



Northwest Division

Lakeside Subdivision

Reference to: NWACP Geographical Response Plan

Reference the Entire Document as soon as possible to consult with Agency Responders. The full document can be found at:
<http://www.ecy.wa.gov/programs/spills/preparedness/GRP/Introduction/introduction.htm>

Map Key



Mile Post Markers (BNSF)



Geographic Response Plans (GRPs)



Creek/Slough/River Crossing



Creek/Slough/River/Bay Crossing and Adjacent



Creek/Slough/River Adjacent



Bay/Sound Adjacent



Lake Adjacent



Area of detail (red dashed rectangles)

Fallbridge Subdivision GRP Links

MP 0 – MP 5 Spokane River (SPR) GRPs

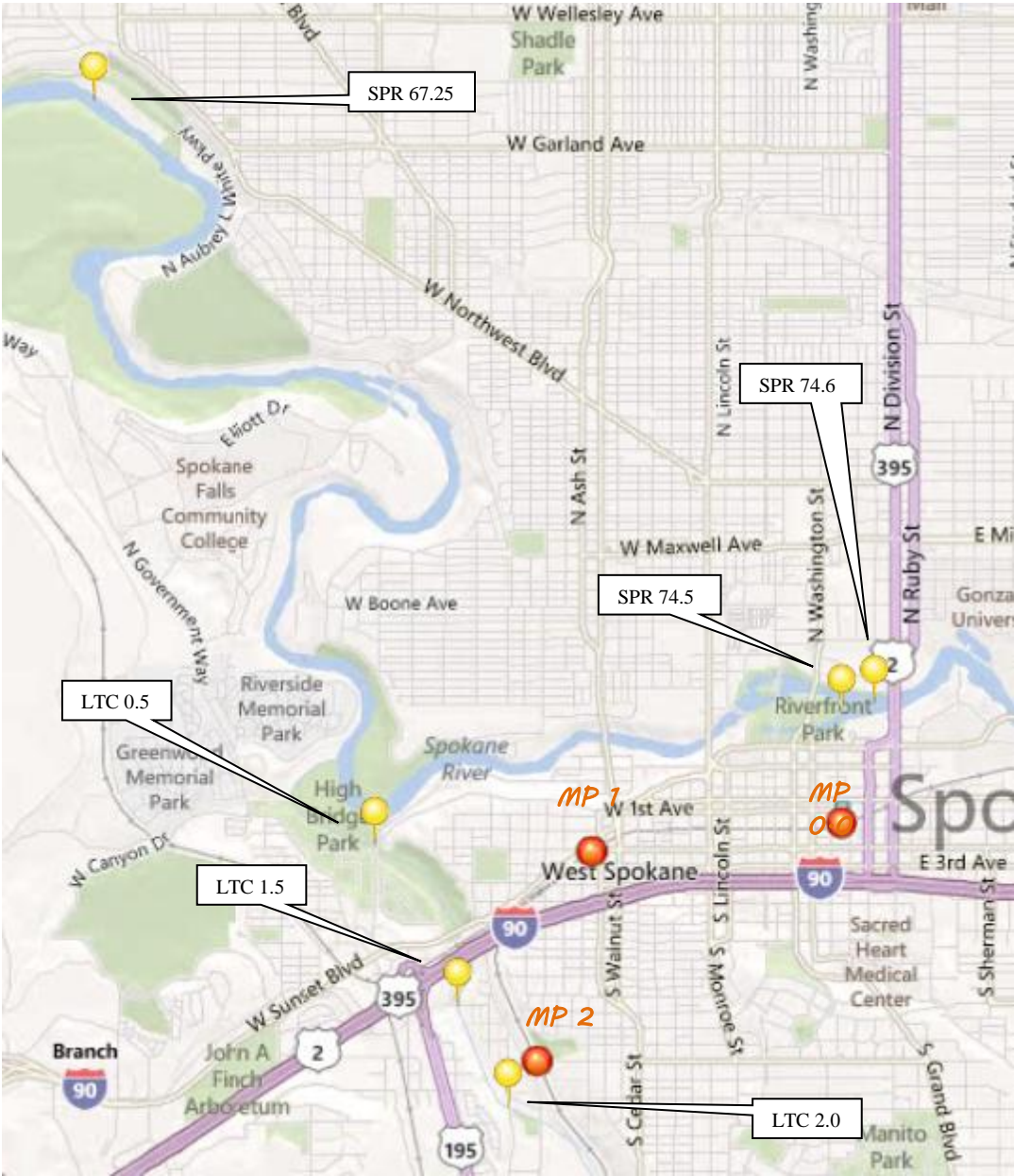
MP 1 – MP 11 Latah Creek (LTC) GRPs

MP 4 – MP 13 Marshal Creek (MHC) GRPs

MP 141 – MP 146: Mid Columbia River (M) GRPs

<http://www.ecy.wa.gov/programs/spills/preparedness/GRP/Introduction/introduction.htm>

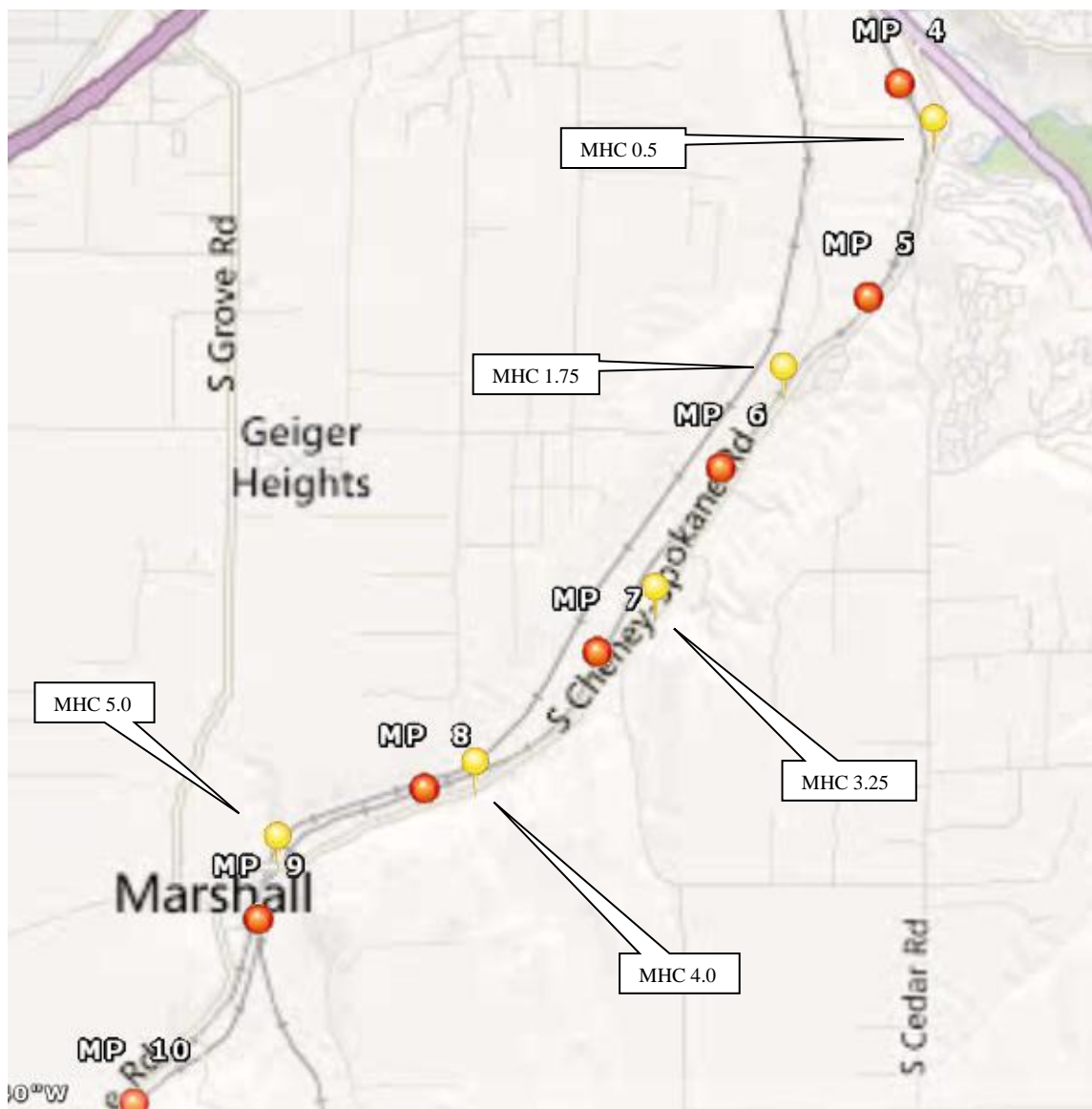
Lakeside Subdivision MP 0 – 11



Lakeside Subdivision MP 0 – 11

Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation	GPS
SPR 74.6	Spokane River Waters above <i>Upper Falls Dam</i>	Diversion	600		N 47.662353 W 117.412949
SPR 74.5	Spokane River Waters above <i>Upper Falls Dam</i>	Exclusion	300		N 47.662031 W 117.415416
SPR 67.25	Spokane River Waters below <i>Monroe Street Dam</i>	Collection	350ft		N 47.696635 W 117.47906
LTC 2.0	Latah Creek	Collection	300ft		N 47.6396 W 117.4415
LTC 1.5	Latah Creek	Collection	250ft		N 47.64602 W 117.447367
LTC 0.5	Latah Creek	Collection	300ft		N 47.654534 W 117.453847

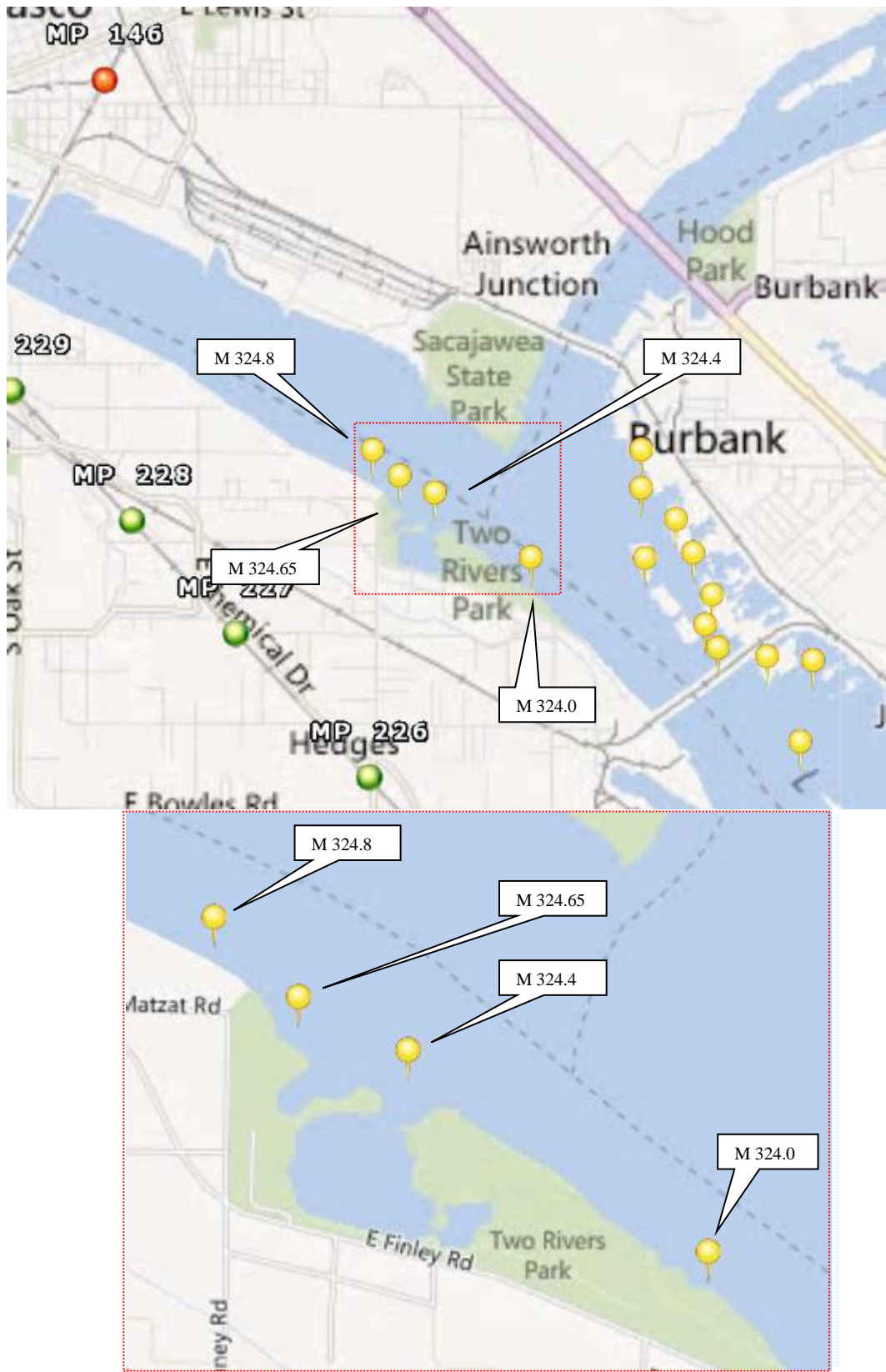
Lakeside Subdivision MP 4 – 13



Lakeside Subdivision MP 4 – 13

Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation	GPS
MHC 0.5	Marshall Creek	Collection <i>culvert block</i>	N/A		N 47.6115 W 117.4316
MHC 1.75	Marshall Creek	Collection <i>underflow dam</i>	N/A		N 47.5955 W 117.4476
MHC 3.25	Marshall Creek	Collection <i>culvert block</i>	N/A		N 47.5784 -117.4635
MHC 4.0	Marshall Creek	Collection <i>culvert block</i>	N/A		N 47.572268 W 117.473025
MHC 5.0	Marshall Creek	Collection	100ft		N 47.565871 W 117.493198

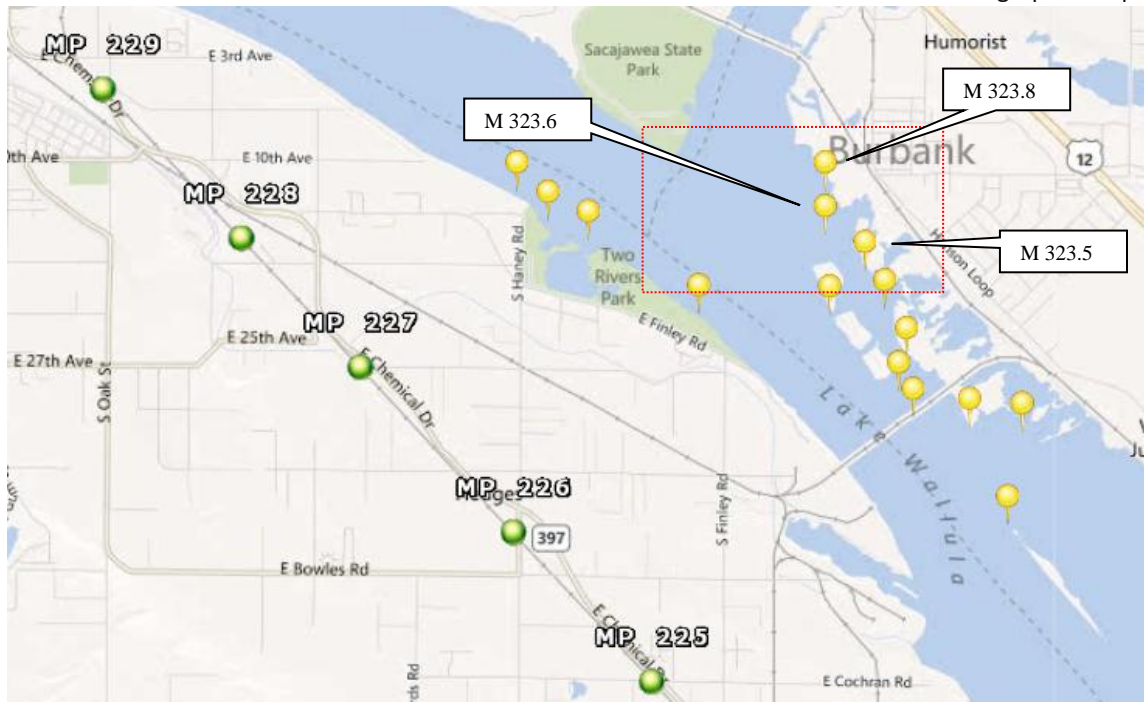
Lakeside Subdivision MP 141 – 146 A



Lakeside Subdivision MP 141 – 146 A

Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation	GPS
M-324.8 M-324.65	Point west across river from Sacajawea State Park.	Deflection - Protect shallow water habitat.	(2) 500'	Use 2 sections (500' each) of deflection boom at point north of shallow water inlet, west of the Snake River confluence.	-119.055 46.196 -119.053 46.194
M-324.4	Inlet opening, south of M 324.65 strategy.	Exclusion - Protect shallow water habitat.	500'	Use 500' of exclusion boom between two points, south of SMP-12	-119.049 46.192
M-324	Inlet opening, west side of Columbia River - south of M-324.4.	Exclusion - Protect shallow water habitat.	750'	Use 750' of exclusion boom between points, south of SMP 13.	-119.041 46.189

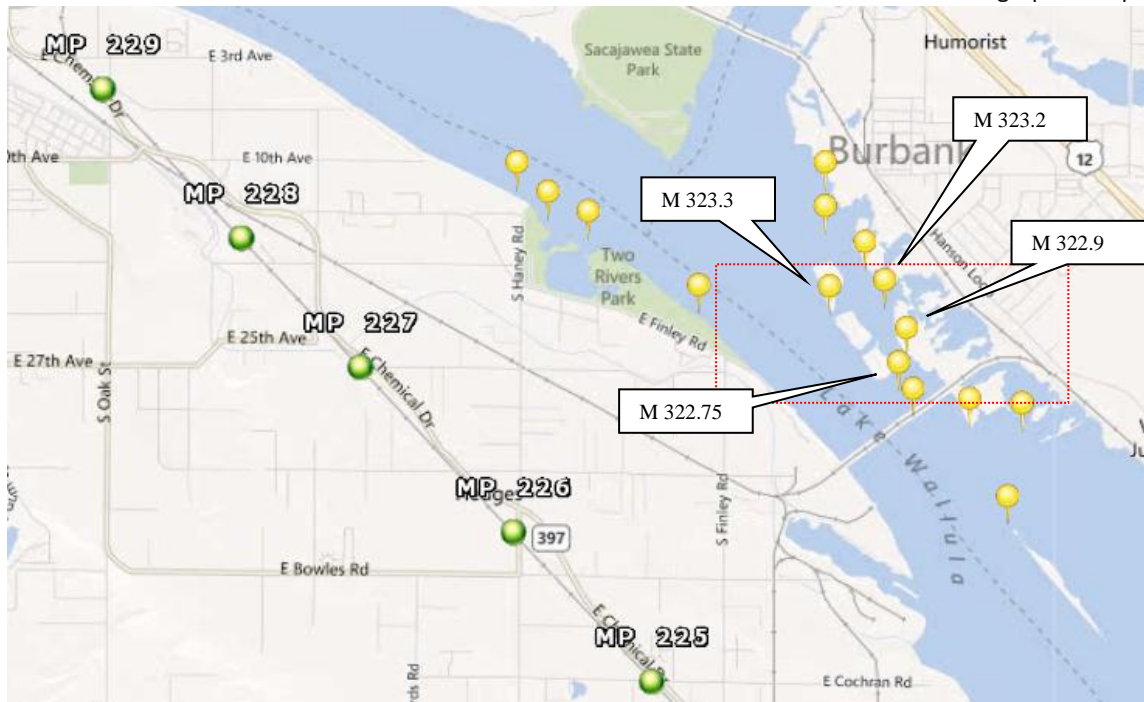
Lakeside Subdivision MP 141 – 146 B



Lakeside Subdivision MP 141 – 146 B

Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation	GPS
M-323.8	Second inlet mouth from Snake River railroad trestle.	Exclusion - Prevent oil from entering valuable bird resting and feeding areas.	750'	Use 750' of exclusion boom across mouth of inlet.	-119.025 46.199
M-323.6	North point of third inlet from Snake River railroad trestle.	Deflection - Prevent oil from entering valuable bird resting and feeding area.	1000' - more if needed.	Use 1000' of deflection boom off north entrance point, send oil into middle of channel.	-119.023 46.196
M-323.5	Third inlet from Snake River railroad trestle.	Exclusion - Prevent oil from entering valuable bird resting and feeding area.	750'	Use 750' of exclusion boom across mouth of inlet.	-119.022 46.195

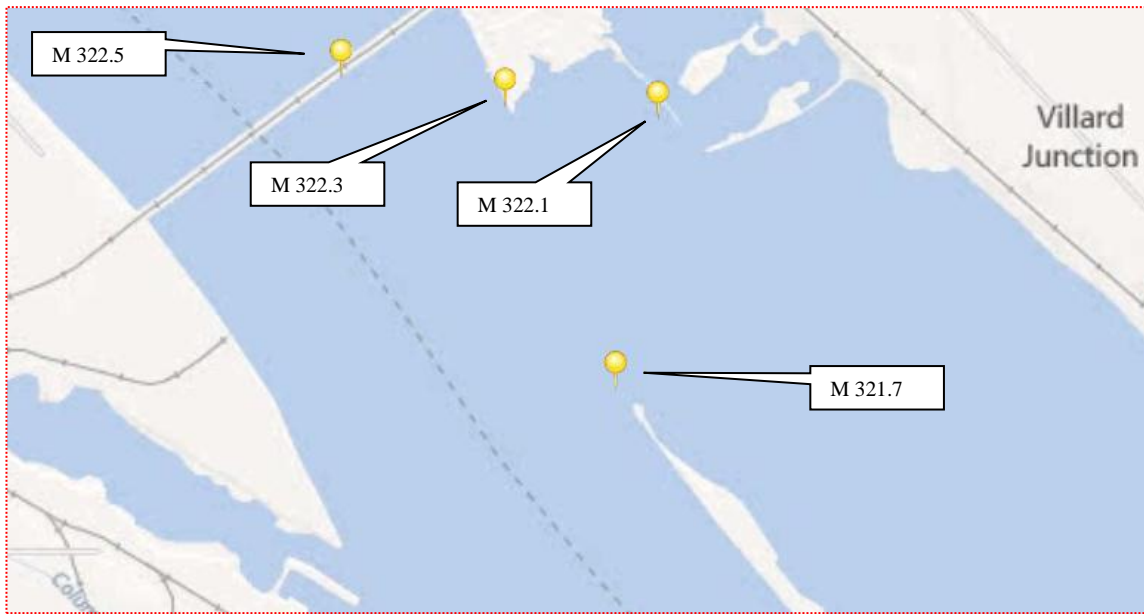
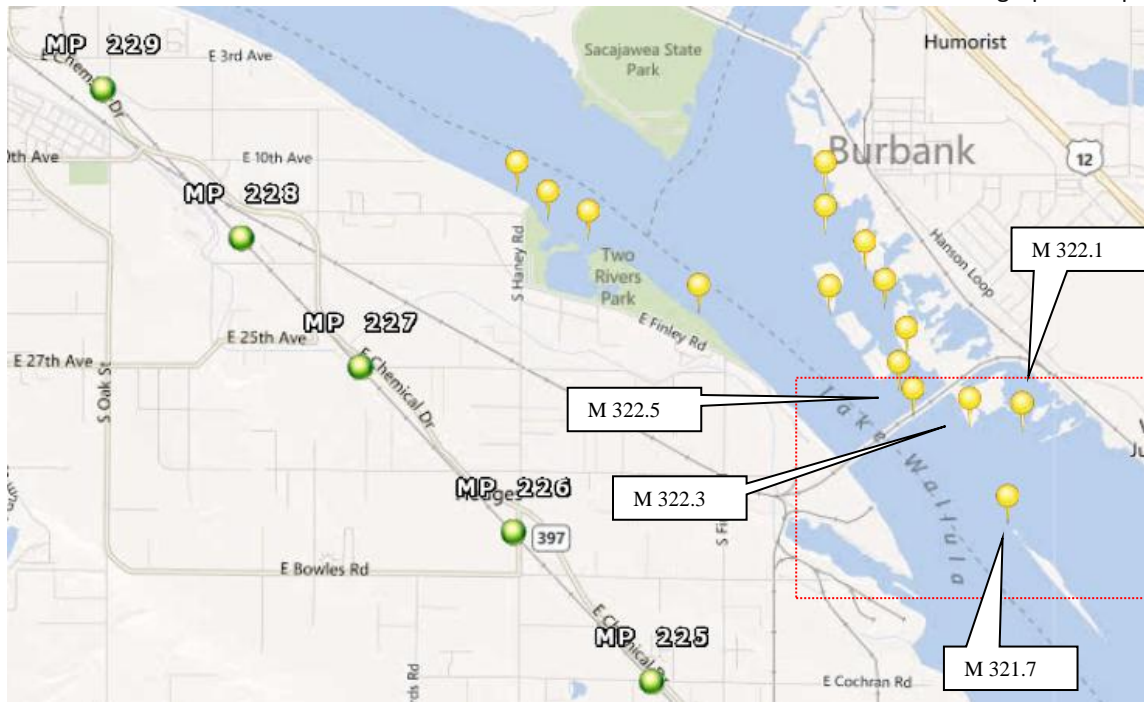
Lakeside Subdivision MP 141 – 146 C



Lakeside Subdivision MP 141 – 146 C

Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation	GPS
M-323.3	North end of 4th inlet south of Snake River railroad trestle.	Deflection - Prevent oil from entering valuable bird resting and feeding areas.	1000' - more if needed.	Use 1000' of deflection boom off north entrance point, send oil into middle of channel.	-119.019 46.191
M-323.2	Fourth inlet south of Snake River railroad trestle.	Exclusion - Prevent oil from entering valuable bird resting and feeding areas.	2000'	Use 2000' of boom connected along points from strip of land in the south to the north side of entrance. Use islands in between to assist.	-119.013 46.187
M-322.9	Island west of south end of strategy M-323.2.	Deflection - Prevent oil from entering valuable bird resting and feeding areas.	1000' - more if needed.	Use 1000' of deflection boom off north entrance point, send oil into middle of channel.	-119.016 46.188
M-322.75	The next two points south of M-323.2.	Deflection - Prevent oil from entering valuable bird resting and feeding areas.	500' - more if needed.	Use 1 sections (500') of deflection boom off north entrance point, send oil into middle of channel.	-119.013 46.183

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Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation	GPS
M-322.5	East end of Columbia River railroad trestle.	Deflection - Prevent oil from entering valuable bird resting and feeding areas.	1000' - more if needed.	Use 1000' of deflection boom off north entrance point, send oil into middle of channel.	-119.014 46.180
M-322.3	Point south of Columbia River railroad trestle.	Deflection - Prevent oil from entering valuable bird resting and feeding areas.	1000' - more if needed.	Use 1000' of deflection boom off north entrance point, send oil into middle of channel.	-119.008 46.179
M-322.1	Entrance to Villard Pond.	Exclusion - Prevent oil from entering valuable bird resting and feeding areas.	500' exclusion	Use 500' exclusion boom to close off Villard Pond.	-119.003 46.179
M-321.7	Foundation Island	Exclusion - Prevent oil from hitting shoreline of island, extremely valuable migratory bird areas.	(2) 500'	Chevron exclusion on East end of island, 500' for each leg.	-119.003 46.171



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Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation	GPS
M-319.8	Entrance to Casey Pond.	Exclusion - Protect inner shallow waters of wildlife refuge.	100'	Use 100' of exclusion boom across opening in railroad trestle.	-118.953 46.158
M-318.25	South tip of Corps of Engineers Habitat Management Area.	Deflection - Protect marshlands, shallow water habitat inside refuge.	500'	Use 1 section (500') of deflection boom angled to the Southwest - keep oil in main channel of the Columbia River	-118.961 46.128
M-318	Entrance to Inlet leading to Casey Pond - McNary Wildlife refuge.	Enhanced skimming - Protect marshlands, shallow water habitat inside refuge.	200' - 500' leg.	Use skimmers with boom legs to skim area.	-118.952 46.128

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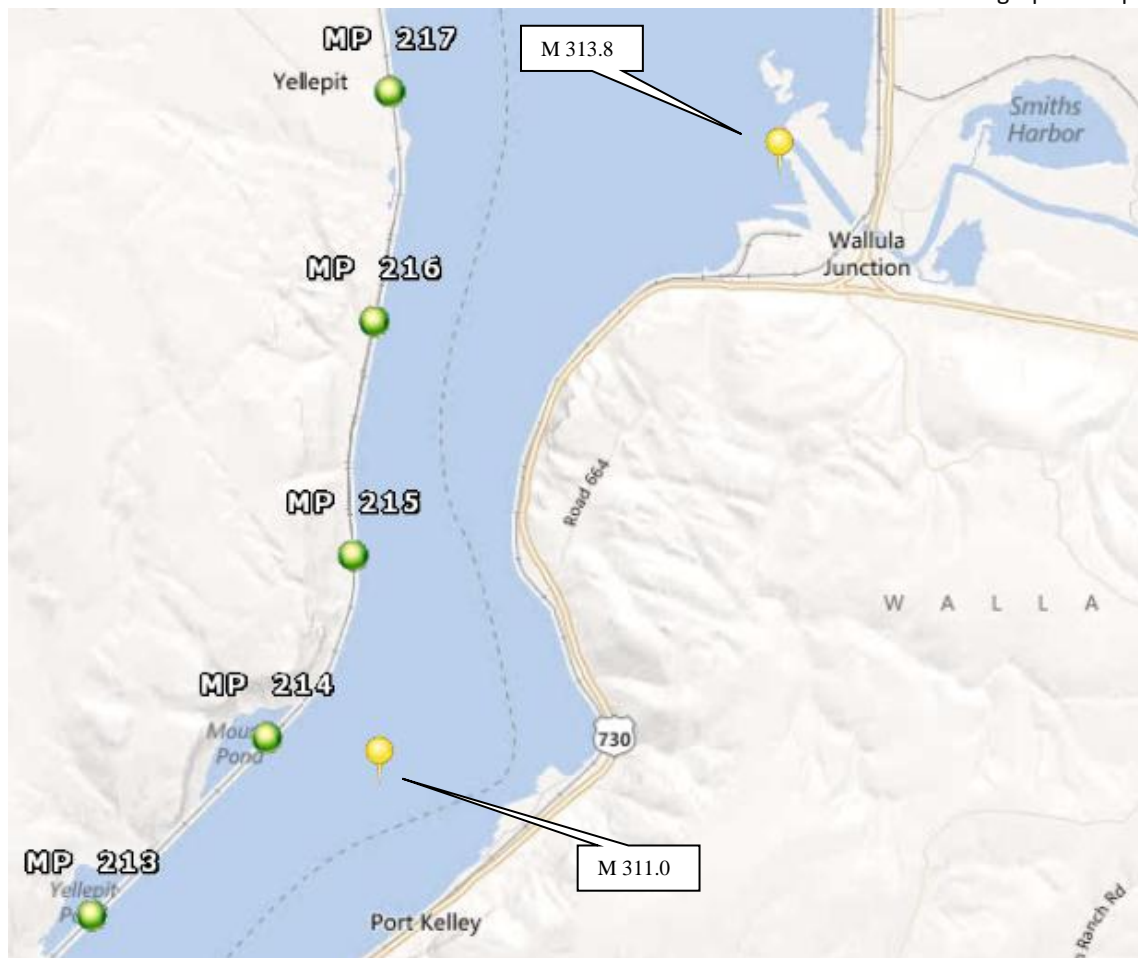
Lakeside Subdivision MP 141 – 146

Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation	GPS
M-316.9	Badger Island	Exclusion - Prevent oil from hitting shoreline of island, extremely valuable migratory bird areas.	(2) 500'	Chevron 2 sections (500' each) of exclusion boom on North end of island, 500' for each leg.	-118.941 46.115
M-316.75	Inlet south of Hover on the west side of the Columbia River.	Exclusion - Prevent oil from entering shallow water area.	900' Exclusion	Use 900' of exclusion boom from spit to point on south side of inlet.	-118.966 46.103
M-314.3	Near Walllula State Park	Enhanced skimming - Prevent oil from continuing further downstream - protect resources at M-313.8.	(2) 200'	Use skimmers in addition to 2 sections (200' each) of boom for enhanced skimming at the two natural collection areas.	-118.925 46.078

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Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation	GPS
M-313.8	Walla Walla River	Exclusion - Close off mouth of the Walla Walla River.	500'	Use 500' of exclusion boom across railroad trestle at the mouth of the Walla Walla River.	-118.910 46.061
M-311.0	Port Kelley	Skimming - Prevent oil from continuing further downstream or settling out.	(2) 400'	Use enhanced skimming at the natural collection area.	-118.947 46.030