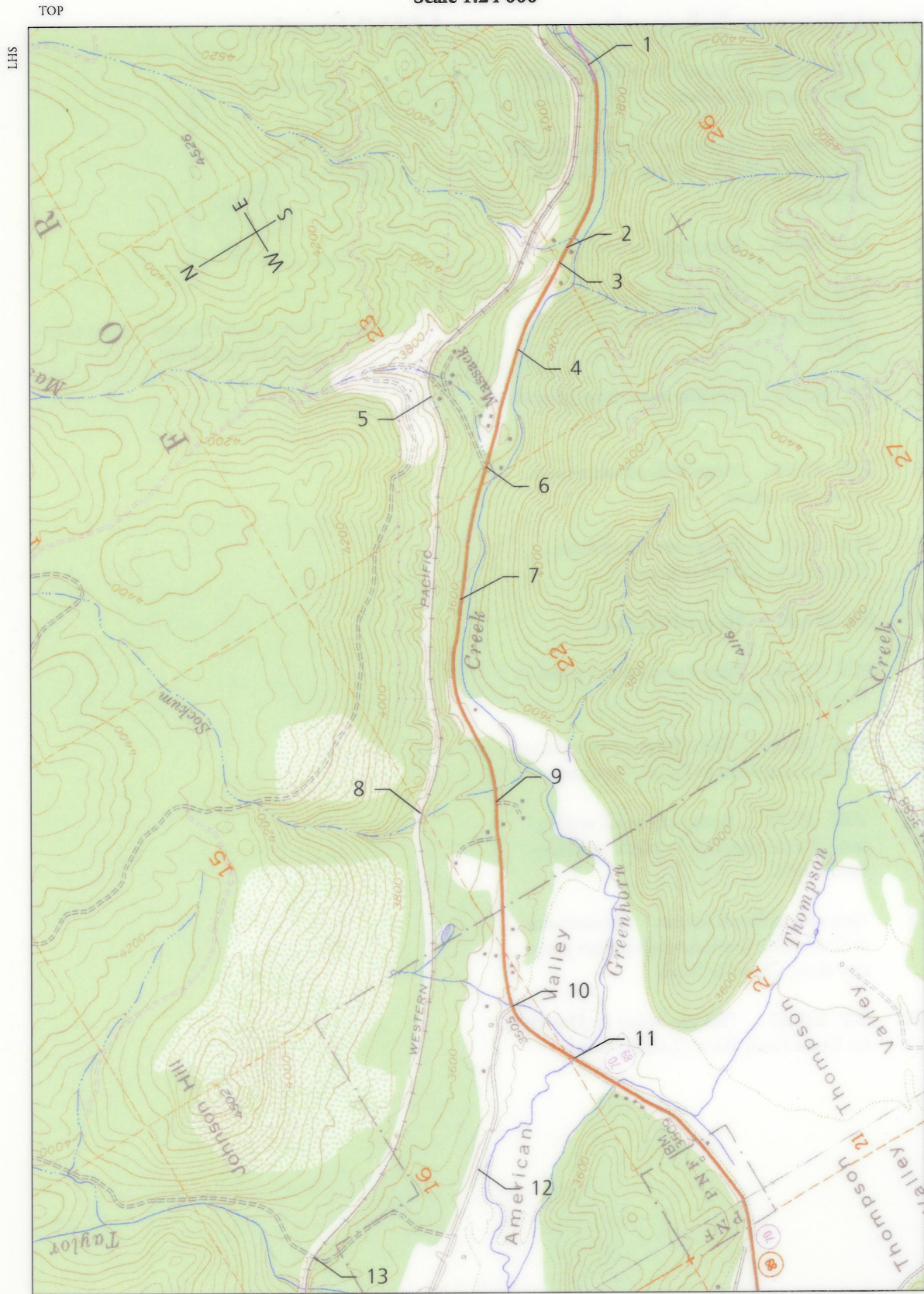
Local Response Information

- 1 PLU 50.50 . Turnoff for old State highway. Access to rail line.
- 2 PLU 50.10 . Greenhorn Creek access ~ 30 feet through brush. Staging area, OASIS location.
- 3 PLU 50.00 . No special features.
- 4 PLU 49.75 . Rest area. Staging area, OASIS location. Public phone 1-916 283-4179.
- 5 UP 292.00 . Rail line access from Massack Road.
- 6 PLU 49.30 . Massack Road intersection — rail line access.
- 7 PLU 49.00 . Greenhorn Creek access. Staging area, OASIS location.
- 8 UP 291.00 . No special features.
- 9 PLU 48.50 . Private property — access to Greenhorn Creek.
- 10 PLU 48.00 . Chandler Road intersection — Chandler Road to Quincy Junction.
- 11 PLU 47.75 . Bridge and small staging area. Private property — access to Greenhorn Creek.
- 12 **Greenhorn Creek Access.** Limited access to Greenhorn Creek through private property along Chandler Road.
- 13 UP 289.65 . Rail line access on Dry Taylor Creek Road, from Chandler Road.

LRM 2 Location

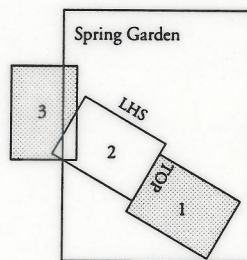


Scale 1:24 000



**Feather River Geographic Response Plan
Local Response Maps****Local Response Information**

- 1 **PLU 50.50** . Turnoff for old State highway. Access to rail line.
- 2 **PLU 50.10** . Greenhorn Creek access - 30 feet through brush. Staging area, OASIS location.
- 3 **PLU 50.00** . No special features.
- 4 **PLU 49.75** . Rest area. Staging area, OASIS location. Public phone 1-916 283-4179.
- 5 **UP 292.00** . Rail line access from Massack Road.
- 6 **PLU 49.30** . Massack Road intersection — rail line access.
- 7 **PLU 49.00** . Greenhorn Creek access. Staging area, OASIS location.
- 8 **UP 291.00** . No special features.
- 9 **PLU 48.50** . Private property — access to Greenhorn Creek.
- 10 **PLU 48.00** . Chandler Road intersection — Chandler Road to Quincy Junction.
- 11 **PLU 47.75** . Bridge and small staging area. Private property — access to Greenhorn Creek.
- 12 **Greenhorn Creek Access**. Limited access to Greenhorn Creek through private property along Chandler Road.
- 13 **UP 289.65** . Rail line access on Dry Taylor Creek Road, from Chandler Road.

LRM 2 Location

Note: Material on this page is same as on page 2 of this LRM.

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for this LRM begins on page 2.*

Local Response Information

- 1 UP 287.30 . Rail line access at Hough
Road crossing.
- 2 Rail Access . Rail line access from Quincy
Junction Road. Approximate switch point
for Quincy Railroad shortline to Sierra
Pacific Industries.
- 3 UP 287.20 . Quincy Junction.
- 4 Quincy Junction Road.
- 5 Rail Access . Rail line access near Quincy
Junction (S) from Pine Oak Road (not
shown), from Chandler Road.
- 6 UP 289.00 . No special features.
- 7 UP 289.65 . Rail line access on Dry Taylor
Creek Road, from Chandler Road.
- 8 Quincy Railroad. Shortline from UP to
Sierra Pacific Industries.
- 9 Greenhorn Creek Access. Limited access
to Greenhorn Creek through private prop-
erty along Chandler Road.
- 10 Fire Station
- 11 PLU 47.56 . Bridge over Thompson
Creek
- 12 PLU 45.50 . Bridge over Mill Creek
- 13 PLU 45.52 . Plumas County Road
Department headquarters.

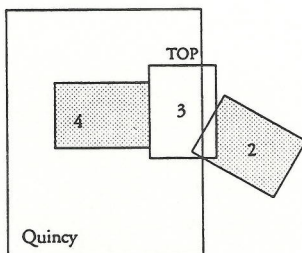
LRM 3 Location



Local Response Information

- 1 UP 287.30 . Rail line access at Hough Road crossing.
- 2 **Rail Access.** Rail line access from Quincy Junction Road. Approximate switch point for Quincy Railroad shortline to Sierra Pacific Industries.
- 3 UP 287.90 . Quincy Junction.
- 4 **Quincy Junction Road**
- 5 **Rail Access.** Rail line access near Quincy Junction [3] from Pine Oak Road (not shown), from Chandler Road.
- 6 UP 289.00 . No special features.
- 7 UP 289.65 . Rail line access on Dry Taylor Creek Road, from Chandler Road.
- 8 **Quincy Railroad.** Shortline from UP to Sierra Pacific Industries.
- 9 **Greenhorn Creek Access.** Limited access to Greenhorn Creek through private property along Chandler Road.
- 10 **Fire Station**
- 11 PLU 47.56 . Bridge over Thompson Creek
- 12 PLU 45.50 . Bridge over Mill Creek.
- 13 PLU 45.52 . Plumas County Road Department headquarters.

LRM 3 Location



Scale 1:24 000

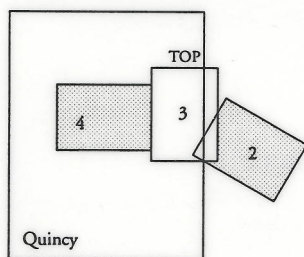


Local Response Information

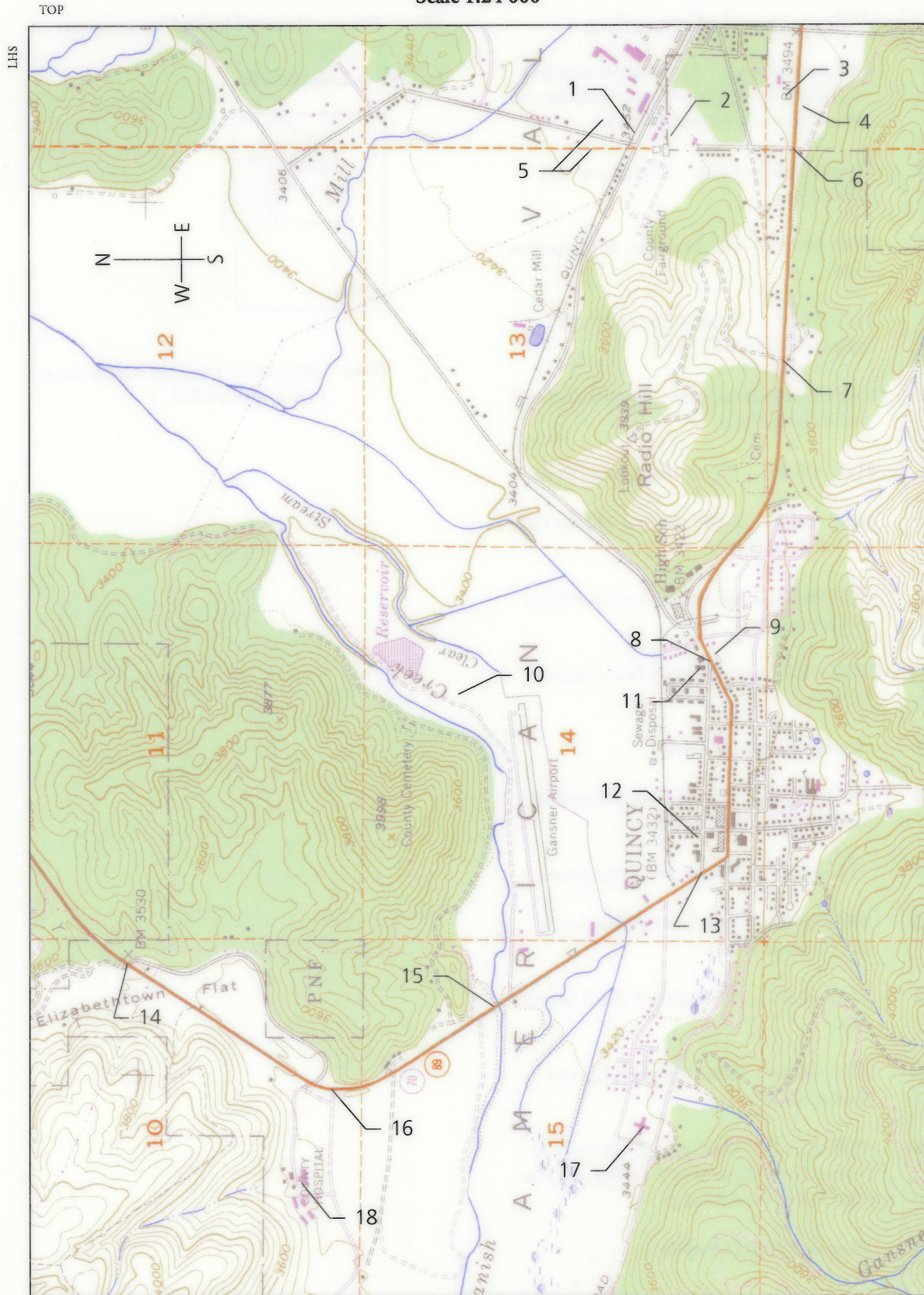
Note: Material on this page is same as on page 2 of this LRM.

- 1 **UP 287.30 .** Rail line access at Hough Road crossing.
- 2 **Rail Access.** Rail line access from Quincy Junction Road. Approximate switch point for Quincy Railroad shortline to Sierra Pacific Industries.
- 3 **UP 287.90 .** Quincy Junction.
- 4 **Quincy Junction Road**
- 5 **Rail Access.** Rail line access near Quincy Junction [3] from Pine Oak Road (not shown), from Chandler Road.
- 6 **UP 289.00 .** No special features.
- 7 **UP 289.65 .** Rail line access on Dry Taylor Creek Road, from Chandler Road.
- 8 **Quincy Railroad.** Shortline from UP to Sierra Pacific Industries.
- 9 **Greenhorn Creek Access.** Limited access to Greenhorn Creek through private property along Chandler Road.
- 10 **Fire Station**
- 11 **PLU 47.56 .** Bridge over Thompson Creek
- 12 **PLU 45.50 .** Bridge over Mill Creek.
- 13 **PLU 45.52 .** Plumas County Road Department headquarters.

LRM 3 Location



Scale 1:24 000

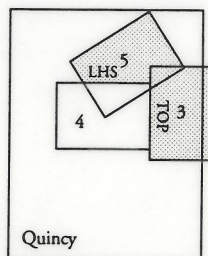


Local Response Information

- 1 **Quincy Railroad.** Approximate west end of Quincy Railroad shortline. All tracks west of this point have been removed.
- 2 **County Fairgrounds.** Staging area and OASIS site.
- 3 **PLU 45.19.** CalTrans office & equipment yard.
- 4 **PLU 45.17.** Plumas County Sheriff's office — 1-916 283-6300.
- 5 **Sierra Pacific Industries.** Locations of mill and other facilities.
- 6 **PLU 45.05.** Plumas Fairground Road.
- 7 **PLU 44.50.** Public phone at Hilltop Cafe — 1-916 283-9804.
- 8 **PLU 43.68.** Junction of Lawrence Street and Main Street.
- 9 **CHP.** California Highway Patrol Quincy office.
- 10 **Sewage Treatment Plant**
- 11 **PLU 43.60.** USFS headquarters office for Plumas National Forest.
- 12 **PLU 43.20.** Quincy Fire Department.
- 13 **PLU 43.09.** Intersection of Lawrence and Crescent Streets
- 14 **PLU 41.39.** West's Ranch Road intersection.
- 15 **PLU 42.45.** West end of bridge over Spanish Creek.
- 16 **PLU 42.01.** Golden Eagle Drive — to Feather River Community College and Plumas County Health Dept.
- 17 **Plumas District Hospital**

18 Plumas County Health Department

LRM 4 Location



Note: Material on this page is same as on page 2 of this LRM.

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for this LRM begins on page 2.

LRM 4 Location



Local Response Information

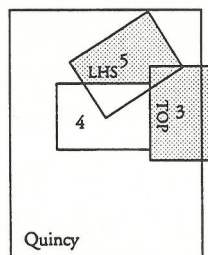
- 1 Quincy Railroad. Approximate west end of Quincy Railroad shoreline. All tracks west of this point have been removed.
- 2 County Fairgrounds. Staging area and OASIS site.
- 3 PIU 45.19. Caltrans office & equipment yard.
- 4 PIU 45.17. Plumas County Sheriff's office — 1-916 283-6300.
- 5 Sierra Pacific Industries. Locations of mill and other facilities.
- 6 PIU 45.05. Plumas Fairgrounds Road.
- 7 PIU 44.50. Public phone at Hilltop Cafe — 1-916 283-9804.
- 8 PIU 45.68. Junction of Lawrence Street and Main Street.
- 9 CHS California Highway Patrol Quincy office.
- 10 Sewage Treatment Plant.
- 11 PIU 43.60. USFS headquarters office for Plumas National Forest.
- 12 PIU 43.30. Quincy Fire Department.
- 13 PIU 45.09. Intersection of Lawrence and Crescent Streets.
- 14 PIU 41.39. West's Ranch Road intersection.
- 15 PIU 42.45. West end of bridge over Spanish Creek.
- 16 PIU 42.01. Golden Eagle Drive — to Feather River Community College and Plumas County Health Dept.
- 17 Plumas District Hospital.

Local Response Information

- 1 **Quincy Railroad.** Approximate west end of Quincy Railroad shortline. All tracks west of this point have been removed.
- 2 **County Fairgrounds.** Staging area and OASIS site.
- 3 **PLU 45.19.** CalTrans office & equipment yard.
- 4 **PLU 45.17.** Plumas County Sheriff's office — 1-916 283-6300.
- 5 **Sierra Pacific Industries.** Locations of mill and other facilities.
- 6 **PLU 45.05.** Plumas Fairground Road.
- 7 **PLU 44.50.** Public phone at Hilltop Cafe — 1-916 283-9804.
- 8 **PLU 43.68.** Junction of Lawrence Street and Main Street.
- 9 **CHP.** California Highway Patrol Quincy office.
- 10 **Sewage Treatment Plant**
- 11 **PLU 43.60.** USFS headquarters office for Plumas National Forest.
- 12 **PLU 43.20.** Quincy Fire Department.
- 13 **PLU 43.09.** Intersection of Lawrence and Crescent Streets
- 14 **PLU 41.39.** West's Ranch Road intersection.
- 15 **PLU 42.45.** West end of bridge over Spanish Creek.
- 16 **PLU 42.01.** Golden Eagle Drive — to Feather River Community College and Plumas County Health Dept.
- 17 **Plumas District Hospital**

18 Plumas County Health Department

LRM 4 Location



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for this LRM begins on page 2.*

Local Response Information

- 1 UP 382.00 . No special features.
- 2 UP 382.45 . Rail line access from Oakland
Camp area.
- 3 UP 386.09 . Rail line access from Oakland
Camp Road.
- 4 UP 387.30 . Rail line access at Hough
Road crossing.
- 5 UP 387.00 . No special features.
- 6 Quincy Junction Road
- 7 Chandler Road
- 8 Stream Access. Joining of Greenhorn and
Spanish Creeks close to Chandler Road.
- 9 Chandler-Oakland Camp Road
- 10 PLU 39.32 . Lower Chandler-Oakland
Camp Road intersection.
- 11 PLU 39.64 . Turnoff to USFS Quincy
Ranger District headquarters.
- 12 PLU 39.83 . Upper Oakland Camp
Road intersection.
- 13 PLU 41.00 . No special features.

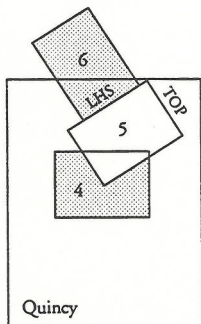
LRM 5 Location



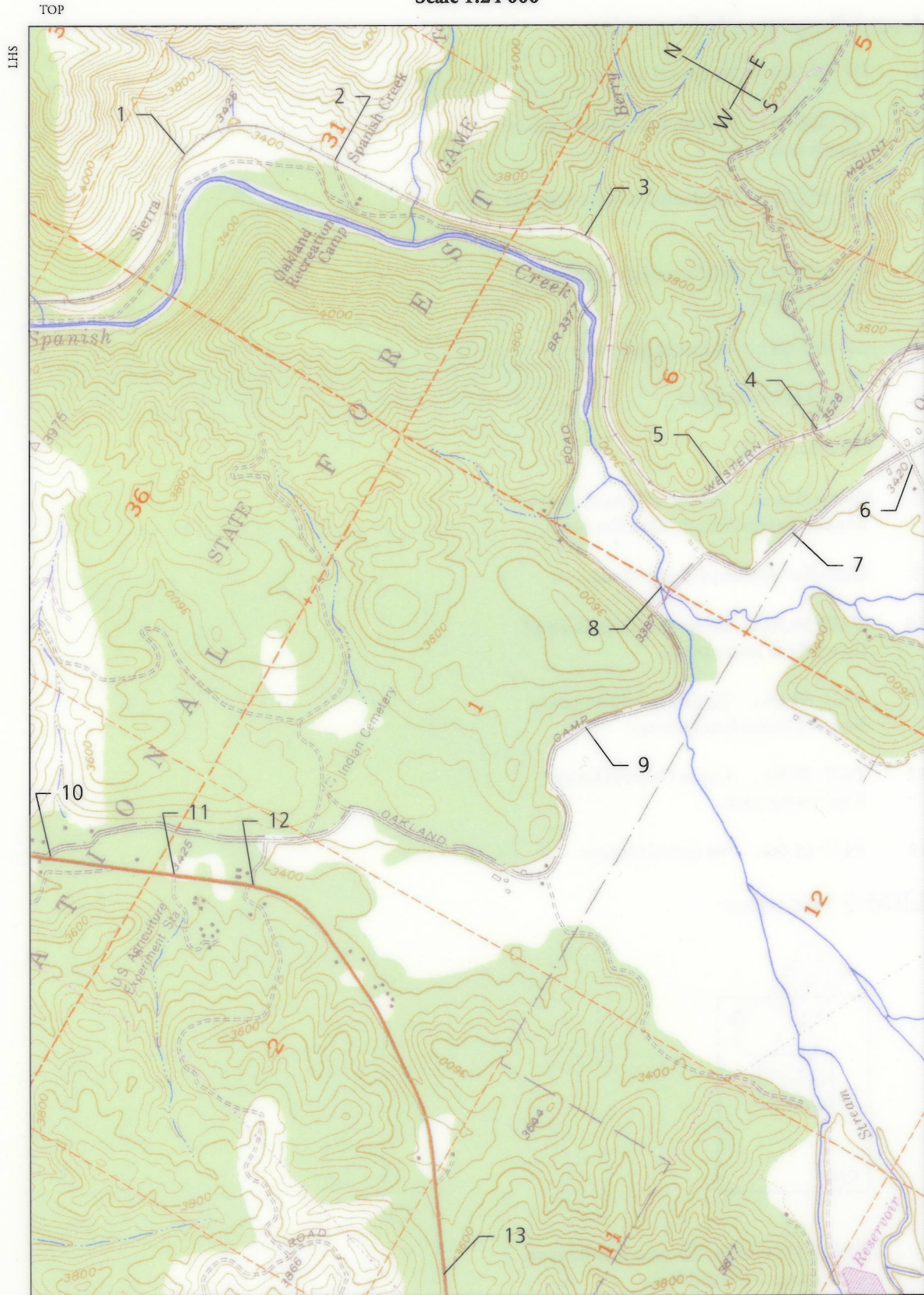
Local Response Information

- 1 UP 285.00 . No special features.
- 2 UP 285.45 . Rail line access from Oakland Camp area.
- 3 UP 286.09 . Rail line access from Oakland Camp Road.
- 4 UP 287.30 . Rail line access at Hough Road crossing.
- 5 UP 287.00 . No special features.
- 6 Quincy Junction Road
- 7 Chandler Road
- 8 Stream Access. Joining of Greenhorn and Spanish Creeks close to Chandler Road.
- 9 Chandler -Oakland Camp Road
- 10 PLU 39.32 . Lower Chandler-Oakland Camp Road intersection.
- 11 PLU 39.64 . Turnoff to USFS Quincy Ranger District headquarters.
- 12 PLU 39.83 . Upper Oakland Camp Road intersection.
- 13 PLU 41.00 . No special features.

LRM 5 Location



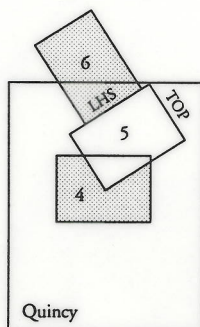
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Local Response Information

- 1 UP 285.00 . No special features.
- 2 UP 285.45 . Rail line access from Oakland Camp area.
- 3 UP 286.09 . Rail line access from Oakland Camp Road.
- 4 UP 287.30 . Rail line access at Hough Road crossing.
- 5 UP 287.00 . No special features.
- 6 Quincy Junction Road
- 7 Chandler Road
- 8 Stream Access. Joining of Greenhorn and Spanish Creeks close to Chandler Road.
- 9 Chandler -Oakland Camp Road
- 10 PLU 39.32 . Lower Chandler-Oakland Camp Road intersection.
- 11 PLU 39.64 . Turnoff to USFS Quincy Ranger District headquarters.
- 12 PLU 39.83 . Upper Oakland Camp Road intersection.
- 13 PLU 41.00 . No special features.

LRM 5 Location



Note: Material on this page is same as on page 2 of this LRM.

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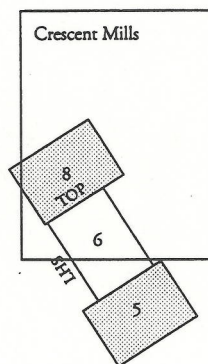
LRM 6 Location



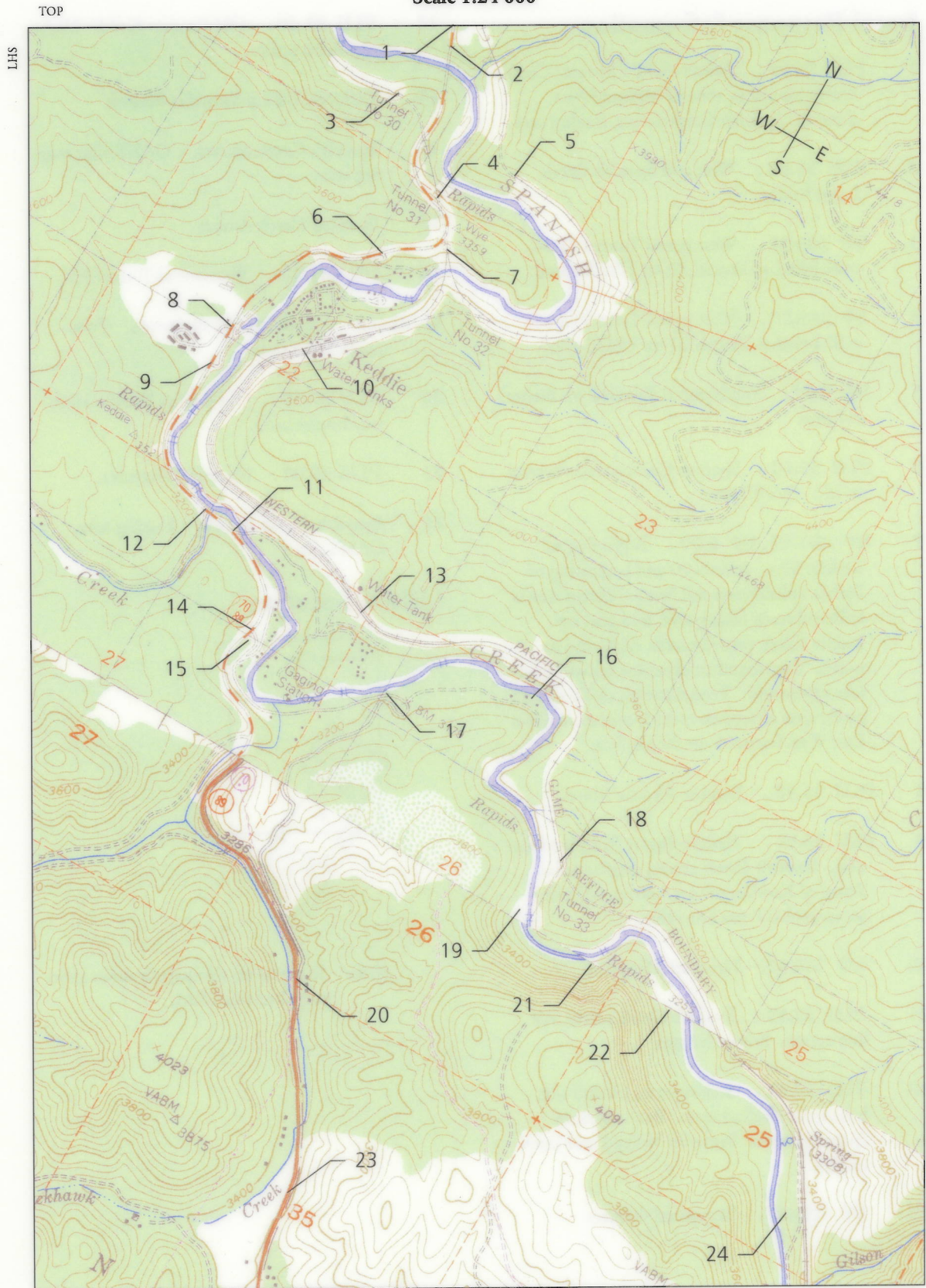
1	PLU 35.17 . Road to USFS Spanish Creek Campground to west of highway (not shown). Spanish Creek access, staging area.
2	PLU 35.32 . West end Spanish Creek Long Bridge.
3	UP 280.08 . West portal Tunnel 31 — mislabeled as Tunnel 30 on USGS quad.
4	UP 280.37 . West portal Tunnel 32 — mislabeled as Tunnel 31 on USGS quad.
5	UP 0.97 . South portal Tunnel 2 on Bieber rail line.
6	PLU 36.00 . Spanish Creek access via road to left OASIS site.
7	UP 280.49, UP 0.00 . Beginning of Keddie Wye. Mile 0.00 and beginning of Bieber Subdivision rail line — Bieber line is left-hand track facing wye, and goes up Indian Creek past Creston Mills and to north. Right-hand track continues on main line eastbound. Tunnel shown as Tunnel 32 on far side of wye on quad is mislabeled; it is East Wye Tunnel 1 on Bieber line.
8	PLU 36.48 . Road to Keddie Motel.
9	PLU 36.59 . Keddie Resort Road intersec- tion. Spanish Creek access, staging area. Town of Keddie, private homes, rail line access and UP rail line office.
10	UP 281.00 . No special features.
11	PLU 37.13 . Spanish Creek access, rail line access. Private homes.
12	PLU 37.03 . Staging area, OASIS site, helicopter landing zone. Foot access to Spanish Creek. Butte Valley Road inter- section.
13	UP 282.00 . No special features.

**Feather River Geographic Response Plan
Local Response Maps****Local Response Information**

- 1 **PLU 35.27** . Road to USFS Spanish Creek Campground to west of highway (not shown). Spanish Creek access, staging area.
- 2 **PLU 35.32** . West end Spanish Creek Long Bridge.
- 3 **UP 280.08** . West portal Tunnel 31 — mislabeled as Tunnel 30 on USGS quad.
- 4 **UP 280.37** . West portal Tunnel 32 — mislabeled as Tunnel 31 on USGS quad.
- 5 **UP 0.97** . South portal Tunnel 2 on Bieber rail line.
- 6 **PLU 36.00** . Spanish Creek access via road to left. OASIS site.
- 7 **UP 280.49 , UP 0.00** . Beginning of Keddie Wye. Mile 0.00 and beginning of Bieber Subdivision rail line — Bieber line is lefthand track facing wye, and goes up Indian Creek past Crescent Mills and to north. Righthand track continues on main line eastbound. Tunnel shown as Tunnel 32 on far side of wye on quad is mislabeled; it is East Wye Tunnel 1 on Bieber line.
- 8 **PLU 36.48** . Road to Keddie Motel.
- 9 **PLU 36.59** . Keddie Resort Road intersection. Spanish Creek access, staging areas. Town of Keddie, private homes, rail line access and UP rail line office.
- 10 **UP 281.00** . No special features.
- 11 **PLU 37.13** . Spanish Creek access, rail line access. Private homes.
- 12 **PLU 37.03** . Staging area, OASIS site, helicopter landing zone. Foot access to Spanish Creek. Butterfly Valley Road intersection.
- 13 **UP 282.00** . No special features.
- 14 **PLU 37.40** . Old County Keddie Highway intersection.
- 15 **Citizen's Utility Transfer Station**
- 16 **Spanish Creek Access**. OASIS site, staging area.
- 17 **Spanish Creek Access**
- 18 **UP 283.06** . West portal Tunnel 33.
- 19, 21, 22 **Spanish Creek Access**. Foot access from trail.
- 20 **PLU 37.40** . Old county Keddie Highway intersection.
- 23 **PLU 39.00** . No special features.
- 24 **Spanish Creek Access**. Staging area, OASIS site.

LRM 6 Location

Scale 1:24 000



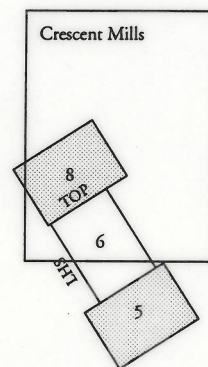
Feather River Geographic Response Plan Local Response Maps

Local Response Information

- 1 **PLU 35.27** . Road to USFS Spanish Creek Campground to west of highway (not shown). Spanish Creek access, staging area.
- 2 **PLU 35.32** . West end Spanish Creek Long Bridge.
- 3 **UP 280.08** . West portal Tunnel 31 — mislabeled as Tunnel 30 on USGS quad.
- 4 **UP 280.37** . West portal Tunnel 32 — mislabeled as Tunnel 31 on USGS quad.
- 5 **UP 0.97** . South portal Tunnel 2 on Bieber rail line.
- 6 **PLU 36.00** . Spanish Creek access via road to left. OASIS site.
- 7 **UP 280.49 , UP 0.00** . Beginning of Keddie Wye. Mile 0.00 and beginning of Bieber Subdivision rail line — Bieber line is lefthand track facing wye, and goes up Indian Creek past Crescent Mills and to north. Righthand track continues on main line eastbound. Tunnel shown as Tunnel 32 on far side of wye on quad is mislabeled; it is East Wye Tunnel 1 on Bieber line.
- 8 **PLU 36.48** . Road to Keddie Motel.
- 9 **PLU 36.59** . Keddie Resort Road intersection. Spanish Creek access, staging areas. Town of Keddie, private homes, rail line access and UP rail line office.
- 10 **UP 281.00** . No special features.
- 11 **PLU 37.13** . Spanish Creek access, rail line access. Private homes.
- 12 **PLU 37.03** . Staging area, OASIS site, helicopter landing zone. Foot access to Spanish Creek. Butterfly Valley Road intersection.
- 13 **UP 282.00** . No special features.

- 14 **PLU 37.40** . Old County Keddie Highway intersection.
- 15 **Citizen's Utility Transfer Station**
- 16 **Spanish Creek Access** . OASIS site, staging area.
- 17 **Spanish Creek Access**
- 18 **UP 283.06** . West portal Tunnel 33.
- 19, 21, 22 **Spanish Creek Access** . Foot access from trail.
- 20 **PLU 37.40** . Old county Keddie Highway intersection.
- 23 **PLU 39.00** . No special features.
- 24 **Spanish Creek Access** . Staging area, OASIS site.

LRM 6 Location



Note: Material on this page is same as on page 2 of this LRM.

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for this LRM begins on page 2.*



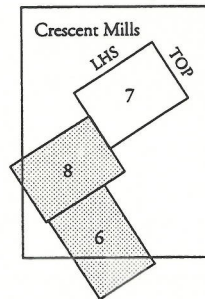
Local Response Information

- 1 UP 8.50 . No special features
- 2 PLU 15.28 . Crescent Mills City Limit
- 3 PLU 15.43 . Crescent Mills City Limit
- 4 Arlington Road . To Tiptonville
- 5 UP 8.00 . No special features
- 6 PLU 15.00 . Staging area (no large vehicles)
near OASIS site
- 7 PLU 14.84 . Staging area, OASIS site
Limited Indian Creek access at Arlington
Bridge
- 8 UP 7.69 . Rail line access from Arlington
Road
- 9 PLU 14.11 . Private road access to Indian
Creek. Rail line access at north end of
bridge over Indian Creek
- 10 PLU 13.90 . Dirt road access to Indian
Creek
- 11 UP 6.73 . South end of bridge over
Indian Creek
- 12 PLU 13.63 . County road up Dixie
Creek. Private home between highway 89
and Indian Creek
- 13 PLU 13.45 . Dirt road access to Indian
Creek
- 14 UP 6.30 . Mountain control point
- 15 PLU 13.20 . Foot access, about 20 feet to
Indian Creek
- 16 PLU 13.00 . Large staging area, OASIS
site
- 17 UP 5.50 . No special features

Local Response Information

- 1 UP 8.90 . No special features.
- 2 PLU 15.88 . Crescent Mills City Limit.
- 3 PLU 15.43 . Crescent Mills City Limit.
- 4 **Arlington Road.** To Taylorsville.
- 5 UP 8.00 . No special features.
- 6 PLU 15.00 . Staging area (no large vehicles), OASIS site.
- 7 PLU 14.84 . Staging area, OASIS site.
Limited Indian Creek access at Arlington Bridge.
- 8 UP 7.69 . Rail line access from Arlington Road.
- 9 PLU 14.11 . Private road access to Indian Creek. Rail line access at north end of bridge over Indian Creek.
- 10 PLU 13.90 . Dirt road access to Indian Creek.
- 11 UP 6.73 . South end of bridge over Indian Creek.
- 12 PLU 13.63 . County road up Dixie Creek. Private home between highway 89 and Indian Creek.
- 13 PLU 13.45 . Dirt road access to Indian Creek.
- 14 UP 6.20 . Moccasin control point.
- 15 PLU 13.20 . Foot access, about 20 feet to Indian Creek.
- 16 PLU 13.00 . Large staging area, OASIS site.
- 17 UP 5.50 . No special features.

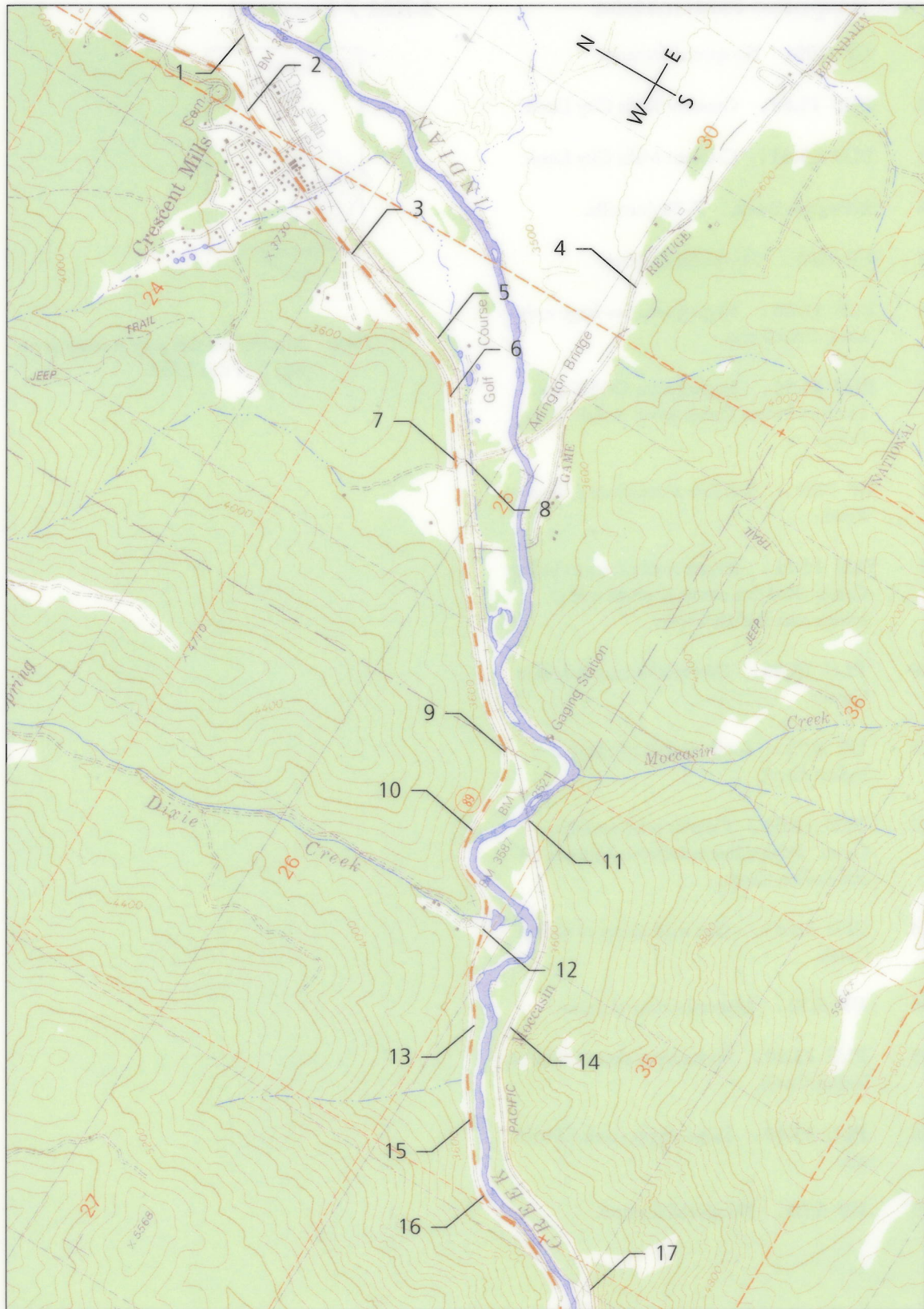
LRM 7 Location



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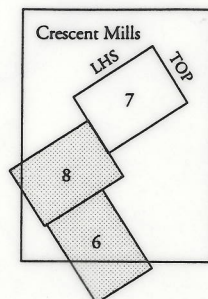


Feather River Geographic Response Plan Local Response Maps

Local Response Information

- 1 UP 8.90 . No special features.
- 2 PLU 15.88 . Crescent Mills City Limit.
- 3 PLU 15.43 . Crescent Mills City Limit.
- 4 **Arlington Road.** To Taylorsville.
- 5 UP 8.00 . No special features.
- 6 PLU 15.00 . Staging area (no large vehicles), OASIS site.
- 7 PLU 14.84 . Staging area, OASIS site.
Limited Indian Creek access at Arlington Bridge.
- 8 UP 7.69 . Rail line access from Arlington Road.
- 9 PLU 14.11 . Private road access to Indian Creek. Rail line access at north end of bridge over Indian Creek.
- 10 PLU 13.90 . Dirt road access to Indian Creek.
- 11 UP 6.73 . South end of bridge over Indian Creek.
- 12 PLU 13.63 . County road up Dixie Creek. Private home between highway 89 and Indian Creek.
- 13 PLU 13.45 . Dirt road access to Indian Creek.
- 14 UP 6.20 . Moccasin control point.
- 15 PLU 13.20 . Foot access, about 20 feet to Indian Creek.
- 16 PLU 13.00 . Large staging area, OASIS site.
- 17 UP 5.50 . No special features.

LRM 7 Location



Note: Material on this page is same as on page 2 of this LRM.

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for this LRM begins on page 2.*

LRM 8 Location



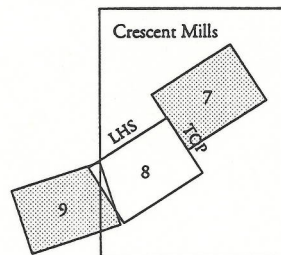
Local Response Information

- 1 PLU 12.50 . No special features.
 - 2 UP 5.30 . No special features.
 - 3 PLU 12.00 . Indian Creek access.
 - 4 PLU 11.45 . Indian Falls driveway, private homes.
 - 5 UP 4.41 . South end of bridge.
 - 6 PLU 11.33 . Old Quincy highway, Indian Creek access.
 - 7 PLU 11.00 . No special features.
 - 8 UP 3.76 . North portal Tunnel 5.
 - 9 UP 3.39 . South portal Tunnel 4.
 - 10 PLU 34.50 . Staging areas, OASIS sites both sides of highway.
 - 11 PLU 6.73 . South end of bridge over Indian Creek.
 - 12 UP 1.67 . South end of trestle.
 - 13 UP 2.61 . South portal Tunnel 3.
- Note:** UP states that access to rail line from mile 0.00 to this point is possible from Keddie; no access possible from this point to mile 6.73 .
- 14 PLU 34.53 . Old county Quincy – Greenville dirt road, rail access.
 - 15 PLU 34.00 . Helicopter landing zone below highway 70.
 - 16 UP 279.18 . West portal Tunnel 29 — mislabeled as Tunnel 28 on USGS quad.
 - 17 PLU 10.00 . Indian Creek access.
 - 18 PLU 9.00 . No special features.
 - 19 UP 278.96 . West portal Tunnel 28 —

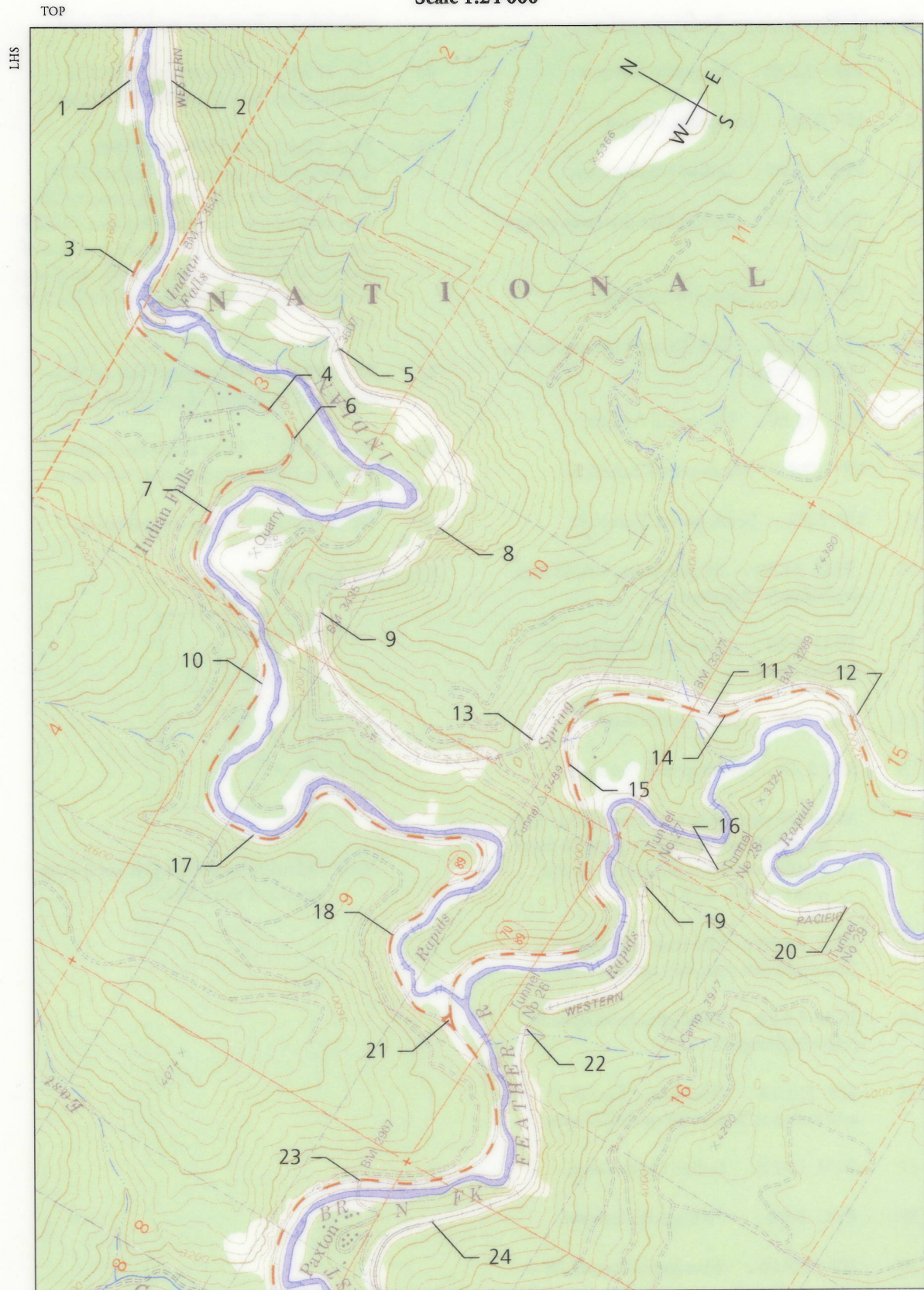
mislabeled as Tunnel 27 on USGS quad.

- 20 UP 279.55 . West portal Tunnel 30 — mislabeled as Tunnel 29 on USGS quad.
- 21 PLU 33.03 (70), PLU 8.72 (89). Greenville Wye, junction of highways 70, 89, and 70 – 89. CHP weigh station, Caltrans sand house. Large staging area, OASIS sites. Access to Indian Creek, the junction of Spanish and Indian Creeks and the resulting East Branch of the North Fork of the Feather River.
- 22 UP 278.42 . West portal Tunnel 27 — mislabeled as Tunnel 26 on USGS quad.
- 23 PLU 32.31 . River access both sides of bridge to Paxton, staging area, rail access.
- 24 UP 277.75 . Paxton control point.

LRM 8 Location

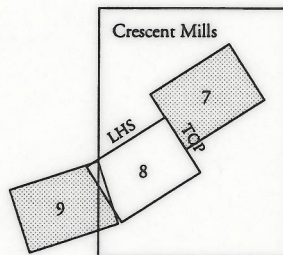


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Local Response Information

- 1 PLU 12.50 . No special features.
 - 2 UP 5.30 . No special features.
 - 3 PLU 12.00 . Indian Creek access.
 - 4 PLU 11.45 . Indian Falls driveway, private homes.
 - 5 UP 4.41 . South end of bridge.
 - 6 PLU 11.33 . Old Quincy highway, Indian Creek access.
 - 7 PLU 11.00 . No special features.
 - 8 UP 3.76 . North portal Tunnel 5.
 - 9 UP 3.39 . South portal Tunnel 4.
 - 10 PLU 34.50 . Staging areas, OASIS sites both sides of highway.
 - 11 PLU 6.73 . South end of bridge over Indian Creek.
 - 12 UP 1.67 . South end of trestle.
 - 13 UP 2.61 . South portal Tunnel 3.
- Note:** UP states that access to rail line from mile 0.00 to this point is possible from Keddie; no access possible from this point to mile 6.73 .
- 14 PLU 34.53 . Old county Quincy – Greenville dirt road, rail access.
 - 15 PLU 34.00 . Helicopter landing zone below highway 70.
 - 16 UP 279.18 . West portal Tunnel 29 — mislabeled as Tunnel 28 on USGS quad.
 - 17 PLU 10.00 . Indian Creek access.
 - 18 PLU 9.00 . No special features.
 - 19 UP 278.96 . West portal Tunnel 28 — mislabeled as Tunnel 27 on USGS quad.
 - 20 UP 279.55 . West portal Tunnel 30 — mislabeled as Tunnel 29 on USGS quad.
 - 21 PLU 33.03 (70), PLU 8.72 (89). Greenville Wye, junction of highways 70, 89, and 70 – 89. CHP weigh station, Caltrans sand house. Large staging area, OASIS sites. Access to Indian Creek, the junction of Spanish and Indian Creeks and the resulting East Branch of the North Fork of the Feather River.
 - 22 UP 278.42 . West portal Tunnel 27 — mislabeled as Tunnel 26 on USGS quad.
 - 23 PLU 32.31 . River access both sides of bridge to Paxton, staging area, rail access.
 - 24 UP 277.75 . Paxton control point.

LRM 8 Location

Note: Material on this page is same as on page 2 of this LRM.

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for this LRM begins on page 2.*

Local Response Information

- 1 PLU 31.88 . Soda Creek crossing
- 2 PLU 31.98 . Fountain and roadside rest —
staging area, OASIS site
- 3 UP 32.00 . No special features
- 4 PLU 30.50 . No special features
- 5 UP 32.00 . No special features
- 6 Helicopter Landing Zone (small)
- 7 PLU 30.10 . Staging area, OASIS site
vehicle access to river
- 8 UP 32.00 . No special features
- 9 PLU 29.05 . Woody's Hot Springs — stag-
ing area, OASIS site, foot access to river
Helicopter landing zone, RV park, Public
phone: 1-916-285-9909
- 10 PLU 28.58 . Twin Station — six homes
between highway and river downstream of
this point
- 11 UP 32.40 . No special features
- 12 UP 32.80 . Twin control point

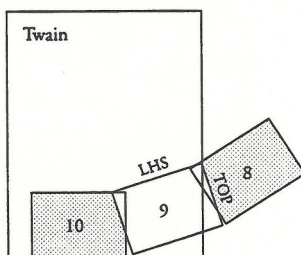
LRM 9 Location



Local Response Information

- 1 PLU 31.88 . Soda Creek crossing.
- 2 PLU 31.38 . Fountain and roadside rest — straging area, OASIS site.
- 3 UP 277.00 . No special features.
- 4 PLU 30.50 . No special features.
- 5 UP 276.00 . No special features
- 6 **Helicopter Landing Zone (Small)**
- 7 PLU 30.10 . Staging area, OASIS site, vehicle access to river.
- 8 UP 275.00 . No special features.
- 9 PLU 29.05 . Woody's Hot Springs — stag-
ing area, OASIS site, foot access to river.
Helicopter landing zone. RV park. Public
phone: 1-916 285-9909.
- 10 PLU 28.58 . Twain Station — six homes
between highway and river downstream of
this point.
- 11 UP 274.00 . No special features.
- 12 UP 273.80 . Twain control point.

LRM 9 Location



V3
T5
C2

TOP

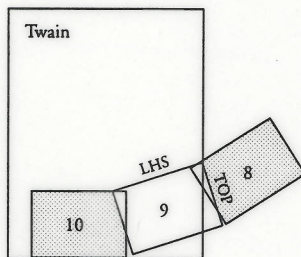


Feather River Geographic Response Plan Local Response Maps

Local Response Information

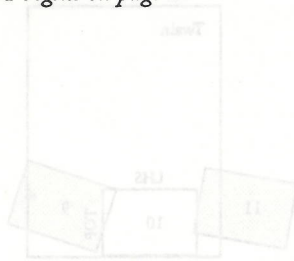
- 1 PLU 31.88 . Soda Creek crossing.
- 2 PLU 31.38 . Fountain and roadside rest — straging area, OASIS site.
- 3 UP 277.00 . No special features.
- 4 PLU 30.50 . No special features.
- 5 UP 276.00 . No special features
- 6 Helicopter Landing Zone (Small)
- 7 PLU 30.10 . Staging area, OASIS site, vehicle access to river.
- 8 UP 275.00 . No special features.
- 9 PLU 29.05 . Woody's Hot Springs — stag- ing area, OASIS site, foot access to river. Helicopter landing zone. RV park. Public phone: 1-916 285-9909.
- 10 PLU 28.58 . Twain Station — six homes between highway and river downstream of this point.
- 11 UP 274.00 . No special features.
- 12 UP 273.80 . Twain control point.

LRM 9 Location



Note: Material on this page is same as on page 2 of this LRM.

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for this LRM begins on page 2.*



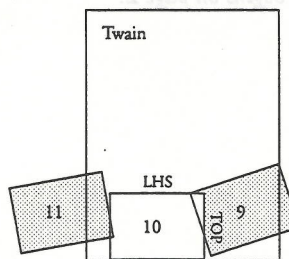
Local Response Information

1. PUL 54.00 . No special features.
2. UP 337.18 . West Portal Spring Garden Tunnel (tunnel 35).
3. PUL 53.40 . Greenhorn Ranch Road.
4. PUL 53.20 . Spring Garden: elev. 3,986, pop. 80.
5. UP 336.50 . Spring Garden.
6. Helicopter Landing Zone. Helicopter landing zone. Hazardous power lines and trees.
7. PUL 52.50 . No special features.
8. PUL 51.50 . Staging area and OASIS site. Road to joining of Spotted and Greenhorn Creeks and up Spotted Creek.
9. Stream Access. Good dirt road access to inside of Williams Loop from highway. Stream access — Entry Creek joins Greenhorn Creek inside of loop.
10. UP 335.00 . Spring Garden end of Williams Loop.
11. Helicopter Landing Zone. Helicopter landing zone inside loop. Hazardous power lines and trees.
12. PUL 51.21, UP 333.50 . Highway 70-89 bridge over Greenhorn Creek and rail line.
13. PUL 51.10 . Access to rail line on dirt road off of old state highway.
14. PUL 51.00 . Stream access. Staging area on old state highway.

Local Response Information

- 1 PLU 54.00 . No special features.
- 2 UP 297.18 . West portal Spring Garden Tunnel (tunnel 35).
- 3 PLU 53.40 . Greenhorn Ranch Road.
- 4 PLU 53.20 . Spring Garden: elev. 3 986, pop. 80.
- 5 UP 296.50 . Spring Garden.
- 6 **Helicopter Landing Zone.** Helicopter landing zone. **Hazards:** power lines and trees.
- 7 PLU 52.50 . No special features.
- 8 PLU 51.50 . Staging area and OASIS site. Road to joining of Squirrel and Greenhorn Creeks and up Squirrel Creek.
- 9 **Stream Access.** Good dirt road access to inside of Williams Loop from highway. Stream access — Estray Creek joins Greenhorn Creek inside of loop.
- 10 UP 295.00 . Spring Garden end of Williams Loop.
- 11 **Helicopter Landing Zone.** Helicopter landing zone inside loop. **Hazards:** power lines and trees.
- 12 PLU 51.21, UP 293.50 . Highway 70-89 bridge over Greenhorn Creek and rail line.
- 13 PLU 51.10 . Access to rail line on dirt road off of old State highway.
- 14 PLU 51.00 . Stream access. Staging area on old State highway.

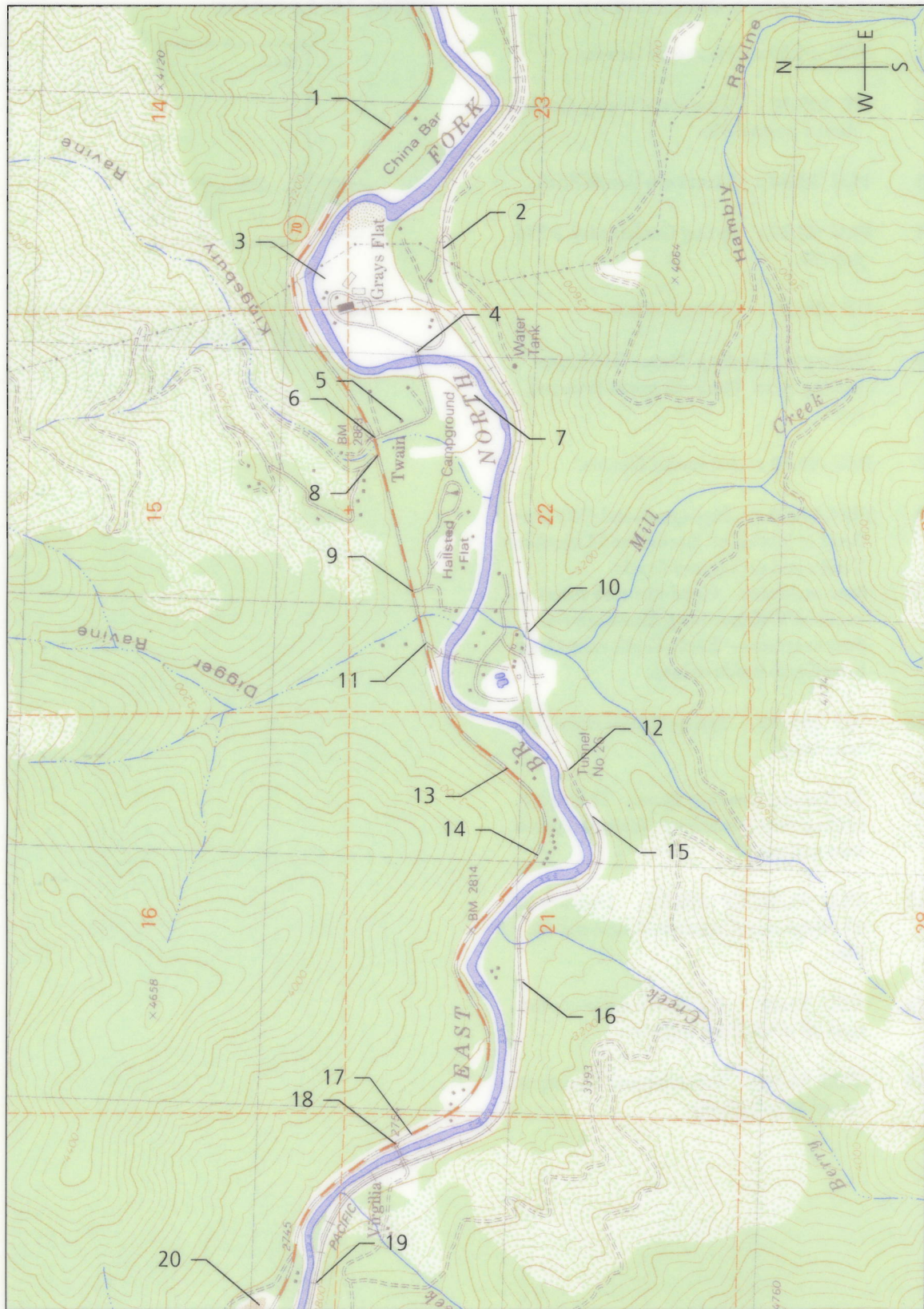
LRM 10 Location



Scale 1:24 000

TOP

LHS

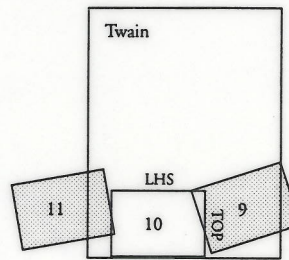


Feather River Geographic Response Plan Local Response Maps

Local Response Information

- 1 PLU 54.00 . No special features.
- 2 UP 297.18 . West portal Spring Garden Tunnel (tunnel 35).
- 3 PLU 53.40 . Greenhorn Ranch Road.
- 4 PLU 53.20 . Spring Garden: elev. 3 986, pop. 80.
- 5 UP 296.50 . Spring Garden.
- 6 **Helicopter Landing Zone.** Helicopter landing zone. **Hazards:** power lines and trees.
- 7 PLU 52.50 . No special features.
- 8 PLU 51.50 . Staging area and OASIS site. Road to joining of Squirrel and Greenhorn Creeks and up Squirrel Creek.
- 9 **Stream Access.** Good dirt road access to inside of Williams Loop from highway. Stream access — Estray Creek joins Greenhorn Creek inside of loop.
- 10 UP 295.00 . Spring Garden end of Williams Loop.
- 11 **Helicopter Landing Zone.** Helicopter landing zone inside loop. **Hazards:** power lines and trees.
- 12 PLU 51.21, UP 293.50 . Highway 70-89 bridge over Greenhorn Creek and rail line.
- 13 PLU 51.10 . Access to rail line on dirt road off of old State highway.
- 14 PLU 51.00 . Stream access. Staging area on old State highway.

LRM 10 Location



Note: Material on this page is same as on page 2 of this LRM.

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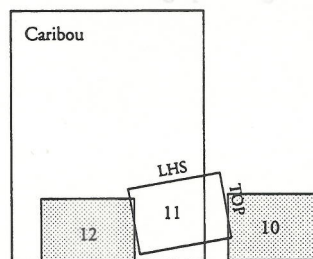


1	PLU 24.00 . Easy foot access to river.
2	UP 269.57 . Canal point. No special features.
3	PLU 23.50 . Two tunnels, foot trail access to river.
4	PLU 25.71 . Bush Creek Road. Homes to right of road above highway 70.
5	PLU 23.68 . East end, bridge over Bush Creek. Foot and limited vehicle access to river.
6	PLU 26.92 . Twin Road. Access to points 3, 4, 5, 7 (*).
7	UP 269.00 . No special features.
8	PLU 23.50 . Large tunnel. Staging area. OASIS site.
9	UP 268.00 . No special features.
10	PLU 23.00 . Very steep foot trail to river, about 100 feet.
11	UP 267.00 . No special features.
12	PLU 21.30 . Large tunnel. Staging area. Helicopter landing zone.
13	PLU 21.00 . Large tunnel. Staging area.
14	PLU 20.50 . No special features. Abandoned fountain on side away from river.
15	UP 266.00 . No special features.

Local Response Information

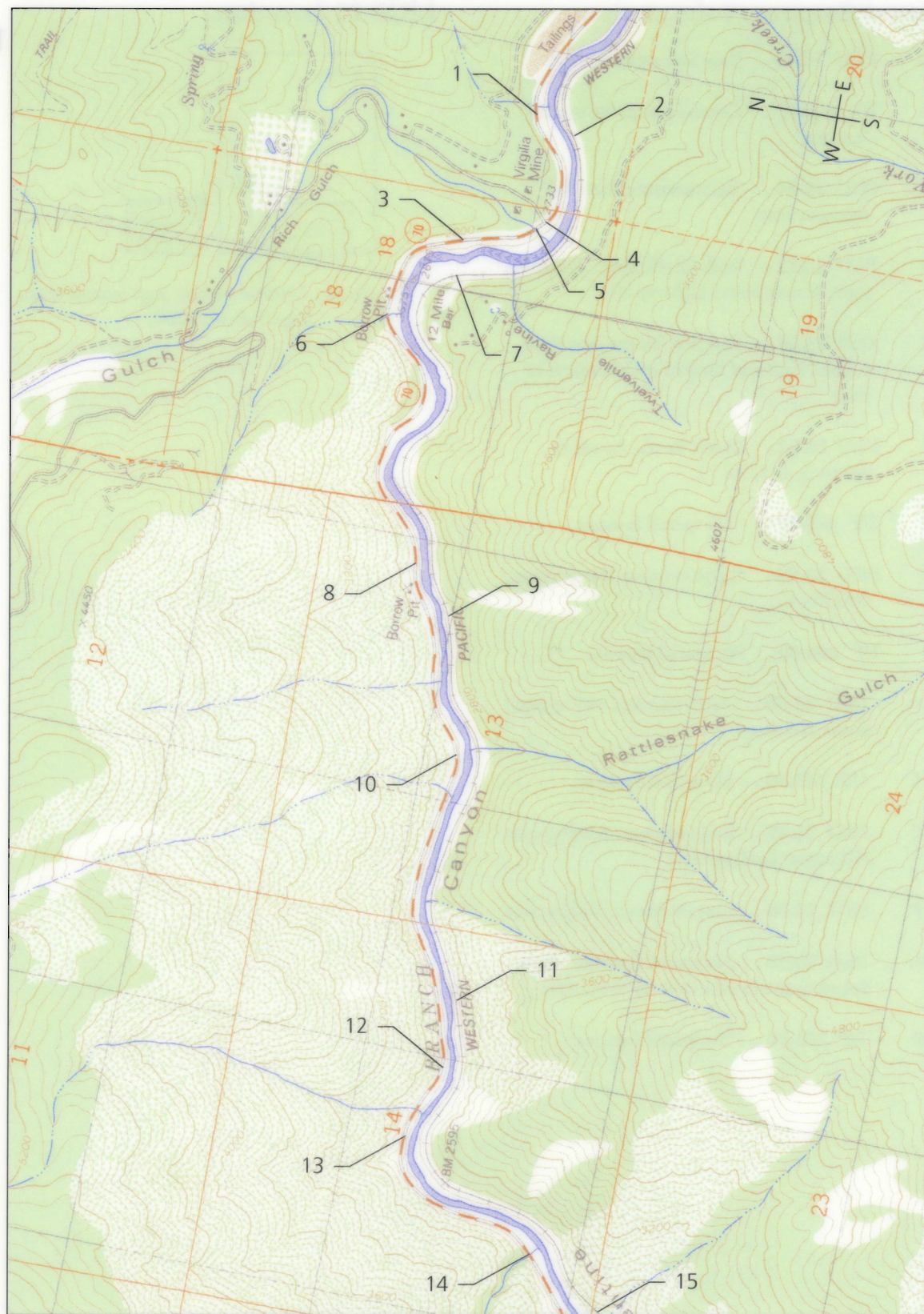
- 1 PLU 24.00 . Easy foot access to river.
- 2 UP 269.57 . Control point. No special features.
- 3 PLU 23.50 . Two turnouts, foot trail access to river.
- 4 PLU 23.71 . Rush Creek Road. Homes to right of road above highway 70.
- 5 PLU 23.68 . East end, bridge over Rush Creek. Foot and limited vehicle access to river.
- 6 PLU 26.92 . Twain Road. Access to points 3, 4, 5, 7 (*).
- 7 UP 269.00 . No special features.
- 8 PLU 22.50 . Large turnout. Staging area, OASIS site.
- 9 UP 268.00 . No special features.
- 10 PLU 22.00 . Very steep foot trail to river, about 100 feet.
- 11 UP 267.00 . No special features.
- 12 PLU 21.20 . Large turnout. Staging area. Helicopter landing zone.
- 13 PLU 21.00 . Large turnout. Staging area.
- 14 PLU 20.50 . No special features. Abandoned fountain on side away from river.
- 15 UP 266.00 . No special features.

LRM 11 Location



TOP

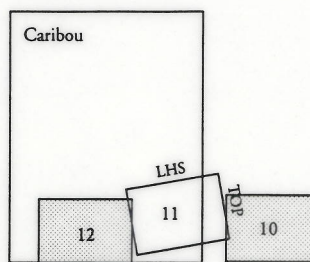
LHS



Local Response Information

- 1 PLU 24.00 . Easy foot access to river.
- 2 UP 269.57 . Control point. No special features.
- 3 PLU 23.50 . Two turnouts, foot trail access to river.
- 4 PLU 23.71 . Rush Creek Road. Homes to right of road above highway 70.
- 5 PLU 23.68 . East end, bridge over Rush Creek. Foot and limited vehicle access to river.
- 6 PLU 26.92 . Twain Road. Access to points 3, 4, 5, 7 (*).
- 7 UP 269.00 . No special features.
- 8 PLU 22.50 . Large turnout. Staging area, OASIS site.
- 9 UP 268.00 . No special features.
- 10 PLU 22.00 . Very steep foot trail to river, about 100 feet.
- 11 UP 267.00 . No special features.
- 12 PLU 21.20 . Large turnout. Staging area. Helicopter landing zone.
- 13 PLU 21.00 . Large turnout. Staging area.
- 14 PLU 20.50 . No special features. Abandoned fountain on side away from river.
- 15 UP 266.00 . No special features.

LRM 11 Location



Note: Material on this page is same as on page 2 of this LRM.

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for this LRM begins on page 2.*

LRM 12 Location



Note: Mile numbers up Carbon Road
[Forest Service Road 27N35] begin with
0.00 at intersection of Carbon Road and
Highway 70. Carbon Road mile num-
bers are scaled from quad, and may be
inaccurate.

Local Response Information	
1	PLU 20.00 . No special features.
2	UP 26.19 . West portal Tunnel 25.
3	PLU 19.51 . No special features.
4	PLU 19.00 . View point — large turnout, staging area, OASIS site.
5	PLU 18.83 . Rich Bar Road (17 miles Camp road 304) intersection. Large stag- ing area, river access both sides of bridge over river. Helicopter landing zone far side of river, tail access around tail mile 26.45.
6	PLU 18.68 . Steep one-lane dirt road, lim- ited river access.
7	UP 26.88 . West portal Tunnel 24.
8	PLU 18.16 . Fountain on side of highway opposite river. Very steep one-lane dirt road with very sharp turns to river & wheel-drive required.
9	UP 26.78 . West portal Tunnel 23.
10	FSR 1.28 . Siphon for Belden Power- house penstock.
11	FSR 1.00 . River access.
12	FSR 0.55 . USFS Gannett Bar camp- ground, staging area, river access.
13	PLU 17.44 . French Bar Road. Private home, one-lane dirt road to river, staging area, OASIS site.
14	PLU 17.00 . Foot access to river.
15	UP 26.00 . No special features.
16	FSR 0.57 . USFS site station; open in meadow only.
17	PLU 16.39 . Carbon Road intersection, Carbon Corner Cafe and RV park. Public phone: 1-916-283-9956.

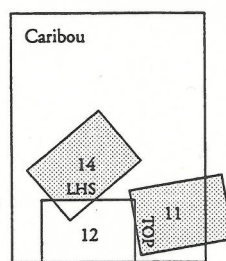
Local Response Information

- 1 PLU 20.00 . No special features.
- 2 UP 265.19 . West portal Tunnel 25.
- 3 PLU 19.51 . No special features.
- 4 PLU 19.00 . Vista point — large turnout, staging area, OASIS site.
- 5 PLU 18.82 . Rich Bar Road [Plumas County road 304] intersection. Large staging area, river access both sides of bridge over river. Helicopter landing zone far side of river, rail access around rail mile 264.45.
- 6 PLU 18.68 . Steep one-lane dirt road, limited river access.
- 7 UP 263.88 . West portal Tunnel 24.
- 8 PLU 18.16 . Fountain on side of highway opposite river. Very steep one-lane dirt road with very sharp turns to river; 4-wheel-drive required.
- 9 UP 262.85 . West portal Tunnel 23.
- 10 FSR 1.28 . Siphon for Belden Powerhouse penstock.
- 11 FSR 1.00 . River access.
- 12 FSR 0.55 . USFS Gansner Bar campground. Staging area, river access.
- 13 PLU 17.44 . French Bar Road. Private home, one-lane dirt road to river, staging area, OASIS site.
- 14 PLU 17.00 . Foot access to river.
- 15 UP 262.00 . No special features.
- 16 FSR 0.57 . USFS fire station; open in summer only.
- 17 PLU 16.59 . Caribou Road intersection. Caribou Corner Cafe and RV park. Public phone: 1-916 283-9936.

- 18 PLU 16.57 . East end of bridge over North Fork of the Feather River. River access. The North Fork is joined by the East Branch of the Feather River close by.

Note 1: Mile numbers up Caribou Road [Forest Service Road 27N26] begin with 0.00 at intersection of Caribou Road and Highway 70. Caribou Road mile numbers are scaled from quad, and may be inaccurate.

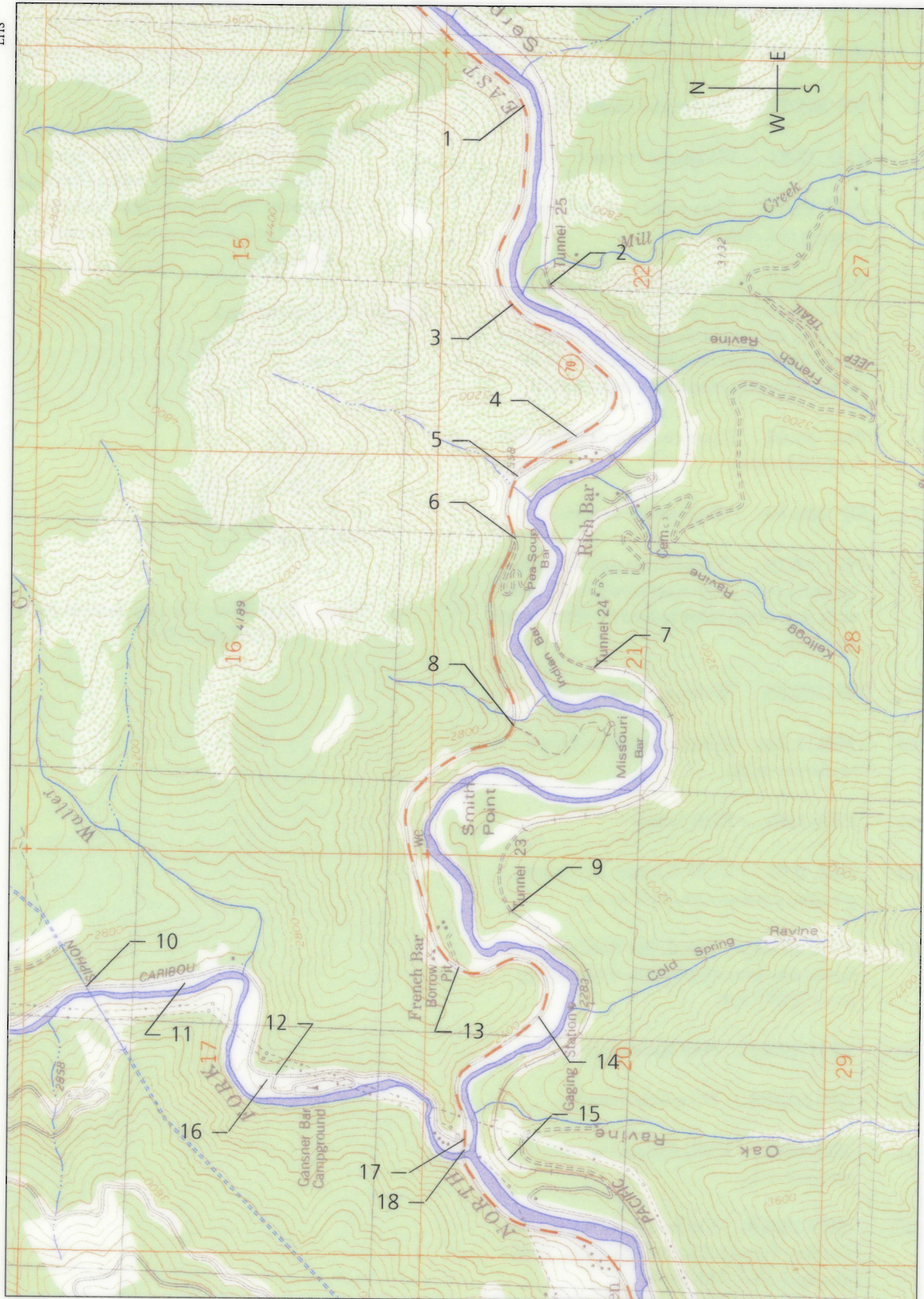
LRM 12 Location



Scale 1:24 000

TOP

LHS



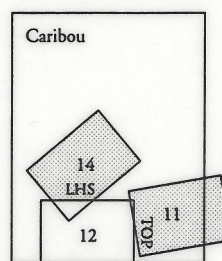
Local Response Information

- 1 PLU 20.00 . No special features.
- 2 UP 265.19 . West portal Tunnel 25.
- 3 PLU 19.51 . No special features.
- 4 PLU 19.00 . Vista point — large turnout, staging area, OASIS site.
- 5 PLU 18.82 . Rich Bar Road [Plumas County road 304] intersection. Large staging area, river access both sides of bridge over river. Helicopter landing zone far side of river, rail access around rail mile 264.45.
- 6 PLU 18.68 . Steep one-lane dirt road, limited river access.
- 7 UP 263.88 . West portal Tunnel 24.
- 8 PLU 18.16 . Fountain on side of highway opposite river. Very steep one-lane dirt road with very sharp turns to river; 4-wheel-drive required.
- 9 UP 262.85 . West portal Tunnel 23.
- 10 FSR 1.28 . Siphon for Belden Powerhouse penstock.
- 11 FSR 1.00 . River access.
- 12 FSR 0.55 . USFS Gansner Bar campground. Staging area, river access.
- 13 PLU 17.44 . French Bar Road. Private home, one-lane dirt road to river, staging area, OASIS site.
- 14 PLU 17.00 . Foot access to river.
- 15 UP 262.00 . No special features.
- 16 FSR 0.57 . USFS fire station; open in summer only.
- 17 PLU 16.59 . Caribou Road intersection. Caribou Corner Cafe and RV park. Public phone: 1-916 283-9936.

- 18 PLU 16.57 . East end of bridge over North Fork of the Feather River. River access. The North Fork is joined by the East Branch of the Feather River close by.

Note 1: Mile numbers up Caribou Road [Forest Service Road 27N26] begin with 0.00 at intersection of Caribou Road and Highway 70. Caribou Road mile numbers are scaled from quad, and may be inaccurate.

LRM 12 Location



Note: Material on this page is same as on page 2 of this LRM.

TOP



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for this LRM begins on page 2.*

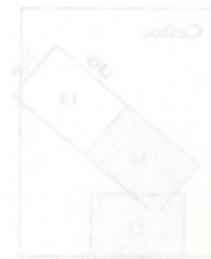
Local Response Information

1. FSR 37N26. To Bear Valley Reservoir,
then to Farnville on PCR 305, or to Samsco
on PCR 305 and 306.
2. FSR 8.35. Belden Forebay Powerhouse.
3. FSR 7.70. Carbon.
4. FSR 7.36. Carbon Road continues up
river road to Bear Valley Reservoir (which is
also FSR 37N26) to left.
5. FSR 6.85. Two river access areas on two
dirt roads.
6. FSR 6.75. Two river access areas on two
dirt roads.
7. FSR 6.00. Carbon Road. No special fa-
ture.

View 1: Mile number up Carbon Road
[Forest Service Road 37N26] begins with
0.00 at intersection of Carbon Road and
Highway 70. Carbon Road mile num-
bers are scaled from dead, and may be
inaccurate.

View 2: Mile number shown "FSR XXX"
are on Carbon road.

LRM 13 Location



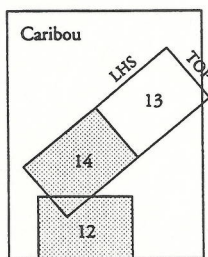
Local Response Information

- 1 FSR 27N26. To Butt Valley Reservoir, then to Prattville on PCR 305, or to Seneca on PCR 305 and 306.
- 2 FSR 8.25. Belden Forebay Powerhouse.
- 3 FSR 7.70. Caribou.
- 4 FSR 7.26. Caribou Road continues up river, road to Butt Valley Reservoir (which is also FSR 27N26) to left.
- 5 FSR 6.85. Two river access areas on two dirt roads.
- 6 FSR 6.75. Two river access areas on two dirt roads.
- 7 FSR 6.00. Caribou Road. No special features.

Note 1: Mile numbers up Caribou Road [Forest Service Road 27N26] begin with 0.00 at intersection of Caribou Road and Highway 70. Caribou Road mile numbers are scaled from quad, and may be inaccurate.

Note 2: Mile entries shown "FSR X.XX" are on Caribou road.

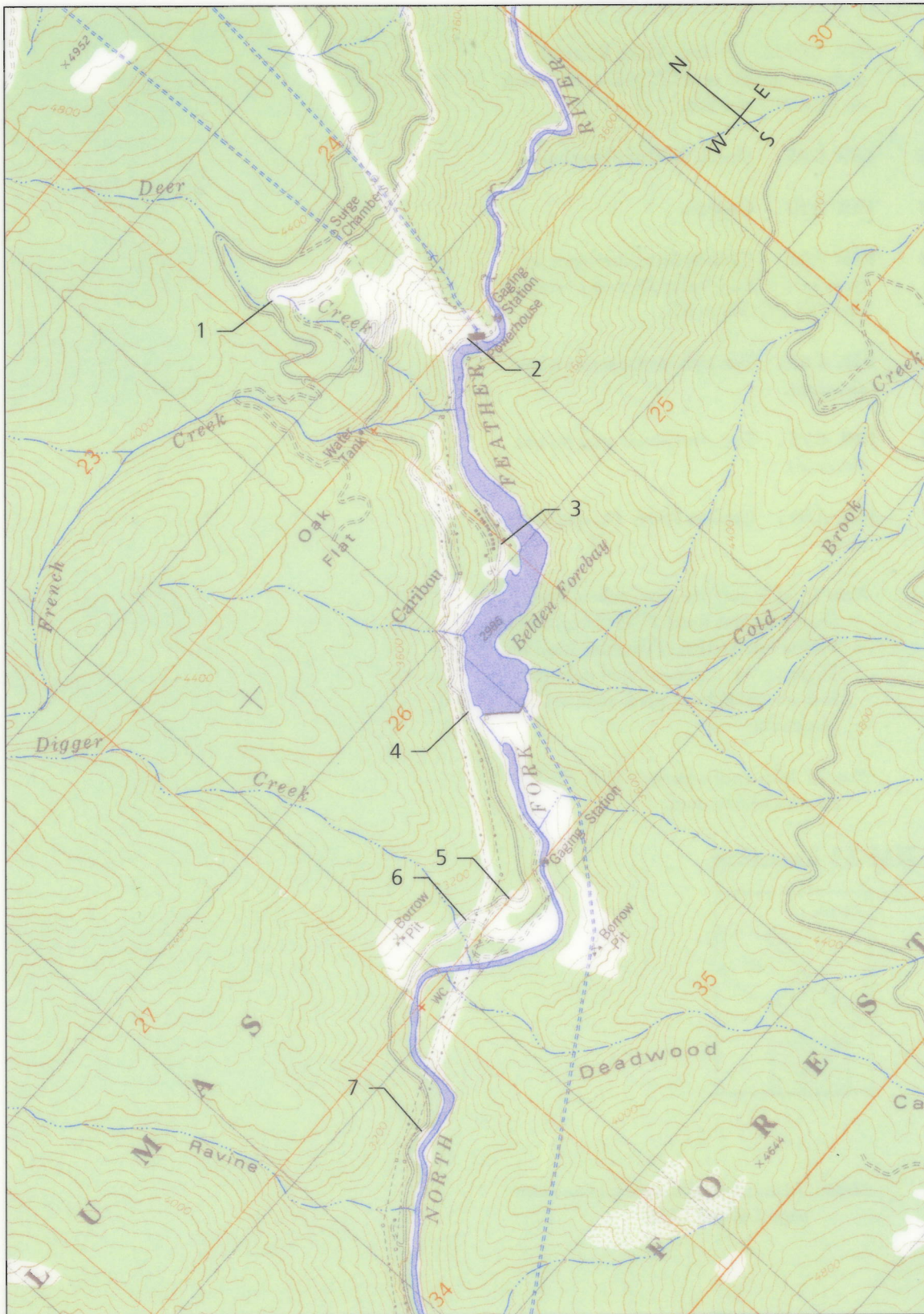
LRM 13 Location



Scale 1:24 000

TOP

LHS



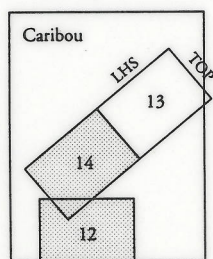
Local Response Information

- 1 FSR 27N26. To Butt Valley Reservoir, then to Prattville on PCR 305, or to Seneca on PCR 305 and 306.
- 2 FSR 8.25. Belden Forebay Powerhouse.
- 3 FSR 7.70. Caribou.
- 4 FSR 7.26. Caribou Road continues up river, road to Butt Valley Reservoir (which is also FSR 27N26) to left.
- 5 FSR 6.85. Two river access areas on two dirt roads.
- 6 FSR 6.75. Two river access areas on two dirt roads.
- 7 FSR 6.00. Caribou Road. No special features.

Note 1: Mile numbers up Caribou Road [Forest Service Road 27N26] begin with 0.00 at intersection of Caribou Road and Highway 70. Caribou Road mile numbers are scaled from quad, and may be inaccurate.

Note 2: Mile entries shown "FSR X.XX" are on Caribou road.

LRM 13 Location



Note: Material on this page is same as on page 2 of this LRM.

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for this LRM begins on page 2.*

Local Response Information

- 1 FSR 3.00 . No special features.
- 2 FSR 4.00 . No special features.
- 3 FSR 2.54 . USFS Queen Lily camp-
ground, staging area, river access.
- 4 FSR 2.06 . USFS North Fork camp-
ground, staging area, river access. Other
closures as FSR 2.55.
- 5 FSR 2.01 . Intersection with USFS road
32N26 to Yellow Creek and Langville.
- 6 FSR 1.28 . Siphon for Belden Powchouse
penstock.
- 7 FSR 1.00 . No special features.

Note: 1/2 mile numbers up Carbon Road
(Forest Service Road 32N26) begin with
0.00 at intersection of Carbon Road and
Highway 70. Carbon Road mile num-
bers are scaled from quad, and may be
inaccurate.

Note: 2/2 mile entries shown "FSR XXX"
are on Carbon road.

LRM 14 location



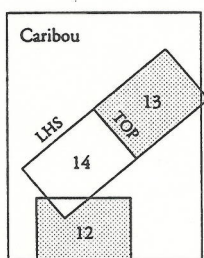
Local Response Information

- 1 FSR 5.00. No special features.
- 2 FSR 4.00. No special features.
- 3 FSR 2.54. USFS Queen Lily camp-ground. Staging area, river access.
- 4 FSR 2.06. USFS North Fork camp-ground. Staging area, river access. Other entrance at FSR 2.25.
- 5 FSR 2.02. Intersection with USFS road 26N26 to Yellow Creek and Longville.
- 6 FSR 1.28. Siphon for Belden Powerhouse penstock.
- 7 FSR 1.00. No special features.

Note 1: Mile numbers up Caribou Road [Forest Service Road 27N26] begin with 0.00 at intersection of Caribou Road and Highway 70. Caribou Road mile numbers are scaled from quad, and may be inaccurate.

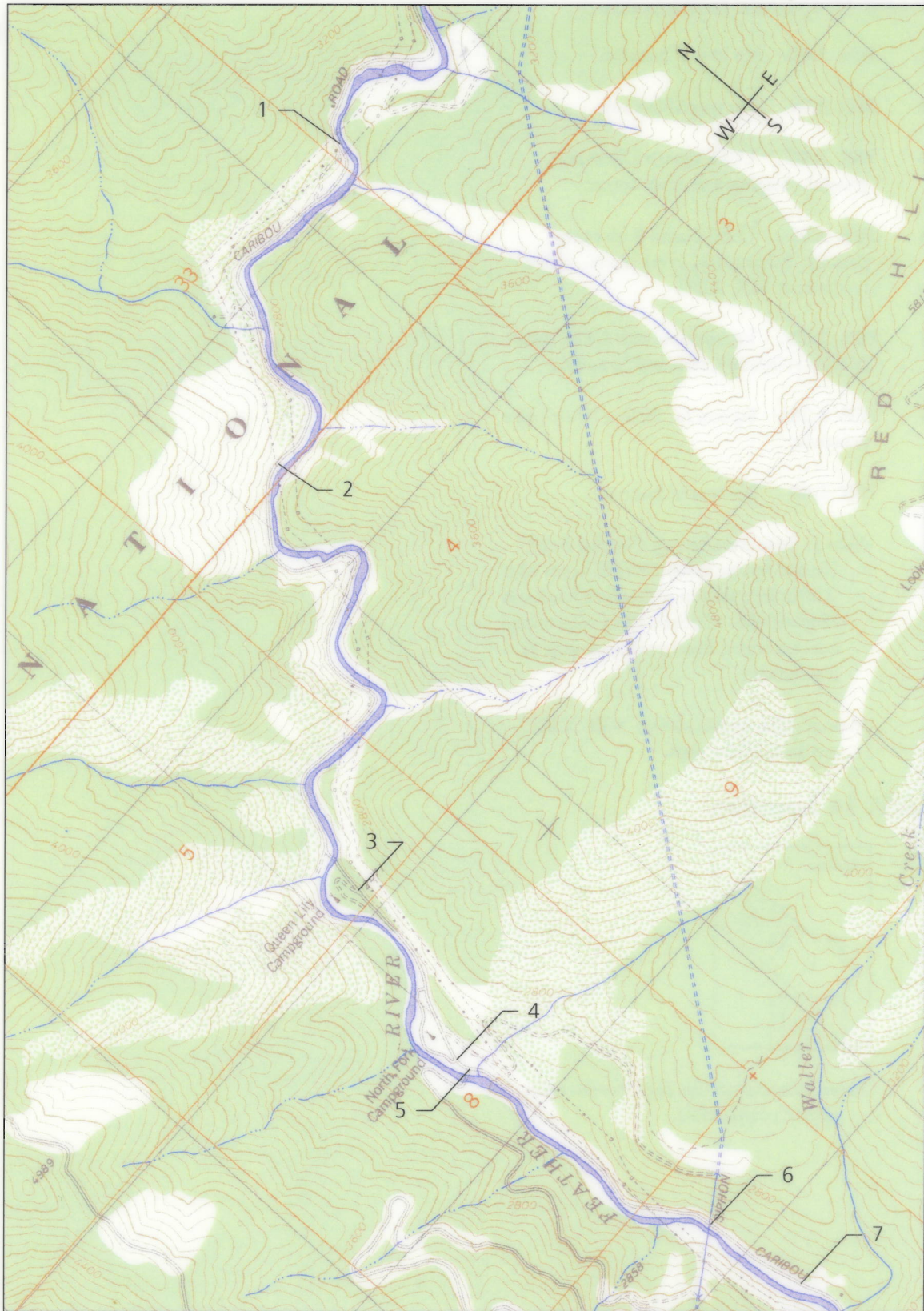
Note 2: Mile entries shown "FSR X.XX" are on Caribou road.

LRM 14 Location



TOP

LHS



Feather River Geographic Response Plan Local Response Maps

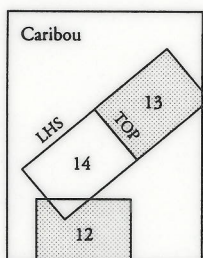
Local Response Information

- 1 FSR 5.00. No special features.
- 2 FSR 4.00 . No special features.
- 3 FSR 2.54 . USFS Queen Lily camp-ground. Staging area, river access.
- 4 FSR 2.06 . USFS North Fork camp-ground. Staging area, river access. Other entrance at FSR 2.25 .
- 5 FSR 2.02 . Intersection with USFS road 26N26 to Yellow Creek and Longville.
- 6 FSR 1.28 . Siphon for Belden Powerhouse penstock.
- 7 FSR 1.00 . No special features.

Note 1: Mile numbers up Caribou Road [Forest Service Road 27N26] begin with 0.00 at intersection of Caribou Road and Highway 70. Caribou Road mile numbers are scaled from quad, and may be inaccurate.

Note 2: Mile entries shown "FSR X.XX" are on Caribou road.

LRM 14 Location



Note: Material on this page is same as on page 2 of this LRM.

Topic **6**

USGS Topographic Maps

Chapter 1 About The Maps

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