

**2-917 -A Site Summary- Railroad Cut****2-917 -A**

County: **San Joaquin**  
 USGS Quad: **Woodward Island**

Thomas Guide Location  
 Bay and River A  
 NOAA Chart: **18661 Sacramento & San Joaquin River**

Latitude N  
 37 56.0  
 Longitude W  
 121 31.0

Last Page Update : 7/1/1996
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**SITE DESCRIPTION:**

This site is a pair of artificial channels (that resulted from the construction of an elevated railroad berm) on each side of the Union Pacific Railroad track. These sloughs are located between Bacon and Woodward Islands and connect Middle River and Old River. At this site shallow waters engender emergent vegetation and marshy margins.

**SEASONAL and SPECIAL RESOURCE CONCERN**

Marshy habitats have "A" sensitivity year round.

**RESOURCES OF PRIMARY CONCERN**

The freshwater marsh is at risk year-round. The site contains little to no upland habitat.

Red-winged blackbirds, sparrows, marsh wrens, and possibly Tri-color blackbirds are found in this area.

River otter, beaver, turtles and muskrat, are possibly found here.

Tules and cattails are common at the site.

**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
	John Henderson F/W Biologist	US Fish & Wildlife Service, Environmental Contam	(916) 414-6595
	Eric Larson	CA Dept. of Fish & Wildlife, Bay/Delta	(707) 944-5528
	Dab Nomellini President	Central Delta Water Agency	(209) 465-5883

**ADDITIONAL SITE SUMMARY COMMENTS:**

## 2-917 -A Site Strategy - Railroad Cut

County and Thomas Guide Location

Bay and River A San Joaquin

NOAA CHART

18661 Sacramento & San Joaquin River

## 2-917 -A

Latitude N Longitude W

37 56.0 121 31.0

Last Page Update : 7/1/2005

### CONCERNS and ADVICE to RESPONDERS:

The concern is two-fold: first, that oil will be transported though this site to other parts of the delta; and second, that marshy islands and margins will be come oiled. These marshy areas are sensitive and habitat to many sensitive species. There is always the concern of impacts from response and cleanup: trampling vegetation, disturbing wildlife, and tracking oil into marshes and muds.

### HAZARDS and RESTRICTIONS:

Riprap poses slip, trip and fall hazards. Vessels beware of submerged objects and shallows at margins.

### SITE STRATEGIES

Strategy 2-917.1 Objective: Exclude / Collect oil at west ends (Old River) and deflect to collection at island levee.

Depending on the oil trajectory, set deflections with 250 ft each of 18" harbor boom from the railroad marsh out to the island levees north and south of the railroad. Collect oil with 50ft Oil Snare (OS), 100ft sorbent boom from the levees of Bacon or Woodward Island. Contact IC if oil accumulates in skimmable quantities.

Strategy 2-917.2 Objective: Exclude oil at east ends (Middle River)

Deploy 400 ft of exclusionary swamp boom (4x4) or 18" across north canal, and 400 ft of exclusionary swamp boom or 18" across south canal. Due to the strong current in Middle River, boom can be laid out at almost a 90 degree angle from the RR, straight across the canal, but parallel to the river current.

Strategy 2-917.3 Objective: Protection booming of marshy entire margin of railroad grade both sides

Boom marsh on both sides of railroad in each canal, effectively encircling the railroad island and fringing marsh. Place sorbent boom or small curtain boom (swamp/4x4") along the marshfront edge.

Strategy 2-917.4 Objective: Oil Recovery by Shoreside skimming

Collect oil with a Shoreside Skimming System from the levees of Bacon or Woodward Island if oil accumulates in skimmable quantities. Consult IC prior to the initiation of this strategy.

### Table of Response Resources

strategy number	harbor boom	swamp boom	Other boom type	sorb boom	Anchoring no	Anchoring type and gear	Boom boat	Skiffs punts	Skimmers No	Skimmers Type	Special Equipment or comment	staff deploy	Staff tend
2-917.1	500		50 OS	100	10	10 / 25lb Danforth	1					3	
2-917.2		800			12	10-12 / 25lb Danforth	1	0				3	
2-917.3	0	15000			35	20 lb or stakes	4	8			stakes	30	
2-917.4	0	0	0	0	0		0	0	1	SSS	0		

### LOGISTICS

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

This site accessible by water by proceeding south from Frank's Tract vicinity down Old River to the Union Pacific railroad crossing, the west mouth of Railroad Cut. The adjacent levee of Bacon Island provides the nearest land access. This site is a pair of artificial channels (that resulted from the construction of an elevated railroad berm) on each side of the Union Pacific Railroad track. These sloughs are located between Bacon and Woodward Islands and connect Middle River and Old River.

**LAND ACCESS:** Adjacent levees can support large truck traffic

**WATER LOGISTICS:** SHALLOW NEAR MARSH EDGE

Limitations: depth, obstruction

Launching, Loading, Docking and Services Available: Small punts can be put in from the levees. Boat launching facilities for larger boats can be found at Franks Tract and Discovery Bay.

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

Staging areas can possibly be located along the south levee of Bacon Island or near the junction with Middle River.

**COMMUNICATIONS PROBLEMS:** none known

**ADDITIONAL OPERATIONAL COMMENTS:**

