

County: **Solano**
 USGS Quad: **Benicia/Vine Hill**

Thomas Guide Location

Latitude N

Longitude W

3 8 04

122 07

NOAA Chart: **SUISUN BAY 18657/18652**

Last Page Update : 7/1/2005

SITE DESCRIPTION:

This site begins near the Benicia Bridge and continues for about three miles to Suisun Slough. Grizzly Island This site is a partially diked wetland with an encroaching emergent tule marsh on its bayward margin. The half of marsh behind the levee is a California State wildlife refuge (part of Grizzly Island Wildlife Refuge system) and the other half north of Lake Herman Rd is owned by private gun clubs. The leveed portion is a combination of pickleweed and tule/sedge. The accreting marshfront on Suisun Bay is extremely shallow and is a successional cline from mudflats to tule marsh to tule thicket. In some places the accreting tule marshfront is over a hundred yards wide. The historic levee is open at several locations, and one creek, Sulphur Springs Creek, flows through it from the industrial park inland.

SEASONAL and SPECIAL RESOURCE CONCERN

This marsh has A level protection priority at all times.

RESOURCES OF PRIMARY CONCERN

This marsh has high priority at all times. The foremost concern is spread of oil to the inner high marsh through tidal channels and Sulfur Springs Creek. Oiling of the emergent marsh margin and frontage is of similar importance.

Waterfowl, shorebirds and marsh birds use this area for breeding and feeding and wintering, and the site is managed as a waterfowl refuge. Sensitive bird species include: threatened black rail, endangered California clapper rail, Suisun common yellowthroat and Suisun song sparrow.

The endangered Saltmarsh harvest mouse and a wide variety of semi-aquatic mammals occur here including: muskrat, beaver, mink, river otter, raccoon.

Special Status plant species occurring here include Suisun marsh aster and Delta tule pea.

CULTURAL, HISTORIC, and ARCHEOLOGICAL SENSITIVITIES

Contact the California Dept of Parks and Recreation - Office of Historic Preservation (Eric Allison (916) 653-9125), and the Northwest Information Center, (Bryan Much, Sonoma State College (707) 332-1117) for specific information on historic or cultural resources in this area.

KEY CONTACTS: Trustee (T); Entry/Owner/Access (E); Cultural (C); or Other Assistance (O)

| Type | Name / Title | Organization | Phone |
|------|------------------------------------|---|----------------|
| BTEL | Grizzly Isl W/L Refuge | CA Dept. of Fish & Wildlife | (707) 425-3828 |
| | Eric Larson | CA Dept. of Fish & Wildlife, Bay/Delta | (707) 944-5528 |
| | Joe Pecoraro Fleet Program Manager | Maritime Administration, Suisun Bay Reserve Fleet | (707) 745-0487 |
| | Staff Office | Suisun Resource Conservation District | (707) 425-9302 |

ADDITIONAL SITE SUMMARY COMMENTS:

2-654 -A Site Strategy - Goodyear Marsh

County and Thomas Guide Location

Solano

NOAA CHART

SUISUN BAY 18657/18652

2-654 -A

Latitude N

3 8 04

Longitude W

122 07

Last Page Update : 10/1/2005

CONCERNS and ADVICE to RESPONDERS:

This is a very sensitive site with endangered species. Because of the shallows and great sensitivity it will be extremely difficult to cleanup or rehabilitate. The two main concerns are oiling of the inner marsh via Sulfur Springs Creek and four other openings to inner sloughs. The more difficult problem is oiling and cleanup disturbance of the marshy margin. Avoid trampling marsh vegetation or tracking oil into marsh front or sediments. Large portions of this site are part of the California Department of Fish and Wildlife refuge.

HAZARDS and RESTRICTIONS:

The marsh is fronted by very shallow mudflats.

SITE STRATEGIES

The extreme shallows at the marsh front limits work to those times when tides are high enough to allow operations.

Strategy 2-654.1 Objective: Exclude oil from all tidal sloughs, inlets, and Sulfur Springs Creek to keep oil out of back marsh.

Stake and anchor 200'4X4 boom in chevron at the four to five mouth entry points: Sulfur Springs Creek, 2 channels each opposite the two southerly rows of ships, one opening just north of MARAD pier, and opening at north end. Back with sorbent boom. This is extremely shallow water and will require action at higher tide or with airboat or hovercraft.

Strategy 2-654.2 Objective: Deflect to collection: When heavy oiling/reoiling is a threat on incoming tide with a southerly wind, intercept along shore oil and direct to collection.

Divert moving oil to collection skimming. Deploy 1000' 9x9+ in deep water and 1000' 4X4+ boom in shallows to drive oil to shore. Set up Shoreside Skimmer near or at shore to collect near foot of Benicia Bridge. If oil is travelling off shoreline, set boom to deflect oil away from shore to main channel to floating skimmer. Repeat at MARAD pier as necessary. Waters near shore area very shallow which may necessitate assistance from shore.

Strategy 2-654.3 Objective: Protection booming if oil continues to threaten marshfront, deploy protective booming as recommended in SF Inlet Study by RPI/MSRC

If it appears that foregoing strategies will not keep oil out of wetlands, deploy exclusion booming along marsh front: this strategy for deployment can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California. (Hayes and Montelo, 1994). This requires 27,000' of Hboom or tidal barrier boom or swamp boom.

Table of Response Resources

| strategy number | harbor boom | swamp boom | Other boom type | sorb boom | Anchoring no type and gear | Boom boat | Skiffs punts | Skimmers No Type | Special Equipment or comment No and kinds | staff deploy | Staff tend |
|-----------------|-------------|------------|-----------------|-----------|------------------------------------|-----------|--------------|------------------|---|--------------|------------|
| 2-654.1 | 0 | 1000 | | 1000 | 3 3/5#+ anchor and stakes | | 1 | | one airboat/hovercraft/shallow boat | 2 | |
| 2-654.2 | 1000 | 1000 | | 100 | 4 4/22+/danforths + chain & stakes | 2 | 2 | 2 SSS/SPS | Bboats: very shallow draft | 8 | |
| 2-654.3 | 0 | 27000 | | | 20 20/12+/danforth & stakes | 8 | 2 | | Bboats: very shallow draft | 28 | |

LOGISTICS

DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

There is land access from I-680 by exiting at Industrial Park or a Lake Herman and proceeding toward the water. The land access is to a limited exposure of the marsh front. Water access is one mile north east from Benicia or Martinez marinas. This site begins near the Benicia Bridge and continues for about three miles to Suisun Slough. Grizzly Island

LAND ACCESS: ALL ON ROADS/PIER. FOOT ONLY, OTHERWISE

WATER LOGISTICS: EXTREME SHALLOW DRAFT AT LOWER TIDES

Limitations: depth, obstruction

Launching, Loading, Docking Benicia and Martinez Marinas (1 mi. to W from site).
and Services Available:

FACILITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Deploy from Martinez Marina, Benicia Marina or Benicia wharf. The mothball fleet wharf is also an all-service pier with crane. Stage at Martinez Marina, Benicia Marina or Benicia wharf. Full services are available in both communities.

COMMUNICATIONS PROBLEMS: none known

ADDITIONAL OPERATIONAL COMMENTS:

