

County: **Contra Costa**
USGS Quad: **Woodward Island**

Thomas Guide Location
Bay and River A
Latitude N 37 56.0 Longitude W 121 34.0
NOAA Chart: **18661 Sacramento & San Joaquin River**

Last Page Update : 7/1/1996

SITE DESCRIPTION:

This site consists of Indian Slough from the confluence with Old River to Bixler Road, including Werner Dredger Cut to the Union Pacific Railroad. The site includes a few in-channel "islands" and areas of emergent marsh and riparian vegetation. Discovery Bay, a residential complex, is located near its terminus.

SEASONAL and SPECIAL RESOURCE CONCERN

"A" priority all year due to the in-channel islands and marsh habitat along the banks of Werner Dredger Cut.

RESOURCES OF PRIMARY CONCERN

In-channel marsh islands and associated wildlife are at risk.

Songbirds, herons, and egrets are found in this area.

River otter and muskrat inhabit the site.

Tules are common.

Willows are common.

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:

2-922 -A Site Strategy - Indian Slough

County and Thomas Guide Location

Bay and River A Contra Costa

NOAA CHART

18661 Sacramento & San Joaquin River

2-922 -A

Latitude N

Longitude W

37 56.0 121 34.0

CONCERNS and ADVICE to RESPONDERS:

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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 become 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 mudflats.

HAZARDS and RESTRICTIONS:

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

SITE STRATEGIES

Strategy 2-922.1 Objective: Deflection booming - Protect slough by deflecting oil coming down Old River.

Keep oil in Old River by deploying 300-500 ft. sections of curtain boom (18") from either the north or south point at the confluence, deflecting oil away from Indian Slough and back into the main current of Old River.

Strategy 2-922.2 Objective: Exclude oil from entering Island Slough from Old River. Recover oil near the confluence.

Oil collection at two locations:

a) At the confluence with Old River deploy 300-500 ft. of curtain boom from the south point at the slough entrance extending into Old River. Form a J-hook against the levee to facilitate the placement of a skimmer operated by a vacuum truck from the levee. Deploy a second 300 ft. curtain boom from the day marker in mid-channel. Line levee with sorbent booms.

b) At the second collection location, deploy 2 or 3 - 200 ft (<=18") curtain boom sections in the Old River at the bend immediately north of the confluence with Indian Slough. Form a J-hook and place the skimmer where the water eddies at the bend (near the large trees). Collect oil with the skimmer and vacuum truck from the levee.

Strategy 2-922.3 Objective: Exclude oil from impacting in-channel tule marsh islands.

If oil is present in Indian Slough or coming from Discovery Bay, deploy 4X4+" curtain boom to exclude and deflect oil away from the islands. Depending on currents and winds, sorbent boom may be satisfactory.

Strategy 2-922.4 Objective: Exclude oil from entering Discovery Bay and channel west of Discovery Bay.

Deploy exclusionary 8 or 18" curtain boom across east and west channel entrances to Discovery Bay. Use 300 ft at east entrance. Use 200 ft at west entrance. Deploy 800 ft from west entrance across slough channel and tule island to "Point of Timber."

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
2-922.1	500				5 5 / 25lb Danforth	1	0	1 SSS			
2-922.2	1400				10 8-10 / 25lb Danforth	1	1	1 SSS		7	
2-922.3	0	3000	0	0	30 24-30 / 10-25lb danforth	0	4	0	0		
2-922.4	1300	0	0	0	10 8-10 / 10-25lb danforth	0	2	0	0	6	

LOGISTICS

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

Key access to the site is from Highway 4 east to Discovery Bay Blvd.. Turn right on Willow Lane Road, then right on Marina Road, and left on Channel Drive to launch ramp. This site consists of Indian Slough from the confluence with Old River to Bixler Road, including Werner Dredger Cut to the Union Pacific Railroad.

LAND ACCESS: 2WD, LG TRUCK, HVY EQUIP, 4WD,

WATER LOGISTICS: LOW CLEARANCE ON DREDGER CUT

Limitations: depth, obstruction

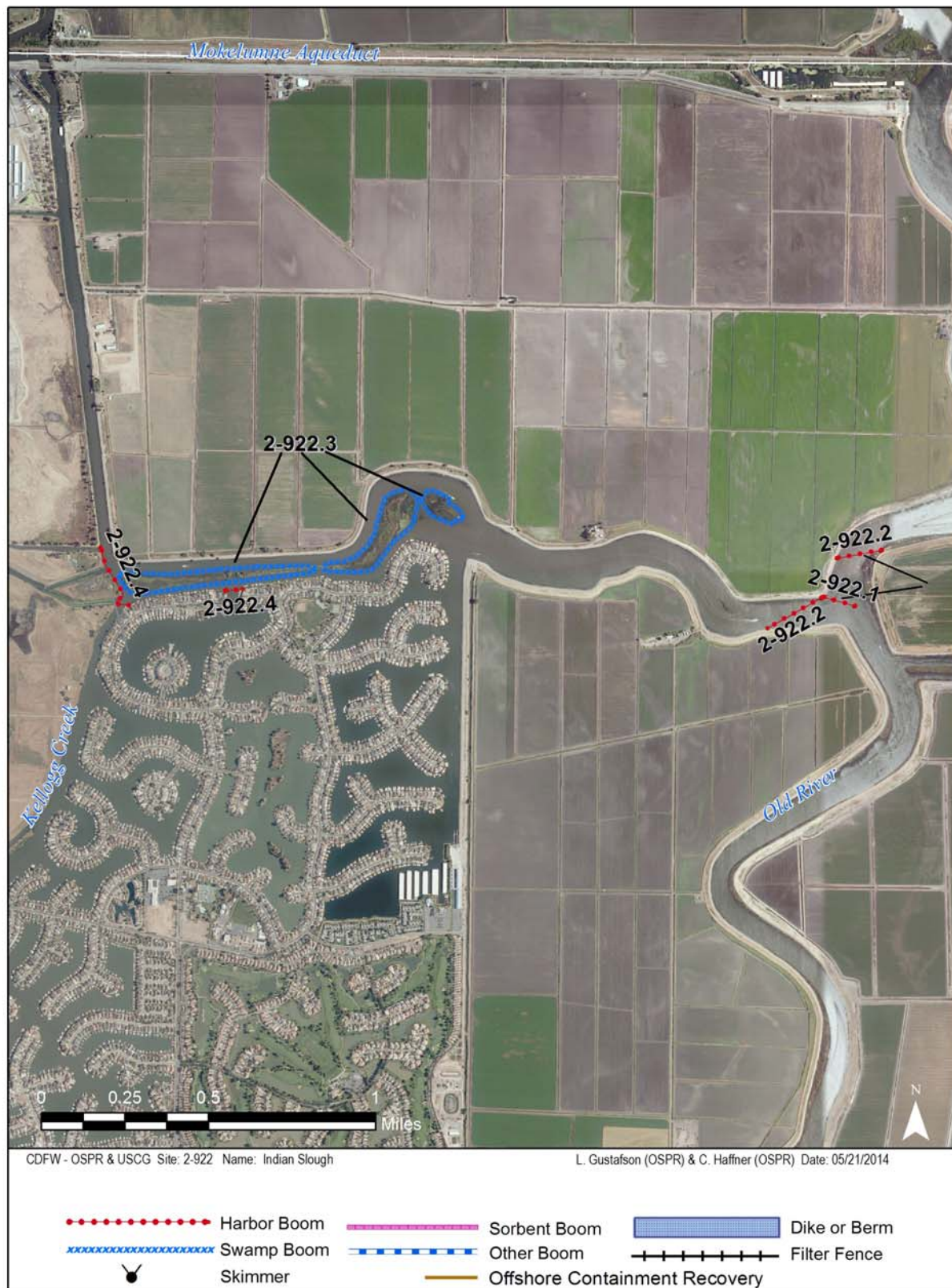
Launching, Loading, Docking Boat launching facilities are available at Discovery Bay and the Orwood Resort/Marina.
and Services Available:

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

Facilities and deployment sites can possibly be found/located along the levees of the Orwood Tract and Byron Tract or at the Discovery Bay launch ramp.

COMMUNICATIONS PROBLEMS:

ADDITIONAL OPERATIONAL COMMENTS:



Imagery: NAIP 2010 (Summer) 4-Band