

**County:** Sacramento **ACP Division/Segment:****NOAA Chart:** 18662 SACRAMENTO  
RIVER**Map Book:****Decimal Degrees:** 38.24663 -121.509908**Site Description:**

Site extends from its intersection of the Delta Cross Channel and the Sacramento River to Snodgrass Slough and then southward to the South Mokelumne River (approx 2.5 miles). It does not include upper Snodgrass Slough (see 2-916). The site includes the unnamed cut between Dead Horse Island and McCormick Island and Dead Horse Island which is a restored wetland. The Delta Cross Channel is key to managing flood flows and water quality in the Delta since it connects Sacramento River flows to the central Delta via the Mokelumne River. It is strategic to oil spill containment in the Sacramento River to avoid spread to the central Delta and the Snodgrass Slough complex of wetlands. The lower portion of Snodgrass Slough has rich marsh and riparian growth along its length including emerging channel islands. This habitat abounds with rich aquatic, marsh and terrestrial life.

**Resources at Risk:***ESI and Habitat:* 6B Riprap

5 Mixed sand and gravel beaches

8B Sheltered solid man-made structures

**List of Resources at Risk:**

	Resource Name	Status	Presence	Sensitivity
Birds	Swainson's hawk	FP, ST		Mar-Sep
Fish	chinook salmon - Winter-run	FE, SE		Oct-May
Fish	steelhead - Central/Northern California	FT		Nov-Apr
Fish	delta smelt	FT, SE		Mar-May
Reptiles	Western pond turtle	SSC		May-Jul
Reptiles	giant garter snake	FT, ST		Jul-Oct

FT-Federally Threatened, FE-Federally Endangered, FP-Federally Protected, SE-State Endangered, ST-State Threatened, SP -State Protected, SR-State Rare, SSC-Species of Special Concern, BGEPA-Bald and Golden Eagle Protection Act, SSSP-State Special Status Species

**List of Key Contacts:**

Type	Name/Title	Organization	Phone
C	/Coordinator	Native American Heritage Commission	(916) 373-3710
C	/Coordinator	Northwest Information Center	(707) 588-8455
E	/Office	North Delta Water Agency	(916) 446-0197
O	/Dispatch, 24-hr	California Department of Water Resources	(916) 574-2714
S	/Dispatch, 24-hr	Sacramento Co. Office of Emergency Services	(916) 875-6900
T	/Environmental Program Manager	CA Dept. of Fish & Wildlife, Bay Delta Region	(707) 576-2837
T	/Oil Spill Point of Contact	NOAA National Marine Fisheries Service	(707) 480-3496
T	/Restoration Ecologist	US Department of Agriculture	(530) 304-2304
T	/Spill Response Coordinator	USFWS, SF Bay-Delta Office	(916) 799-0588

C – Cultural, Historic, Archaeological; E – Entry/Owner/Access; O – Other; S – Safety; T – Trustee; X – Exclusion or Security

**Additional Site Summary Comments:**

"Modesto" song sparrow and Suisun marsh aster are sensitive species that occur in this area also.

**Concerns and Advice to Responders:**

Primary concern is to keep oil from spreading from Sacramento River to central Delta through this Channel. Failure to contain oil spread here will result in widespread spill impacts to many other sites, particularly neighboring sites and marshes within the site. Oil can penetrate into banks through invertebrate and mammal burrows and tree roots. Minimize wildlife disturbance and vegetation trampling - endangered species are found in this area.

**Hazard and Restrictions:**

Aerial traffic beware of overhead power wires. Watercraft beware of snags and shallows. Pedestrian hazards include: Poison Oak, riprap, and dense vegetation.

**Site Strategies:****Site Validation Level: II**

**Strategy: 2-815.1 Objective:** Exclude oil from entering Delta Cross Channel

*Strategy:* 1. Contact Dept Water Resources and request closure of Delta Cross Channel gates. Back gates with sorbant if oil passes thru.

2. If gates cannot be closed, deploy deflection-exclusion boom at mouth and upstream deflection booms: (NOTE: Booming would likely be required only during flood periods when extreme water level fluctuations are common: booms must be rigged to content with fluctuating level changes.)

a. deploy deflection boom across the Channel mouth into the flow of the Sacramento River in a shallow chevron configuration, to encourage oil to slid past mouth (600' 9x9+ exclusion-diversion boom);

b. Deploy two diversion booms from the east side upstream bank, to divert oil away from shoreline and into the center of the current. (500' 9x9+ each) This will require anchoring at both ends using multiple heavy anchors.

Table of Response Resources

Equipment	Sub-Type	Size	Unit	QTY	Unit	Last Page Update
Boom	Harbor	0 inch		1800	feet	
Boom	Sorbent			200	feet	
Anchor	Danforth	44 lb		7		
Vessel	Boom Boat			1		
Vessel	Skiff or Punt			1		
Staff	Staff to Deploy			5		

**Strategy: 2-815.2 Objective:** Divert oil to shore for collection, if oil enters Delta Cross Channel from the Sacramento River.

*Strategy:* Deploy two or more collection booms across channel on a long diagonal to land-based collection at favorable locales (600 ft of 6X6+ each). Anchor near shore leaving a trailing boom length to insure tidal seal. Back with sorbent boom. Use 50ft of Oil Snare (OS), 100ft of sorbent boom to collect oil that may accumulate.

Table of Response Resources

Equipment	Sub-Type	Size	Unit	QTY	Unit	Last Page Update
Boom	Swamp	6x6 inch		1200	feet	
Boom	Oil Snare (pom-pom)			50	feet	
Boom	Sorbent			700	feet	
Anchor	Danforth	25 lb		5		
Vessel	Boom Boat			1		
Vessel	Skiff or Punt			1		
Staff	Staff to Deploy			5		

**Strategy: 2-815.3 Objective:** If any oil enters site, execute exclusion 2-816.1 at mouth to upper Snodgrass Slough and wetland complex: execute

*Strategy:* see Snodgrass Slough Complex strategy 2-816.

Table of Response Resources

**Last Page Update**

**Strategy: 2-815.4 Objective:** Oil Recovery with shoreside skimming

*Strategy:* Deploy skimmers if oil accumulates in skimmable quantities. Move SBS skimming systems into the channel at favorable site to intercept oil if slicks are heavy as a result of strategy .2. Consult IC prior to initiation of this strategy.

Table of Response Resources

Equipment	Sub-Type	Size	Unit	QTY	Unit	Last Page Update
skimmer	self propelled			1		
Staff	Staff to Deploy			3		

### Logistics:

*Directions:* Vehicle access to the Cross Channel and Slough is the levee road along the north and south side of the Delta Cross Channel off of Hwy 160; it is unpaved and seasonal. Lower Snodgrass has an unpaved levee road on the Tyler Island shore. By water the site is accessible from the Sacramento River via the Delta Cross Channel or from the Walnut Grove Marina or from New Hope Landing. Though traffic is only possible when Cross Channel gates are open: gates restrict the height of craft which can pass under.

*Land Access:* Levee access is good while dry, avoid levees when saturated.

*On-Water Limitations:* There are several boat launches on each side of the Cross Channel gates: including Boat House, Walnut Grove Marina, New Hope Landing.

*Facilities, Staging Areas, Command Posts, Available Equipment:* The Cross Channel levees are adequate for land deployment and local staging. Walnut Grove has a wide variety, though limited quantity of resources.

*Communications Problems:* Cell reception varies on your location.

