

Blue Tab

Individual Emergency Response Site Strategies

## Individual Emergency Response Site Strategies

This **Blue Tab** section presents the individual site strategies for each of the identified accessible booming sites. The site strategies are provided in sections and descriptions of each section are as follows:

Site Location Description/Name: The site location or name that is descriptive of the site.

Site Latitude, Longitude: The latitude and longitude coordinates of the site.

Site Image (Point of View): A point of view photo typically depicting the collection point (the location where deployed booms will direct flow of surface contaminants).

Highway Mile Post: The nearest highway milepost to the site, if applicable.

Nearest Address: The nearest physical address to the site, if applicable.

Site Contact Information: Contact information for the site's Owner, Operator, or Representative.

Nearest Staging Location: The nearest location to the site where equipment staging is feasible.

Site Description: Physical description of site conditions and access.

Site Safety Message: Description of threats to the health and safety of response personnel at the site.

Driving Directions: Driving directions to the site.

Overview Street Map: A Google Earth satellite image of the site and map of driving directions.

Site Objectives: The general objectives for the site with regard to response and recovery.

Site Strategy: A general description of the booming strategy for the site, including placement of the upstream and downstream boom anchor points (using site landmarks, if possible). The described boom deployment strategy is also depicted on the Booming Deployment Map of the site.

Site Tactics: A general description of how and where to deploy boom for collection/recovery.

Protected Resources: A list of any known protected resources in the vicinity of the site.

Cultural Resources: A list of any known cultural resources in the vicinity of the site.


Recommended PPE and Boom Length: A list of recommended PPE and length of boom for response and recovery at the site.

Boom Deployment Map (overview): An overview map depicting boom deployment location(s) at the site.

An index of identified accessible booming sites, by county, is provided below. The individual emergency response site strategies are presented in the same order as they are presented in the index below, by county and geographically from east to west.

County	Location Name
Elko	Starr Valley Road
	Halleck
	5 <sup>th</sup> Street Bridge
	12 <sup>th</sup> Street Bridge
	Errecart Boulevard
	Chestnut Street
Eureka	North Palisade
	Barth
	Beowawe
Lander	Mosel
	Argenta
	Highway 35
Humboldt	Treaty Hill Road
	Emigrant Canyon
	Golconda Spillway
	Eden Valley Road
	Lay Street
	McNinch Road
Pershing	Imlay Diversion Dam
	Tungsten Road Crossing
	Lake Road Crossing
	Rye Patch Dam
	Rye Patch Campground
	Poker Brown Camp
	Old Pitt Dam
	Irish American Dam
	Rogers Dam
	I-80 Crossing

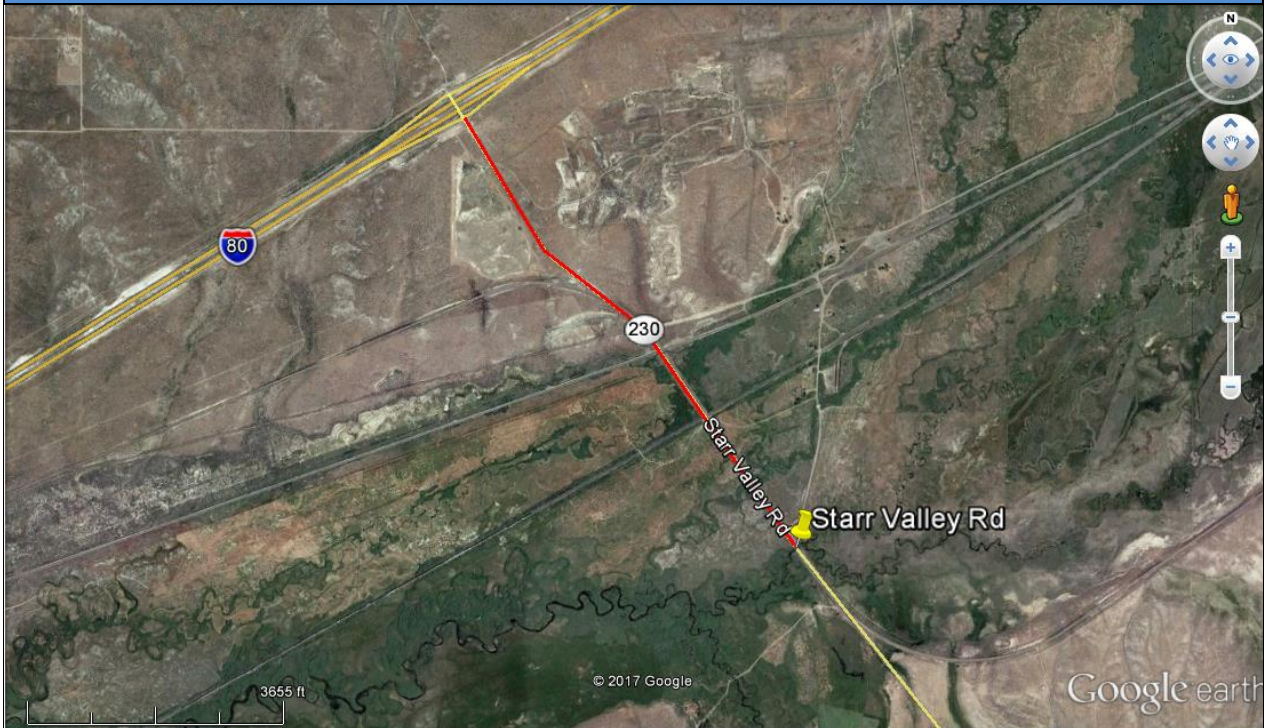
## **Elko County**

Location Description/Name STARR VALLEY ROAD (Elko County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
41.055067, -115.275839		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
100 Main St, Deeth, Nevada 89823		
<b>Site Contact Information</b>		
Elko Central Dispatch (775) 777-7300		
<b>Nearest Staging Location</b>		
On-site, roadside		
<b>Site Description</b>		
Humboldt River bridge crossing of Starr Valley Road.	<p>Overview of Starr Valley Road site looking north and upriver. Photo date September 20, 2017.</p>	
<b>Site Safety Message</b>		
<p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p> <p>Traffic control will be necessary at this site in order to close one lane to provide a staging and work zone area.</p>		

**Driving Directions**

The site is located about 16.5 miles west-southwest of the town of Wells. From I-80 take Exit 333 (Deeth/Starr Valley) and travel southeast on NV-230 (also known as Starr Valley Road) for 1.5 miles to reach the site, a bridge crossing the Humboldt River.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is narrow but relatively slow at this site. The best boom location or collection point is on the east side of the bridge. The river can be extremely shallow at this location during dry conditions. The river width is approximately 20 feet.

**Site Tactics**

Deploy boom from the south side of the river to the north side. During high and low flow conditions approximately 120 feet and 30 feet of boom will be required, respectively. The option to construct an underflow dam at this site is possible if river flow and height are appropriate. A vacuum truck will likely be required to recover spill materials at this site.

**Protected Resources**

None known

**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	3	50-foot boom segments (150 feet of boom)

**Boom Deployment Map (overview)**



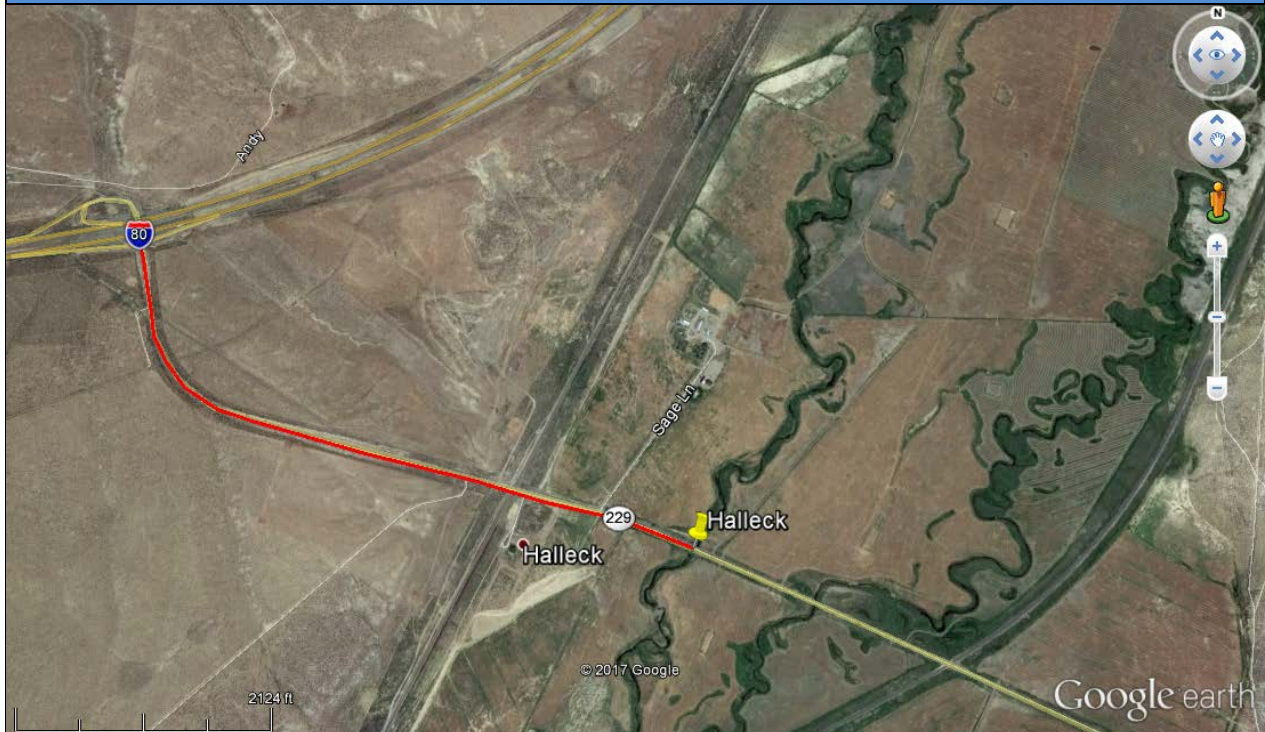
Site Location Description/Name HALLECK (Elko County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.950801, -115.447456		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
N/A		
<b>Site Contact Information</b>		
Elko Central Dispatch (775) 777-7300		
<b>Nearest Staging Location</b>		
On-site, Roadside		
<b>Site Description</b>		
Humboldt River crossing of SR-229. A secondary flow path of the river exists 0.2 miles southeast.	<p>Overview of Halleck site looking north and upriver. Photo date September 20, 2017.</p>	
<b>Site Safety Message</b>		
<p>Traffic control will be required at this site in order to set up staging area and work zone.</p> <p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p>		



### Driving Directions

The site is located about 10 miles northeast of Elko. From I-80 take Exit 321 for NV-229, travel south and southeast on NV-229 for 1.6 miles to reach the site, a bridge over the Humboldt River. NV-229 is also known as Halleck Secret Pass Road.

### Overview Street Map



### Site Objectives

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

### Site Strategies

The river varies in width at this site but is slow moving and typically shallow. A secondary flow path is present approximately 0.2 miles from the primary site. The best boom locations or collection points are on the south side of either bridge. A vacuum truck will likely be required to recover spill materials at this site. The river is approximately 30 feet wide under both bridges.

### Site Tactics

Due to variable river depth and property fences spanning the river at this site the best collection option may be the construction of underflow dams on the south side of either bridge. However, if boom deployment is required it should be deployed from the west side of the river, under either bridge, to the east side. 130 feet of boom will be required to properly collect spill materials at each bridge.

**Protected Resources**

None known

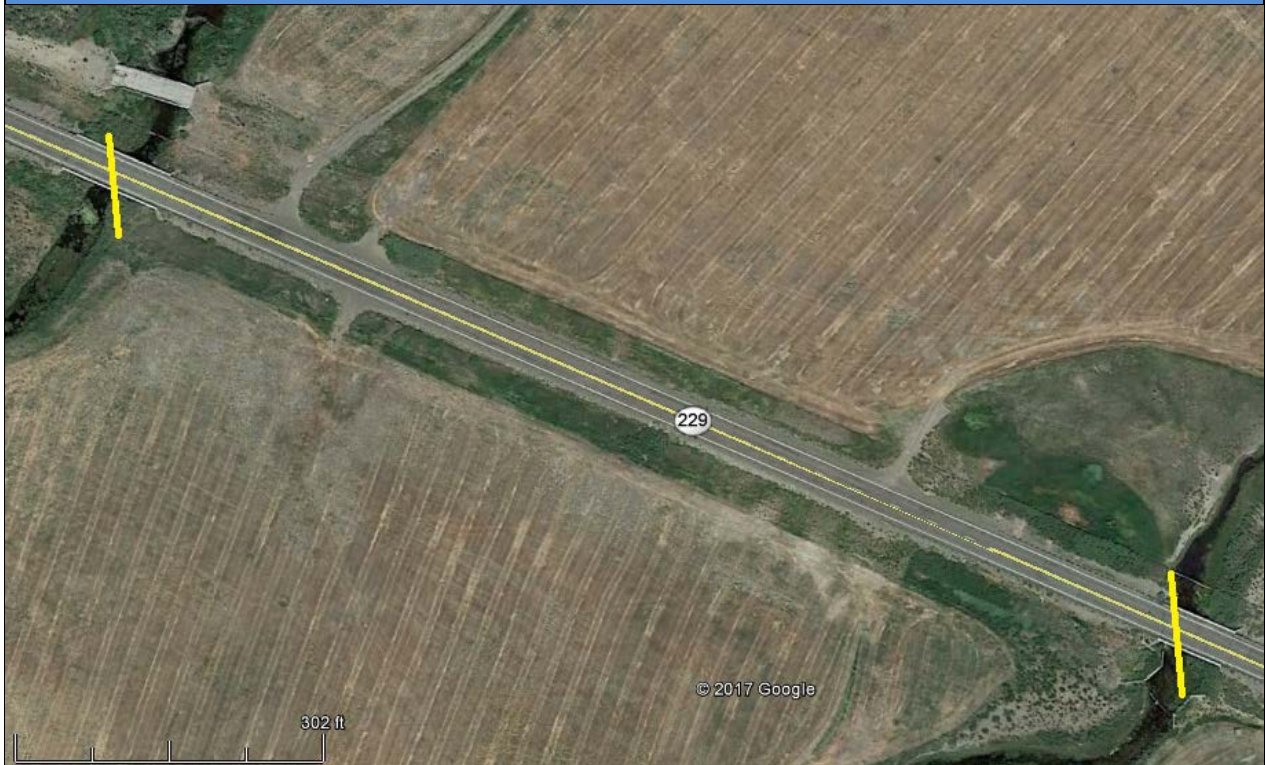
**Cultural Resources**

None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom segments (3 per bridge for a total of 300 feet of boom)

**Boom Deployment Map (overview)**



Site Latitude, Longitude	Site Image (Point of View)
40.829116, -115.758219	
Highway Milepost	
N/A	
Nearest Address	
400 Front St, Elko, Nevada 89801	
Site Contact Information	
City of Elko (775) 623-6333 Elko Central Dispatch (775) 777-7300	
Nearest Staging Location	
150 feet southwest of the site – the culdesac at the northeast end of Front Street	
Site Description	
Elko’s 5 <sup>th</sup> Street bridge crossing the Humboldt River. There are several road crossings in the vicinity.	<p>Overview of 5<sup>th</sup> Street Bridge site looking north and upriver. Photo date September 20, 2017.</p>

**Site Safety Message**

River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.

A bike path runs adjacent to the east of the site. Proper exclusion zones will need to be established for the protection of the public.

**Driving Directions**

The site is located in the south-central part of the City of Elko. In Elko, from Idaho Street, follow 5<sup>th</sup> Street southeast for 0.5 miles, crossing over the Humboldt River; turn right on Wilson Avenue and travel 380 feet; turn right on South 4<sup>th</sup> Street and go 0.1 miles; turn right on Front Street and travel 265 feet to arrive at the site under the 5<sup>th</sup> Street bridge.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is well channelized and relatively fast at this site. The best boom location or collection point is on the southwest side of the bridge. There is moderate river access at this site and it may be difficult to move larger equipment with the staging area approximately 150 feet from the collection point. The river can be extremely shallow at this location during dry conditions. The river width is approximately 50 feet.

**Site Tactics**

Deploy boom from the west side of the river to the east side. During high and low flow conditions approximately 300 feet and 100 feet of boom will be required, respectively. The option to construct an underflow dam at this site is possible if river flow and height are appropriate.

**Protected Resources**

None known

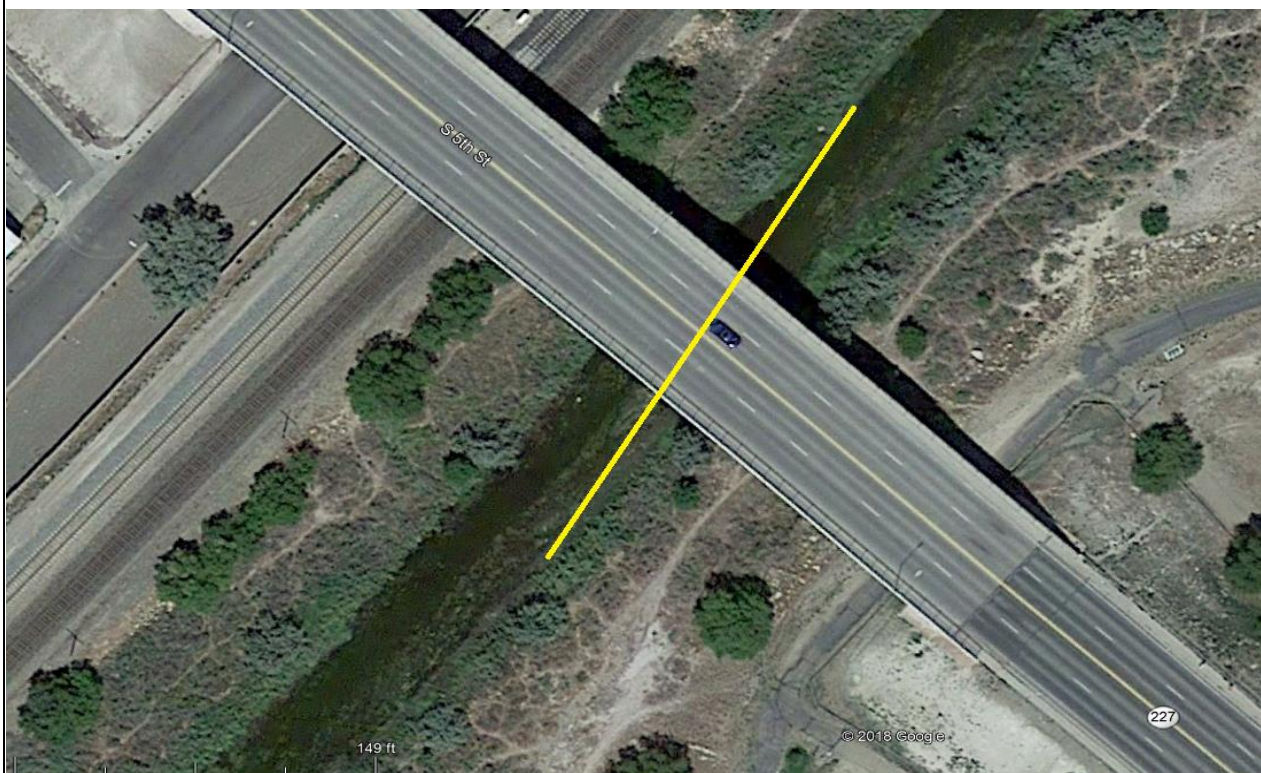
**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom segments (300 feet of boom)

**Boom Deployment Map (overview)**



Site Latitude, Longitude	Site Image (Point of View)
40.834147, -115.750692	
Highway Milepost	
N/A	
Nearest Address	
1207 Water St, Elko, Nevada 89801	
Site Contact Information	
City of Elko (775) 623-6333 Elko Central Dispatch (775) 777-7300	
Nearest Staging Location	
On-site	
Site Description	
Elko's 12 <sup>th</sup> Street bridge crossing the Humboldt River. There are several road crossings in the vicinity.	<p>Overview of 12<sup>th</sup> Street Bridge site looking north and upriver. Photo date September 20, 2017.</p>

**Site Safety Message**

River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.

A bike path runs adjacent to the east of the site. Proper exclusion zones will need to be established for the protection of the public.

**Driving Directions**

The site is located in the southeast part of the City of Elko. In Elko, from Idaho Street, follow 12<sup>th</sup> Street southeast for 0.37 miles; turn left on Sharp Access Road, travel 700 feet and take the first right onto an unnamed dirt road; make an immediate right and follow this dirt road to the end on the east side of the river; the site is under the 12<sup>th</sup> Street bridge.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is well channelized and relatively fast at this site. The best boom location or collection point is on the northwest side of the bridge. The river can be extremely shallow at this location during dry conditions. The river width is approximately 50 feet. A vacuum truck will likely be required to recover spill materials at this site.

**Site Tactics**

Deploy boom from the south side of the river to the north side. During high and low flow conditions approximately 300 feet and 150 feet of boom will be required, respectively. The option to construct an underflow dam at this site is possible if river flow and height are appropriate.

**Protected Resources**

None known

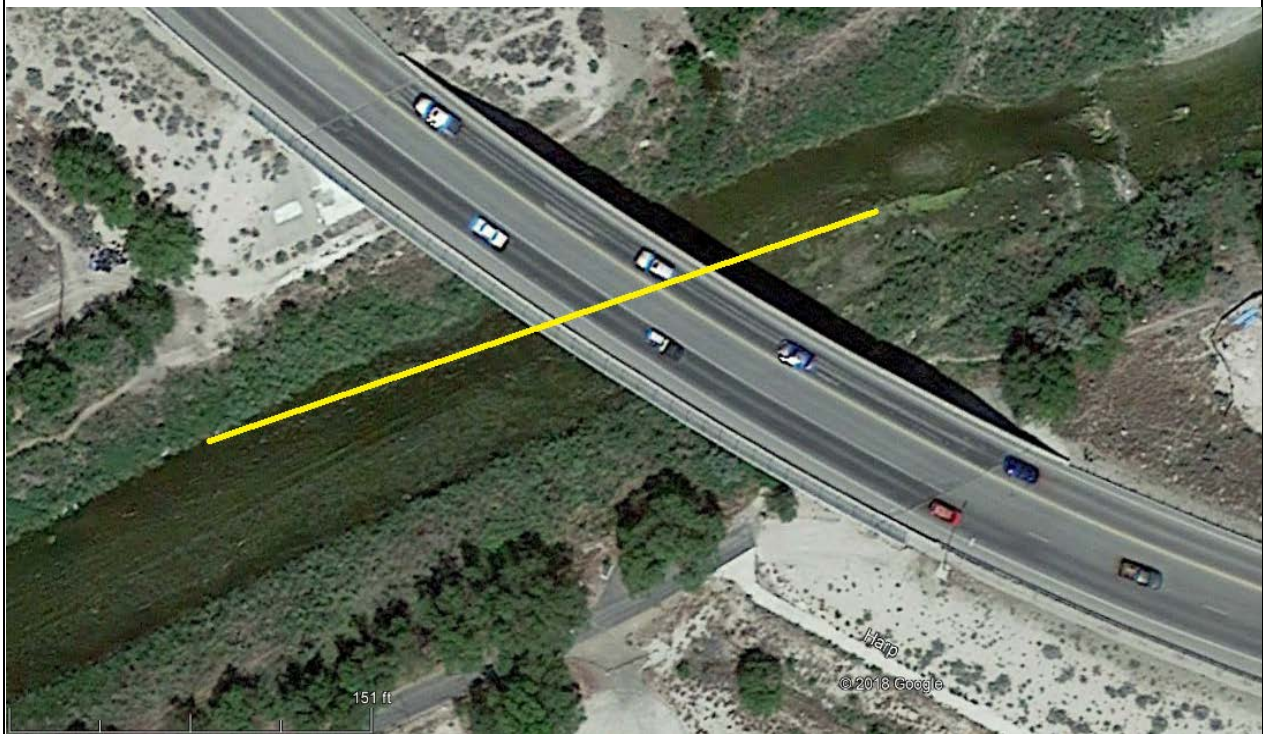
**Cultural Resources**

None known


**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom segments (300 feet of boom)

**Boom Deployment Map (overview)**



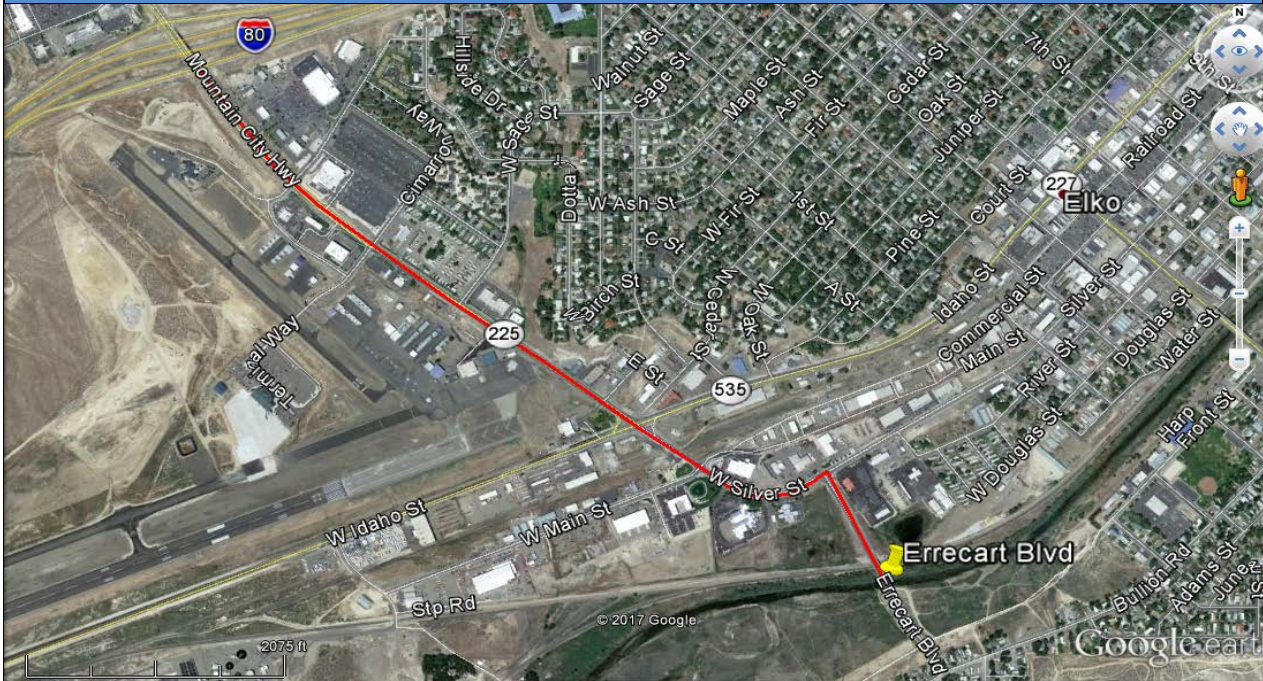


Site Location Description/Name ERRECART BOULEVARD (Elko County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.823197, -115.768305		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
490 Bullion Rd, Elko, Nevada 89801		
<b>Site Contact Information</b>		
Elko Central Dispatch (775) 777-7300 City of Elko (775) 623-6333		
<b>Nearest Staging Location</b>		
On-site		
<b>Site Description</b>		
Elko's Errecart Boulevard bridge crossing the Humboldt River. Dirt roads follow the south side of the river offering additional booming locations.	<p>Overview of Errecart Boulevard site looking east and upriver. Photo date September 19, 2017.</p>	
<b>Site Safety Message</b>		
<p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. At this site specifically, the river channel can reach depths of 7 feet. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p>		

**Driving Directions**

The site is located in the south-central part of the City of Elko. From I-80 take Exit 301 (Downtown Elko) to NV-225 (also known as Mountain City Highway); travel southeast (into the City of Elko) on NV-225 for 1 mile to West Idaho Street; continue straight across West Idaho Street onto West Silver Street and go 0.3 miles; turn right onto Errecart Boulevard and travel 0.2 miles to the site, a bridge over the Humboldt River. Continue 0.1 miles past the bridge to West Front Street where access to the river is available on both sides (east and west) of Errecart Boulevard.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is well channelized and relatively fast at this site. The best boom location or collection point is on the southwest side of the bridge. There are good staging and parking areas adjacent to and under the bridge. The river width is approximately 60 feet.

**Site Tactics**

Anchor boom from northeast pier of the bridge to the southwest side of the river. Approximately 100 feet of boom will be required. The dirt roads following the south side of the river grant access to additional booming locations, if necessary.

**Protected Resources**

None known

**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	2	50-foot boom segment (100 feet of boom)

**Boom Deployment Map (overview)**



Site Latitude, Longitude	Site Image (Point of View)
40.725611, -116.028341	
Highway Milepost	
N/A	
Nearest Address	
N/A	
Site Contact Information	
Elko Central Dispatch (775) 777-7300	
Nearest Staging Location	
On-site	
Site Description	
Rail crossing of the Humboldt River east of Carlin, NV. The river can be accessed on both sides of the rail crossing/bridge.	
<p>Overview of Chestnut Street site looking north and upriver. Photo date September 19, 2017.</p>	

<b>Site Safety Message</b>
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River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.

**Driving Directions**

The site is located about 4 miles east of downtown Carlin. From I-80 take Exit 282 (East Carlin) for NV-221, turn south (right from eastbound I-80, left from westbound I-80) on NV-221 and go 0.1 miles; turn left onto Chestnut Street and travel east 3.2 miles; turn right onto dirt railroad service road (it swings back nearly 180 degrees such that you'll now be traveling west) and travel 0.25 miles to site at the river and rail crossing.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally wide with relatively fast flows at this site. The best booming location or collection point is on the northeast side of the train bridge. The river is accessible from either side; however, equipment will only be able to access the river from the northwest side near the train bridge. The river width is approximately 65 feet. Care must be taken crossing the train bridge on foot – watch for trains – the bridge is not accessible to vehicular traffic.

**Site Tactics**

Deploy boom from the west side of the river to the east side. During high and low flow conditions approximately 100 feet and 40 feet of boom will be required, respectively. The option to construct an underflow dam at this site is possible if river flow and height are appropriate.

**Protected Resources**

None known

**Cultural Resources**

None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	3	50-foot boom segments (150 feet of boom)

**Boom Deployment Map (overview)**



## **Eureka County**

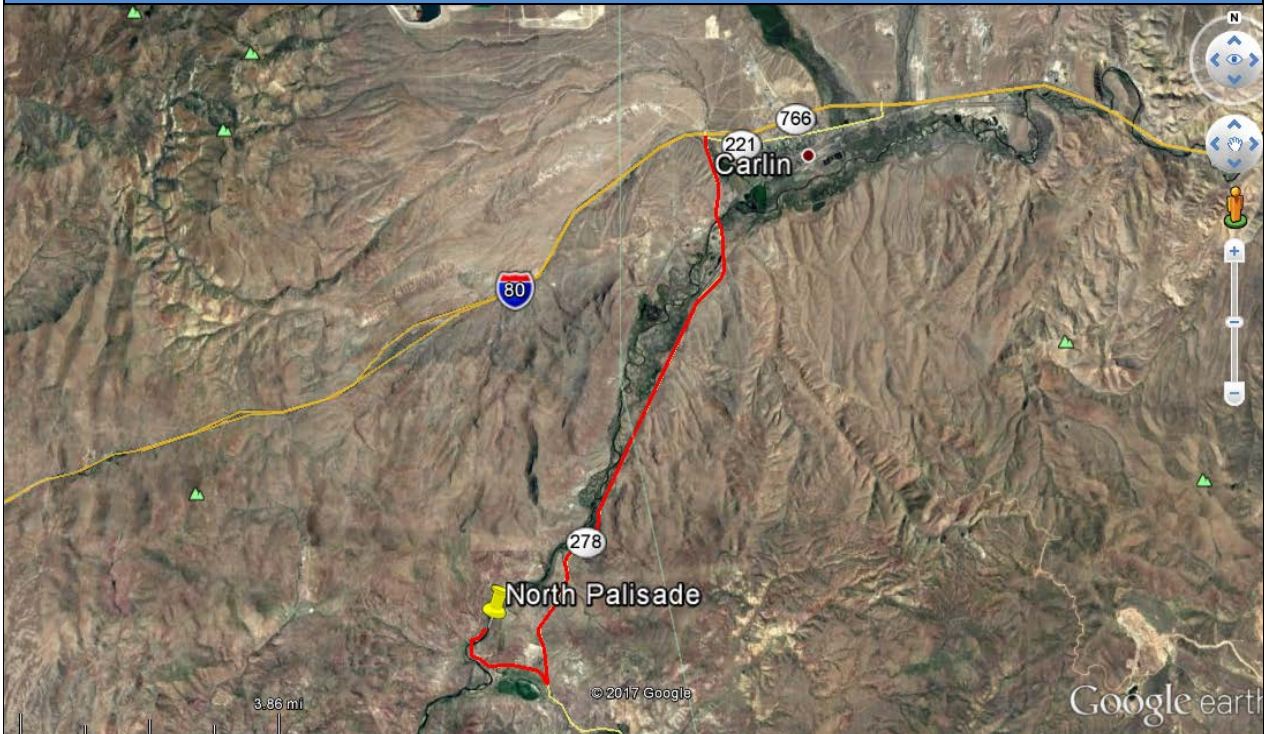
Location Description/Name NORTH PALISADE (Eureka County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.609835, -116.198433		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
N/A		
<b>Site Contact Information</b>		
Eureka County Sheriff's Office (775) 237-5330		
<b>Nearest Staging Location</b>		
On-site		
<b>Site Description</b>		
The site is a rail crossing in Palisade Canyon on the Humboldt River. There are several road crossings and a road bridge in the vicinity.	<p>Overview of North Palisade site looking north and upriver. Photo date September 19, 2017.</p>	
<b>Site Safety Message</b>		
<p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p> <p>There is no cell phone service at this site.</p>		



**Driving Directions**

The site is located about 9 miles southwest of the Town of Carlin. From I-80, take Exit 279 (West Carlin/Eureka) and travel 9 miles south on Bush Street (NV-278); take a right onto Palisade Ranch Road and go 1.5 miles, crossing the Humboldt River; turn right onto 3rd Street and travel an additional 0.3 miles to the site at the rail crossing.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally wide and relatively fast at this site. The best boom location or collection point is on the north side of the river near the train tracks. There is good river access with staging and parking space. The river width is approximately 100 feet.

**Site Tactics**

Deploy boom from the north side of the river to the south side. During high and low flow conditions, approximately 300 feet and 100 feet of boom will be required, respectively. A vacuum truck likely be required to recover spill materials. The option to construct an underflow dam at this site is possible if river flow and height are appropriate.

**Protected Resources**

None known

**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom segments (300 feet of boom)

**Boom Deployment Map (overview)**

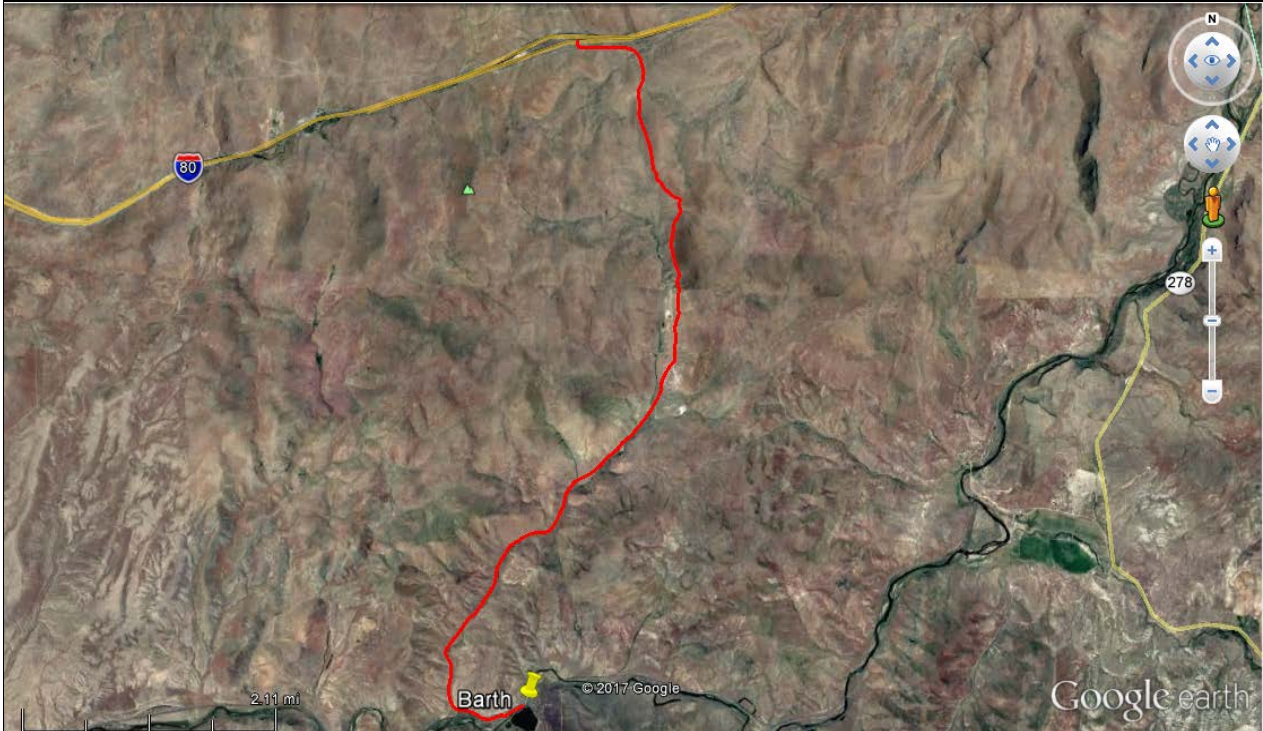


Site Location Description/Name BARTH (Eureka County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.581562, -116.270455		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
N/A		
<b>Site Contact Information</b>		
Eureka County Sheriff (775) 237-5330		
<b>Nearest Staging Location</b>		
On-site		
<b>Site Description</b>		
Pit lake in Palisade Canyon. Popular recreation area. Good access to river with road crossing allowing access to both sides.	<p>Overview of Barth site looking south and cross river. Photo date September 19, 2017.</p>	
<b>Site Safety Message</b>		
<p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p> <p>There is no cell phone service at this site.</p>		

**Driving Directions**

The site is located about 13 miles southwest of Carlin. From I-80, take Exit 271 (Palisade); turn south on Frenchie Road and travel south for 7.2 miles to a noticeable Y in the road; stay left and travel 0.2 miles to the site, a bridge over the Humboldt River.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally narrow and relatively fast at this site. The best boom location or collection point is on the southeast side of the river on a peninsula between the river and pit lake. There is good river access with staging and parking space. The river width is approximately 65 feet.

**Site Tactics**

Deploy boom from the north side of the river to the west side. Approximately 100 feet of boom will need to be deployed for product recovery. A sump, in which to place a skimmer, could be constructed on the southern bank for product recovery. An underflow dam could be constructed if river flow and height are appropriate.

**Protected Resources**

None known

**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	2	50-foot boom segments (100 feet of boom)

**Boom Deployment Map (overview)**

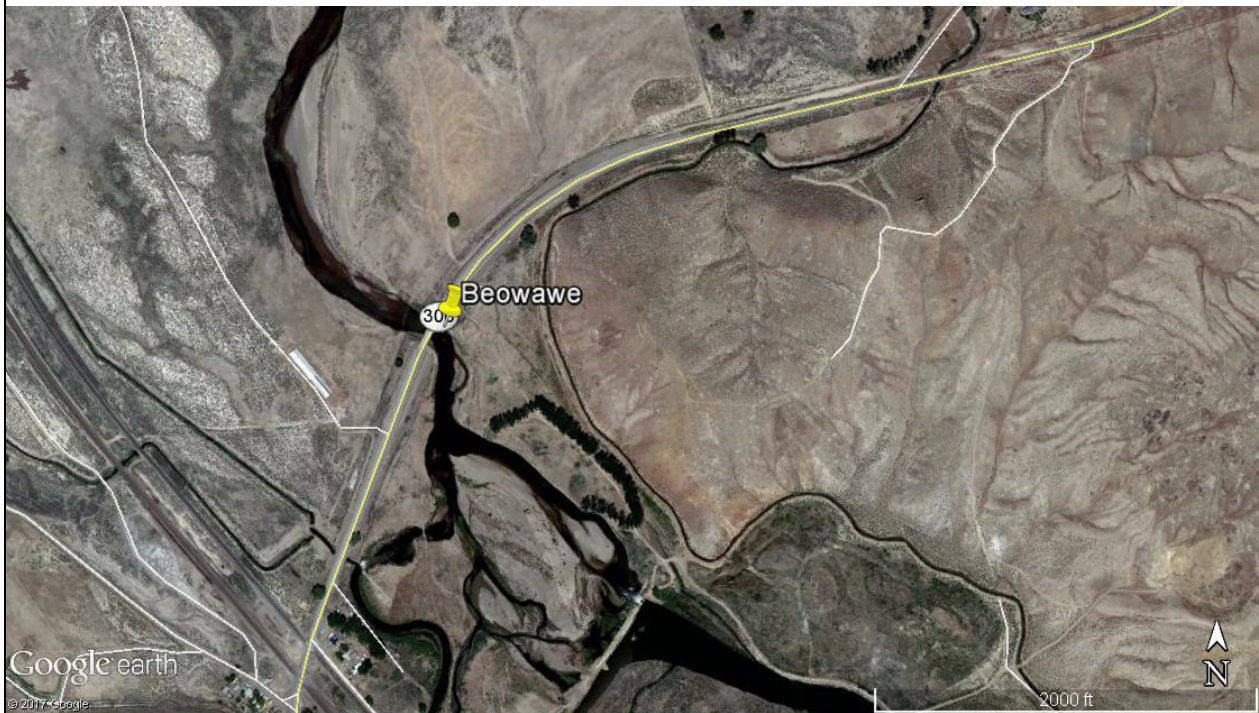


Location Description/Name BEOWAVE (Eureka County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.598391, -116.475092		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
N/A		
<b>Site Contact Information</b>		
T-S Ranch, Jeff White, jeff.white@newmont.com (775) 468-0400 Eureka County Sheriff's Office (775) 237-5330		
<b>Nearest Staging Location</b>		
On-site		
<b>Site Description</b>		
Parking facility under the SR-306 bridge over the Humboldt River in Beowawe. Additional access through T-S Ranch/Horseshoe Ranch at a diversion dam 600 yards upstream.	<p>Overview of Beowawe site looking southeast and upriver. Photo date September 19, 2017.</p>	
<b>Site Safety Message</b>		
<p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p>		

**Driving Directions**

The site is located in Beowawe, midway between Battle Mountain and Carlin. From I-80 take Exit 261 toward Beowawe and Crescent Valley; travel south on NV-306 for 5.2 miles; turn left onto an unnamed dirt road just before the guardrail begins and follow the dirt road southwest for 0.2 miles to the staging area at the river under the bridge. Alternatively, from this staging area, a dirt road continues southeast (upriver); follow this dirt road 0.3 miles to reach the T-S Ranch diversion dam, a site which could also be used for booming and recovery.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge or dam. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally wide and slow here. The best boom location or collection point is on the northeast side of the river, east of the bridge. There is good river access with some staging and parking space available. The river width is approximately 95 feet.

**Site Tactics**

Deploy boom from the east side of the river to the west side. During high and low flow conditions approximately 450 feet and 150 feet of boom will be required, respectively. Potentially place skimmer or vacuum truck on northeast side of river to recover product.

**Protected Resources**

None known

**Cultural Resources**

None known

**Recommended PPE and Boom Length**


Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	9	50-foot boom segments (450 feet of boom)

**Boom Deployment Map (overview)**





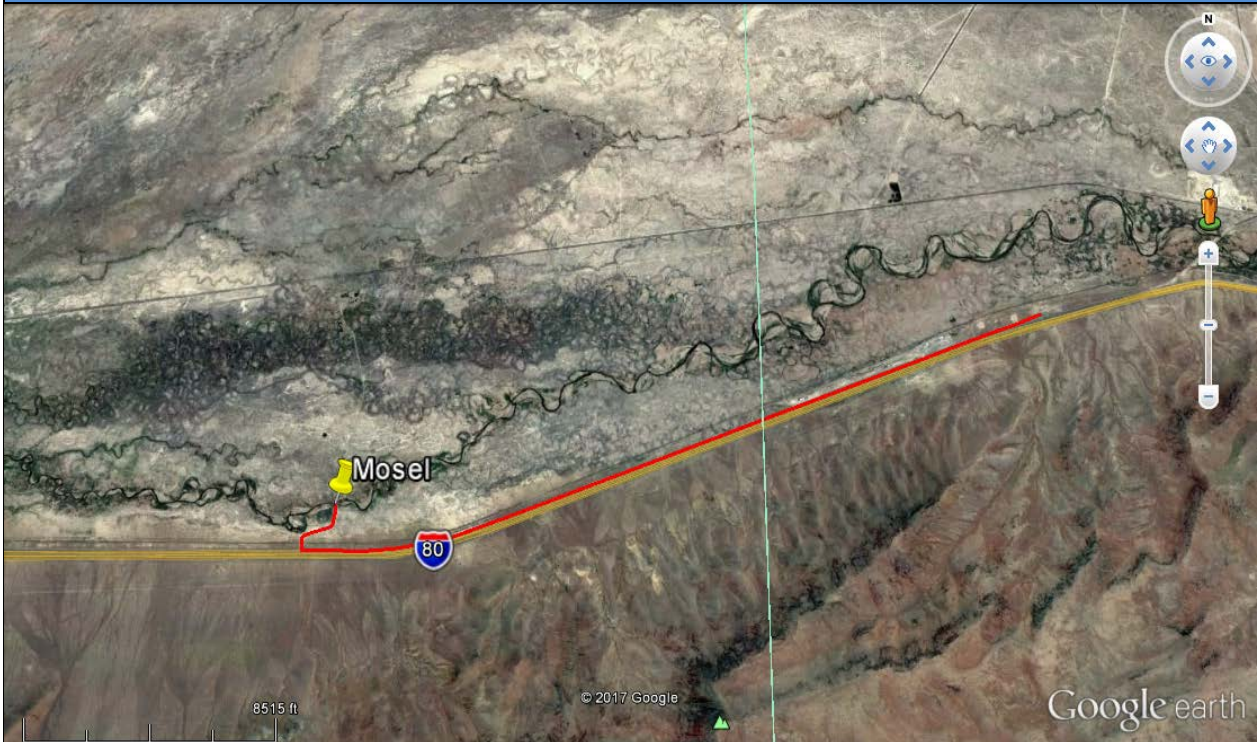
## **Lander County**

Location Description/Name MOSEL (Lander County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.705167, -116.530974		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
TS Ranch		
<b>Site Contact Information</b>		
T-S Ranch, Jeff White, jeff.white@newmont.com (775) 468-0400 Lander County Sheriff's Office (775) 635-5161		
<b>Nearest Staging Location</b>		
On-site		
<b>Site Description</b>		
T-S Road bridge crossing the Humboldt River. Location is on private property and access must be requested.	<p>Overview of Mosel site looking northeast and upstream. Photo date September 20, 2017</p>	
<b>Site Safety Message</b>		
<p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p>		

**Driving Directions**

The site is located about 15.5 miles east-northeast of Battle Mountain. From I-80 take Exit 254 (Dunphy); proceed to T-S Road on the north side of the freeway; turn left (west) on T-S Road and travel for 5.4 miles; turn right to continue on T-S Road north for 0.45 miles, keeping right, and arrive at the site, the T-S Road bridge crossing the Humboldt River.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally wide and slow here. The best boom location or collection point is on the south side of the river. There is good river access with staging and parking space. The river width is approximately 150 feet.

**Site Tactics**

Boom can be deployed either upstream or downstream of the T-S Road bridge from the north side of the river to the south side. Approximately 300 feet of boom will be required for capture of spill materials, however, during low flow conditions sand bars may be present that preclude booming the entire width of the river. In this case deploy booms in existing stream channels. The option to place an underflow dam is available if river flow and height are appropriate.

**Protected Resources**

None known

**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom segments (300 feet of boom)

**Boom Deployment Map (overview)**



<b>Site Latitude, Longitude</b>	
40.675648, -116.729862	
<b>Highway Milepost</b>	
N/A	
<b>Nearest Address</b>	
N/A	
<b>Site Contact Information</b>	
Lander County Sheriff's Office (775) 635-5161 Pershing County Water District (owner) (775) 273-2293	
<b>Nearest Staging Location</b>	
On-site	
<b>Site Description</b>	<p>Overview of Argenta site looking east and upstream. Photo date September 20, 2017</p>

<b>Site Safety Message</b>
----------------------------

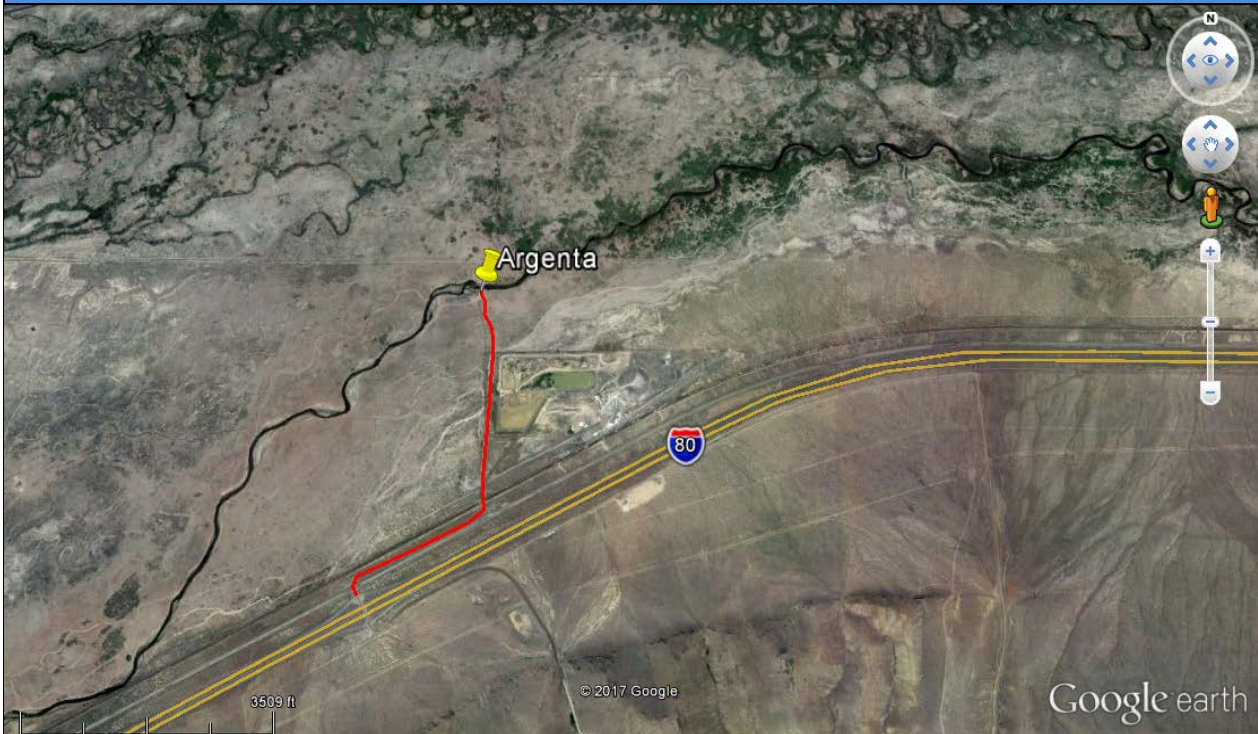
Low head dam is present at the site, stay at least 100 ft upstream. Additional personnel should be present for rescue purposes. The bridge across the dam should only be used on foot, do not use to move equipment to the other side of the river.

River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.

**Driving Directions**

The site is located about 11 miles northeast of Battle Mountain. From I-80 take Exit 244 (Argenta); proceed to the north side of the freeway; turn right at the 2nd cross street and go 0.4 miles; turn left onto Frontage Road and travel 200 feet; at the Y in the road, stay left and continue straight for an additional 300 feet to a gate; pass through the gate and continue straight for 0.5 miles to reach the river and Upper Slaven Dam.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally wide and slow here. The low head Upper Slaven Dam is an extreme hazard at this site and two additional personnel should be present for rescue purposes. The best boom location or collection point is on the south side of the river. There is good river access with staging and parking space. The river width is approximately 50 feet. The dam is crossable by foot, but not by vehicle.

**Site Tactics**

Deploy boom from the north side of the river to the south side. Approximately 300 feet of boom will be necessary for proper collecting. A low clearance metal bottom or inflatable boat would be helpful for boom deployment.

**Protected Resources**

None known

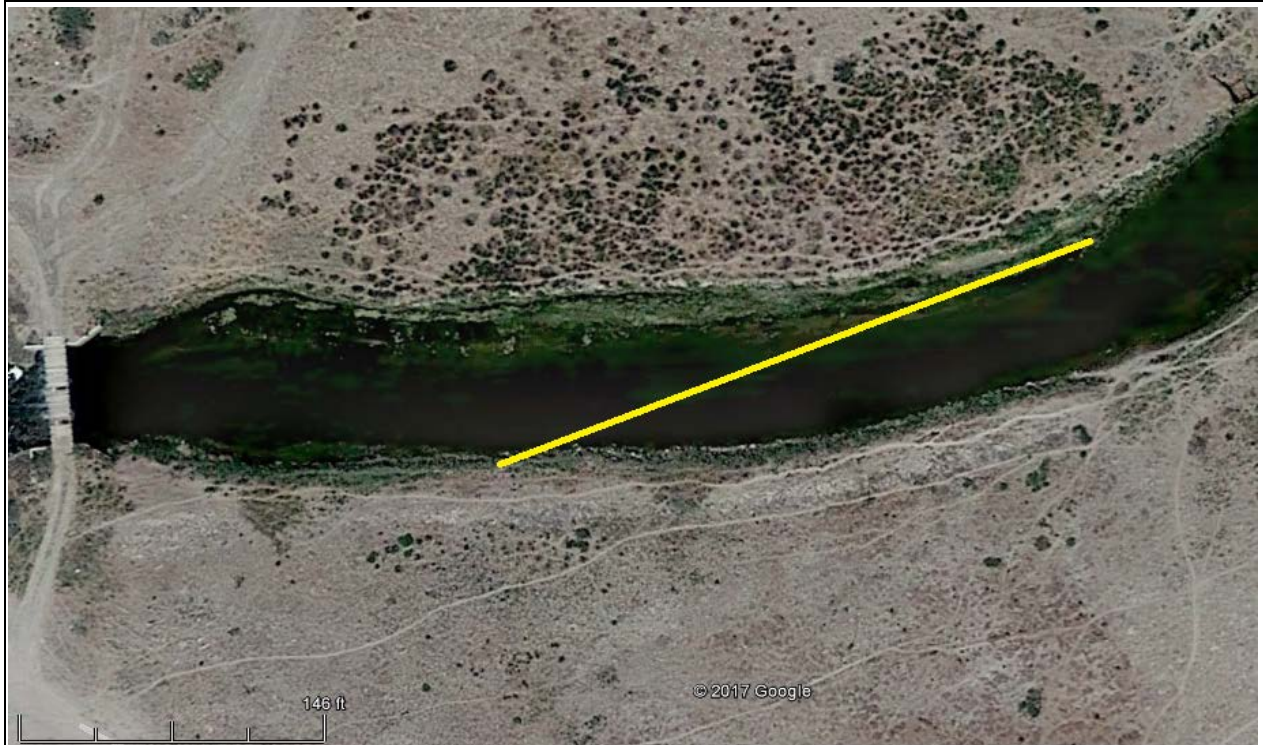
**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom sections (300 feet of boom)

**Boom Deployment Map (overview)**



Site Latitude, Longitude	Site Image (Point of View)
40.668072 -116.930958	
Highway Milepost	
N/A	
Nearest Address	
N/A	
Site Contact Information	
Lander County Sheriff (775) 635-5127 Lander County (775) 635-2885	
Nearest Staging Location	
On-site	
Site Description	
Highway 35 crossing of the Humboldt River. The river is accessible on both the north and south sides of the bridge.	

Overview of Highway 35 site looking east and upriver. Photo Date September 20, 2017

Site Safety Message
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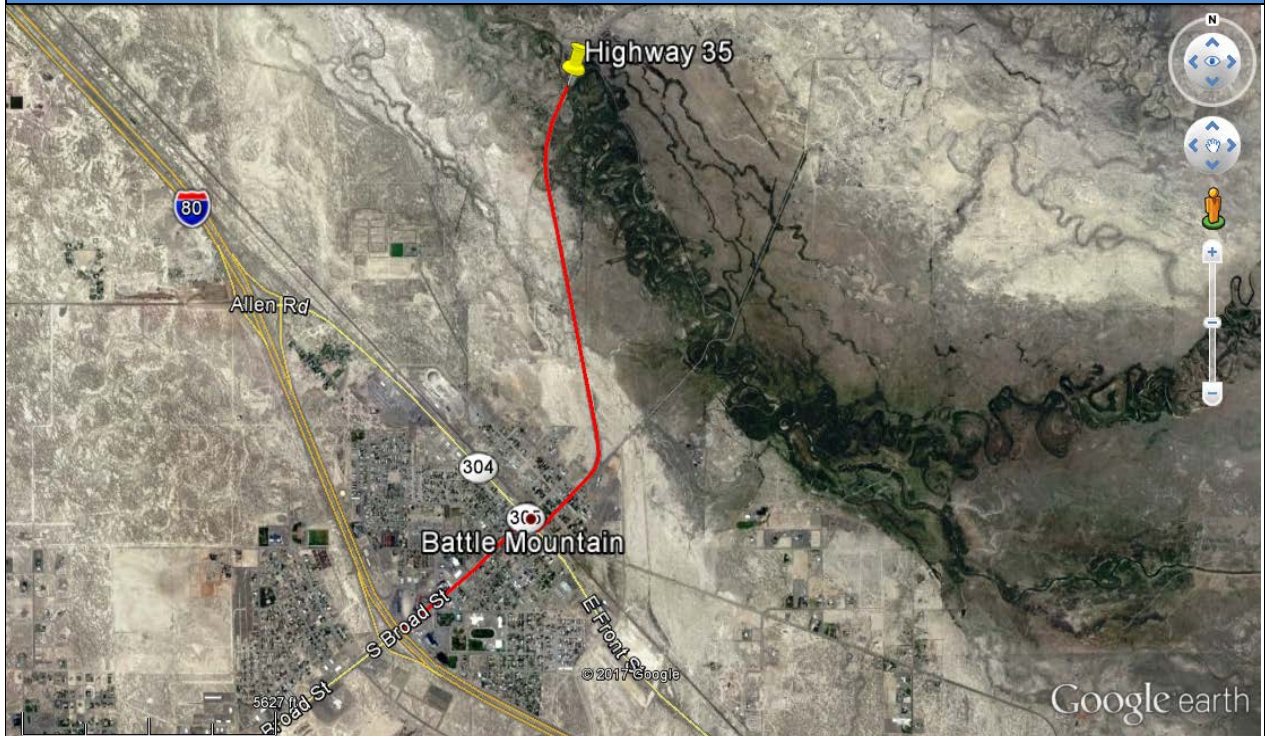
River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.



**Driving Directions**

The site is about 2 miles north of the City of Battle Mountain. From I-80 take Exit 231 (Downtown Battle Mountain); take Broad Street (NV-305) northeast into downtown Battle Mountain for 0.5 miles where it T's into Front Street; turn right onto Front St and go 400 feet; turn left (at the first cross street) onto North Reese Street (NV-806) and go 0.4 miles; keep left and go an additional 1.6 miles to reach the site, a bridge over the Humboldt River.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is fairly well channelized at this location, allowing for fast flows. The best boom location or collection point is on the northeast side of the bridge. There is good river access with space for staging and parking. The river width is approximately 65 feet.

**Site Tactics**

Deploy approximately 300 feet of boom from the south side of the river to the north side. A low clearance metal bottom or inflatable boat would be helpful for boom deployment.

**Protected Resources**

None known

**Cultural Resources**

None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom segments (300 feet of boom)

**Boom Deployment Map (overview)**



# Humboldt County

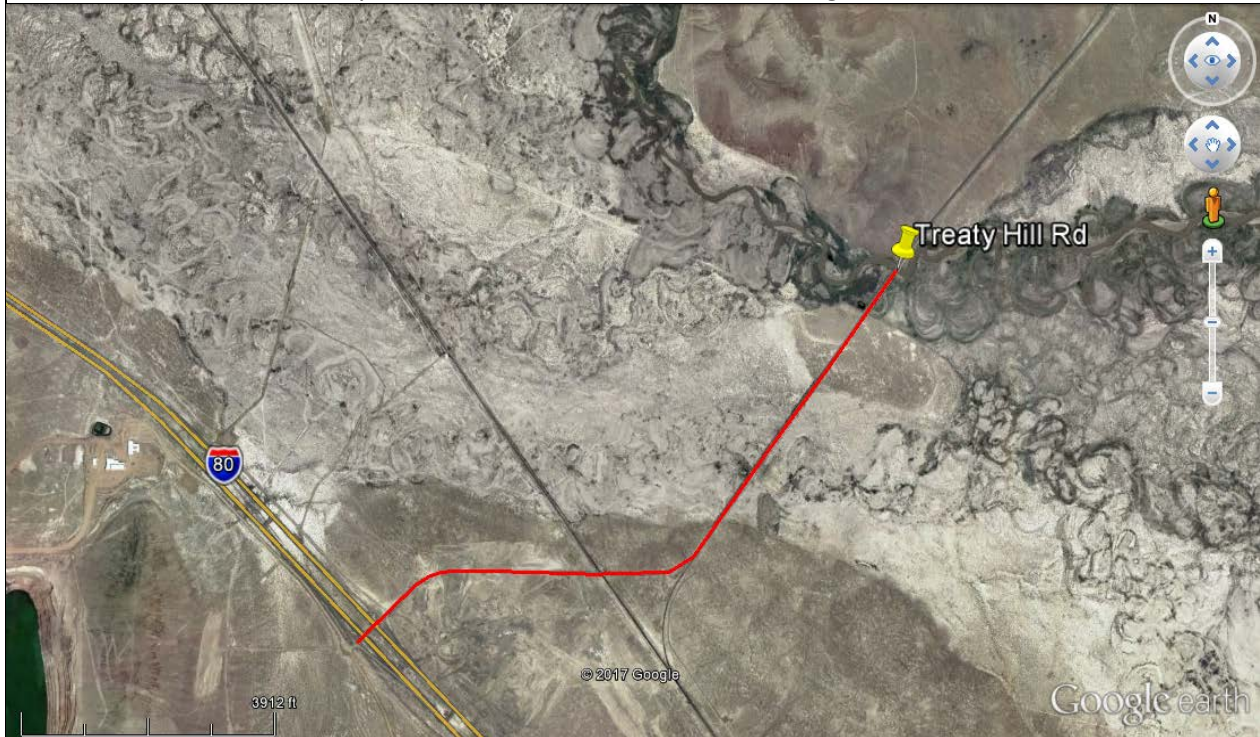
Site Latitude, Longitude	Site Image (Point of View)
40.855244, -117.160906	
Highway Milepost	
N/A	
Nearest Address	
North Valmy Generation Station	
Site Contact Information	
Humboldt County Sheriff's Office (775) 623-6429 NV Energy (owner) (775) 635-5484	
Nearest Staging Location	
On-site, roadside	
Site Description	
Treaty Hill Road bridge over the Humboldt River. Private rail line on the east side of Treaty Hill Road is present.	

Site Safety Message
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Traffic control will be required at this location for set up of staging and work zone.

River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.

The site is located about 19 miles northwest of Battle Mountain. From I-80 take Exit 212 (Stonehouse) and travel northeast on Treaty Hill Road for 2 miles to the site, a bridge over the Humboldt River.



### **Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

### **Site Strategies**

The river is generally wide and relatively slow here. Ideal booming locations will vary depending on flow conditions. During low flow boom can be placed near the culverts of the Treaty Hill Road crossing and during high flow approximately 100 feet east of the road crossing. The river width is approximately 100 feet. There is moderate river access, staging will need to be on the roadside and North Valmy Power Generation Station will need to be contacted to cross private rails in order to access the river.

### **Site Tactics**

Deploy boom from the south side of the river to the north side. During high and low flow conditions approximately 300 feet and 50 feet of boom will be required, respectively. A vacuum truck can be parked on the south side of the river in order to collect product.

**Protected Resources**

None known

**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom segments (300 feet of boom)

**Boom Deployment Map (overview)**



Site Location Description/Name EMIGRANT CANYON (Humboldt County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.972485, -117.399371		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
N/A		
<b>Site Contact Information</b>		
Humboldt County Sheriff's Office (775) 623-6429		
<b>Nearest Staging Location</b>		
On side of Highway NV-789 (Midas Road)		
<b>Site Description</b>		
NV-789 bridge crossing the Humboldt River. Slightly difficult river access.	<p>Overview of Emigrant Canyon site looking north and upriver. Photo date September 20, 2017.</p>	
<b>Site Safety Message</b>		
<p>Highway NV-789 is a major thoroughfare for local mines with high traffic. Traffic control will be required at this site in order to set up staging locations and work zone.</p> <p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p>		

### Driving Directions

The site is located about 5 miles northeast of the town of Golconda. From I-80 take Exit 194 (Golconda/Midas). From eastbound I-80, turn left on Morrison Avenue and travel 0.25 miles; turn right onto NV-789/Old Highway 40 E (also known as Midas Road) and travel 7.3 miles to the site. From westbound I-80, at the stop sign turn right onto NV-789 N/Old Highway 40 E (also known as Midas Road) and travel 6.8 miles to the site, a bridge over the Humboldt River.

### Overview Street Map



### Site Objectives

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

### Site Strategies

The river is narrow but generally slow at this site. The best boom location or collection point is on the northeast side of the bridge. River access is not ideal at this site. Staging and recovery will need to occur in a closed lane on NV-789/Old Highway 40 E (Midas Road). There is decent staging and parking space on the side of the road several hundred feet before and after the bridge. The river width is approximately 75 feet.

### Site Tactics

Deploy boom from the south side of the river to the northeast side of the bridge. Approximately 300 feet of boom will be required for appropriate capture. A hand-deployable inflatable or metal bottom boat will be necessary in order to deploy boom appropriately. A vacuum truck positioned on the east side of the bridge will likely be the only means of product recovery.



**Protected Resources**

None known

**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom segments (300 feet of boom)

**Boom Deployment Map (overview)**



<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>
40.955464, -117.446185	
<b>Highway Milepost</b>	
N/A	
<b>Nearest Address</b>	
N/A	
<b>Site Contact Information</b>	
Humboldt County Sheriff's Office (775) 623-6429 Humboldt River Water Master (775) 623-6562	
<b>Nearest Staging Location</b>	
On-site	
<b>Site Description</b>	
Spillway located on the Humboldt River northeast of Golconda, Nevada.	

Overview of Golconda Spillway site looking northeast and upriver.  
Photo date September 20, 2017.

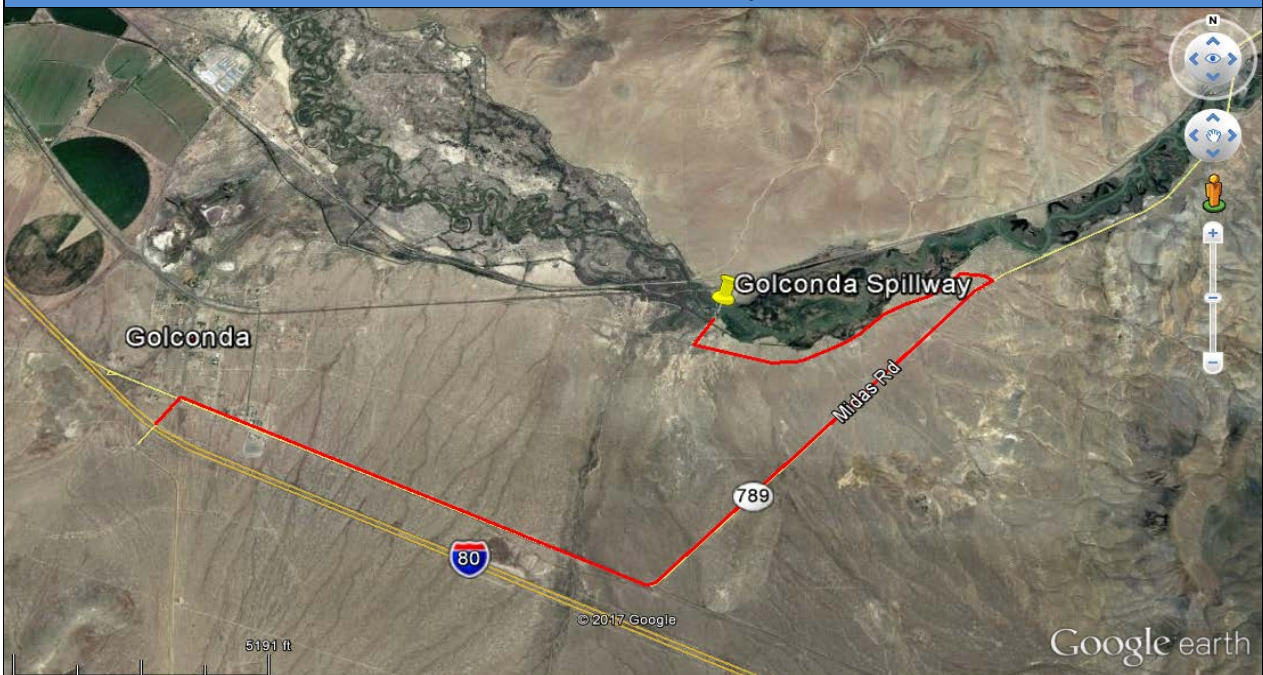
<b>Site Safety Message</b>
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River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.

**Driving Directions**

The site is located about 2.25 miles northeast of the town of Golconda. From I-80 take Exit 194 (Golconda/Midas). From eastbound I-80, turn left on Morrison Avenue and travel 0.25 miles; turn right onto NV-789/Old Highway 40 E (also known as Midas Road) and travel 4.7 miles to an unnamed dirt road on the north side of the highway. From westbound I-80, at the stop sign turn right onto NV-789 N/Old Highway 40 E (also known as Midas Road) and travel 4.2 miles to the unnamed dirt road on the north side of the highway. Upon reaching the unnamed dirt road, take a sharp left onto it and travel 1.6 miles to the site (Stall Dam and the spillway).

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to dam. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is relatively wide and slow at this site. The best boom location or collection point is on the southeast side of the spillway. There is moderate river access with staging and parking space roughly 100 feet southwest of the spillway. Foot traffic is required over Stall Dam. The river width is approximately 100 feet.

**Site Tactics**

Deploy approximately 300 feet of boom from the northeast side of the river to the southeast side of the spillway. An inflatable or metal bottom boat will be necessary to deploy boom appropriately. Recovery of product will likely require a vacuum truck.

**Protected Resources**

None known

**Cultural Resources**

None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom segments (300 feet of boom)

**Boom Deployment Map (overview)**



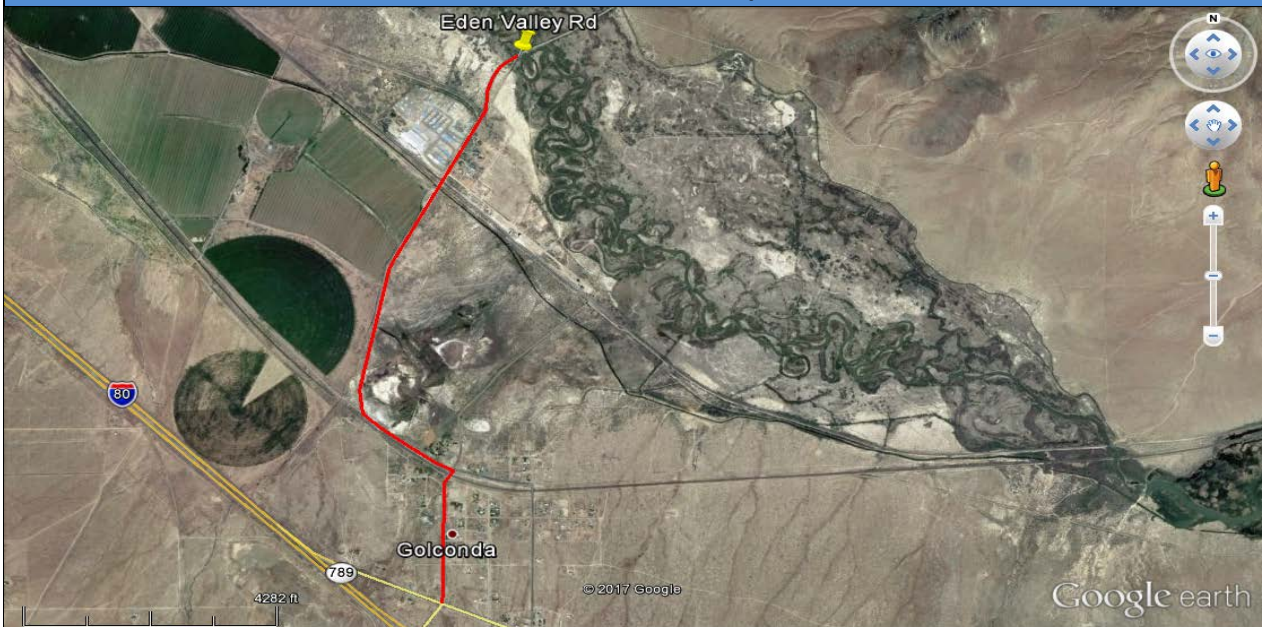
GOLCONDA SPILLWAY-3

Site Location Description/Name EDEN VALLEY ROAD (Humboldt County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.978954, -117.485084		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
1000 Eden Valley Rd, Golconda, Nevada 89414		
<b>Site Contact Information</b>		
Humboldt County Sheriff's Office (775) 623-6429		
<b>Nearest Staging Location</b>		
On-site		
<b>Site Description</b>		
Eden Valley Road bridge across the Humboldt River. Bridge allows access to either side of the river. A large looping flow path can be observed prior to the river passing under the bridge during high flow conditions.	<p>Overview of Eden Valley Road site looking northeast and upriver. Photo date September 20, 2017.</p>	
<b>Site Safety Message</b>		
<p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p>		

### Driving Directions

The site is located about 2 miles north of the town of Golconda. From I-80 take Exit 194 (Golconda/Midas); from eastbound I-80 turn left onto Morrison Avenue and travel 0.8 miles; turn left onto Stanford Street and travel 0.4 miles; turn right to stay on Stanford Street which becomes Eden Valley Rd and travel 1.4 miles to the site. From westbound I-80, at the stop sign turn left on Old Highway 40 E (NV-789) and travel 0.4 miles; turn left onto Morrison Avenue and travel 0.5 miles; turn left onto Stanford Street and travel 0.4 miles; turn right to stay on Stanford Street which becomes Eden Valley Rd and travel 1.4 miles to the site.

### Overview Street Map



### Site Objectives

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

### Site Strategies

The river is relatively wide with a large looping flow path during high flow events. Booming locations will vary depending on river flows. There is decent river access with staging and parking on the southeast side of the bridge. The river width is approximately 110 feet.

### Site Tactics

During high flow conditions, deploy boom from the northeast side of the river to the southeast side of the bridge. Approximately 300 feet of boom will be required for capture during high flow conditions. During low flow conditions, deploy boom on the south side of the bridge from the northeast side of the river to the northwest side of the bridge. Approximately 150 feet of boom will be required for capture during low flow conditions. Recovery of product from this site will likely require a vacuum truck.

**Protected Resources**

None known

**Cultural Resources**

None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom segments (300 feet of boom)

**Boom Deployment Map (overview)**



<b>Site Latitude, Longitude</b>	
40.974739, -117.739735	
<b>Highway Milepost</b>	
N/A	
<b>Nearest Address</b>	
77 Lay Street, Winnemucca, Nevada 89445	
<b>Site Contact Information</b>	
City of Winnemucca (775) 623-633 Humboldt County Sheriff's Office (775) 623-6429	
<b>Nearest Staging Location</b>	
On-site	
<b>Site Description</b>	Overview of Lay Street site looking north and upriver; Bridge Street bridge in the background. Photo date September 19, 2017.
Parking facility under I-80 overpass in Winnemucca. Accessible portion of the river has a boat ramp. There are several road crossings in the vicinity.	

**Site Safety Message**

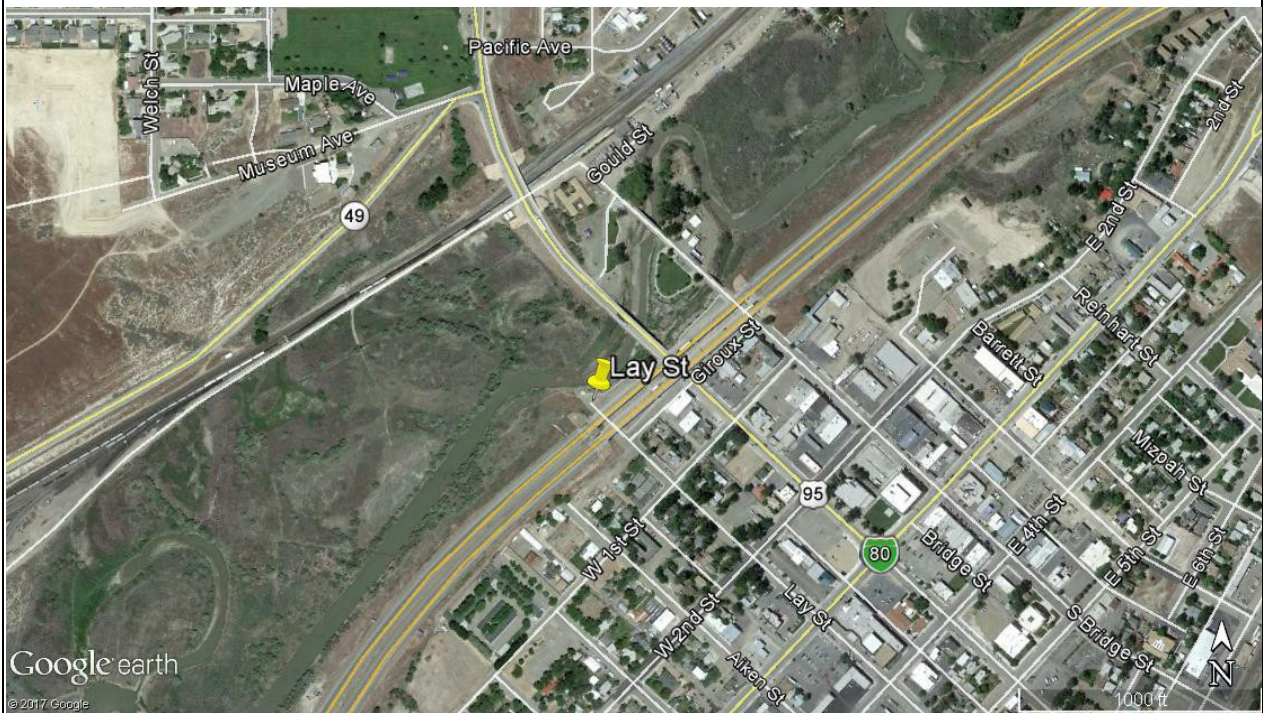
River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.



**Driving Directions**

The site is located in the northwest part of Winnemucca. From Winnemucca Boulevard in Winnemucca, follow Lay Street west for 0.25 miles to the site at a parking lot and boat ramp along the river near the I-80 underpass.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally wide and slow here. The best boom location or collection point is on the southeast side of the river at the boat ramp. There is good river access with staging and parking space. The river width is approximately 285 feet.

**Site Tactics**

Deploy boom from the east side of the river to the west side. During high and low flow conditions approximately 300 feet and 150 feet of boom will be required, respectively. However, during low flow conditions sand bars may be present that preclude booming the entire width of the river. In this case deploy booms in existing stream channels. Potentially place skimmer southeast of sand bar (may or may not be present depending on flow) to recover product. The option to place underflow dam here is available as well, if river flow and height are appropriate.

**Protected Resources**

None known

**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	6	50-foot boom segments (300 feet of boom)

**Boom Deployment Map (overview)**



Site Latitude, Longitude	Site Image (Point of View)
40.929844, -117.822906	
Highway Milepost	
N/A	
Nearest Address	
5880 W Rose Creek Rd, Winnemucca, Nevada 89445	
Site Contact Information	
City of Winnemucca (775) 623-6333 Humboldt County Sheriff's Office (775) 623-6429	
Nearest Staging Location	
On-site	
Site Description	
The site is a small access bridge on the western outskirts of Winnemucca, Nevada. There is good access and staging in the area. However, there is a smaller secondary channel roughly 800 feet northwest of the site that will also require protection.	<p style="text-align: center;">Overview of McNinch Road Crossing site looking north and upriver. Photo date September 19, 2017.</p>

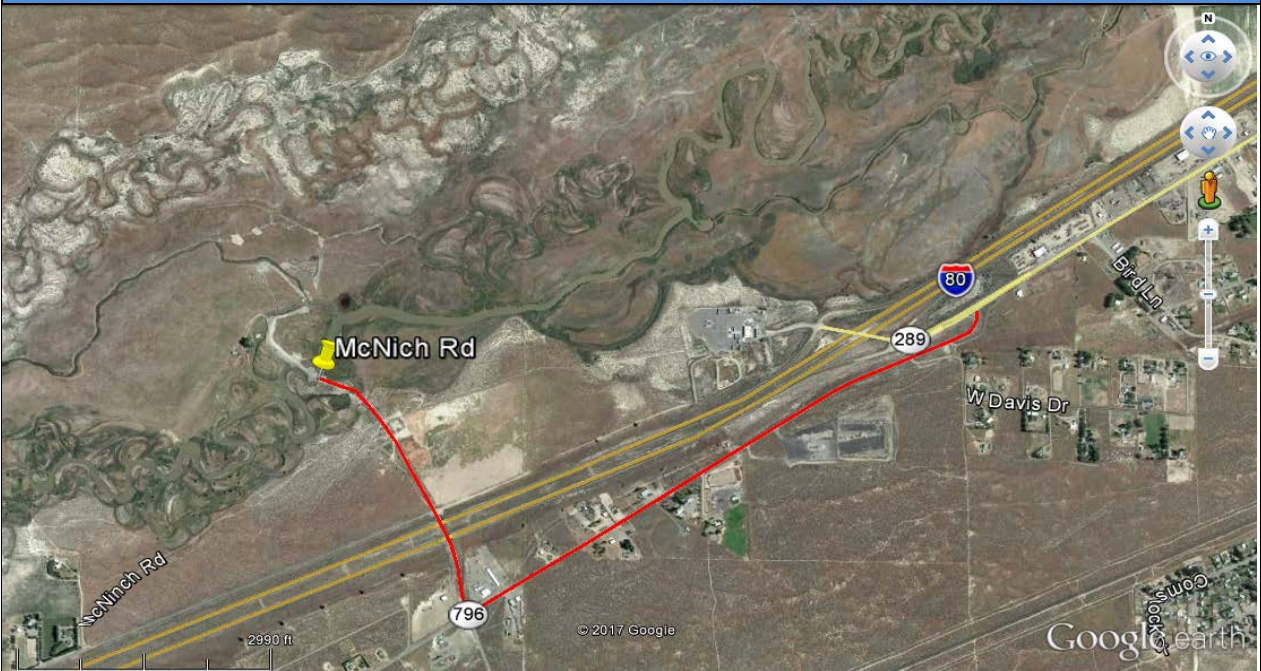
**Site Safety Message**

River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.

**Driving Directions**

The site is located in west Winnemucca. From I-80 take Exit 173 (West Winnemucca) and travel northeast on West Winnemucca Boulevard for less than 0.5 miles; turn right on West Rose Creek Road; follow West Rose Creek Road for 1.4 miles and turn right on McNinch Road; follow McNinch Road for 0.7 miles to the site at the Humboldt River crossing.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the access bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally slow at this site. The best boom location or collection point is on the southeast side of the crossing. There is good river access with staging and parking space. The river width is approximately 183 feet, however, approximately 450 feet (total) of boom will be required to deploy in both locations.

**Site Tactics**

Deploy boom from the northwest side of river to the southeast side. Additional diversion boom will need to be deployed at a secondary channel of the river, approximately 800 feet upriver. Deployment should occur from the northeast to the southeast side of the secondary channel. Approximately 450 feet (total) of boom will be required to deploy in both locations. There is moderate road access to the secondary channel. Potentially place skimmer to recover product. The option to place an underflow dam is available if river flow and height are appropriate.

**Protected Resources**

None known

**Cultural Resources**

None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	9	50-foot boom segments (450 feet of boom)

**Boom Deployment Map (overview)**



## **Pershing County**

Location Description/Name IMLAY DIVERSION DAM (Pershing County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.708265, -118.080208		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
N/A		
<b>Site Contact Information</b>		
Pershing County Sheriff (775) 273-2641 Humboldt River Water Master (775) 623-6562		
<b>Nearest Staging Location</b>		
On-Site		
<b>Site Description</b>		
<p>Overview of Imlay Diversion Dam site looking north and upriver. Photo date September 29, 2017</p>		
<b>Site Safety Message</b>		
<p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p>		

**Driving Directions**

The site is about 5 miles northeast of Imlay and 2 miles north of Mill City. From I-80 take Exit 149 (Mill City/Unionville) and travel northwest on Tungsten Road for 1.26 miles. Turn right onto an unnamed dirt road on the north side of the Pitt-Taylor Canal and travel for 2.5 miles to site at the diversion dam.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the dam. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally wide and slow here. The ideal scenario would be to collect spill materials utilizing the existing infrastructure. There is good river access with staging and parking space. The river width is approximately 100 feet above the dam.

**Site Tactics**

Deploy boom from the north side of the river to the south side. Approximately 400 feet of boom will be required for appropriate collection of spill materials.



**Protected Resources**

None known

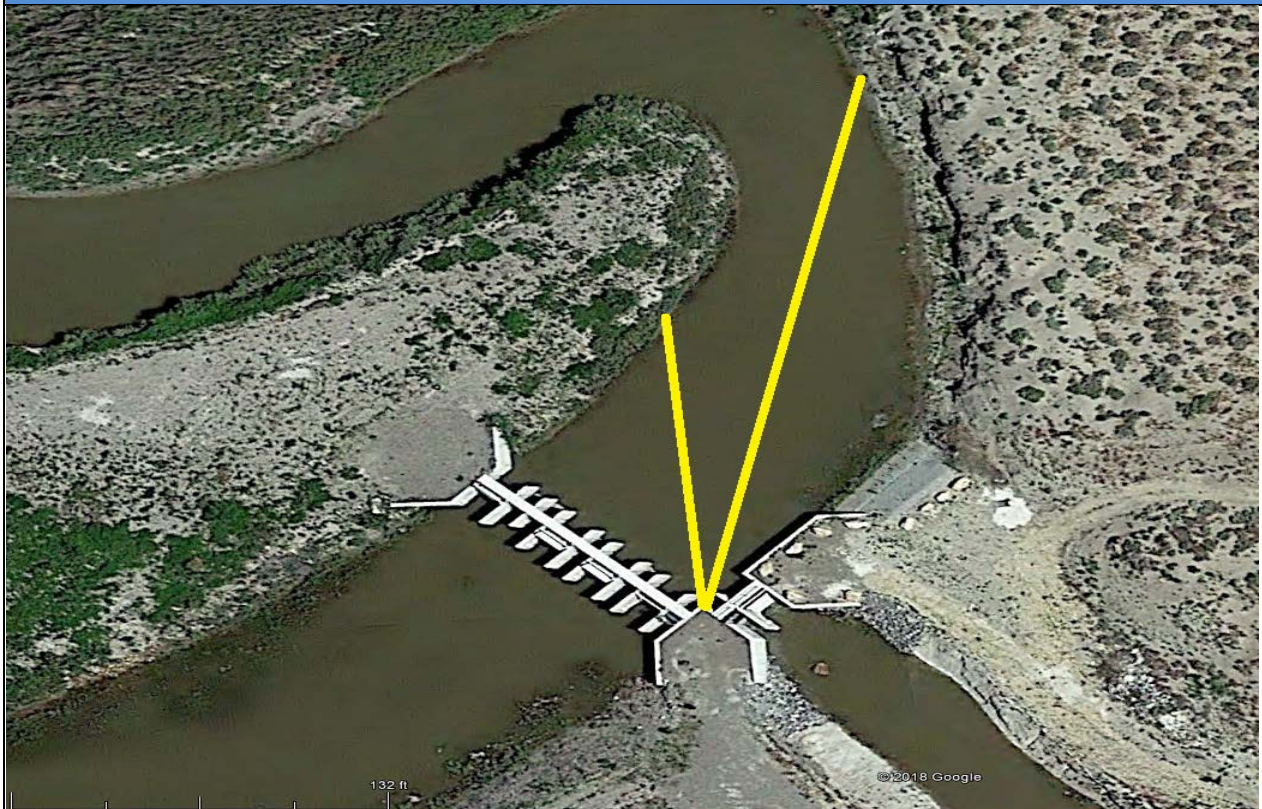
**Cultural Resources**

None known


**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	8	50-foot boom segments (400 feet of boom)

**Boom Deployment Map (overview)**



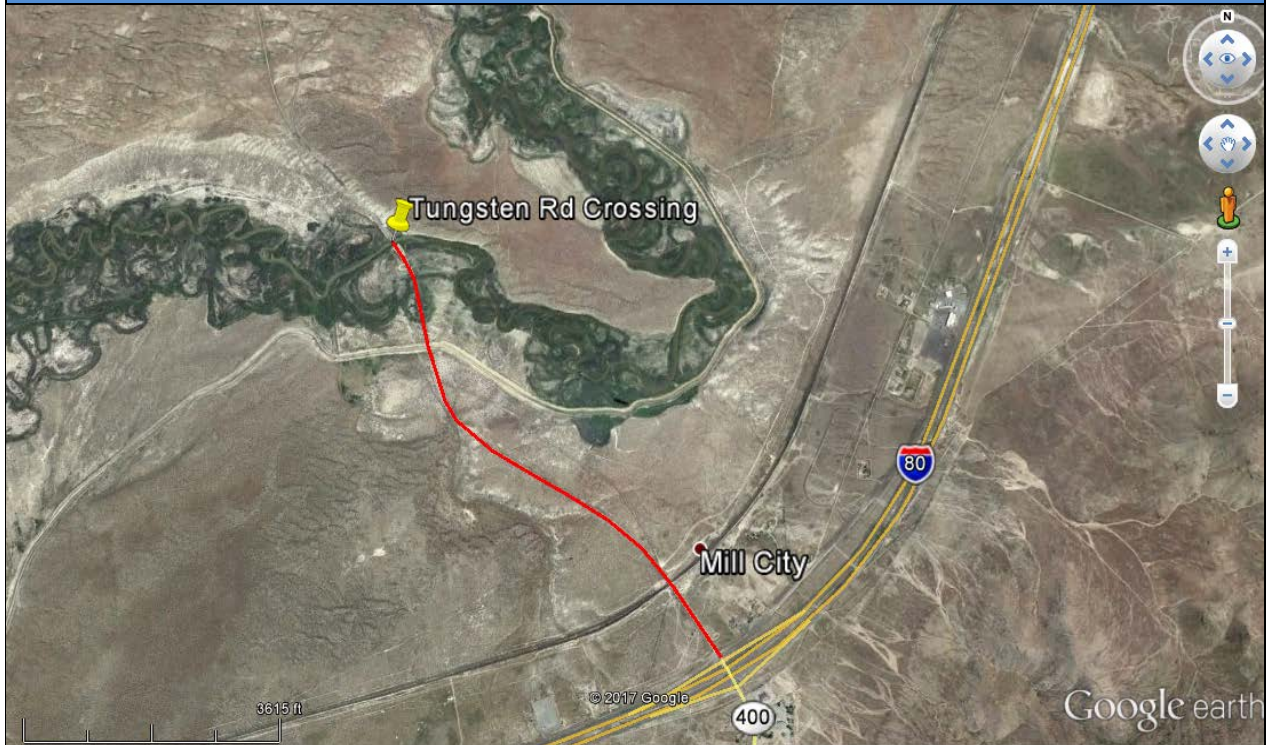
IMLAY DIVERSION DAM-3

Location Description/Name TUNGSTEN ROAD CROSSING (Pershing County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.696718, -118.087872		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
N/A		
<b>Site Contact Information</b>		
Pershing County Sheriff's Office (775) 273-2641		
<b>Nearest Staging Location</b>		
On-site		
<b>Site Description</b>		
Tungsten Road bridge over the Humboldt River. Location is used by NDOT for water during interstate repair activities.	<p>Overview of Tungsten Road site looking north and upriver. Photo date September 19, 2017.</p>	
<b>Site Safety Message</b>		
<p>Be mindful of simultaneous operations during interstate repair projects. River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p>		

**Driving Directions**

The site is located about 26.5 miles southwest of Winnemucca. From I-80 take Exit 149 (Mill City/Unionville) and travel northwest on Tungsten Rd for 1.5 miles to the site, a bridge over the Humboldt River.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally wide and slow here. Ideal booming locations will vary depending on flow conditions. Boom can be deployed from the same location during high and low flow conditions. During high flow conditions, significantly more boom will be required with an increase in setup time. The river width is approximately 55 feet

**Site Tactics**

Deploy boom from the south side of the river to the north side. During high and low flow conditions approximately 450 feet and 100 feet of boom will be required, respectively. An inflatable or metal bottom low clearance boat will be beneficial during boom placement at this site. Recovery of spill materials will require the use of a vacuum truck.

**Protected Resources**

None Known

**Cultural Resources**


None Known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	9	50-foot boom segments (450 feet of boom)

**Boom Deployment Map (overview)**

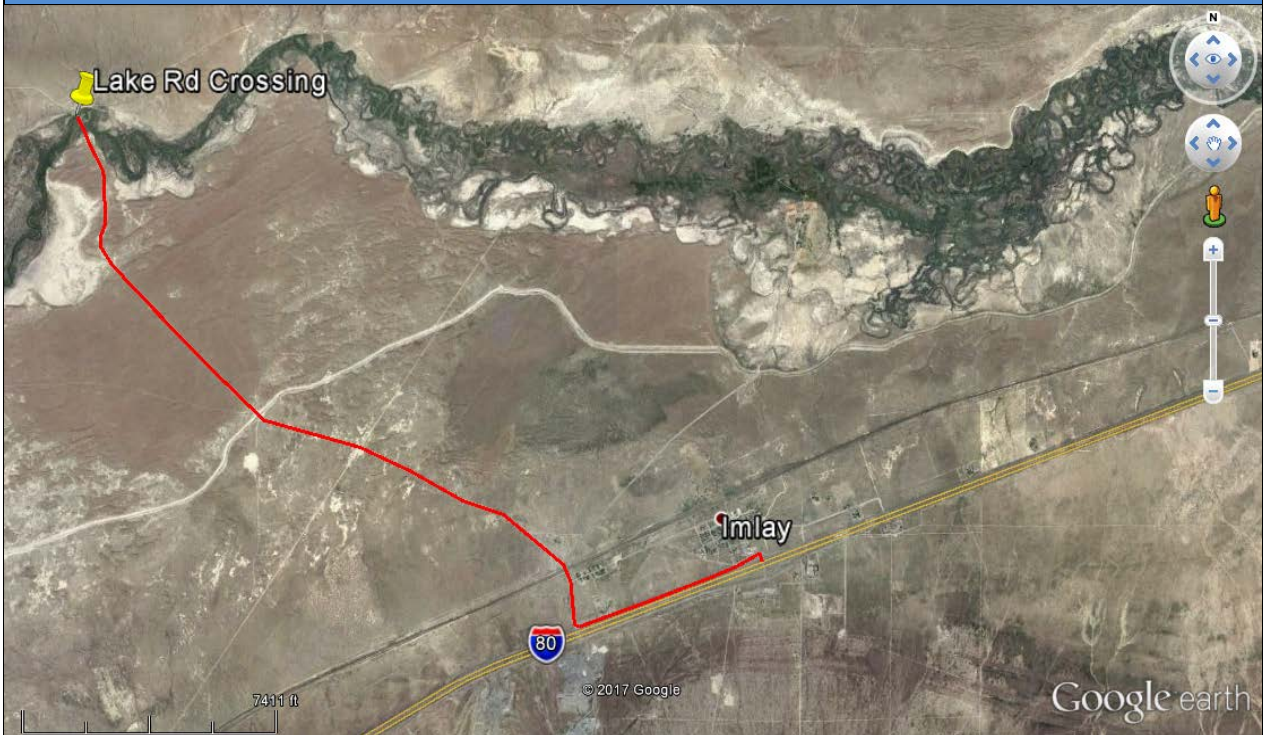


Location Description/Name LAKE ROAD CROSSING (Pershing County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.692304, -118.218661		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
N/A		
<b>Site Contact Information</b>		
Pershing County Sheriff's Office (775) 273-2641		
<b>Nearest Staging Location</b>		
On-site		
<b>Site Description</b>		
Public land where Lake Road crosses the Humboldt River. Nevada Division of Water Resources defines the area west of the Lake Road bridge to be the beginning of Rye Patch Reservoir.	<p>Overview of Lake Road site looking east and upriver. Photo date September 19, 2017.</p>	
<b>Site Safety Message</b>		
<p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p>		

**Driving Directions**

The site is located about 4 miles northwest of the Town of Imlay. From I-80 take Exit 145 (Imlay) and proceed to Frontage Road on the north side of the freeway; turn left on Frontage Road and travel southwest (parallel to the freeway) for 1.3 miles; turn right on Old Idaho Stage Road and travel for 0.1 miles, crossing the railroad tracks; make a slight left onto Lake Road and travel 3.9 miles to the site (the Lake Road bridge over the Humboldt River).

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally wide and slow here. The best boom location or collection point is on the east side of the bridge. There is good river access with staging and parking space. The river width is approximately 50 feet, however, approximately 350 feet of boom will be required to deploy appropriately.

**Site Tactics**

Deploy 350 feet of boom from the northwestern side of the river to the south side of the bridge. However, during low flow conditions sand bars may be present that preclude booming the entire width of the river. In this case deploy booms in existing stream channels. Potentially place skimmer to recover product.

**Protected Resources**

None known

**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	7	50-foot boom segments (350 feet of boom)

**Boom Deployment Map (overview)**



Location Description/Name RYE PATCH DAM (Pershing County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.469610, -118.307786		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
2210 Rye Patch Reservoir Road Lovelock, Nevada 89419		
<b>Site Contact Information</b>		
Pershing County Sheriff's Office (775) 273-2641 Pershing County Water District (775) 273-2293		
<b>Nearest Staging Location</b>		
On-site		
<b>Site Description</b>		
Dam on the Humboldt River creating the Rye Patch Reservoir. Several boat launching ramps are present in the vicinity.	<p>Overview of Rye Patch Dam site looking west. Photo date September 19, 2017.</p>	
<b>Site Safety Message</b>		
<p>Additional personnel should be present for rescue purposes when working near the dam. Reservoir levels will be variable depending on drought conditions, wear a personal flotation device (PFD) that is properly adjusted. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes. This site is different from most of the other Humboldt River sites in that spill response will be conducted on the reservoir rather than on the river.</p>		



**Driving Directions**

The site is located about 22 miles northeast of the town of Lovelock. From I-80 take Exit 129 (Rye Patch Dam) and travel west on Rye Patch Reservoir Road for 1.4 miles, crossing the dam; park in the dam picnic area parking lot to the right. Additional parking/staging available on the east side of the dam.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring, dock anchoring to bridge or dam, and/or open water booming. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The reservoir is wide with slowly moving water. Open water booming of spilled materials will generally be the best practice for the recovery of product. However, boom can be set up at various points near the dam. There is good access with staging and parking space. The reservoir width is approximately 685 feet.

**Site Tactics**

Boom should be deployed in open water by encircling floating product. An inflatable or metal boat would be required for this operation. Alternatively, boom can be deployed from the west side of the reservoir to the east side, an approximate 1,050-foot span. Potentially place skimmer to recover product.

**Protected Resources**

None Known

**Cultural Resources**


None Known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	21	50-foot boom segments (shore booming)

**Boom Deployment Map (overview)**

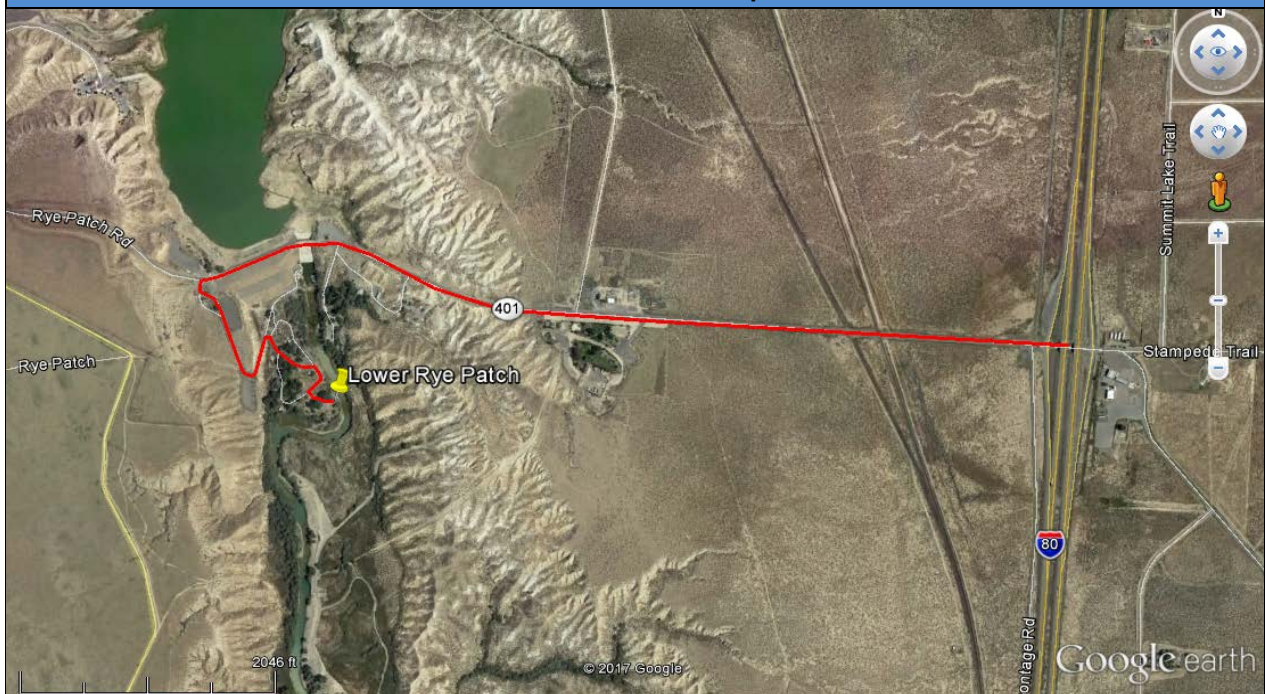


Location Description/Name RYE PATCH CAMPGROUND (Pershing County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.469610, -118.307786		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
2210 Rye Patch Res Rd., Lovelock, Nevada 89419		
<b>Site Contact Information</b>		
Pershing County Sheriff's Office (775) 273-2641 On-site Park Rangers (775) 538-7321		
<b>Nearest Staging Location</b>		
On-site		
<b>Site Description</b>		
Campground downstream of Rye Patch Dam. This site offers decent access to the river with several options for equipment staging.	<p>Overview of Rye Patch Campground site looking northeast and upriver. Photo date September 19, 2017.</p>	
<b>Site Safety Message</b>		
<p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p>		

**Driving Directions**

The site is located about 21.5 miles northeast of the town of Lovelock. From I-80 take Exit 129 (Rye Patch Dam) and travel west on Rye Patch Reservoir Road for 1.4 miles, crossing the dam; turn left on River Campground Road and travel 400 feet; turn right to stay on River Campground Road and travel 0.2 miles; turn right to stay on River Campground Road and turn right again after 40 feet; travel 142 feet to a Y in the road, stay left; travel 340 feet to a T; turn left and park on the right side of the road adjacent to the river.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

When flowing, the river is generally narrower and faster at this site than at most other Humboldt River sites. The best boom location or collection point is near the first bend in the river below the dam, near the campground volleyball court. There is good river access with staging and parking space. The river width is approximately 100 feet.

**Site Tactics**

Deploy boom from the east side of the river to the west side. Approximately 150 feet of boom will be required for collection of spill materials. The option to place underflow dam is available if river flow and height are appropriate. Additionally, a sump could be excavated on the west side of the river for the placement of a skimmer.

**Protected Resources**

None Known

**Cultural Resources**


None Known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	3	50-foot boom segments (150 feet of boom)

**Boom Deployment Map (overview)**



<b>Site Latitude, Longitude</b>	
40.311433, -118.372012	
<b>Highway Milepost</b>	
N/A	
<b>Nearest Address</b>	
N/A	
<b>Site Contact Information</b>	
Pershing County Sheriff's Office (775) 273-2641	
<b>Nearest Staging Location</b>	
On-site	
<b>Site Description</b>	<p>Overview of Poker Brown Camp site looking north and upriver. Photo date September 19, 2017.</p>
Bridge where Poker Brown Camp Road crosses the Humboldt River. Bridge allows access to both sides of the river.	

<b>Site Safety Message</b>
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This site is located on open range land, watch for livestock while mobilizing to, and while at the site. River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.

**Driving Directions**

The site is located about 10.5 miles northeast of Lovelock. From I-80 take Exit 112 (Coal Canyon) and proceed to the north side of the freeway on Coal Canyon Road (0.3 miles); turn right on Upper Valley Road (Business 95/NV-396). Stay on this road all the way to the site – it changes names along the way, but takes you directly to the site. After 2.6 miles the road becomes Frontage Road; continue straight for another 1.5 miles to where the road makes a 90 degree turn to the left; continue northwest on Frontage Road for 1.4 miles at which point it becomes Old Emigrant/Poker Brown Camp Road; continue straight for 0.2 miles to the site (a bridge over the Humboldt River). Total distance from the initial right turn onto Upper Valley Road to the site is 5.7 miles.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the bridge. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally slow at this location. The best boom location or collection point is on the southeast side of the bridge. There is good river access with staging and parking space. The river width is approximately 50 feet.

**Site Tactics**

Deploy approximately 200 feet of boom from the southeast side of the bridge to the northwest side of the river. The option to place underflow dam here is available as well, if river flow and height are appropriate.

**Protected Resources**

None known

**Cultural Resources**

None known


**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	4	50-foot boom segments (200 feet of boom)

**Boom Deployment Map (overview)**





<b>Site Latitude, Longitude</b>	
40.235773, -118.419479	
<b>Highway Milepost</b>	
N/A	
<b>Nearest Address</b>	
N/A	
<b>Site Contact Information</b>	
City of Lovelock (775) 273-2356 Pershing County Water District (775) 273-2293 Pershing County Sheriff's Office (775) 273-2641	
<b>Nearest Staging Location</b>	
On-site	
<b>Site Description</b>	
The site is approximately 650 feet northeast of Old Pitt Dam. Diversion canal present at the site. A moderate amount of staging space is available at the site with additional staging at the dam itself.	

Overview of Old Pitt Dam site looking northeast and upriver. Photo date September 19, 2017.

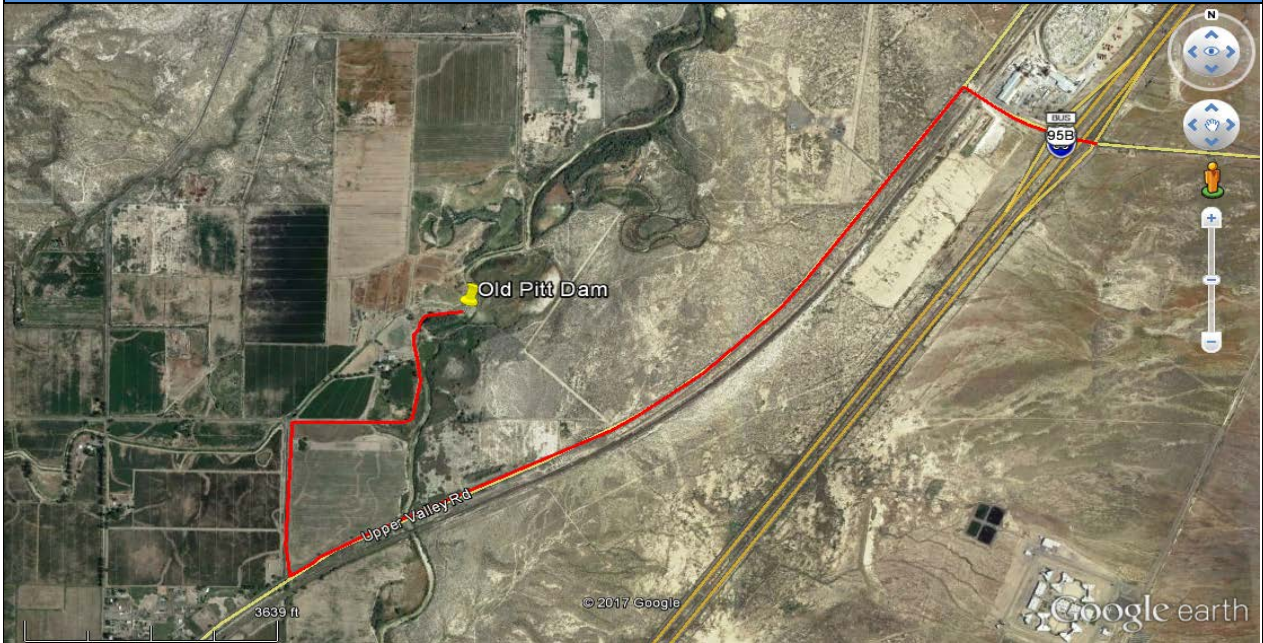
<b>Site Safety Message</b>
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River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.

**Driving Directions**

The site is located in north Lovelock on the north side of I-80. From I-80 take Exit 112 (Coal Canyon) and proceed to the north side of the freeway on Coal Canyon Road (0.3 miles); turn left onto Upper Valley Road (Business 95/NV-396) and go 2.5 miles southwest; turn right on Union Road and travel 0.5 miles; turn right on Holmstrom Road and travel 0.3 miles; the road will veer left and it is 0.3 miles to the dam; at the dam continue straight for another 0.2 miles to arrive at the site on a small peninsula between the river and a diversion canal.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

When flowing, the river is generally wide and slow at this site. Booming should occur at two locations originating at the peninsula northeast of the dam, upriver. The first should be oriented north, protecting the diversion canal. The second should be oriented east, protecting the dam; this boom will be used as the product collection point. The river may not have any flow at this location during drought conditions, but may reach widths up to 150 feet when the river is flowing. A secondary potential booming location for the diversion canal is shown on the boom deployment map.

**Site Tactics**

Deploy boom from north to south across the mouth of the diversion canal and east to west across the river in order to protect both the diversion canal and the downstream dam. An additional segment of boom may be placed in the diversion canal itself, if warranted. A total of approximately 350 feet of boom will be required for setup. An inflatable of metal bottom boat would be helpful to deploy boom.

**Protected Resources**

None known

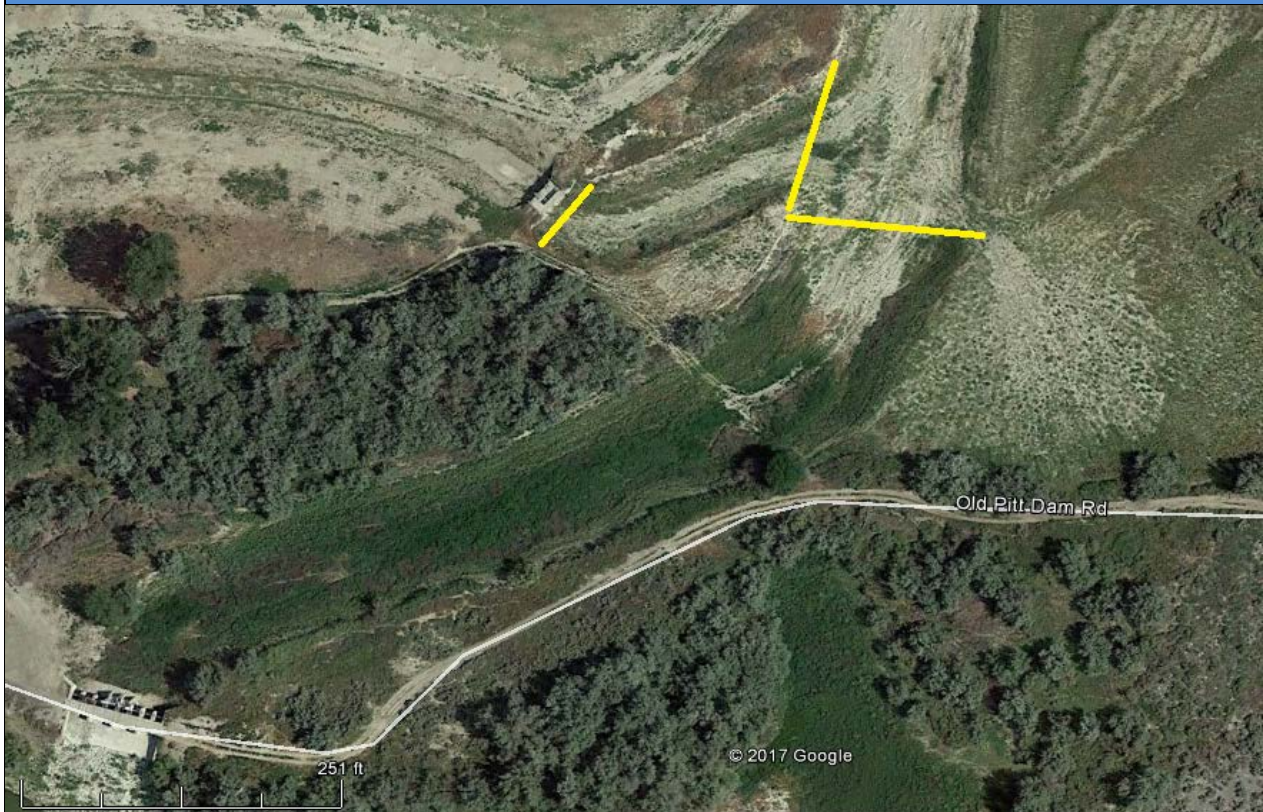
**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	7	50-foot boom segments (350 feet of boom)

**Boom Deployment Map (overview)**



Site Latitude, Longitude	Site Image (Point of View)
40.217376, -118.424143	
Highway Milepost	
N/A	
Nearest Address	
630 Irish-American Dam Road Lovelock, Nevada, 89419	
Site Contact Information	
City of Lovelock (775) 273-2356, Pershing County Water District (775) 273-2293, Pershing County Sheriff (775) 273-2641	
Nearest Staging Location	
On-site	
Site Description	
Low head dam on the Humboldt River located in Lovelock. River access is located approximately 400 feet upriver of the dam.	<p style="text-align: center;">Overview of Irish-American Dam site looking north and upriver. Photo date September 19, 2017 (booming location is upstream from the dam shown here).</p>

**Site Safety Message**

River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.

Collection activities should not take place at the dam itself. If work is to be done near the dam, additional spotters and rescue personnel will be required.

**Driving Directions**

The site is in north Lovelock, north of I-80. There are 2 options of similar distance to reach the site. **If approaching Lovelock from the east on I-80**, take Exit 112 (Coal Canyon) and proceed to the north side of the freeway on Coal Canyon Rd. (0.3 miles); turn left on Upper Valley Rd. (Business 95/NV-396) and go 3.6 miles southwest; make a sharp left onto Irish-American Dam Rd. and travel 0.6 miles; turn left onto Double Rose Ln. and travel 0.45 miles to the site. **If approaching Lovelock from the west on I-80**, take Exit 106 (Downtown Lovelock); turn left on Main St. and go 0.25 miles; turn right on Cornell Ave. (NV-396), travel 0.34 miles and veer right on Upper Valley Rd. (behind/east of the Punch Inn Casino); travel 2.8 miles on Upper Valley Rd. and turn right on Irish-American Dam Rd. Follow instructions underlined above.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is relatively wide at this location. However, collection activities should occur north (upriver) of the dam to avoid emulsification of product traveling over the dam. There is good river access at the site with staging and parking space. The river width is approximately 140 feet.

**Site Tactics**

Deploy boom from the west side of the river to the east side. Approximately, 250 feet of boom will be needed in order to span the river and create a collection point.

**Protected Resources**

None known

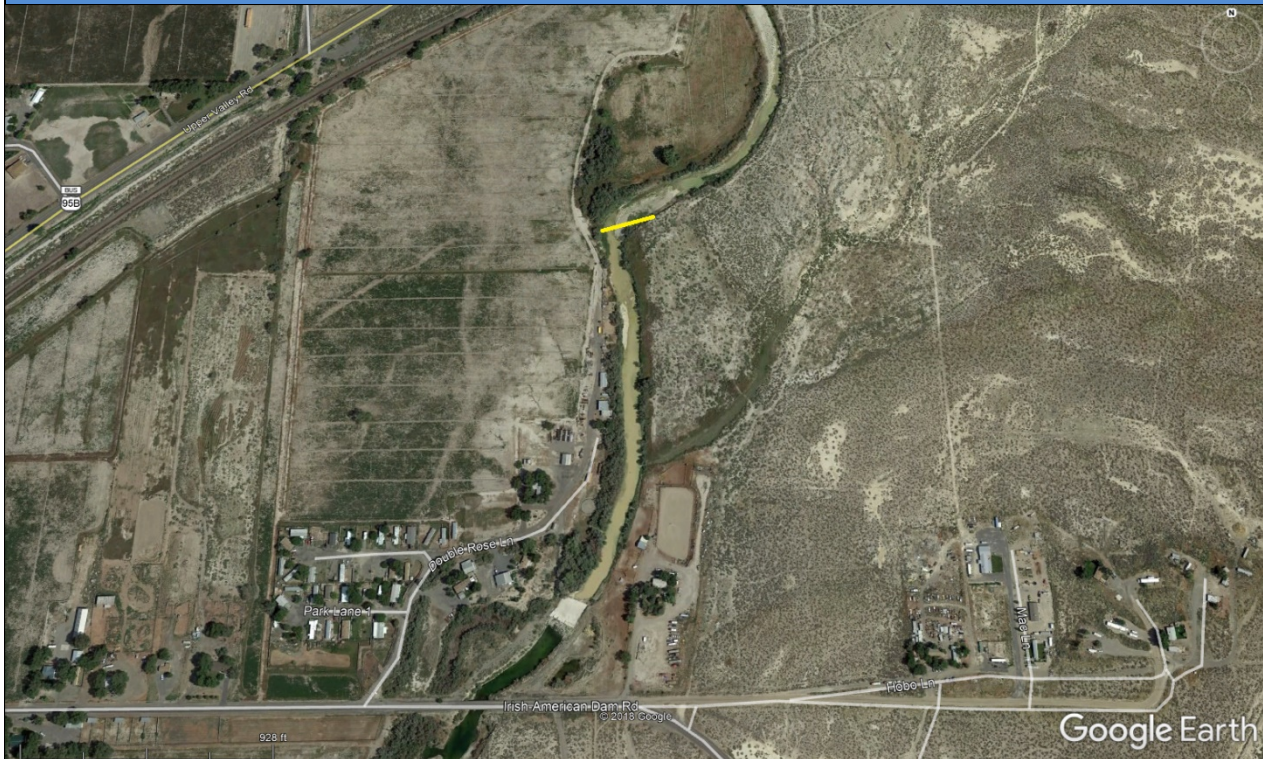
**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	5	50-foot boom segments (250 feet of boom)

**Boom Deployment Map (overview)**



<b>Site Latitude, Longitude</b>	
40.198719, -118.441706	
<b>Highway Milepost</b>	
N/A	
<b>Nearest Address</b>	
280 Rogers Road, Lovelock, Nevada 89419	
<b>Site Contact Information</b>	
City of Lovelock (775) 273-2356 Pershing County Sheriff's Office (775) 273-2641 Pershing County Water District (775) 273-2293	
<b>Nearest Staging Location</b>	
On-site	
<b>Site Description</b>	<p>Overview of Rogers Dam site looking southwest and downriver. Photo date September 19, 2017.</p>
Rodgers Dam on the Humboldt River is used to store water for irrigation of nearby fields. Site features include an overflow spillway, the dam itself, and a diversion canal.	

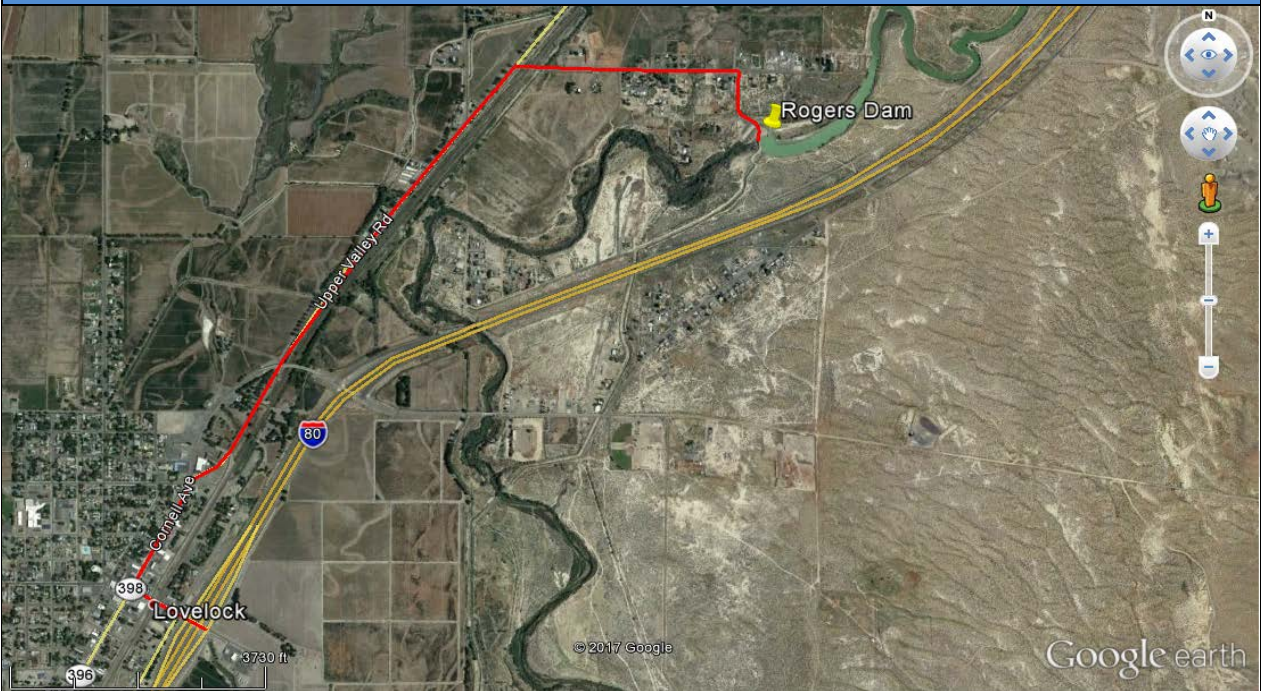
<b>Site Safety Message</b>
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Additional personnel will be required for rescue purposes while working near the Dam. River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.

**Driving Directions**

The site is located in northeast Lovelock north of the freeway. From I-80, take Exit 106 (Downtown Lovelock) and turn west on Main Street (NV-398); go 0.25 miles and turn right onto Cornell Avenue (NV-396/Bus 95B); travel 0.34 miles and veer right on Upper Valley Road (behind/east of the Punch Inn Casino); travel 1.5 miles and turn right onto Rogers Road; go 0.62 miles and turn right onto Rogers Dam Road; drive an additional 0.22 miles to reach the site at the dam.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring or dock anchoring to the dam. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is generally wide and slow here. The best boom location or collection point is on the north side of the dam. A secondary boom should be placed on the north side of the dam, in order to protect the spillway. The length of the secondary boom will vary depending on flow conditions. There is good river access with staging and parking space. The river width is approximately 240 feet.

**Site Tactics**

Deploy boom from two locations on the north side of the dam. Deploy one section of boom from the north side of the river to the peninsula, protecting the overflow spillway, and another from the south side of the river to the peninsula, protecting the dam and diversion canal. Approximately 750 feet of boom will be required to appropriately collect spill materials.



**Protected Resources**

None known

**Cultural Resources**


None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	15	50-foot boom segments (750 feet of boom)

**Boom Deployment Map (overview)**

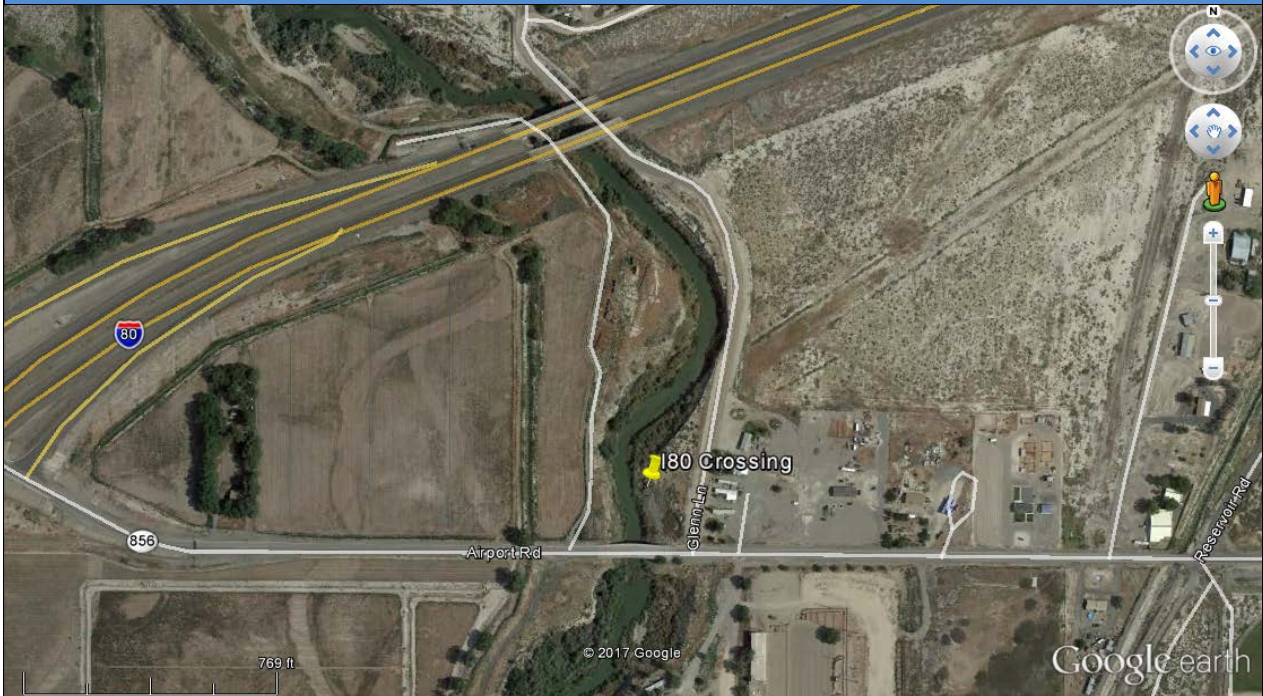


Location Description/Name I-80 CROSSING (Pershing County)		Page 1 of 3
<b>Site Latitude, Longitude</b>	<b>Site Image (Point of View)</b>	
40.191096, -118.456795		
<b>Highway Milepost</b>		
N/A		
<b>Nearest Address</b>		
N/A		
<b>Site Contact Information</b>		
City of Lovelock (775) 273-2356, Pershing County Sheriff (775) 273-2641		
<b>Nearest Staging Location</b>		
150 feet west (uphill) of the river along Glenn Lane		
<b>Site Description</b>		
Segment of river between the crossings of Interstate 80 and Airport Road		
		<p>Overview of I-80 Crossing site looking north and upriver. Photo date September 19, 2017.</p>
<b>Site Safety Message</b>		
<p>River conditions will be variable, please consider the following points before attempting to access or boom this location. River flows fluctuate consistently, wear a personal flotation device (PFD) that is properly adjusted. Take note of an available eddy for self-rescue in uncertain water. Observe and plan for typical river hazards like rocks and rock sieves, undercut boulders and walls, holes, and unstable surfaces. Be aware of snag changes or new snags after winter and floods. In winter, be cautious of ice stability at the site and upriver. Be aware of biological hazards typical of the season in which you are visiting, including poisonous plants, snakes, and insects. Also, be prepared for extremes in weather and rapid weather condition changes.</p> <p>This section of the river has steep banks and a steep access road, use spotter while getting equipment to the site. Watch footing while conducting work activities.</p>		

**Driving Directions**

The site is located in northeast Lovelock, south of I-80. **From I-80 EB** take Exit 106 (Downtown Lovelock); turn left on Main Street, go 0.25 miles; turn right on Cornell Avenue, go 1.4 miles, crossing over I-80 and arriving at Glenn Lane; turn left on Glenn Lane. **From I-80 WB** take Exit 107 (East Lovelock); turn left on Airport Road; travel 0.4 miles and turn left on Glenn Lane. Staging area is ~300 feet north of Airport Road on the left/west side of Glenn Lane.

**Overview Street Map**



**Site Objectives**

Place boom quickly and effectively using shore anchoring. If appropriate, stage skimmers, pumps, and vacuum trucks to recover spill material(s).

**Site Strategies**

The river is fairly channelized but slow at this location. The best boom location or collection point is on the east side of the river at the bottom of the access ramp just north of the Airport Road bridge. There is moderate river access with parking/staging space nearby. The river width is approximately 55 feet.

**Site Tactics**

Deploy 90 feet of boom from the west side of the river to the east side. An inflatable or metal bottom boat may be beneficial in boom deployment.

**Protected Resources**

None known

**Cultural Resources**

None known

**Recommended PPE and Boom Length**

Type	QTY	Description
PFD	1/person	Personal flotation device, adjusted and fitted properly
Boom	2	50-foot boom segments (100 feet of boom)

**Boom Deployment Map (overview)**



## White Tab #1

# Emergency Management/Operational and Response Considerations

## Emergency Management/Operational and Response Considerations

This section provides information concerning emergency management/operational and response considerations including site safety and security, response equipment stockpile locations, water supplies for firefighting operations, on-site considerations, transitioning from initial response to Unified Command and potential risk to various resources.

### Site Safety and Security Considerations

Site safety and security are paramount when dealing with any emergency response. The following items should be considered when responding to a material release:

#### *First Responder and Public Safety*

First responders will likely be among the first personnel to arrive at the scene of a spill. Every effort, to safely do so, should be made to identify the spilled material. Identification of the spilled material will help dictate the protective equipment required in a rescue.

The public should not be allowed to enter the spill area. In certain instances, this may require evacuation of the public to an upstream/upwind location.

#### *Isolation/Deny Entry*

Following a spill, an exclusion zone should be established around the spill. The area covered by this exclusion zone will vary depending on the size and type of material spilled. Personnel trained in HAZMAT material cleanup and assessment should be the only people within the exclusion zone.

#### *Area Assessment*

The area should be assessed for any additional exposure pathways (i.e. diversion canals, etc.) or secondary spill sources. If identified these should be incorporated into the emergency response/cleanup plan.

#### *Traffic and Access*

In some cases, traffic may need to be rerouted to maintain site security and/or response personnel safety.

Should the response be conducted in a remote area of the river or its tributaries, additional equipment may be required (i.e. portable toilets, tents, etc.).

#### *Public Health*

Should impacts from a spill not be addressed by local, state, or federal regulations, institutional controls may need to be established during and after a spill (i.e. boil order, establishment of drinking water programs, fish advisories, etc.)

## **Response Equipment Stockpile Locations**

Local fire departments may have limited supplies to mitigate releases, however, spill cleanup contractors or state and federal agencies have access to a much greater volume of spill response equipment. Certain responsible parties may also have access to equipment used to mitigate spilled materials.

## **Water Supplies for Firefighting Operations**

During certain times of the year, access to water for firefighting may be available upstream of the spill location. However, during droughts or low flow periods, other methods for obtaining firefighting water will need to be employed, such as trucking or flying water into the area.

## **On-site Considerations**

Various on-site considerations typically requiring attention during spill responses are described and discussed below.

### **Before Deploying a GRP Strategy (Questions to Ask):**

***Are conditions safe?*** Response managers and responders must first determine if efforts to implement a response strategy would pose an undue risk to worker safety or the public based on conditions present during the time of the emergency. No strategy should be implemented if doing so would threaten public safety or present an unreasonable risk to the safety of responders.

***Has initial control and containment been sufficiently achieved?*** Source control and containment of the spill at or near the source are always higher priorities than the deployment of GRP response strategies, especially when concurrent response activities are not possible.

***How far downstream or out into the river environment is the spilled material likely to travel before response personnel will be ready and able to deploy GRP response strategies?*** River flow rates, the size of the spill and the rate of spill material entering the river will dictate the spread and travel time of the spilled material. Stream flow data provided in the [Green Tab](#) (River Response Strategies) of this plan may be used to help in the selection of downstream booming locations.

### **During Strategy Implementation (Things to Remember):**

On-scene conditions (weather, river stage and flow, waves and debris) may require that strategies be modified in order to be effective. There is a significant chance that

weather and conditions experienced at a particular strategy location during an actual spill event will be different from those encountered when data was gathered during field visits. Response managers and responders must remain flexible and modify the strategies provided in this plan (**Green Tab**) as needed to meet the challenges experienced during an actual response.

Certain strategies may call for access points or staging areas that are not easily reached at all times of the year or in all weather conditions.

Oil containment boom must be free of twists, gaps and debris in order to remain effective. The GRP response strategies provided in this plan (**Green Tab**) were designed for use with persistent heavy oils or hazardous materials that float on water and may not be suitable for other petroleum products or hazardous substances which do not float on water.

#### **After Strategy Implementation (Things to Understand):**

Oil containment boom should be maintained and periodically monitored to ensure its effectiveness. Changes in river stage and flow will likely require modifications to boom deflection angles. Depending on conditions, some booming strategies may require around-the-clock tending.

Although designed for implementation during the initial phase of an oil or hazardous material spill, GRP strategies may continue to be deployed and implemented throughout the entire lifespan of a response, as determined appropriate and/or necessary by the Incident Commander or Unified Command.

### **Transitioning from Initial Response to Unified Command**

Spill responses along the Humboldt River may readily cross jurisdictional boundaries and local response capabilities may be exceeded due to the remoteness of much of the river basin. As Initial Response transitions from the initial responder to a qualified Incident Commander, a Unified Command structure may be established. When this occurs, additional authorized representatives will be added to the Unified Command Group. Because of the remoteness of much of the Humboldt River Basin and the limited number of trained response resources, it may take several hours for additional response personnel to arrive on scene. Also, given that the Humboldt River crosses six counties, response personnel from multiple counties may be present. A typical Unified Command Structure may include the designated Incident Commander, a local representative from the impacted county or counties, a state representative, a federal representative and a representative from the responsible party. The local representative to Unified Command may be provided by local fire or law enforcement serving in the role of Incident Commander, the authorized representative for the impacted local government, or both, depending on the location of the spill. The state representative to Unified Command may be provided by the Nevada Highway Patrol or NDEP. The federal representative to Unified Command would be an EPA On-Scene Coordinator. Other state assets such as the National Guard Civil Support Team may be available to support the Unified Command. Tribes may also be represented in Unified Command when there is a threat to Tribal resources, or they have been impacted.



### *General Response Priorities*

The following list provides the order of response priorities after an oil or hazardous material spill into the Humboldt River.

- Safety is always the number one priority. Do not implement GRP strategies or take actions that will unduly jeopardize public, worker or personal safety.
- Notify local public health and safety personnel.
- Control and contain the source of the spill; mobilize resources to the spill location. Source control and containment are always a higher priority than the implementation of GRP strategies.
- Determine the priority or order in which GRP strategies should be implemented based on the location of the spill or affected area. Priorities based on the incident location (detailed below) should be used unless the on-scene situation or circumstances dictate otherwise.
- The first priority is always control and containment of the release at the origin point as soon as it is safe to do so. Regarding containment and collection, in establishing response priorities, the downstream movement of released material and the time it takes to mobilize and deploy response resources should drive strategy selection. Generally, GRP strategies should first be implemented downstream, well beyond the furthest extent of the spill, and then continued upstream toward the spill source.
- As response resources become available, implement the GRP Strategies in order of priority.

### **Resources at Risk**

A summary of natural, cultural and economic resources at risk in the Humboldt River Basin is provided below. General information is provided on habitat, fish and wildlife resources and locations in the area where sensitive natural resource concerns exist, as well as a summary of cultural and economic resources.

This summary is purposely broad in scope and should not be considered comprehensive. Additional information from private organizations or federal, state, tribal, and local government agencies should also be sought during spills and considered.

This information can be used in:

- Assisting the Environmental Unit (EU) and Operations in developing additional response strategies.
- Providing resource-at-risk "context" to responders, clean-up workers, and others during the initial phase of a spill response in the GRP area.
- Briefing responders and incident command staff that may be unfamiliar with sensitive resource concerns in the GRP area.
- Providing background information for personnel involved in media presentations and public outreach during a spill incident.

### *Wildlife and Sensitive Habitat Information and Mitigation Strategies*

Sensitive species that may occur within this area, at some time of year, are listed below and the following federal and state designations apply to their status:

- Federal Endangered (FE)
- Federal Threatened (FT)
- Federal Candidate (FC)
- Federal Species of Concern (FCo)
- State Endangered (SE)
- State Threatened (ST)
- State Candidate (SC)
- State Sensitive (SS)

#### Listed Birds:

- Yellow-Billed Cuckoo (FT, ST)
- Least Bell's Vireo (FE, SE)
- Greater Sage Grouse (FT, ST)
- Southwestern Willow Flycatcher (FE, SE)

#### Listed Fish:

- Cui-ui (FE, SE)
- Desert Dace (FT, ST)
- Cutthroat Trout (FT, ST)

#### Listed Amphibians:

- Columbia Spotted Frog (FC, SC)

Habitats along the Humboldt River include:

- *River and Tributary Stream:* The river and tributary stream serve as important habitat to many species in the region. Mitigation strategies include protecting this habitat from spill impacts through prudent and timely spill response and recovery. From the U.S. Fish and Wildlife website, designated critical habitat along the Humboldt River includes the Desert Dace habitat in Humboldt County.
- *Riparian and Wetland Areas:* Riparian and wetland areas are concentration areas for a variety of wildlife. Mitigation strategies include protecting this habitat from spill impacts through prudent and timely spill response and recovery.

Wildlife present along the Humboldt River include birds, fish, mammals, amphibians and reptiles. The abundance of wildlife populations along much of the Humboldt River is highly dependent on the boom/bust precipitation cycles experienced in the basin. Wildlife notes provided as follows:

- Birds - The Humboldt River is located within the Pacific Flyway, although Nevada, in general, is not a primary stopping area for migratory birds.
- Birds - Waterfowl concentrations occur from spring through fall.
- Birds - Birds of prey nest and hunt throughout the region.
- Birds - Various wading birds use portions of the Humboldt River for both migration and breeding when conditions are favorable.
- Birds - Many other birds are present along the Humboldt River including, but not limited to, pheasant, quail, blackbirds, crows, robins, swallows, and bluebirds.
- Fish – The Humboldt River is cooler with clearer water in the upper reach of the basin from the headwaters to the Elko area and cutthroat trout are generally confined to this area. The remainder of the river from the Elko area to the Humboldt Sink has poorer water quality due to high temperatures, poor watershed practices and aggressive irrigation practices; this stretch of the river is stocked with warm water species such as catfish, bluegill, white bass, and crappie.
- Mammals – Many mammals live within the Humboldt River Basin including, but not limited to, deer, beaver, mink, muskrat, coyote, pronghorn antelope, kit foxes, bobcats, and rabbits.
- Amphibians – Various frogs and toads live within the entire stretch of the Humboldt River Basin.
- Reptiles – Various lizards, snakes, and some turtles live within the entire stretch of the Humboldt River Basin.
- Oiled Wildlife - oiled wildlife may be encountered during a spill response. Oiled wildlife sightings should be reported to NDOW throughout the entirety of the response. Information provided should include the location, date and time of the sighting and the estimated number and kind of animals observed. The observations reported to NDOW will be used by NDOW to coordinate appropriate action. Attempting to capture oiled wildlife can be hazardous to both the animal and the person attempting the capture the animal. Response personnel should not approach or attempt to recover oiled wildlife.

### *Cultural Resources and Historic Properties at Risk*

Culturally sensitive sites and historic properties are present within the Humboldt River Basin. Due to the nature of these sites and properties, details regarding their location and the type of cultural resources present are not included in this document. SHPO may assign a person to monitor cleanup operations or provide a list of professional archeologists that can be contracted to monitor response activities.

Information on the location of culturally sensitive sites is maintained by SHPO. The Te-Moak Tribes of Western Shoshone and The Lovelock Paiute Tribe may also be able to provide information on cultural resources at risk in this GRP area and should be consulted. After Unified Command is established, information related to specific archeological concerns will be coordinated through the Environmental Unit (EU). Procedures for managing the discovery of human skeletal remains and cultural and historic resources can be found in the [Green Tab](#).

### *Socio-Economic Resources at Risk*

Socio-economically sensitive resources are facilities or locations that rely on a body of water to be economically viable. Because of their location, they could be severely impacted if an oil or hazardous material spill were to occur. Economically sensitive resources are separated into two categories: commercial infrastructure (dams and agricultural intakes) and water-dependent recreation areas; these two categories of economically sensitive resources are discussed below:

#### Dams and Agricultural Intakes

Due to seasonal variations of flow in the river, communities and industry do not use the river as a water source, therefore, there are no intakes of this kind present on the river. Agriculture, however, does use the river as a source of irrigation water throughout the reach of the river utilizing flow control and diversion dams.

#### Recreation Areas

Water-dependent recreation contributes to the economy of the communities along the Humboldt River. Boating, fishing, hunting, and camping are all active and valuable recreational industries within the basin and various recreation areas exist along the river, most notably, Rye Patch Reservoir.

White Tab #2  
Roles and Responsibilities

## Roles and Responsibilities

This section covers roles and responsibilities for entities (local, state, Tribal, federal, and private/public organizations) which may be involved with spill response and recovery.

### Local Government Agencies

Local government agencies which may be involved with spill response and recovery, and their roles and responsibilities are described below.

#### Fire Departments

Local fire departments provide incident support for the Incident Commander. The fire department works within the Incident Command System as needed for fire suppression and/or rescue activities. Fire departments also function to provide emergency decontamination, treatment and transportation of patients injured as a result of a hazardous materials incident.

#### Local Emergency Planning Committee (LEPC)

The LEPCs provides regional oversight for hazardous materials response planning. There is one LEPC per county in Nevada. LEPC plans incorporate local oil and hazardous materials response. LEPC recommendations are discharged through the Administering Agencies.

#### County Sheriff's Offices / Town Police Department (Law Enforcement [LE])

LE is designated by the area plan as the Incident Commander for off-highway areas including county and private properties. LE is responsible for overall scene management, resource coordination and resource management. In many cases along the Humboldt River the Sheriff's Office also serves as the city or county Emergency Manager.

#### County / Town Public Works Department (PW)

PW is responsible for cleaning up spills occurring on roadways maintained by their agency when the responsible party is unknown or unable to pay for cleanup.

### State of Nevada

State of Nevada agencies which may be involved with spill response and recovery, and their roles and responsibilities are described below.

#### Nevada Division of Emergency Management (NDEM)

NDEM is the central contact point for coordination of state and federal agencies during an emergency response situation in Nevada. NDEM is not an active response agency and has no in-house emergency response resources but will provide coordination of resources needed for the response.

### Nevada Highway Patrol (NHP)

NHP has statutory responsibility to police all primary and secondary highways in Nevada and to investigate all accidents that occur on those highways, including hazardous materials incidents.

### Nevada State Emergency Response Commission (SERC)

Nevada SERC is primarily responsible for Nevada's compliance with the Federal Emergency Preparedness and Community Right to Know Act. The SERC acts in a preventative/planning capacity to coordinate working relationships among state, local, federal, and private agencies and industries. The SERC also oversees the LEPCs in Nevada.

### Nevada Division of Environmental Protection (NDEP)

NDEP has Duty Officers available around the clock to receive spill reports. NDEP provides technical assistance on environmental matters, regulates hazardous waste, conducts sampling and makes final decisions on remediation in the State (except for decisions made by the Washoe County District Health Department in that county and some decisions made by the Southern Nevada Health District in Clark County). The Bureau of Corrective Actions oversees cleanups being conducted on contaminated sites and enforces environmental regulations. The Bureau of Waste Management (which recently changed its name to the Bureau of Sustainable Material Management) oversees and inspects facilities that generate, store and dispose of hazardous materials.

### Nevada Division of Public and Behavioral Health (NDPBH)

NDPBH is responsible for the public's health and can test for contamination from chemicals and organisms. Other sections of the division that may assist are:

- *Radiological Health*  
Radiological Health is responsible for the incidents involving radioactive materials.
- *Emergency Medical Services (EMS)*  
EMS assists in coordinating emergency medical response.

### Nevada Division of Investigations (NDI)

NDI conducts criminal investigations at crime scenes, including HazMat incidents. Their responsibilities include protecting the crime scene, collecting evidence, initiating investigations and providing investigative support to other agencies. NDI investigators are capable of making entries into hazardous environments.

### Nevada Department of Transportation (NDOT)

NDOT has highway maintenance yards throughout the state with heavy equipment and other resources that may be used by the local responder under certain circumstances. NDOT has the power to close highways to traffic if conditions warrant such action.

### Nevada Department of Motor Vehicles and Public Safety (NDMV)

NDMV controls the licensing and regulation of commercial carriers through the state. The NHP is part of the department and enforces highway transportation regulations in the state. NHP also controls the Nevada law enforcement communications net that may be used for emergency communications.

#### Nevada State Fire Marshall (NSFM)

The NSFM office functions to promote and develop ways and means of protecting life and property from fire. As part of the Division of the NSFM, the Nevada Hazardous Materials and Fire Training Center provides training statewide to fire personnel, industry, business, governmental agencies and private citizens. The NSFM office provides technical assistance on fire and life safety issues, investigates the cause of fires and provides law and code enforcement.

#### Nevada Division of Wildlife (NDOW)

NDOW can provide rescue and rehabilitation support for fish and other wildlife in the river. Threatened and endangered fish species are present in the Humboldt River. The most sensitive time of year for fish in the Humboldt River is April to July during spawning season.

#### Nevada Division of Forestry (NDF)

NDF can provide manpower, aircraft, and heavy equipment to support emergency response personnel. Response times for these resources are usually two to four hours. Aircraft support includes several helicopters used for firefighting, personnel transport and rescue efforts. Heavy equipment that can be provided by NDF includes bulldozers and road graders.

#### Nevada 92<sup>nd</sup> Civil Support Team (CST)

The Nevada CST supports civil authorities at domestic chemical, biological, radiological, nuclear, and high yield explosive or natural/manmade disaster incidents. CST personnel are certified as hazardous materials technicians in accordance with International Fire Service Accreditation Congress requirements. CST assistance should be requested through the NDEM.

#### Nevada Occupational Safety and Health Administration (NVOSHA)

NVOSHA enforces health and safety standards required by the Nevada Occupation Safety and Health Act and assists employers in identifying and correcting unsafe working conditions. NVOSHA can evaluate health and safety plans designed to protect employees from exposure to hazardous materials during HazMat response and recovery operations.

### **Tribes**

Tribal agencies (Tribes) which may be involved with spill response and recovery, and their roles and responsibilities are described below.

#### Te-Moak Tribe of Western Shoshone



Four Bands of the Te-Moak Tribe of Western Shoshone have regional response capabilities along a majority of the Humboldt River (Wells, South Fork, Elko, Battle Mountain). The Western Shoshone are indigenous to a large area from Idaho to Death Valley, California with population centers in northeastern and central Nevada. The Western Shoshone bands are comprised of several tribal groups and have cultural affiliation with the Paiute, Goshute, Bannock, Ute and Timbisha. These bands prehistorically and historically used the Humboldt River and its tributaries to procure obvious resources like fish and riparian plants, but also as travel corridors and quarries (for tool stone and pigments). Band offices can be found in each response area respective to their name covering Elko, Eureka, Lander, and Humboldt counties. At this time, Tribal response resources do not have a designated administrator, but response area contact information for individual Bands can be found in the **Red Tab**. The Te-Moak Tribe has limited response resources and, therefore, will likely not be involved in response activities. However, the Tribe should be notified in the event of a river incident such that they may be involved in recovery activities.

#### Winnemucca Indian Colony of Western Shoshone

The Winnemucca Indian Colony regional response area is centered around Winnemucca. Like the Te-Moak Tribe, the Winnemucca Indian Colony are Western Shoshone and prehistorically and historically used the Humboldt River and its tributaries to procure obvious resources like fish and riparian plants, but also as travel corridors and quarries (for tool stone and pigments). The Winnemucca Indian Colony office is in Winnemucca. At this time, Tribal response resources do not have a designated administrator, but contact information for the Colony can be found in the **Red Tab**. The Winnemucca Indian Colony has limited response resources and, therefore, likely not be involved in response activities. However, the Tribe should be notified in the event of a river incident such that they may be involved in recovery activities.

#### Lovelock Paiute Tribe

The Lovelock Paiute Tribe regional response area is at the western extent of the Humboldt River, near Lovelock. Prehistorically and historically the Lovelock Paiute Tribe are indigenous to the Carson Sink and the final reaches of the Humboldt River. The Lovelock Paiute foraged and hunted for resources like fish, birds, and riparian plants. The Lovelock Paiute Tribe office is in Lovelock. At this time, Tribal response resources do not have a designated administrator, but contact information for the information for the Tribe can be found in the **Red Tab**. The Lovelock Paiute Tribe has limited response resources and, therefore, likely will not be involved in response activities. However, the Tribe should be notified in the event of a river incident such that they may be involved in recovery activities.

## **Federal Government**

Federal government agencies which may be involved with spill response and recovery, and their roles and responsibilities are described below.

### U.S. Environmental Protection Agency (USEPA)

The USEPA has ten regional offices throughout the Nation. The State of Nevada is within the boundaries of USEPA Region 9. The USEPA is the primary federal agency involved in hazardous materials emergency response.

The USEPA ensures that a timely and effective response is made to control and remove the discharge of oil or hazardous materials in inland zones. The USEPA will assign a Federal On-Scene Coordinator (FOSC) in the event of a discharge in the inland zone, including the Humboldt River, and can request activation of the U.S. Coast Guard (USCG) Pacific Strike Team (PST).

The FOSCs in the USEPA Region 9 Emergency Response Section can be contacted through the 24-hour emergency hazardous materials spill hotline at (800) 300-2193. USEPA Region 9 FOSCs are located in Carson City, Nevada and San Francisco and Los Angeles, California.

A support staff of contractors and other resources may accompany the FOSC. Additional emergency response resources, manpower and equipment can be mobilized as necessary. Upon arrival on-site, the USEPA response organization can be integrated into the ICS command structure.

The USEPA Environmental Response Team and USEPA Radiological Emergency Response Team, both located in Las Vegas, provide highly specialized response personnel and equipment that can be mobilized to support the FOSC in response to chemical and radiological incidents.

The Superfund Tactical Assessment and Response Team (START) contract is designed to provide the FOSC with a broad range of technical support services for oil and chemical releases. The START maintains field offices in San Francisco and Los Angeles that are dedicated to USEPA emergency response operations. Professional START disciplines include chemistry, geology, biology, hydrogeology, soil science, environmental engineering and industrial hygiene.

The USCG PST is a specialized unit within the Coast Guard whose mission is to prepare for, and respond to, oil and other chemical emergencies. The highly trained members of the PST maintain and deploy specialized equipment in support of the FOSC in response to inland spills.

Companies contracted through USEPA's Emergency Rapid Response Services (ERRS) contract can arrange for transfer of waste to the appropriate facilities and/or explore treatment options for hazardous and non-hazardous materials in a response.

### U.S. Department of Homeland Security – U.S. Coast Guard (USCG)

The USCG administers the National Oil Pollution Fund. This fund can be accessed by FOSCs to respond to, and mitigate, oil spills. States may be reimbursed from this fund for reasonable

costs incurred during oil spill removals. As described above, the USCG also houses the PST which prepares for, and responds to, oil and other chemical emergencies.

### U.S. Department of Energy (DOE)

The DOE can be contacted for assistance involving radioactive materials through the National Response Center hotline at (800) 424-8802, or by directly contacting the DOE Radiological Assistance Coordinating Officer at (925) 422-8951 (local region hotline) or at (202) 586-8100 (national hotline). The DOE can provide advice and assistance in identifying sources and extent of radioactive contamination. They can also remove and dispose of radioactive materials.

In 2000, Congress created the National Nuclear Security Administration (NNSA) as a semi-autonomous agency within the DOE, responsible for enhancing national security through the military application of nuclear energy. The Nevada operations office of NNSA, called the Nevada National Security Site (NNSS), is located northwest of Las Vegas. The mission of the NNSS is to help ensure the security of the United States by supporting the stewardship of the nuclear deterrent and providing emergency response capability and training. The NNSA manages, and/or is associated with, several emergency response assets. Although primarily focused on nuclear/radiological events, these assets can also assist with chemical releases. The assets potentially applicable to this GRP are described below:

- Consequence Management Home Team (CHMT) – The primary mission of the CMHT is to assist federal, state, Tribal, and local decision-makers by assembling and interpreting data in order to provide for public and worker safety and minimize the social and economic impacts of a nuclear/radiological event.
- National Atmospheric Release Advisory Center (NARAC) - The NARACs centralized, worldwide emergency response service provides emergency officials the information they need to rapidly respond using airborne and ground contamination projections; therefore, protecting the health and safety of the surrounding community and the environment. The NARAC's mission is to provide timely and accurate real-time assessment advisories to emergency managers for rapid decision-making during an emergency response involving a nuclear or chemical release.
- Aerial Measuring System (AMS) - The AMS provides specialized airborne radiation detection systems to provide real-time measurements of low levels of air and ground contamination. The AMS team consists of scientists, technicians, pilots and ground support personnel. These trained experts are in charge of maintaining a state of readiness to respond to a radiological emergency at any time. The team is based out of Nellis Air Force Base in Las Vegas. The AMS mission is to provide a rapid survey of radiation and contamination following a radiological emergency.
- Consequence Management Response Team (CMRT) - The CMRT consists of federal and contractor personnel to support 24-hour operations and is prepared to respond to a radiological event within six hours after notification. The response team deploys with qualified and trained personnel and an equipment package to support the technical needs of the response.

### U.S. Department of Health and Human Services – Agency for Toxic Substances and Disease Registry (ATSDR)

The ATSDR provides leadership and direction to programs and activities designed to protect both the public and workers from exposure and/or the adverse health effects of hazardous substances in storage sites or released in fires, explosions or transportation accidents.

### U.S. Department of Agriculture – Forest Service (USFS)

The USFS has responsibility for protection and management of national forests and grasslands. The USFS has personnel, laboratory assets and field capacity to measure, evaluate, monitor, and control, as needed, releases of pesticides and hazardous substances on lands under its jurisdiction. The USFS will respond to oil spills and hazardous material incidents within the boundaries of the National Forest with available equipment and personnel as necessary when notified of such incidents.

### U.S. Department of Defense (DOD)

The DOD provides the FOSC with information regarding releases of hazardous substances, pollutants or contaminants from DOD vehicles or rail cars. The U.S. Army Corps of Engineers and the U.S. Army's Explosives Ordnance Detachments are two DOD organizations which may provide the most relevant assistance to the Humboldt River area under specific circumstances.

### U.S. Department of Interior (DOI)

The DOI has stewardship responsibility for most of the nationally-owned public lands and natural resources. The Bureaus of the DOI include:

- *U.S. Fish and Wildlife Service*
- *Bureau of Land Management*
- *Bureau of Reclamation*
- *Bureau of Indian Affairs*
- *National Parks Service*
- *U.S. Geological Survey*
- *Office of Surface Mining*
- *Minerals Management Service*

Of the bureaus listed above, the U.S. Fish and Wildlife Service (USFWS) is the DOI bureau which could provide some response assets in the Humboldt River Basin.

### DOI - U.S. Fish and Wildlife Service (USFWS)

The USFWS is not a typical response agency for oil/chemical spills, but it does respond to spills and participates in removal activities as they are related to fish and wildlife and sensitive environments. USFWS's role during pre-spill planning, removal activities and pre-assessment activities has been enhanced and formalized by the responsibilities identified in the Oil Pollution Act and the mandated amendments to the Federal Water Pollution Control Act, which revises the National Contingency Plan (NCP). As a designated Natural Resource Trustee, the U.S. Fish

and Wildlife Service's primary responsibility is the protection of natural resources including migratory birds, threatened and endangered species, anadromous fish, specified marine mammals and lands of the National Wildlife Refuge System. USFWS has biologists with technical expertise who can be utilized by the On-Scene Coordinator (OSC) and various response agencies; their technical expertise includes the following:

- Providing spill response personnel and services in support of the FOSC;
- Coordinating and planning wildlife rescue and rehabilitation;
- Developing fish and wildlife response plans;
- Conducting natural resource damage assessments;
- Providing advice on cleanup and recovery methods; and
- Conducting emergency consultations under the Endangered Species Act when threatened or endangered species or their habitat are threatened or impacted by response operations.

#### U.S. Department of Justice (USDOJ)– Environment and Natural Resources Division

The Environment and Natural Resources Division of the USDOJ is responsible for litigating significant cases ranging from protection of endangered species to cleaning up the Nation's hazardous waste sites.

#### U.S. Department of Labor – Occupational Safety and Health Administration (OSHA)

OSHA can provide advice, guidance and assistance regarding hazards to persons involved in removal or control of oil discharges or releases of hazardous substances. OSHA is also responsible for the enforcement of worker health and safety regulations.

#### U.S. Department of Transportation (USDOT)

The USDOT is comprised of several administrations and a bureau, as follows:

- *Federal Aviation Administration*
- *Federal Highway Administration*
- *Federal Railroad Administration (FRA)*
- *National Highway Traffic Safety Administration*
- *Federal Transit Administration*
- *Research and Special Programs Administration (RSPA)*
- *Bureau of Transportation Statistics*

Of the administrations listed above, the FRA and RSPA are the USDOT entities with some bearing on potential oil or hazardous material incidents in the Humboldt River Basin, as described below.

#### USDOT Federal Railroad Administration (FRA)

The FRA promulgates and enforces rail safety regulations, administers railroad assistance programs and conducts research and development in support of improving railroad safety and national rail transportation policies.

#### USDOT – Research and Special Programs Administration (RSPA)

The RSPA is responsible for hazardous materials transportation research and development activities, and for collection and dissemination of air carrier economic data. The Office of Hazardous Materials Safety develops and issues regulations for the safe transportation of hazardous materials by all modes, excluding bulk transportation by water.

#### Federal Bureau of Investigation (FBI)

The FBI is the lead agency for sites involving counter-terrorism activities. In addition, the FBI is responsible for sites involving weapons of mass destruction including nuclear, biological and chemical weapons. The FBI maintains field offices in Elko and Reno.

#### Federal Emergency Management Agency (FEMA)

FEMA is responsible for administering the Federal Disaster Assistance Program in affected areas after the declaration of an emergency or a major disaster. Such a declaration must be requested by the Governor of the State and declared by the President.

#### National Oceanic and Atmospheric Administration (NOAA)

NOAA provides scientific support to the FOSC for emergency responses and contingency planning services for coastal and marine areas. When requested by the USEPA, NOAA provides scientific support for emergency responses in inland areas.

### Private/Public Organizations

Private and/or public organizations which may be involved with spill response and recovery, and their roles and responsibilities are described below.

#### Hazardous Material Contractors

A number of hazardous material contractors employ offices in the Humboldt River area. These contractors are trained in hazardous material response and have specialized equipment to clean up and transport hazardous material. Contractors near the river include, but are not limited to:

- H2O Environmental
- Clean Harbors
- RK Contractors, Inc.

#### Newmont and Barrick Gold Mines

Newmont and Barrick Gold Mines employ teams of mine rescue personnel. These mine rescue teams are trained to respond to mining related hazardous material releases to ensure human health. They are not cleanup contractors but can provide support in securing exclusion zones and rescuing trapped personnel during specific material releases.

White Tab #3

Cost Recovery/Funding/Reimbursement



## Cost Recovery/Funding/Reimbursement

All actions taken during a hazardous materials incident should be carefully documented so that sufficient and accurate information is available to support the response and recovery operations and to recover the cost of these operations. In addition, documentation should be of sufficient quality and detail to prove the source and circumstances of the incident, to identify the Responsible Party (RP), and to determine the impact or potential impact to public health and/or the environment. Documentation may take the form of written, graphic, audio, visual or other media and should include the location of the incident; time, date, and duration of the spill; amount and type of material spilled or released; source and cause of the incident; name of the RP; description of the material released; response actions taken; resources impacted or threatened; status of the response and cleanup; and accurate, detailed accounting of all public costs incurred.

The following may be utilized to document an incident:

- Record all relevant response activities and costs in daily or personal logs. Logs should be kept in bound notebooks for evidential purposes. Use photographic documentation to depict the source of the release, pathway of the discharge, and affected populations, biota, soils and other resources.
- Collection of samples of the released material, and material from the suspected source should follow the sampling and chain-of-custody protocol established by USEPA, National Enforcement Investigations Center (NEIC) Manual, and NEIC Policy and Procedures.
- Gather written statements of witnesses identifying the source of the release.

Whenever possible, the RP should bear all financial costs associated with a specific oil or hazardous materials incident. When the RP is unidentified, unwilling, or unable to provide adequate response, the responsibility for taking prompt action to protect public health and the environment will fall on a public agency. Some local-, state-, and federal-level funding sources are available to response agencies. These are identified below. Generally, funding from local government sources should be accessed first. State and federal funding sources may be accessed when local funding is not available. Both state and federal funding sources require prior approval and extensive documentation for use.

### Local Government Funding

Local government can conduct recovery operations as long as the appropriate resources (equipment and personnel), training, and funding are made available. Funding for cleanups may be obtained at the local level in several ways:

- Via **Cost recovery** against the RP;
- From the **General Fund** which is available for the purpose of financing the costs associated with a hazardous material incident impacting the local jurisdiction. Accessing this fund is usually accomplished by contacting the agency controlling the fund or through local government emergency communications dispatch;
- From **Special Funds**, such as landfill tipping fees; and/or
- As part of a **Hazardous Materials Program Fee**.

If the local government cannot obtain adequate funding, then funding may be made available from one or more of the following state or federal agencies which may appropriate the necessary funds, as applicable.

#### State of Nevada Government Funding/Reimbursement

State of Nevada funding/reimbursement is available if the RP is unknown or refuses to accept responsibility and the local government does not have the capability or funds to pay for cleanup. In these instances, the local government and/or the State On-Scene Coordinator (SOSC) will seek state or federal assistance through the vehicles described below:

##### Disaster Relief Fund and Emergency Assistance Account (administered by NDEM)

The Disaster Relief Fund was created pursuant to NRS 353.2735. Money in the fund may be distributed as a grant to a state or local agency for the payment of expenses incurred by that agency because of a disaster. This funding is only available in the event of a disaster as declared by the Governor, and the requesting entity must demonstrate that they do not have adequate funding to address the problem. The NDEM administers this fund.

The Emergency Assistance Account was created pursuant to NRS 414.135 which states that the controller shall, at the end of each fiscal year, transfer the interest earned on the money in the Disaster Relief Fund during the previous fiscal year to the account in an amount not to exceed \$500,000. NDEM administers the account. All expenditures from the account must be approved in advance by NDEM. Except as otherwise provided, all money in the account must be expended solely to (a) provide supplemental emergency assistance to this state or to local governments in this state that are severely and adversely affected by a natural, technological or man-made emergency or disaster for which available resources of this state or the local government are inadequate to provide a satisfactory remedy, or (b) pay any actual expenses incurred by NDEM for administration during a natural, technological, or man-made emergency or disaster.

##### Account for Management of Hazardous Waste (administered by NDEP)

The Account for Management of Hazardous Waste is funded by fees paid by users of the state-owned hazardous waste disposal area in Beatty, Nevada. As described in NRS 459.537, these funds may be used for payment of costs associated with responding to a leak, spill or accident involving hazardous waste, hazardous material or a regulated substance. The Account for Management of Hazardous Waste is used to provide long-term funding for several programs within NDEP. The account is also the funding source for the Environmental Mitigation, Assessment, and Remediation Program (EMAR) contract. The scope of this contract includes performing environmental assessment, mitigation, and remediation related services. It specifically does not include performing emergency response services, but the contract could be modified to include such services.

##### Other State Agency Funding

Individual state agencies such as the NHP and NDOT have internal funding that is available to respond to hazardous material incidents. These agencies may be contacted regarding the availability of any such funding.

### Federal Government Funding/Reimbursement

Federal funding/reimbursement is available if the RP is unknown or refuses to accept responsibility and the local and state governments do not have the capability or funds to pay for cleanup. The local or state government will seek federal assistance through the vehicles described below. Typically, these requests are made by the state government, but in some instances the local government may also make the request.

#### CERCLA Funding

USEPA gets its primary authority for responding to hazardous substance releases from the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), which is better known as the Superfund Law. CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986. CERCLA provides USEPA with the authority to respond to hazardous substances that pose an imminent and substantial threat to human health and the environment. Furthermore, it provides USEPA with broad authority to require RPs to conduct cleanup. The FOSC has immediate spending authority up to \$200,000 and can spend up to \$2 million on cleanup with management approval.

#### CERCLA Local Governments Reimbursement Program

If you are a general-purpose unit of local government or federally recognized Indian Tribe, you are eligible for reimbursement under USEPA's Local Governments Reimbursement (LGR) program. A general-purpose unit of local government includes a town, township, city, municipality, parish or county. States are not eligible for reimbursement under this program.

Incidents involving releases, or threatened releases, of hazardous substances are covered under the LGR program. Among other things, USEPA has reimbursed local governments for releases from transportation accidents, illegally dumped wastes, tire fires, and contamination from illegal drug labs. Releases of oil or oil-related products are not covered under this program, unless the oil is mixed with a hazardous substance.

USEPA can reimburse local government or Indian Tribes up to \$25,000 per incident for costs incurred in performing temporary emergency response measures. Only costs incurred as a result of the response are allowable. To be reimbursed, the applicant must properly document costs incurred and must certify that money does not exist in the applicant's budget for these costs. In the past, USEPA has reimbursed local governments for:

- Expendable materials
- Renting or leasing equipment
- Special technical and laboratory services
- Evacuation services
- Decontamination of equipment
- Overtime pay for employees
- Replacement of lost or destroyed equipment

After an incident, the applicant must complete and submit to USEPA a basic, four-page application and provide supporting cost documentation (e.g., receipts, invoices). The application must be submitted within one year of completing the emergency response.

To obtain an application call (800) 431-9209 or visit [www.epa.gov/superfund/programs/er/lgr](http://www.epa.gov/superfund/programs/er/lgr)

If you have questions regarding the LGR program call the USEPA Region 9 Emergency Operation Center 24-Hour Emergency Number (800) 300-2193 or call the LGR Hotline at 800 431-9209.

#### Oil Spill Liability Trust Fund

The Oil Pollution Act (OPA) of 1990 established the Oil Spill Liability Trust Fund (OSLTF or Fund) as a source to pay for removal costs and damages resulting from oil spills or substantial threats of oil spills to navigable waters of the United States. The OSLTF is used for costs not directly paid by the polluter, or RP. The fund is also used to pay costs to respond to "mystery spills," for which the source has not been identified.

Appropriate Uses of the Fund include the following:

- Federal removal costs, which include payment to cleanup contractors, overtime for government personnel, equipment used in removal operations (generally at established standard rates or lease costs), testing to identify the type and source of oil, disposal of recovered oil and oily debris, and preparation of associated cost documentation.
- Claims for costs and damages specified in the OPA:
  - Uncompensated removal costs,
  - Natural resource damages (NRD),
    - Real/personal property;
    - Loss of profits;
    - Loss of subsistence use of natural resources;
    - Loss of government revenues;
    - Increased costs of government services; and
    - Claims from RPs asserting a defense to liability.

The fund can be accessed by the following entities:

- All FOSCs obtain immediate access to a funding account and a ceiling for incident response through a Web application managed by the National Pollution Funds Center (NPFC). The U.S. Coast Guard provides the FOSC for coastal waters, while the USEPA provides the FOSC for inland waterways.
- Other Federal, State, Local, and Indian tribal government agencies assisting the FOSC get reimbursable funding authority via an FOSC-approved Pollution Removal Funding Authorization (PRFA). The NPFC works with the FOSCs and the agencies to set PRFAs in place.
- Natural resource trustees (designated by the President of the United States, state or territorial governor or Indian tribal governing authority) have several tools for accessing the OSLTF to pay for natural resource assessments and restoration.
- Claimants (individuals, corporations, and government entities) can submit claims for uncompensated removal costs and OPA damages (listed above) caused by the oil spill to

the NPFC if the RP does not satisfy their claims. NPFC adjudicates the claims and pays those with merit.

Limitations to accessing the OSLTF include the following:

- The discharge (or substantial threat of discharge) must be into or on the navigable waters of the United States or adjoining shorelines or the Exclusive Economic Zone (EEZ).
- The discharge (or substantial threat of discharge) must be *oil*, which can include petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil; however, it cannot include any substance that is specifically listed or designated as a hazardous substance under CERCLA.
- In general, the maximum amount available from the OSLTF per incident is \$1 billion or the balance in the OSLTF, whichever is less.
- Funding for federal removal (including response to a substantial threat) and natural resource damage preassessment activities is limited to the funds available in the OSLTF Emergency Fund, which receives an apportionment of \$50 million on October 1st of each fiscal year (another \$100 million can also be advanced from the OSLTF Principal Fund if necessary).
- Natural resource damage claims are limited to a maximum of \$500 million per incident.

For questions regarding use of the OSLTF call USEPA Region 9 Emergency Operation Center 24-Hour Emergency Number (800) 300-2193 or call the U.S. Coast Guard National Pollution Funds Center at (800) 280-7188.

White Tab #4

Acronyms

## Acronyms

AMS	Aerial Measuring System
ATSDR	Agency for Toxic Substances and Disease Registry
BLM	U.S. Bureau of Land Management
BOR	U.S. Bureau of Reclamation
CFR	Code of Federal Regulations
CHMT	Consequence Management Home Team
CMRT	Consequence Management Response Team
CST	Civil Support Team
DOD	U.S. Department of Defense
DOE	U.S. Department of Energy
DOI	U.S. Department of Interior
EM	Emergency Manager
EEZ	Exclusive Economic Zone
EMAR	Environmental Assessment, Mitigation, and Remediation
EMS	Emergency Medical Service
ERRS	Emergency Rapid Response Services
ETA	estimated time of arrival
EU	Environmental Unit
FBI	Federal Bureau of Investigations
FC	Federal Candidate
FCo	Federal Species of Concern
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FOSC	Federal On-Scene Coordinator
FRA	Federal Railroad Administration
FT	Federally Threatened
GRP	Geographic Response Plan
HazMat	hazardous materials
HRGRP	Humboldt River Geographic Response Plan
ICS	Incident Command System
LE	Law Enforcement
LEPC	Local Emergency Planning Committee
NARAC	National Atmospheric Release Advisory Center
NBC	Nuclear, Biological, Chemical
NCP	National Oil and Hazardous Substance Pollution Contingency Plan
NEIC	National Enforcement Investigations Center
NDEM	Nevada Division of Emergency Management
NDEP	Nevada Division of Environmental Protection
NDF	Nevada Division of Forestry

## Acronyms

NDH	Nevada Division of Health
NDI	Nevada Division of Investigations
NDMV	Nevada Department of Motor Vehicles and Public Safety
NDOT	Nevada Department of Transportation
NDOW	Nevada Division of Wildlife
NDPBH	Nevada Division of Public and Behavioral Health
NDWR	Nevada Department of Water Resources
NHP	Nevada Highway Patrol
NNSA	National Nuclear Security Administration
NNSS	Nevada National Security Site
NOAA	National Oceanic and Atmospheric Administration
NPFC	National Pollution Funds Center
NRD	Natural resource damages
NSFM	Nevada State Fire Marshall
NVOSHA	Nevada Occupational Safety and Health Administration
OES	Office of Emergency Services
OPA	Oil Pollution Act
OSC	On-Scene Coordinator
OSHA	Occupational Safety and Health Administration
OSHES	Nevada Occupational Safety and Health Enforcement Section
OSLTF	Oil Spill Liability Trust Fund
PIO	Public Information Officer
PPE	Personal Protective Equipment
PRFA	Pollution Removal Funding Authorization
PST	U.S. Coast Guard, Pacific Strike Team
PUD	Public Utilities District
PW	Public Works
RP	Responsible Party
RSPA	Research and Special Programs Administration
SARA	Superfund Amendments and Reauthorization Act
SC	State Candidate
SCBA	Self-Contained Breathing Apparatus
SE	State Endangered
SERC	State Emergency Response Commission
SHPO	State Historic Preservation Office
SOP	Standard Operating Procedure
SOSC	State On-Scene Coordinator
SS	State Sensitive
ST	State Threatened



## Acronyms

START	Superfund Technical Assessment and Response Team
SWRCB	State Water Resources Control Board
USACE	U.S. Army Corps of Engineers
USBIA	U.S. Bureau of Indian Affairs
USCG	U.S. Coast Guard
USDOJ	U.S. Department of Justice
USDOT	U.S. Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WMD	Weapons of Mass Destruction

White Tab #5  
Plan Administration

## Plan Administration

The forms included in this section are provided for tracking administration activities conducted over the life of the plan and include a Distribution Log, a Record of Review and a Record of Changes.

For the multitude of ICS forms that could be used during a spill response and recovery, the Electronic ICS Forms Database can be downloaded from the NOAA Office of Response and Restoration website:

<http://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/response-tools/electronic-incident-command-system-ics-forms.html>

or from the FEMA website:

<https://training.fema.gov/emiweb/is/icsresource/index.htm>





