##### **Appendix \_\_**

##### **NATIONAL PARK SERVICE RIVERINE LANDS / JURISDICTIONS**

##### **ANNEX TO THE ENVIRONMENTAL PROTECTION AGENCY REGION 5 REGIONAL CONTINGENCY PLAN / AREA CONTINGENCY PLAN, MINNEAPOLIS/ST. PAUL SUB-AREA CONTINGENCY PLAN**

##### **(***St. Croix National Scenic Riverway***)**

***December 2017***

**INTRODUCTION AND PURPOSE OF ANNEX**

The purpose of this Annex is to provide an operational guide to federal/state/local responders when an oil discharge or release of hazardous substances impacts or threatens to impact resources within National Park Service (NPS) jurisdictions. For the St. Croix National Scenic Riverway (hereafter SACN or “Riverway”), this includes resources and all lands, historic structures, cultural resources, freshwater wetlands, river banks, wildlife refuge areas and the public use areas therein. The Annex is intended to supplement the Environmental Protection Agency (EPA) Region 5 Regional Contingency Plan (RCP)/ Area Contingency Plan (ACP), Minneapolis/St. Paul Sub-area Contingency Plan (MSP SACP) as a zone-specific Annex. It is not intended to duplicate or supersede any content within the MSP SACP.

The NPS recognizes and employs the Incident Command System as the incident management framework for emergency response. This Annex is crafted to support planning, logistics and operations of ICS during a response, and to integrate the NPS with other agencies, governments and/or organizations. In addition, the NPS has relevant expertise and qualified personnel to assist the Federal On-Scene Coordinator in responding to spills impacting NPS jurisdiction. These capabilities include general biological, natural, and cultural resource managers available to evaluate, measure, monitor, and contain threats to park system lands and resources and to provide technical assistance; archeological and historical expertise in protection, preservation, evaluation, impact mitigation, and restoration of cultural resources; law enforcement and emergency personnel.

NPS Managers are responsible for preserving and protecting public lands and, in some instances, surrounding waters and submerged lands. This Annex provides guidance and conditions for oil discharge / hazardous substance release prevention and emergency countermeasure response actions on and around the shorelines, beaches, wetlands, and islands owned and managed by the NPS that comprise the above stated unit.

The Annex has been divided into five parts designed to address specific informational needs during spill response:

*Part I:* Contains contacts, procedures, and regulations employed for reporting and responding to spills.

*Part II:* Describes the parks purpose, location, and regulations specific to public use within the park unit.

*Part III:* Identifies sensitive resources that should be prioritized for protection during spill response and summarizes potential protection strategies for these resources.

*Part IV:* Contains overview maps of priority protection areas and spill response resources as well as Priority Area Summary forms for each priority protection area identified in Part III.

*Part V:* Contains a copy of the Emergency Use Permit described in the last section of Part I.

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Part I: Emergency Contacts, Response Resources, and Procedures

1. Saint Croix National Scenic Riverway (SACN) Emergency Management Structure
	1. Notification and Key Contacts

**Table 1.** Contacts for reporting and responding to spills that may impact the St. Croix National Scenic Riverway.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| # | Affiliation | Position | Type of Resource Expertise | Business contact | After hours contact |
| 1 | National NPS dispatch (24 hour dispatch) | NPS Emergency Incident Coordination Center EICC  |  | 888-246-4335 | 888-246-4335 |
| 2 | Primary Park contact | Superintendent | SACN | 715-483-2270 |  |
| 3 | Secondary Park contact | Chief of Resource Management | SACN | 715-483-2281 |  |
| 4 | Natural Resources Specialist | Natural Resource Program Manager | SACN | 715-483-2281 |  |
| 5 | Cultural Resources Specialist | Chief of Resource Management | SACN | 715-491-6839 |  |
| 6 | GIS Specialist | Outdoor Recreation Planner/GIS | SACN | 651-293-8440 | 320-894-6082 |
| 7 | Park Radio Coordinator | Law Enforcement | SACN | 715-483-2260 |  |
| 8 | Local Dispatch | Emergency Dispatch (911) |  | 911 | 911 |
| 9 | National Contact – Dave Anderson | National Spill Response Coordinator for NPS |  | 202-513-7186  | 240-205-3202 |
| 10 | Regional Contact | NPS Midwest Regional Office | MWRO | 402-661-1708 | 402-593-9451 |
| 11 | U.S. Environmental Protection Agency | Region 5. Emergency Response Branch |  | 312-353-2318 | 312-353-2318 |
| 12 | MN Department of Natural Resources (MDNR) | Conservation Officer  |  | 763-413-4881 | 651-649-5451 |
| 13 | WI Department of Natural Resources (WDNR) | Conservation Officer |  | 608-267-2772 | 800-943-0003 |
| 14 | MN State Historic Preservation Office | Government Programs and Compliance | Cultural/Historic-al/Archeological | 651-259-3456 | 651-649-5451 |
| 15 | WI State Historic Preservation Office | Historic Preservation Officer Review | Cultural/Historic-al/Archeological | 608-264-6508 | 800-943-0003 |
| 16 | Tribal Historic Preservation Office | Lac Courte Oreilles Band | Cultural/Historic-al/Archeological | 715-634-8934 |  |
| 17 | Tribal Historic Preservation Office | Mille Lacs Band | Cultural/Historic-al/Archeological | 320-532-7450 |  |
| 18 | Tribal Historic Preservation Office | St. Croix Chippewa | Cultural/Historic-al/Archeological | 715-349-2195 x5238 |  |
| 19 | Army Corps of Engineers | Emergency Management |  | 651-290-5200 | 651-290-5210 |
| 20 | U.S. Fish and Wildlife Service | FWS Region 3 Field Pollution Response Coordinator |  | 612-713-5104 |  |

* 1. Available Response Resources (as of November 2017)

SACN has a limited number of personnel trained for specific spill containment and cleanup duties. In the event of a spill, Park staff will function primarily in support and oversight roles. The following table lists park personnel trained in specific support roles, as well as staging areas, facilities, landing areas, fueling stations, and equipment available on-site for emergency response.

**Table 2.** Trained staff and equipment resources available for spill response at MNRRA.

| **Resource** | **Type** | **Number Available** | **Names / Kind** | **Notes – years, levels, locations** |
| --- | --- | --- | --- | --- |
| Trained Staff | HAZWOPER | 7 | Law Enforcement staff | - |
| Trained Staff | SCAT (Shoreline Countermeasure / Cleanup Assessment Team) | 0 | - | - |
| Trained Staff | ICS (Incident Command System) | 10 | - | - |
| Trained Staff | Federal Law Enforcement | 7 | - | - |
| Trained Staff | EMS (Emergency Medical Services) | 3 | EMT | - |
| Trained Staff | Fire Crew | 2 | - | Fire only, not HAZMAT |
| Trained Staff | Historic Properties Specialist | 1 | Cultural Resource Specialist | SACN |
| Trained Staff | Certified Search and Recovery Diver | 1 | Search and Recovery Diver | Certification inactive |
| Facilities | Facilities suitable for a Command Center |  |  | Facilities available to rent in Stillwater |
| Staging Areas | for Response Operations | 0 |  |  |
| Base Camp Areas | for Responders | 0 | NPS manages no areas suitable for hosting responders. | Facilities are available to rent in Stillwater area and some nearby communities |
| Fueling stations | for emergency vessels / vehicles | 5 | Fuel docks exist within the Lower St. Croix Riverway, south of Stillwater. Gas stations are present throughout the middle and upper reaches of the St. Croix Riverway.  | Leo’s Landing (Prescott, WI); Windmill Marina (Afton, MN); St. Croix Marina (Hudson, WI); Bayport Marina (Bayport, MN); Port-Sunnyside Club (Oak Park Heights, MN); Stillwater Marina (Stillwater, MN) |
| Landing areas | Airstrips / Helispots | 3 | NPS manages no lands or waters suitable for landing planes or helicopters. | Minneapolis-St. Paul International Airport (MSP); St. Paul Downtown Airport (STP); Rush City Regional Airport (ROS); Grantsburg Municipal Airport |
| Boat landing areas | Docks / Landings | 17/87\* | NPS manages a network of landings and boat launches throughout the riverway.  | Marinas only exist along the Lower St. Croix River (Stillwater and downstream); boat launch/landings\* are present throughout the riverway.  |
| Equipment | Spill response equipment | 1 | 1000’ boom, ropes, sorbents | Wakota CAER: Kinnickinnic State Park |
| Equipment | Spill response equipment | 1 | 1000’ boom, ropes, sorbents | Wakota CAER: Prescott |
| Communication | Radio  | 35 | 800 MHz Radio System  | Wakota CAER |

1. NPS Emergency Response Requirements
	1. **Activities Which Require Park Superintendent Approval:** The Superintendent's approval is required for the following emergency response activities:
2. *Cleanup and Response Measures* - All cleanup and response measures occurring on NPS owned/managed lands require prior authorization of the Superintendent. This includes in-situ burning and use of chemical countermeasures.
3. *Ground Disturbance* - Any activities that might result in disturbance of soil or vegetation must be approved by the Superintendent. These would include activities such as the installation of camps and staging areas, and the use of vehicles, vessels or earth-moving equipment.
4. *Aircraft Operations* - Any fixed wing or helicopter landings in the Park must be approved by the Superintendent.
5. *Access to NPS lands* - Any traffic across, through or over NPS owned/managed lands requires prior notification and authorization by the Superintendent.
6. *Park Land or Beach Closures* - Any closures occurring on NPS owned/managed lands require notification and prior authorization of the Superintendent. The Superintendent must issue a formal closure according to NPS regulations outlined in 36 CFR 1.5.
7. *Completion of Clean-up-* Superintendent must approve completion of clean-up on NPS owned or managed lands and waters.
	1. Oiled Equipment and Debris – The transporting of oiled equipment and debris through NPS lands has the potential to injure sensitive park resources. Collection and removal of oiled debris and transport of oiled equipment during spill response should be handled in such a manner that does not impact those resources. Special Use Permits may be required for any necessary and/or appropriate movement of oiled materials across NPS lands.
	2. Places of Refuge / Decontamination Sites – NPS lands are federally protected for their valuable natural and cultural resources; when practical, they should be considered last for potential use as places of refuge or decontamination sites. Anchorage areas may be more appropriate for these uses.
	3. Air Quality – The use of in-situ burning as a spill response countermeasure has the potential to damage or denigrate air quality or air quality-related values within park units. Emissions of particulate matter from a spill burn may denigrate such values as visibility and viewscapes of national park lands located downwind from the burn whether the burn is on park lands or not. Under NPS regulations pursuant to the Clean Air Act, Superintendents have a responsibility to protect the air quality related values (including visibility) in all park units, and they have an “affirmative responsibility” to protect air quality in park units designated Class I airsheds.[[1]](#footnote-1) Thus, any actions that cause or contribute to denigration of air quality in any Class I federal area are subject to specific review by the NPS.

Although in-situ burns are usually of short duration and unlikely to violate EPA prescribed short-term air quality standards, the NPS will also have to consider localized impacts on park visitors that may be impacted by the burn. If an in-situ burn is proposed in the vicinity of a visitor use area, (i.e. visitor center, campground, picnic area, etc.), it may be necessary to temporarily close these areas during a burn. Therefore, the NPS must be notified of and agree to the use of *in-situ* burning where the smoke may affect the air shed of the Park unit.

1. Radio Communications Capabilities

The National Park Service operates and maintains conventional land mobile radio (LMR) communications systems that operate in the authorized Federal Government frequency band of 162-174MHz. This particular frequency band is administered by the National Telecommunications Information Administration (NTIA) and frequency assignment are processed and obtain through the National Park Service's Radio Program Division and Communications Security Division and the Department of the Interior's Radio Program and Spectrum Management Office. **All frequencies utilized by the National Park Service for its day-to-day public safety, law enforcement, security, and emergency management missions are exempt from the Freedom of Information Act (FOIA).**

The conventional LMR systems utilized by the NPS are compliant with the Telecommunications Industry Association standard TIA-102, also known as the Association of Public Safety Communications Officials Project 25 (P-25) standard. These systems are also compliant with the Federal Information Processing Standard (FIPS-197) Advanced Encryption Standard (AES). Where radio encryption is deployed, the radio encryption software is backwards compatible and capable of communicating with cooperators using the older Digital Encryption Standards (DES) encryption algorithm. Some park units have aeronautical mobile (aviation) and maritime mobile (marine) radio communications capabilities. The NPS practices the use of Federal Interoperability channels for emergency response missions. To obtain additional information and/or coordinate radio communications capabilities for a specific park unit please contact the park unit's radio coordinator (see notification Table 1. for each park unit).

The Metropolitan Emergency Services Board (MESB) in 2005 authorized Wakota CAER to operate on the 800 MHz Radio System during emergency responses and training exercises for incidents involving oil or hazardous materials. Communication is a critical part of response efforts and supports safety and the quick and effective deployment of equipment.

Wakota CAER member organizations will use the 800 MHz Radio System during emergency responses involving oil or hazardous material incidents and for training activities related to emergency response. Members may not use the radios for day-to-day communications.

The system will be used in the Metro area and state-wide when the system is available. Up to 35 radios may be acquired. Call 651-458-0645 or 651-297-8660 for more information.

1. Authorities
	1. NPS Regulations

The national parks are governed by regulations that provide for the proper use, management, government, and protection of persons, property, and natural and cultural resources within areas under the jurisdiction of the National Park Service. These regulations can be found at 36 CFR Parts 1-199. Applicable sections for oil spill response actions include, but are not limited to 36 CFR Part 1 – General Provisions; Part 2 – Resource Protection, Public Use and Recreation; Part 3 – Boating and Water Use Activities; Part 6 – Solid Waste Disposal Sites in Units of the National Park System.

Special use permitting is addressed specifically under 36 CFR 1.6, wherein the NPS may require a permit for response operations and activities on or within park unit boundaries to outline and specify any special conditions or stipulations related to cleanup operations and the protection of park resources.

A sample permit with the list of conditions and blank permit forms are attached at the end of this document. Appropriate coordination and pre-planning between the NPS and the spill response community will ensure that applicable regulation will not unreasonably impede the efficiency or effectiveness of any response actions.

* 1. NPS Management Policies 2006

The NPS has a basic set of Service-wide policies governing the operation of all park units. Adherence to policy is **mandatory** unless specifically waived or modified by the Secretary of the Interior or the Director of the NPS. These policies will guide response actions taken on park lands or waters. Key policy sections include, but are not limited to the following:

1. Unimpaired or Non-Derogation Standard

Congress defines a single standard for the management of the National Park System and that standard is impairment as defined in the NPS Management Policies 2006 (Chapter 1.4). Generally, impairment is an impact that would harm the integrity of park resources or values, including the opportunities for the public to enjoy those park resources or values. Specifically, an impact is likely to constitute an impairment to the extent that it affects a resource or value whose conservation is (Chapter 1.4.5):

* Necessary to fulfill specific purposes identified in the establishing legislation or proclamation of the park, or
* Key to the natural or cultural integrity of the park or to opportunities for enjoyment of the park; or
* Identified as a goal in the park’s general management plan or other relevant NPS planning documents as being of significance.

This standard will be considered an Applicable or Relevant and Appropriate Requirement (ARAR) in determining protection priorities and response actions and in determining cleanup standard of lands and waters within all NPS park units.

1. Use of the Incident Command System for Emergency Operations

NPS Management Policies of 2006 (Chapter 8.2.5.2) direct all NPS emergency operations to be conducted under the Incident Command System of the National Interagency Incident Management System (NIIMS), and all multi-agency incidents to be conducted under the Unified Command System within the Incident Command System.

Part II: Park Unit Description, Facilities, and Regulations

1. Description of Park Unit
	1. Saint Croix National Scenic Riverway

The St. Croix National Scenic Riverway (SACN), which includes the Namekagon River, was established in 1968 under the National Wild and Scenic Rivers Act. Together, the St. Croix and the Namekagon flow a distance of 252 miles. The St. Croix River originates at St. Croix Lake near Solon Springs, Wisconsin and flows southward approximately 154 miles where it joins the Mississippi River at Prescott, Wisconsin.

Nine State parks, one National Forest, three State Forests, six scientific natural areas, and six wildlife refuges are located along the Riverway. Although the majority of the riparian land is under Federal or State ownership, there is also private ownership of riparian land. Land cover throughout the St. Croix basin is approximately 47% forest, 37% agriculture, 12% wetlands, 3% water and 1% urban (Hanson 1996, per comm.). The forested land is a mix of aspen, jack pine, and mixed northern hardwoods. Agricultural use is mainly dairy farms and grain.

The objectives and goals of the St. Croix National Scenic Riverway includes providing for a variety of water-oriented recreation opportunities in a manner which protects biological diversity and ecosystem integrity; protects water quality commensurate with State Outstanding Resource Waters and National Scenic Riverway designations; preserves or restores the values and natural functioning of floodplains, wetlands, riparian areas, and the river's channels and back waters; and Ensures that park development and operations do not result in degradation of park resources.

Recreational use has doubled since 1973 to nearly one million visitors yearly (NPS 1995a). Due to its proximity to the Minneapolis/St. Paul metropolitan area, the Riverway will continue to experience increased use and developmental pressure from population growth in the counties adjacent to the Riverway. Most visitors are boaters and canoeists, with the majority being repeat visitors from the region (NPS 1995a).

The Namekagon, Upper St. Croix and eastern Lower St. Croix basins are mainly in the Superior Upland physiographic province. The western and very southern portion of the Lower St. Croix basin is in the Central Lowland physiographic province (Western Lake and Wisconsin Driftless sections) (Fenneman and Johnson 1946 as cited by USGS 1996). The wide, deep valley of the St. Croix was formed approximately 9,000 years ago when large volumes of water drained glacial Lake Duluth (Montz et al. 1991). Under the Riverway lies Precambrian sandstone (800 million years ago (MYA) to Cambrian), lava flows (2500 to 800 MYA), Cambrian sandstone, and dolomite (Ordovician) (Bean 1949 as referenced by Graczyk 1986).

The Riverway contains more than 60 state- and federally-listed endangered and threatened species, indicative of a relatively well-preserved and biologically diverse aquatic environment. The reason for this is that the Riverway protects a wide variety of habitats, that may have been destroyed by development or pollution otherwise, which provide refuge for a number of listed species. The Riverway has a very active management and scientific community and a rich research history.

The first people living in the area left behind traces of their activities. These traces create archeological sites which are mostly invisible to river users. At these sites rocks, tools, charcoal and pottery have been left behind by the people who lived or visited. At places like Riverside Landing, Sandrock Cliffs, or near the Ridge View Trails archeologists have found clues about life and death for these people. By the late 1600's when Europeans came in to the area they encountered Dakota, Ojibwe, Fox and other tribes.

Beginning in the late 1830s and ending in 1914, loggers utilized the St. Croix River and its tributaries as highways for moving buoyant and valuable white pine logs. Every fall lumberjacks took to camps in the forests and felled pine to be floated to mill and market in the spring. Over the course of the intervening almost 80 years, every corner of the watershed with useable timber was transformed by the logging industry as the waterways were "improved" with dams, and the ecology of the region was changed providing timber to build the Midwest.

* 1. Lower Saint Croix National Scenic Riverway

The portion of the river south of St. Croix Falls, Wisconsin, was added to the system in 1972 as the Lower St. Croix National Scenic Riverway, which includes the lower 52 miles of the St. Croix River. The National Park Service is the federal agency responsible for protecting and enhancing the river values for the components located within the designated management boundaries. The States (Minnesota DNR/Wisconsin DNR) however manage the lower 25 miles of Riverway through a Cooperative Management Plan.

In the Lower Saint Croix, nutrient levels are elevated. Recreational and developmental pressures are intensifying in the watershed. Recreational use has doubled since 1973 to nearly one million visitors yearly (NPS 1995). Due to its proximity to the Minneapolis/St. Paul metropolitan area, the Riverway will continue to experience increased use and developmental pressure from population growth in the counties adjacent to the Riverway.

1. Enabling Legislation

SACN, including the Namekagon River, was established in 1968 under the National Wild and Scenic Rivers Act and the portion of the river south of St. Croix Falls, Wisconsin, was added to the system in 1972 as the Lower St. Croix National Scenic Riverway. The National Wild and Scenic Rivers Act gives specific protection to selected rivers and their riparian areas and sets the basis for management policy for the Park. The National Scenic Riverway designation resulted in private scenic easement acquisition, land acquisition, water use regulation, and State mandated but locally implemented zoning to control land use.

Both Wisconsin and Minnesota, using the federal Clean Water Act for overall guidance, recognize the quality of the water of the St. Croix Riverway and give most of it the highest level of protection allowed in each state. Although each state defines their designations differently, the goals and objectives are essentially the same - to prevent any degradation in water quality of the Riverway. These state water quality designations aid the Park in protecting the water quality of the Riverway.

1. Jurisdiction

The park’s enabling legislation defines the boundaries of the SACN loosely as “Saint Croix, Minnesota and Wisconsin. —The segment between the dam near Taylors Falls, MN, and the dam near Gordon, Wisconsin, and its tributary, the Namekagon, from Lake Namekagon downstream to its confluence with the Saint Croix; to be administered by the Secretary of the Interior…” (Public Law 90-542-OCT. 2, 1968)

The park’s enabling legislation defines the boundaries of the Lower St. Croix National Scenic Riverway loosely as “Lower Saint Croix, Minnesota and Wisconsin. –The segment between the dam near Taylors Falls and its confluence with the Mississippi River: *Provided,* (i) That the upper twenty-seven miles of this river segment shall be administered by the Secretary of the Interior; and (ii) That the lower twenty-five miles shall be designated by the Secretary upon his approval of an application for such designation made by the Governors of the State of Minnesota and Wisconsin.” (Public Law 92-560-OCT. 25, 1972)

1. Park Zoning, Infrastructure, and Recreational Uses
	1. NPS Park Zoning

The National Scenic Riverway designation resulted in private scenic easement acquisition, land acquisition, water use regulation, and State-mandated but locally implemented zoning to control land use.

* 1. Designated Wilderness

No portions of Saint Croix or Lower Saint Croix National Scenic Riverways have been designated as wilderness.

* 1. Recreational Uses
1. Camping

Primitive shoreline campsites scattered along the St. Croix and Namekagon Rivers offer the opportunity to move from campsite to campsite for multi-day trips. These campsites are often only accessible from the water and are relatively isolated. The Riverway is divided into camping zones where management policies differ.

From Stillwater to the confluence with the Mississippi River, campsites are limited to county and state parks. The National Park Service does not manage this stretch of river.

1. Paddling

#### The St. Croix and Namekagon rivers offer many paddling options. Outfitters provide canoes and kayaks as well as return rides. Numerous canoe launches are maintained by the National Park Service along the entire riverway.

1. Fishing

Clean water and a wide variety of underwater habitats make for outstanding fishing opportunities on the St. Croix and Namekagon rivers. On the Namekagon River upstream of Hayward, Wisconsin, the cold-water habitat has received national recognition for the naturally reproducing brown and brook trout fisheries. Areas of the St. Croix River are fast with a rocky bottom. The stretch from Danbury, Wisconsin, down to the Indian Head Flowage north of St. Croix Falls, Wisconsin, is recognized as one of the finest smallmouth bass fisheries in the country. Downstream of Taylors Falls, Minnesota, the river is home to many warmer water species: bass, walleyes, saugers, northern pike, muskellunge, catfish, suckers, sturgeon, carp, and pan fish.

1. Boating

The character of the St. Croix and Namekagon rivers change as they flow downstream, affecting where different types of boats can travel on these rivers. Small boats with shallow drafts can motor on much of the Riverway while larger boats with deep drafts are limited by water levels to areas mostly south of Highway 8 on the St. Croix.

1. Hiking

The National Park Service maintains seven hiking trails along the Riverway. A variety of trails exist in nearby state parks and forests. The western terminus of the Ice Age trail [www.nps.gov/iatr](http://www.nps.gov/iatr) is within Wisconsin Interstate Park. Many of the trails can be used in all seasons for hiking, snow shoeing or cross-country skiing.

1. Public Use Facilities and Sites

The St. Croix and Namekagon Rivers are open year-round for public use. High water conditions may require rangers to close stretches of the rivers; Winter snows often limit access to landings, trails, and campsites; quiet hours are from 10:00 pm to 6:00 am.

No fees are charged for use of landings, campsites, and other facilities on federal lands within the boundary of the Riverway. Fees are charged at state parks and other private lands, including some landings.

1. Park Facilities and Infrastructure

Two visitor centers exist and are open with seasonal hours: St. Croix Visitor Center (St. Croix Falls, WI), Open daily April through October; and the Namekagon River Visitor Center (Trego, WI), Open daily late May through Labor Day.

Part III: Priority Protection Areas and Protection Strategies

1. Park Resource Overview
	1. Potential Spill Sources

Sources of oil and chemical spills impacting the SACN could include: fixed storage facilities of hazardous materials; pipelines corridors; wastewater, storm water, permitted pollution discharges; and transportation routes (railroad and highway) that pass through or near the Riverway. In particular, three pipeline corridors cross the SACN or key tributaries, as follows:

* A petroleum products pipeline crosses the lower river above Afton State Park, near RM 10. This pipeline also crosses the Kinnickinnic River north of River Falls, WI.
* A second petroleum products pipeline crosses the Kettle River and two of its tributaries between 20 to 35 miles upstream of the SACN. This pipeline also crosses the Snake River and Rock Creek in Pine County, MN, and Rush Creek in Chisago County, MN. These crossings range from 6 to 9 miles above the SACN. All of these streams empty directly into the St. Croix River.
* Four pipelines, three crude oil and one diluted bitumen, cross the Namekagon River at Stanberry, WI. These pipelines also cross the St. Croix River just above Gordon, WI and the St. Croix Flowage. This crossing is about 6 miles upstream of the dam that marks the upper limit of the SACN. The pipelines also cross Totogatic River and Chippenazie Creek, tributaries of the Namekagon River.

Highways and railroads cross the Riverway in 19 locations. Six local roads cross the Namekagon River. Additionally, two highways run along the St. Croix River without crossing. These transportation corridors all present potential spill risk from release of materials due to crashes or derailments.

* 1. Shoreline Resources at Risk

The Namekagon varies from a cold-water trout stream enclosed in forest to a slow, meandering stream flowing through marsh and peatlands to a lake near Trego. The upper St. Croix flows through dense forests and riparian floodplains relieved by high, sandy banks and gently rolling terrain. At Taylor’s Falls, Minnesota the river runs a hydroelectric impoundment and then through the Dalles, a narrow, 40 m deep rock gorge of Keweenawan basalt. Below the Dalles, the river becomes shallower with many islands, sandbars and sloughs. The River is impounded by a sandbar at its confluence with the Mississippi River, becoming a large, deep lake from Stillwater, Minnesota to Prescott, Wisconsin. Most of the shoreline in the lower river consists of sand banks or man-made structures.

* 1. Biological Resources at Risk
1. Special Status Species

The Riverway contains at least 58 state- and federally-listed threatened or endangered species, indicative of a relatively well-preserved and biologically diverse aquatic environment. The Riverway protects a wide variety of habitats that may have been destroyed by development or pollution elsewhere, and thus provides refuge for a number of listed species. The Riverway has an active management and scientific community and a rich research history.

Federally-listed species under the Endangered Species Act and state-listed species are frequently co-managed with the agencies and organizations on whose land or in whose waters they occur. Response actions concerning listed species should include consultation with those state and federal natural resource specialists listed under Notification and Key Contacts. SACN generally defers to the U.S. Fish and Wildlife Service for wildlife conservation strategies in the event of a spill.

Table 3 lists protected-status species potentially vulnerable to an oil or chemical spill and present at or near SACN and their likely habitats. This includes 5 federally endangered species of mussel, one endangered bird, one threatened bat, the endangered gray wolf, and 49 additional animal species listed as threatened or endangered in Minnesota or Wisconsin. Over 200 species of plants or state-special concern species present in or near the Riverway are not listed in this document.

**Table 3. – Federal or state threatened (T) and endangered (E) or special concern (SC) species potentially present in or near SACN.***This list is not intended to be a comprehensive list of all species, but reflect those species for which there is specific documentation on their presence and most likely to be impacted by a spill or spill response. When state listings differ, Minnesota status is listed first, followed by Wisconsin status.*

|  | **Listed Species** | **Federal****Listing** | **State****Listing** | **Habitat Preference and/or Locations in SACN and LOSA** | **Life stages and/or Presence** |
| --- | --- | --- | --- | --- | --- |
|  |
| ***Birds*** |
|  | Black Tern*(Chlidonias niger)* | SC | E | Large shallow marshes adjacent to open water |  |
|  | Cerulean Warbler (*Setophaga cerulea*) | - | T | Lowland deciduous forests | Nesting (Apr-Oct). |
|  | Great Egret*(Ardea alba)* |  | T | Waterside deciduous forest |  |
|  | Henslow’s Sparrow*(Ammodramus henslowii)* | SC | E/T | Open grasslands, wet meadows. |  |
|  | Hooded Warbler*(Setophaga citrina)* |  | T | Large upland forest tracts |  |
|  | Kirtland’s Warbler*(Setophaga kirtlandii)* | E | E | Areas at least 30 hectares in size, with scrubby jack pine |  |
|  | Loggerhead Shrike*(Lanius ludovicianus)* | SC | E | Scattered trees and shrubs |  |
|  | Red-necked grebe*(Podiceps grisegena)* |  | E | Flooded wetlands with extensive beds of aquatic plants |  |
|  | Red-shouldered hawk (*Buteo lineatus*) | - | SC/T | Larger stands of older-aged to mature bottomland hardwoods. |  |
|  | Spruce Grouse(Falcipennis canadensis) |  | T | Lowland coniferous forest with swamps |  |
|  | Upland Sandpiper*(Bartiramia longicauda)* |  | T | Grasslands with low to moderate forb cover. |  |
|  | Yellow Rail*(Coturnicops noveboracensis)* |  | T | Meadows of wiregrass sedge and sometimes bluejoint |  |
|  |
| ***Fish*** |
|  | Black Buffalo*(Ictiobus niger)* |  | T | Strong currents of large rivers, sloughs, and backwaters | Spawn mid-May to June |
|  | Blue Sucker*(Cycleptus elongatus)* |  | T | Deep rivers with currents over substrates of gravel or cobble | Spawn April-May |
|  | Crystal Darter*(Ammocrypta asprella)* | SC | E | Clear to slightly turbid waters over sand substrate | Spawn mid-May to June |
|  | Gilt Darter*(Percina evides)* |  | T | Strong currents, deep riffles, and pools in clear, medium-to-large streams | Spawn May to June |
|  | Goldeye*(Hiodon alosoides)* |  | E | Quiet, turbid waters of large rivers | Spawn May to July |
|  | Paddlefish*(Polydon spathula)* |  | T | Clean water of large rivers | Spawn early spring |
|  | Pallid Shiner*(Notropis amnis)* |  | E | Quiet to sluggish flows of large lowland rivers over sand or mud substrate | Spawn late May to July |
|  | Pugnose Shiner*(Notropis anogenus)* |  | T | Weedy shoals of glacial lakes and low-gradient streams | Spawn May to July |
|  | River Redhorse*(Moxostoma carinatum)* |  | T | Moderate to swift currents |  |
|  | Shoal Chub*(Macrhybopsis hyostoma)* |  | T | Fast, moderate depth water over broad sand flats | Spawn May to June |
|  | Skipjack Herring*(Alosa chrysochloris)* |  | E | Open water, large river lakes, channels below dams |  |
|  |
| ***Mussels*** |
|  | Butterfly(*Ellipsaria lineolata*) | - | T/E | Stable substrate containing rock, gravel and sand in swift current | Year-round |
|  | Ebonyshell(*Fusconaia ebena*) | - | E | Gravel, sand, or mud bottom in water at least six feet deep in swift currents | Year-round |
|  | Elephant-ear(*Elliptio crassidens*) | - | E |  | Year-round |
|  | Elktoe(*Alasmidonta marginata*) | - | T/SC | Flowing water with sand, gravel or rock substrates | Year-round |
|  | Fawnsfoot*(Truncilla donaciformis)* |  | T | Lower reaches of medium-sized streams in sand or gravel | Year-round |
|  | Fluted-shell(*Lasmigona costata*) | - | T |  | Year-round |
|  | Higgins Eye(*Lampsilis higginsii*) | E | E | Flowing waters over stable sand | Year-round |
|  | Monkeyface(*Quadrula metanevra*) | - | T | Swift, clean water in larger rivers in gravel or mixed sand and gravel | Year-round |
|  | Mucket(*Actinonaias ligamentina*) | - | T |  | Year-round |
|  | Pistolgrip(*Tritogonia verrucosa*) | - | E/T |  | Year-round |
|  | Purple Wartyback (*Cyclonaias tuberculata*) | - | E | Stable substrate containing rock, gravel and sand in swift current | Year-round |
|  | Rock Pocketbook(*Arcidens confragosus*) | - | E/T |  | Year-round |
|  | Salamander Mussel*(Simpsonaias ambigua)* | SC | E/T | Mud, silt or sand substrates beneath medium to large-sized flat rocks and undercut ledges | Year-round |
|  | Sheepnose(*Plethobasus cyphyus*) | E | E | Clean water of large rivers with sand substrate | Year-round |
|  | Snuffbox(*Epioblasma triquetra*) | E | E | Riffle areas of large and medium clean stream | Year-round |
|  | Spectaclecase (*Cumberlandia monodonta*) | E | E | Large rivers beneath large boulders, rock ledges or in rock crevices | Year-round |
|  | Spike(*Elliptio dilatata*) | - | T |  | Year-round |
|  | Wartyback(*Quadrula nodulata)* | - | T |  | Year-round |
|  | Washboard(*Megalonaias nervosa*) | - | E/SC | Large rivers with moderate current over stable mud | Year-round |
|  | Winged Mapleleaf (*Quadrula fragosa*) | E | E |  | Year-round |
|  | Yellow Sandshell*(Lampsilis teres)* |  | E | Swift currents in clean-swept sandy areas | Year-round |
|  |
| ***Other Invertebrates*** |
|  | Extra-striped Snaketail Dragonfly (*Ophiogomphus anomalus*) |  | E | Medium to large clean, warm streams |  |
|  | Hairy-necked Tiger Beetle*(Cicindela hirticollis)* |  | E |  |  |
|  | Phlox Moth*(Schinia indiana)* |  | SC/E | Downy phlox in pine/oak barrens and scrub oak |  |
|  | Regal Fritillary Butterfly*(Speyeria idalia)* | SC | -/E | Large grassland areas with tallgrass prairie remnants  |  |
|  | St. Croix Snaketail Dragonfly *(Ophiogomphus susbehcha)* |  | T/E | Large, clean, fast-flowing warm water streams with cobble-gravel-sand substrate |  |
|  |  |  |  |  |  |
|  |
| ***Reptiles and Amphibians*** |
|  | Blanding's Turtle (*Emydoidea blandingii*) | - | T | Year round in freshwater marshes and lakes. Nests along sand bars and beaches. | Nesting (May-Oct) |
|  | Timber Rattlesnake (*Crotalus horridus*) | - | T | Uncommon, but potentially present in uplands. |  |
|  | Wood Turtle(*Glyptemys insculpta*) | SC | T | Year round in forested riparian areas. Nests along mixed sand and gravel bars and beaches. | Nesting (May-Oct) |
|  |
| ***Mammals*** |
|  | Big Brown Bat(*Eptesicus fuscus*) |  | SC/T |  | Pupping (June); Hibernation (Oct-Apr). |
|  | Eastern Pipistrelle Bat (*Pipistrellus subflavus*) |  | T | Forages in forest edges and waterways | Pupping (Jun-Aug); Hibernation (Oct-Apr). |
|  | Grey Wolf (*Canus lupus*) | E | SC |  |  |
|  | Little Brown Bat*(Lyotis lucifugus)* |  | SC/T | Forages primarily over open water and along edge habitat | Pupping (June); Hibernation (Oct-Apr). |
|  | Marten*(Martes Americana)* |  | E | Mature, dense conifer, mixed, and hardwood forests |  |
|  | Northern Long-Eared Bat*(Myotis septentrionalis)* | T | T | Forages forested hillsides and ridges, small ponds or streams | Pupping (May-July) Hibernation (Oct-Apr). |

1. Other Birds

Heron rookeries are present in several locations in the SACN corridor, including near William O’Brien State Park and near Stillwater. Rookeries may be active with birds from April to October. Additionally, woodland species and waterfowl migrating along the Mississippi Flyway may stage on open waters and in floodplain forest within the park during spring (Mar.-May) and fall (Oct.-Nov.) migrations. Trumpeter swans, bald eagles, and resident woodpeckers and songbirds overwinter in lowland habitat. One hundred sixty species of bird are known to nest in the Riverway.

An issue of significance to note is that special laws exist to protect the bald eagle and migratory birds. The USFWS has issued the National Bald Eagle Management Guidelines, which provides breeding season sensitivity information and recommendations to avoid breaking those laws and to mitigate potential impacts on bald eagles during response efforts. Bald eagles are present year-round in the park, nesting from February to June and wintering from October to February.

1. Other Reptiles and Amphibians

In addition to species listed in Table 3, several non-listed species of freshwater turtles may also be present in the corridor and nesting on sand bars and sandy banks from May to October. Frogs and salamanders are also known to be present throughout the riverway.

1. Other Mollusks

There are 40 species of mussels living in the St. Croix and Namekagon Rivers. The variety of underwater habitats offer many niches for the many species. Boulder fields, gravel beds, sand bars, and mucky backwaters all host mussels. It is illegal to take any live mussel or empty mussel shell from the Riverway, or to move live mussels.

1. Other Mammals

River otters are year-round residents within the corridor, with pupping occurring during spring. There is not a complete inventory of the park, contact park staff to identify areas likely to have active dens present.

* 1. Cultural Resources at Risk

The cultural resources found within the current boundaries of the SACN document evidence of past human activities occurring on or near the Riverway over an extended period of time. Human occupation began as early as 10,000 years ago. Burial mounds, campsites, chipping stations, quarries, wild rice processing areas, rock art, and village sites offer evidence of the seasonal and complex nature of prehistoric life along the rivers. Historic American Indian archeological sites are also present and evidence of the coming of European people and culture. The St. Croix River/Brule River was a favored fur trade route from the Mississippi River to Lake Superior. Interaction took place between traders and Dakota and Ojibwe and other Indians as they traveled the rivers and traded. In 1837 the Treaty of St. Peter opened the area to settlement by Euro-Americans. Logging and early settlement occurred along the Riverway and is evidenced by the remains of logging dams and camps, the foundations of houses and farms, and the trash people left behind. More recent cultural resources are recreational homes, roadbeds and pine plantations.

* 1. Human-Use Resources at Risk

Urban land use has increased over the last 30 years; although it is a small percentage of the total land area, populations in the St. Croix basin and Twin cities metro area are growing rapidly. Developmental pressures along the Riverway are increasing, particularly in the lower basin. Recreational use of the Riverway has doubled in the last 23 years to nearly one million visitors yearly (NPS 1995a). Most visitors are boaters and canoeists, with the majority being repeat visitors from the region (NPS 1995a). With more than 10 million people living within a day’s drive of the Riverway, one of the major threats of the future will be recreational use (Fago and Hatch 1993). Recreational use is growing at a rapid rate and has doubled since 1973. Adjacent land uses that present direct threats to the Riverway include channels, dams, power plants and non-point source pollution.

1. Priority Resource Areas

The SACN lands and waters host discrete sites where the most sensitive natural and cultural resources are a high priority or require special spill protection. These areas may also include gateways where oil or other hazardous materials can enter into important wetland habitat. Sensitive resources may be damaged both directly by oil and indirectly by the impacts of on-shore clean-up activities.

Sensitive natural resources highlighted within the annex represent those that are a specific priority to the park and may include resources eligible for particular consideration under state or local protections or under federal legislation, including the Endangered Species Act (1973, as amended), Wilderness Act (1964, as amended), Clean Water Act (1972, as amended), and Migratory Bird Treaty Act (1918*)****. Where present, response must include coordination through a qualified natural resources specialist for appropriate consultation with the local, state, and federal partners.***

Cultural and historic resources included within the annex represent known archeological sites eligible for protection under the Archaeological and Historic Preservation Act (1974, as amended), Archaeological Resources Protection Act (1979, as amended), and Native American Graves Protection and Repatriation Act (1990) or historic sites listed or eligible within Section 106 of the National Historic Preservation Act (1966, as amended) that would be impacted by a potential spill or spill response. There are hundreds of potentially historic properties within the SACN corridor. These include mounds, archaeological sites, buildings, bridges, and features associated with water control and navigation activities. Of these, over 130 are already listed on the National Register of Historic Places. Some are deemed eligible but have not yet been listed. As such, it is important that any spill response takes great care to not impair these properties and that disturbance to the ground and bed and banks of the river be avoided and minimized as much as possible. Priority Area Summary forms consider the unique response requirements these resources imply under *Special Concerns*. ***Where present, response must include coordination through a qualified cultural resources specialist for appropriate consultation with the Minnesota and Wisconsin State Historic Preservation Offices (SHPO) and Tribal Historic Preservation Offices (THPO).***

* 1. Priority Protection Areas within the Inland Sensitivity Atlas

The Inland Sensitivity Atlas (ISA) is a U.S. EPA Region 5 mapping tool designed to be used in conjunction with the Minneapolis-St. Paul Sub-area Contingency Plan. In addition to generally mapping the locations of sensitive species and cultural sites, it includes 110 Priority Sites that identify the locations of priority protection areas and provides a textual description for these locations similar to the information on the Priority Area Summary (PAS) forms in Part IV. These plans focus on river confluences and channels, bridges, docks and marinas, and specific habitats.

* 1. Priority Protection Areas at SACN

Priority Sites for this Annex have been developed within the ISA framework. The sensitive resources at risk for SACN include 99 sites within the Riverway and 11 sites along the St. Croix River headwaters or along tributaries.

1. Protection Strategies Overview

SACN has identified the sensitive areas within and near the park boundaries and set protection priorities for these sites in the event of a spill. Protection strategies are based on the most likely threat of a spill on water and the placement of booms to exclude or deflect the floating slick. Note that the protection strategies provided the St. Croix National Scenic Riverway Spill Response Plan represent only potential cleanup strategies. The development of response strategies does not replace interagency communication in a response event. There is great potential in shoreline cleanup to do more harm than good, especially in the area of archeological sites. All shoreline cleanup crews will be supervised by a ranger or resource specialist who is familiar with resource concerns in the area.

Priority Area Summary (PAS) forms were not created for priority protection areas identified for SACN. Information on an area’s location, sensitive resources, accessibility, staging areas, and protection strategies were compiled within the ISA framework to be compatible with the U.S. EPA Region 5 response strategies database. Index maps of priority protection areas created for the Spill Response Plan are also included within Part IV (pp. 40-43). Table 4 provides an overview of the information in these strategies and includes a corresponding site number and abbreviated descriptions of the areas’ sensitive resources, accessibility, and potential protection strategy.

**Table 4.** Priority Protection Areas at SACN and LOSA. Both priority locations and spill response resources are referred to with the river mile (where appropriate) and described as either occurring on the river’s left descending bank (LDB) or right descending bank (RDB).

| Site Number | Site Name | Strategy Type | Waterbody | River Mile | Location | Strategy | Boom | Latitude | Longitude | Boat Access |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| KR01 | Kettle River at MN Hwy 48 | Contain and Collect | Kettle River | N/A | From Hinckley, go E 3 mi. on MN Hwy 48 to boat launch just W of bridge. | Boom from far bank above bridge to divert product to boat launch. Anchor to trees above power line ROW and bridge abutment. Contain at ramp. Collect with vac truck and skimmer from shore. Good staging in parking area at ramp. | 200 | 46.0109 | -92.8401 | Y |
| SR01 | North Branch, Flink Ave. | Contain and Collect | Sunrise River, N Branch | N/A | In North Branch, from MN Hwy 95 west of I-35, go N on Flink Ave. to river crossing. Narrow bridge and shoulders may require road closure for safety. | Close culvert with weir dam, set boom to contain spilled product on N side and in ditch for collection by vac truck from road. | 50 | 45.51352 | -92.996242 | N |
| SR02 | North Branch, Riverwalk Park | Contain and Collect | Sunrise River, N Branch | N/A | In North Branch, from MN Hwy 95 east of I-35, go N on Forest Blvd. to Riverwalk Park. | Contain spilled product at natural bend in river, collect from shore by vac truck. Use secondary containment further downstream along cleared path to prevent spread of oil. Excellent staging in parking lot on site. | 50 | 45.515886 | -92.979303 | N |
| SR03 | North Branch, MN Hwy 95 | Contain and Collect | Sunrise River, N Branch | N/A | From North Branch, go E half mile on MN Hwy 95 to first Sunrise River crossing. Road shoulder pulloff only staging. Approach river on land from west. | On downstream side of bridge, contain spilled product at shore. Vegetation cleared on S side for gas pipeline ROW. Carry boom in by hand. Collect by vac truck from road. Contact Sheriff for road closure to ensure responder safety. | 50 | 45.513513 | -92.961773 | N |
| SR04 | Sunrise | Contain and Collect | Sunrise River, N Branch | N/A | From North Branch, go E 3.7 mi. on MN Hwy 95 to second Sunrise River crossing. Road shoulder pulloff only staging. Approach river on land from east. | On upstream side of bridge, contain spilled product at shore. In winter, better access on N side of road over frozen marsh. Carry boom in by hand. Collect by vac truck from road. Contact Sheriff for road closure to ensure responder safety. | 50 | 45.512992 | -92.892937 | N |
| RC01 | Rush Creek | Contain and Collect | Rush Creek | N/A | From Rush City, go E 2.5 mi. on 500th St. to bridge over Rush Creek. | Boom across creek to contain spilled product at bridge. Low water dam at private crossing 100 ft. upstream may present problems. Collect by vac truck from road. Minimal shoulder may require road closure for safety. | 50 | 45.672793 | -92.911491 | N |
| RC02 | Rock Creek | Contain and Collect | Rock Creek | N/A | From Co. Rd. 33/30 between Rush City and Rock Creek, go E 2 mi. on unimproved Pine Co. Rd. 105 (540th St.) to bridge just before Ivy Ave. | Boom across creek under bridge to contain on downstream E bank. Collect by vac truck from road. Steep banks with woody underbrush may require cutting to improve access. Minimal staging along road shoulder. | 50 | 45.730169 | -92.919732 | N |
| NR01 | Co. Rd. M | Contain and Collect | Namekagon River | 92.6 RDB | From Cable, go E 3 mi. on Co. Rd. M to bridge. Turnoff on N side of road. Moderate staging on site. Shallow river can be forded on foot. | Boom from far shore to contain spilled product at landing. Collect from shore. Minimal risks from roads. HQ brook trout stream. Power lines overhead. | 100 | 46.206443 | -91.227804 | N |
| NR02 | Cap Creek Landing | Contain and Collect | Namekagon River | 91.8 LDB | From Cable, go E 2 mi. on Co. Rd. M, then S and E .8 mi. on Telemark Rd. Follow signs to turnoff. Small staging area. Shallow river can be forded on foot. Landing is just below Cap Creek inflow. | Boom from far shore to contain spilled product at landing. Collect from shore. Minimal risks from roads. HQ brook trout stream. T&E waterfowl may be present. | 100 | 46.19783 | -91.23837 | N |
| NR03 | Phillipi Bridge Landing | Contain and Collect | Namekagon River | 88.4 RDB | From US Hwy 63 in Cable, go E 4 blocks, then S half mile on Randysek Rd. to turnoff before bridge. Small staging area with steps down to canoe launch. Shallow river can be forded on foot. | Boom from far shore to contain spilled product at landing. Collect from shore. Minimal risks from roads. Truck can reach river. HQ brook trout stream. T&E waterfowl may be present. | 100 | 46.198209 | -91.291438 | N |
| NR04 | Cable Wayside | Contain and Collect | Namekagon River | 86.1 LDB | From Cable, go SW 2 mi. on US Hwy 63 to turnoff across river. Steps down to canoe landing. Moderate flow river. Shallow river can be forded on foot. | Boom from far shore to contain spilled product at bend. Collect from shore with vac truck and skimmer. Minimal spill risks from roads. Excellent staging on site in large parking area. | 100 | 46.1876 | -91.3206 | N |
| NR05 | Pacwawong Lake | Contain and Collect | Namekagon River | 82.5 RDB | Canoe launch near outlet of Pacwawong Lake. From US Hwy 63 SW of Cable, go W half mile on Cook Rd., then N half mile on Mossback Rd. to launch turnoff. | Boom to keep spill from spreading from channel into lake. Contain at canoe launch near outlet for collection. Small staging area on site. Slow moving water through lake. Very important wild rice lake, T&E waterfowl may be present. | 400 | 46.1498 | -91.3448 | N |
| NR06 | Lenroot Lodge | Contain and Collect | Namekagon River | 79.4 LDB | From Hayward, go NE 10 mi. on US Hwy 63 to lodge in Seeley. Lenroot Lodge, 13350 Town Hall Rd., Hayward, WI. Moderate paced river. Behind Lenroot Lodge is small path down to river. Shallow river can be forded on foot. | Boom from far shore to contain spilled product at bend. Collect from shore. Minimal spill risks from roads. Utility lines overhead. Moderate staging on site. | 100 | 46.12089 | -91.36353 | N |
| NR07 | Phipps Landing | Contain and Collect | Namekagon River | 74.5 RDB | From Hayward, go NE 4 mi. on US Hwy 63, then S on Old Hwy 63. Follow signs at unnamed road to canoe launch. Small staging area with canoe access to river. River is shallow enough to walk across, though current is swift. | Boom from far shore to contain spilled product at landing. Collect from shore. Minimal spill risks from roads. Wild rice area, fall waterfowl stopover. T&E bird, fish, and amphibian may be present. | 100 | 46.0709 | -91.4161 | N |
| NR08 | Eagles Landing | Contain and Collect | Namekagon River | 70.1 LDB | From Hayward, go NE .5 mi. on US Hwy 63, then E .8 mi. on Hospital Rd., then N .3 mi. to landing. Vehicle access to shore restricted by fence, carry in equipment. Small canoe landing with dock; staging uphill. Shallow river can be forded on foot. | Place boom at bend upstream of pool across from landing to prevent product from entering pool. Contain at landing for collection from shore. Minimal risks from roads. Airport fuel storage nearby. | 100 | 46.03025872 | -91.4455891 | N |
| NR09 | Hayward Lake Landing | Contain and Collect | Namekagon River | 66.9 LDB | 15627 S 2nd St., Hayward, WI. On S side of Namekagon River along WI Hwy 27. Above Hayward Dam in flowage. | Contain spill at canoe launch to collect from shore. Small staging on site. Airport, highway and rail crossings upstream. City stormwater enters flowage near Railroad St. T&E bird, fish, an amphibians present in lake and downstream. | 300 | 46.0091 | -91.4793 | N |
| NR10 | Groat Landing | Contain and Collect | Namekagon River | 54.9 LDB | From Hayward, go W 8 mi. on US Hwy 63, turn S on Brickman Lake Rd. to landing. Small parking lot for staging. Secondary slack water on downstream side of bridge on RDB. T&E birds, mussel, fish present here and downstream. | Contain spill in calm pool above landing on LDB. Collect from shore. Anchor boom to trees on RDB, secure midpoints to trees on LDB. If current too swift, consider slowing spread of oil with hay bales or caged sorbents and collect downstream. | 200 | 45.99574 | -91.634393 | N |
| NR11 | Springbrook | Contain and Collect | Namekagon River | 49.9 LDB | From US Hwy 63, go N to end of Legion Lane in Springbrook. Small gravel parking lot, steps down steep bank to river. May need to cut vegetation to access shoreline. | Anchor boom to trees on far shore to contain spill on LDB in slack water above or below landing, collect from steps. T&E birds, mussel, fish present here and downstream. Current may be too swift in some conditions. Note power lines overhead. | 200 | 45.95363751 | -91.686416 | N |
| NR12 | Big Bend | Contain and Collect | Namekagon River | 45.0 LDB | From Trego, go E 3 mi. on US Hwy 63, then at Earl go N 1 mi. on Pow Rd. Signage marks turnoff from highway. Path from parking area to riverbank is long steps. | Anchor boom to trees on far shore to collect at canoe launch. Slow water in most conditions. Decent staging in parking area. T&E bird, fish, and amphibian present. | 200 | 45.93242877 | -91.750522 | N |
| NR13 | Lakeside Rd. 2 | Diversion | Namekagon River | 37.3 RDB | From Trego, go E 1 mi. on US Hwy 63 to Lakeside Dr. at NPS Visitor Center, go N across bridge to picnic area. High, steep bank, but good access to river. Fair walking access at bridge. | Anchor boom to bridge pilings and trees along shore to divert spilled product to strategy NR14 for collection. | 300 | 45.906509 | -91.815477 | N |
| NR14 | Lakeside Rd. 1 | Contain and Collect | Namekagon River | 37.3 LDB | From Trego, go E 1 mi. on US Hwy 63 to Lakeside Dr. at NPS Visitor Center. Parking lot on N side of highway has canoe launch. High bank, but good access to river. | Anchor boom to trees along far shore to contain spilled product at canoe launch for collection. Collect with vac truck and skimmers from shore. Use strategy NR13 to assist with containment. | 200 | 45.90546014 | -91.816388 | N |
| NR15 | Trego Dam | Contain and Collect | Namekagon River | 31.6 LDB | From Trego, go W 3 mi. on Co. Rd. E, then N 3.6 mi. on Co. Rd. K, then N to end of Ricci Rd. to Xcel Energy Trego Dam hydropower plant. Riprap shore is within dam safety exclusion zone, collect along grassy shore. | With cooperative wind, contain at shore S of dam. Collect from shore with vac truck and skimmer. Good staging space, but ground is rolling. Set boom to collect along grassy shore. | 400 | 45.94764159 | -91.888378 | N |
| NR17 | Lower McKenzie Rd. | Contain and Collect | Namekagon River | 16.9 LDB | Between Danbury and Minong on W side of river. Reach via WI Hwy 77 and Lower McKenzie Rd. | Contain spilled product at riverbank for collection by vac truck and skimmer. Anchor boom to trees on far bank upstream at bend to deflect to shore. Use with strategy NR18 to prevent further spread of product. | 200 | 46.02740235 | -92.01259 | N |
| NR18 | Burian Place Rd. | Contain and Collect | Namekagon River | 16.8 RDB | Between Danbury and Minong on E side of river. Reach via WI Hwy 77 and Burian Place Rd. Good staging on site. Under construction in 2017, but riverbank still reachable. | Contain spilled product at riverbank for collection by vac truck and skimmer. Anchor boom to trees on far bank or in channel if used with strategy NR17. | 200 | 46.02793753 | -92.011518 | N |
| NR19 | Namekagon Trail | Contain and Collect | Namekagon River | 4.9 | From Danbury, go NE 6 mi. on WI Hwy 35, then E 6 mi. on Springbrook Trail, then N .6 mi. on Namekagon Trail to canoe launch on S bank of river. Unimproved roads. Launch is 1.2 mi. below confluence of Totogatic River. | Anchor first deflection boom from trees upstream of bridge, more boom from bridge pilings to deflect spilled product to launch for collection. Collect with vac truck and skimmer. Current may be too swift in some conditions. | 400 | 46.0832 | -92.1144 | N |
| NR20 | Stinnett Landing | Contain and Collect | Namekagon River | 57.6 | From Hayward, go W 6 mi. on US Hwy 63, turn S on Stinnett Landing Rd. to landing. Small parking lot for staging. Lower end of slack water reach, just above swift chute. T&E birds, mussel, fish present here and downstream. | Contain spill in calm pool above landing on RDB. Collect from shore. Anchor boom to trees upstream on LDB, secure endpoints to trees on RDB at landing. Swift current in chute below landing. | 400 | 45.983856 | -91.589143 | Y |
| SC01 | Prevost Landing | Contain and Collect | Upper St. Croix Lake | N/A | Small gravel access and landing off US Hwy 53 and Prevost Lane in Solon Springs, WI. Fairly steep banks on site. | City streets drain into lake, railroad runs alongside. For spill into lake, contain spill at boat ramp for collection from shore. Protect wild rice beds in marshes along St. Croix River downstream. | 400 | 46.3361723 | -91.815605 | Y |
| SC02 | Cut-A-Way Dam | Contain and Collect | St. Croix River | N/A | From Solon Springs, go S 2 mi. on US Hwy 53, then E 1.2 mi. to end of Cut-A-Way Rd. Contact Douglas Co. Forestry (715) 378-4528 for gate access. | Cut-A-Way Dam can be used to contain spill along trail for collection. Boom from river channel to contain along riprap trail side. Protect wild rice beds in marshes along St. Croix River downstream. | 200 | 46.30640958 | -91.788642 | N |
| SC03 | Gordon Old Hwy 53 | Contain and Collect | St. Croix River | N/A | Canoe landing half mile N of Co. Rd. Y in Gordon on Old US Hwy 53. Landing on S bank of river. | Anchor boom to trees on far side to contain spilled product at canoe landing. Collect from shore. Swift currents, verify feasability as needed. Small staging on site. Note power lines overhead along bridge. | 200 | 46.25176702 | -91.800331 | N |
| SC04 | Gordon Ranger Station | Contain and Collect | St. Croix River | N/A | Canoe landing just behind WI DNR Gordon Ranger Station at 9547 Co Rd Y, Gordon, WI 54838. Lies 500 ft. W of US Hwy 53. Pedestrian path 100 ft. to graded canoe launch with dock. Resources available at ranger station. | Boom across channel to contain product at canoe launch. Marshy banks on far side may present anchoring challenge. Collect from shore. Small staging in Ranger Station parking lot. | 200 | 46.24569348 | -91.806125 | N |
| SC05 | Gordon Dam | Contain and Collect | St. Croix Flowage | N/A | From US Hwy 53, go W 7 mi. on Co. Hwy Y to County Park. 7201 E Co. Hwy Y, Gordon WI 54838. Boat launch is past camping areas near dam. | Set boom to divert spilled product to small inlet at boat ramp for collection from shore. Prevent spilled product from passing over dam into National Scenic Riverway. Good staging in parking lot. | 400 | 46.2534 | -91.9276 | Y |
| 153 | W Mail Rd. | Contain and Collect | St. Croix River | 153.4 | From US Hwy 53 in Gordon, go W 6 mi. on Co. Rd. Y, then W on Hill Rd. past Golf Course, then N and W 2 mi. to W Mail Rd. bridge. Moose River enters just above bridge on NW bank. | Boom across river to contain in small side pool at bridge on RDB. Collect from road with vac truck and skimmer. Low banks may need vegetation cleared for better access. Power lines overhead along bridge. | 100 | 46.255091 | -91.963568 | N |
| 145 | Co. Rd. T | Contain and Collect | St. Croix River | 145.9 | From WI Hwy 35 in Dairyland, go E and S 6 mi. on Co. Rd. T to bridge. Turnoff to canoe launch is on E side, 300 ft. beyond bridge. | Boom across river from point to deflect spill to LDB. Collect from canoe launch with vac truck and skimmer. Prevent spill from passing over rapids below bridge. Small staging in parking area at launch. | 300 | 46.192513 | -92.071627 | N |
| 131a | Riverside Landing | Contain and Collect | St. Croix River | 131.7 RDB | From Danbury, go NE 7.5 mi. on WI Hwy 35 to landing. Ample staging on site. Ramp is above bridge on NW side. | Cascade boom from far shore upstream to kick spilled product to RDB. Island above ramp may be useful for deflection. Contain and collect at ramp. | 400 | 46.076431 | -92.246007 | Y |
| 127a | Pansy Landing | Contain and Collect | St. Croix River | 127.8 LDB | From Danbury, go NE 3.3 mi. on WI Hwy 35, then N 2 mi. to end of Pansy Landing Rd. Landing at bottom of steep, unimproved road. Upper Tamarack River enters on RDB just above landing. | Cascade boom from far shore above Upper Tamarack River to kick spilled product to LDB. Contain and collect at ramp. Minimal staging on site. Not feasable for winter response, steep road and flooded lowlands. | 400 | 46.06856 | -92.319944 | Y |
| 123a | Danbury | Contain and Collect | St. Croix River | 123.2 LDB | Off Reservation Rd. in Danbury, just E of Yellow River. | Cascade boom from islands to contain spilled product at ramp. Collect from shore with vac truck and skimmer. Decent staging in parking area. | 400 | 46.012951 | -92.356103 | Y |
| 118a | Thayers Landing | Contain and Collect | St. Croix River | 118.3 LDB | Public boat launch on S side of WI Hwy 77, 3 mi. W of Danbury. | Cascade boom from far shore to contain spilled product in slack water at ramp. Collect from shore with vac truck and skimmer. Decent staging in parking area. | 400 | 46.012165 | -92.44351 | Y |
| 111a | Little Yellow Banks Landing | Contain and Collect | St. Croix River | 111.2 RDB | From Hinckley, go E 15 mi. on MN Hwy 48, then S 5 mi. on Co. Rd. 22 to entrance. Take first left and go E 5 mi. to Little Yellow Banks Landing. From Danbury, go W 11 mi. on WI Hwy 77 and MN Hwy 48 to Co. Rd. 22. | Cascade boom from far shore to contain spilled product in slack water at ramp. Collect from shore with vac truck and skimmer. Small staging in parking area. | 400 | 45.975462 | -92.541505 | Y |
| 104a | Norway Point Landing | Contain and Collect | St. Croix River | 104.0 LDB | From Grantsburg, go N and E 10.5 mi. on Co. Rd. F, then N 2 mi. on Norway Point Landing Rd. to end. | Cascade boom from far shore to contain spilled product at landing. Bend in river creates natural flow to LDB. Collect from shore with vac truck and skimmer. Small staging in turnaround. Steep road may make access difficult in winter. | 400 | 45.9237 | -92.6399 | Y |
| 101a | Nelson Landing | Contain and Collect | St. Croix River | 101.4 LDB | From Grantsburg, go N 8.5 mi. on Co. Rd. F, then N .7 mi. on Nelson Landing Rd. to end. Go left at fork atop hill. | Cascade boom from island to contain product at landing. Bend in river creates natural flow to LDB, islands may limit collection here. Collect from shore. Small staging in turnaround. Steep road may make access difficult in winter. | 250 | 45.9054 | -92.6771 | Y |
| 93a | Snake River Landing | Contain and Collect | St. Croix River | 93.6 RDB | From Pine City, go E 10 mi. along Co. Rd. 8 and Co. Rd. 118 to end at boat ramp. Walking path N to Snake River mouth could be used to carry equipment if side channel used for collection. | Cascade boom river channel to contain spilled product at ramp for collection. Spill to Snake River could maybe be contained in side channel of mouth, but must reach on foot. Small staging at parking lot. | 400 | 45.8231 | -92.7646 | Y |
| 89a | Highway 70 Bridge | Contain and Collect | St. Croix River | 89.7 LDB | From Gransburg, go W 3.5 mi. on WI Hwy 70 to turnoff on N side just before bridge. Boat ramp and basic facilities present. | Cascade boom river channel to contain spilled product at ramp for collection. Wide river may require wind assist to contain. Good staging in parking lot on site. | 800 | 45.774 | -92.7796 | Y |
| 80a | Rush City Ferry Landing | Contain and Collect | St. Croix River | 80.4 | From Rush City, go E 3.5 mi. on 500th St., then N and E 1 mi. on Ferry Rd. to river. From Grantsburg, go S 2 mi. on WI Hwy 48, then W 5 mi. on Fish Lake Rd., then SW 4 mi. on River Rd., then W and S 1 mi. to end of Co. Rd. O. | Cascade boom river channel to contain spilled product at boat ramp on either shore. Collect from shore by vac truck. Minimal staging in small parking area. | 400 | 45.678958 | -92.876733 | Y |
| 71a | Wild River SP Sunrise Landing | Contain and Collect | St. Croix River | 71.8 RDB | From North Branch, go E 5 mi. on MN Hwy 95, then N 2.5 mi. on Sunrise Rd., then N to end of Ferry Rd. Staging at parking lot 500 ft. before boat launch. | Cascade boom river channel to contain spilled product at boat ramp. Collect from shore by vac truck. Good staging at small parking area nearby. | 400 | 45.5667 | -92.8649 | Y |
| 63a | Nevers Dam Landing | Diversion | St. Croix River | 63.9 LDB | From St. Croix Falls, go N 9 mi. on WI Hwy 87, then W 3.2 mi. on 230th Ave., then S .3 mi. on River Rd. to landing. | Anchor boom to near shore trees to divert spilled product to Wild River State Park RSP 62a on RDB. Small staging in turnaround. | 200 | 45.53710601 | -92.72388407 | Y |
| 62a | Wild River State Park | Contain and Collect | St. Croix River | 62.9 RDB | From North Branch, go E 7 mi. on MN Hwy 95 to Almelund, then NE on Co. Rd. 12 to park entrance. Follow park road to second right, then go E to boat launch at end. Site is distant from main spill risks, low priority. | Cascade boom river channel to contain spilled product at boat ramp. Collect from shore by vac truck. Good staging at small parking area nearby. | 400 | 45.5228 | -92.729 | Y |
| 54b | St. Croix Falls Lions Club Access | Contain and Collect | St. Croix River | 54.5 LDB | Boat ramp is at park 1.75 mi. N of US Hwy 8 on Washington St. This is preferred access for sites above dam. | Cascade boom to contain at boat launch for collection to prevent material from passing over Taylors Falls Dam (RM 53.5). This is preferred access for sites above dam. | 800 | 45.427058 | -92.646462 | Y |
| 54a | Taylors Falls Lions Club Park | Contain and Collect | St. Croix River | 54.5 RDB | Boat ramp is at park, 1.5 mi. N of Hwy 95 on Chisago St. Best river access is St. Croix Falls Lions Club Park boat launch at 54.5 LDB. | Cascade boom to contain at boat launch for collection to prevent material from passing over Taylors Falls Dam (RM 53.5). Ramp is hard-surface. | 800 | 45.426763 | -92.649831 | Y |
| 53a | Reservoir Wall | Contain and Collect | St. Croix River | 53.7 RDB | Access to reservoir is at end of wall along Chisago St., half mi. N of Hwy 95 & Linden St. | Contain at wall and collect to prevent material from passing over Taylors Falls Dam (RM 53.5). Possible vacuum truck access, though not ideal because of wall. Alternate collection sites are at RM 53.7 LDB and RDB. | 400 | 45.415261 | -92.651558 | Y |
| 52c | Taylors Falls Tour Boat Landing | Contain and Collect | St. Croix River | 52.7 RDB | Boat landing is paved area just S of US Hwy 8, W of bridge. River access from WI Interstate Park boat launch (RM 52.0 LDB). | Spills on US Hwy 8 could flow directly into river at this point. Land containment on parking lot surface required. River too trecherous for on-water strategies. | 100 | 45.40077285 | -92.65029671 | N |
| 52b | MN Interstate Park River Boat Landing | Diversion | St. Croix River | 52.4 RDB | Turn S of US Hwy 8, just W of bridge. Pass through parking lot to tour boat landing. River access from WI Interstate Park boat launch (RM 52.0 LDB). | Divert spilled product to RSP 52a for collection before material reaches important mussel beds downstream. Boom at steep upstream angle if current in slow stage. Current may be too swift for response. | 100 | 45.398275 | -92.652452 | Y |
| 52a | WI Interstate Park Boat Launch | Contain and Collect | St. Croix River | 52.0 LDB | Enter park from either US Hwy 8 or Hwy 35. Follow park markings to main boat launch. | Contain oil at ramp for collection before it reaches mussel beds (RM 51.9 to RM 51.6). Cascade lengths of boom away from MN side. If spill cannot be prevented here, protect RDB as a priority. | 600 | 45.395461 | -92.657834 | Y |
| 51b | MN Interstate Park Boat Launch | Contain and Collect | St. Croix River | 51.5 RDB | Enter park 1.25 mi. W of US Hwy 8 bridge at Taylors Falls. Follow trail to main boat launch. | Cascade boom upstream towards WI side to contain spill at shore and protect mussel bed on LDB. There is also an adjacent canoe landing. Excellent staging on site. | 800 | 45.391908 | -92.66682 | Y |
| 51a | St. Croix 51.1 RDB | Exclusion | St. Croix River | 51.1 RDB | Site is 1.5 mi. SW of US Hwy 8 bridge. Outfall is upstream of island. Water access from both Interstate Park boat launches. | Exclude material from entering western channel to a protect mussel bed. Hwy outfall is 2-3 ft. diameter pipe, and is located on land. Cascade boom across W channel opening. | 400 | 45.38653 | -92.672644 | N |
| 50a | St. Croix 50.6 RDB | Exclusion | St. Croix River | 50.6 RDB | Point lies just upstream of mussel aggregation site, .9 mi. S of MN Interstate Park boat launch or 1.4 mi. S of WI Interstate Park boat launch. | Use deflection boom to angle flow away from mussel aggregation site on RDB. Place boom at site and angle downstream to main channel. | 200 | 45.382277 | -92.675629 | N |
| 49c | Franconia Backwater 1 | Exclusion | St. Croix River | 49.5 LDB | Water access .2 mi. N of Franconia Landing (RM 49.3 RDB). Unknown land access. | Protect sensitive backwater by deploying boom across side channel opening. | 150 | 45.369196 | -92.684608 | N |
| 49b | Franconia Landing | Contain and Collect | St. Croix River | 49.3 RDB | Access Franconia boat landing by taking Hwy 95. Turn E on Franconia Trl. Site is accessible with a 14-18 ft. shallow boat and 4x4 truck. | Cascade boom to contain spilled product at landing and protect mussel beds located at RM 49.2. Collect from shore by vac truck. | 800 | 45.368596 | -92.689461 | Y |
| 49a | Franconia Backwater 2 | Exclusion | St. Croix River | 49.1 LDB | Water access only. Lies .2 mi. S of Franconia Landing (RM 49.3 RDB). | Exclude spill from entering Close Slough backwaters on WI side. Depending on time of year, water may be flowing in or out of backwater. | 250 | 45.3651 | -92.691051 | N |
| 48b | Eagles Nest Campground | Contain and Collect | St. Croix River | 48.5 RDB | Campground lies E of Hwy 95, 1.5 mi. S of US Hwy 8. | Cascade boom at a steep angle in 100' sections. NPS has keys to gated service road. Could use for canoe access to river. | 800 | 45.359818 | -92.702139 | N |
| 48a | Franconia Backwater 3 | Exclusion | St. Croix River | 48.1 LDB | Water access only. Lies 1.3 mi. S of Franconia Landing (RM 49.3 RDB). | Exclude spill from entering Peaslee Lake backwaters on WI side. Good tree anchor points for boom. | 150 | 45.353964 | -92.702643 | N |
| 47a | Franconia Backwater 4 | Exclusion | St. Croix River | 47.5 LDB | Water access only. Lies 2 mi. N of Osceola Boat Launch (RM 45.6 RDB). | Protect sensitive Lower Lake backwater by deploying boom across side channel opening. | 100 | 45.347092 | -92.699714 | N |
| 45o | Osceola Dam | Contain and Collect | Osceola Creek | N/A | From Hwy 243, turn N on Cascade St. (Hwy 35), dam is next to Dairy Queen. | Primary collection point in Osceola storm drainage system, though one large drain empties into creek below dam. Dam has manually operated gate, excellent staging area and access. | 0 | 45.319176 | -92.705199 | N |
| 45c | Hwy 243 | Diversion | St. Croix River | 45.6 LDB | Creek enters St. Croix River on N side at base of Hwy 243 bridge. River access from Osceola Boat Launch, directly across river. | To protect sensitive resources downstream, deploy boom above bridge and deflect spill toward MN side. Anchor between bridge abutments. Creek is main entry point for Osceola stormwater drainage. | 400 | 45.321072 | -92.70904 | N |
| 45b | Osceola Landing | Contain and Collect | St. Croix River | 45.6 RDB | Park Service boat landing access just W of Hwy 243 bridge. Note: This is the best boat access between dam at Taylors Falls (RM 53.5) and William O'Brien State Park (RM 36.7 RDB). | Deploy boom to contain and collect spills from Osceola or Hwy 243; protecting sensitive downstream resources. | 400 | 45.321596 | -92.710657 | Y |
| 45a | Osceola Backwater 1 | Exclusion | St. Croix River | 45.0 RDB | The site is located .5 mi. S of Osceola Boat Launch (RM 45.6 RDB). | Protect sensitive backwater by deploying boom across side channel opening. | 100 | 45.316307 | -92.719855 | N |
| 44b | Osceola Backwater 2 | Exclusion | St. Croix River | 44.4 RDB | The site is located approximately 1.2 mi. S of Osceola Boat Landing (RM 45.6 RDB). | Protect sensitive backwater by deploying boom across side channel opening. May not need boom if log jam blocks opening. | 100 | 45.309621 | -92.728498 | N |
| 44a | Osceola Backwater 3 | Exclusion | St. Croix River | 44.3 RDB | Site is 1.3 mi. S of Osceola Boat Landing (RM 45.6 RDB). | Protect sensitive backwater by deploying boom across side channel opening. | 200 | 45.307785 | -92.730463 | N |
| 42a | RR Bridge Backwater Inlet | Exclusion | St. Croix River | 42.7 LDB | Water access only. Lies 2.9 mi. S of Osceola Landing (RM 45.6 RDB). | Protect sensitive backwater by deploying cascade boom from shore above side channel opening. | 200 | 45.292564 | -92.750933 | N |
| 41b | NPS Cedar Ridge | Contain and Collect | St. Croix River | 41.3 RDB | Hwy 95 to 235th St., go E to first crossing, turn right onto Quentin Ave. Go to end, turn left past ''Private Drive'' sign. Follow to end, turn left (E), go .1 mi. to fork. Left fork is gated NPS access road. | Contain spill at shore by cascade booming across the channel. Collect spill using the steep road for access. Road is wide enough for 4x4 truck, and there is a trail (50 ft.) to river for collection. | 800 | 45.278355 | -92.76182 | N |
| 41a | Old Channel Inlets | Exclusion | St. Croix River | 41.0 LDB | Nearest boat landing at RM 40.5 LDB, but water is very shallow. Lies 2.1 mi. N of Log House Landing (RM 38.9 RDB) or 4.6 mi. S of Osceola Landing (RM 45.6 RDB). | Place boom to exclude spill fom the E channel and several inlets. Width & current may preclude exclusion of W channel. Shore stake at islands to keep product in main channel. | 400 | 45.274111 | -92.758592 | N |
| 38b | Log House Landing 1 | Exclusion | St. Croix River | 38.9 LDB | Water access only. Lies directly across river from Log House Landing (RM 38.9 RDB). Other nearby boat access at William O'Brien St. Park (RM 36.7 RDB). | Protect sensitive backwater by deploying boom across side channel openings. Use 50 ft. of boom for upper opening and 100 ft. for lower opening. | 150 | 45.246666 | -92.758569 | N |
| 38a | Log House Landing 2 | Contain and Collect | St. Croix River | 38.9 RDB | Just N of William O'Brien St. Park, follow Hwy 95 to Quinnell Ave. N. | Contain spilled product at canoe launch. Collect manually from shore. Truck with equipment can access landing. | 700 | 45.245357 | -92.760158 | Y |
| 37c | William O'Brien Seasonal Stream | Contain and Collect | St. Croix River | 37.5 RDB | Upstream from island at canoe launch, .8 mi. N of William O'Brien St. Park boat launch (RM 36.7 RDB). Private lots along Quint Ave. (Hwy 95 to 197th St. to Quint Ave.) are possible land access points. | Protect sensitive resources downstream by anchoring off canoe launch and private launches. Stake off on private property (shore). Collection possible from Riverside Trail in State Park. | 600 | 45.227106 | -92.757191 | N |
| 37b | St. Croix 37.2 | Diversion | St. Croix River | 37.2 RDB | Site is .5 mi. N of William O'Brien St. Park boat launch (RM 36.7 RDB). Park has canoe landing at group campsite at RM 37.5 RDB. Riverside Trail in State Park allows truck access to near shore. | Place boom along shore to deflect a spill from MN side. Riverside Trail has locked gate access at group campsite. Site could also be used for containment & collection upstream of mussel beds, but limited access for equipment. | 700 | 45.222027 | -92.754487 | N |
| 37a | Greenburg Island | Exclusion | St. Croix River | 37.0 RDB | Channel inlet lies .3 mi. N of William O'Brien St. Park boat launch (RM 36.7 RDB). | Protect mussel beds in state park by cascading boom across channel. Riverside Trail has locked gate access at group campsite. Site could be also used for containment & collection upstream of mussel beds. | 500 | 45.219448 | -92.754247 | N |
| 35b | Marine Landing | Contain and Collect | St. Croix River | 35.7 RDB | Follow Hwy 95 to Oak St., drive to end, left on 2nd St., right on Elm St., which turns left at river. Take right fork next to bldg., which accesses marina. | Deploy cascade boom across channel. Collect from marina boat landing. Use separate boom to exclude inlet from the WI landing. May need to move upstream boats. | 700 | 45.202715 | -92.765354 | Y |
| 35a | Somerset Backwater | Exclusion | St. Croix River | 35.5 LDB | Site is .2 mi. S of Marine on St. Croix Marina & Somerset Park boat access. Best staging area is Somerset Landing, WI (RM 35.7 LDB). | Protect sensitive backwater by cascading boom from above side channel opening. | 300 | 45.200484 | -92.764317 | N |
| 33c | Rice Lk. Backwater / St. Croix Islands 1 | Exclusion | St. Croix River | 33.8 LDB | Site is 1.9 mi. S of Marine on St. Croix Marina & Somerset Park boat access. Best staging area is boat access at Somerset Park, WI (RM 35.7 LDB). | Protect sensitive backwater by deploying cascade boom from shore above slough opening. This is a shallow area. Smaller inlet has opened 800 ft. upstream, cascade boom from above to push product into main channel. | 500 | 45.17983 | -92.7588 | N |
| 33b | Camp Kiwanis | Contain and Collect | St. Croix River | 33.8 RDB | Approximately 1.5 mi S of Marine on St. Croix on Hwy 95. Water access preferable. Limited land access at end of steep trail wide enough for 4x4 truck. | Possible use as a truck collection and cleanup site. Best boat staging area is boat access at Somerset Park, WI (RM 35.7 LDB). Cascade boom to contain and collect at shore. | 400 | 45.178464 | -92.760501 | N |
| 33a | Rice Lk. Backwater / St. Croix Islands 2 | Exclusion | St. Croix River | 33.4 LDB | Site is 2.3 mi. S of Marine on St. Croix Marina & Somerset Park boat access. Best staging area is boat access at Somerset Park, WI (RM 35.7 LDB). | Protect sensitive backwater by deploying cascade boom from shore above backwater opening. Anchor boom to trees. | 400 | 45.175286 | -92.752434 | N |
| 32a | Rice Lk. Backwater / St. Croix Islands 3 | Exclusion | St. Croix River | 32.8 LDB | Site is 2.9 mi. S of Marine on St. Croix Marina & Somerset Park boat access. Best staging area is boat access at Somerset Park, WI (RM 35.7 LDB). | Protect sensitive backwater by deploying cascade boom from shore above slough opening and across slough. Must boom a wide area to ensure oil continues downstream. This is a S flowing channel. | 600 | 45.168007 | -92.752676 | N |
| 25b | Boom Site Marina | Exclusion | St. Croix River | 25.3 RDB | Two mi. N of downtown Stillwater on MN Hwy 95. Two marina openings to river. Reach by boat from public launch .25 mi. downstream on RDB. 9369 St. Croix Trail N, Stillwater, MN. | Boom across marina openings to keep spilled product from entering or leaving marina. Use 100 ft. boom for upper opening, 150 ft. for lower. | 250 | 45.080504 | -92.792423 | N |
| 25a | Twin Parks Landing | Other | St. Croix River | 25.0 RDB | St. Croix River Public Boat Ramp off MN Hwy 95 N of Stillwater. | Use access and parking for staging and response. Small parking lot. Tow and barge at Wolf Marine 651-439-2341. With E wind, may be able to use landing for C&C. | 0 | 45.079986 | -92.800117 | Y |
| 23a | Iple Property | Contain and Collect | St. Croix River | 23.2 RDB | New park being developed below old Zephyr bridge. Reach via St. Croix Trail just S of downtown Stillwater. Reach by boat from Sunnyside Marina, 1 mi. downstream on RDB. Stormwater outfall nearby. | Cascade boom in open water to contain oil at shore. Deep water may require long anchor lines. Collect by vac truck from open area at 8 ft. riprap shoreline. Suitable site for collection, but not ideal. | 1000 | 45.051081 | -92.800694 | N |
| 22a | Sunnyside Marina | Exclusion | St. Croix River | 22.7 RDB | Reach via MN Hwy 95 (Main St.) in Stillwater, just N of junction with MN Hwy 36. Just above new highway bridge. Boat launch at lower end of marina. | Boom from shore above marina to deflect product into main channel and protect boats. Alternatively, may be able to contain a spill above the marina and collect from shore. | 600 | 45.044901 | -92.794231 | Y |
| 20b | Xcel King Plant | Exclusion | St. Croix River | 21.1 RDB | Reach via MN Hwy 95 (Main St.) from Stillwater, half mi. S of junction with MN Hwy 36. Contact facility for access. Plant perimeter road leads to dirt track along intake channel. Reach by boat from public ramp at 4th Ave. in Bayport, just downstream. | Boom around outside of barrier to prevent spilled product from entering water intake. | 300 | 45.03224 | -92.774493 | N |
| 20a | Andersen Windows | Other | St. Croix River | 20.5 RDB | 100 4th Ave. N, Bayport, MN 55003. From MN Hwy 95 in Bayport, go E 3 blocks on 4th Ave. N to ramp. Large parking lot across 4th Ave. from facility. Public boat ramp at end of street. | Use parking lot for staging and river access during response. | 0 | 45.021689 | -92.774566 | Y |
| 19a | Ferry Landing Park | Contain and Collect | St. Croix River | 19.3 LDB | Sand and gravel beach in Ferry Landing Park. From WI Hwy 35 in North Hudson, go W .3 mi. on Sommers St., then N to end of Galahad Rd. | Cascade boom to contain oil at sand beach. Deep water may require long anchor lines. Collect from shore with vac truck and skimmer. Small staging, but no dock or paved boat launch. | 1000 | 45.004175 | -92.763097 | N |
| 17a | UP Bridge | Contain and Collect | St. Croix River | 17.5 LDB | From WI Hwy 35 in Hudson, go W on St. Croix St., then follow tracks to bridge. Contact UP Police for track security and permission. Reach by boat from Hudson Lakefront Park, half mile downstream on LDB. Vac truck can reach channel on LDB only. | Cascade boom across channel to contain spilled product along upstream side of railroad levee to protect downstream resources. May need to collect by boat. Anchor in channel, deep water may require long anchor lines. | 1000 | 44.98058 | -92.768388 | N |
| 16c | End of Walnut St. | Contain and Collect | St. Croix River | 16.9 LDB | From WI Hwy 35 in Hudson, go W on Walnut St. to barriers at 1st St. Carry equipment by ATV or pickup to end of jetty. Reach by boat from Lakefront Park ramp just downstream. | Set boom in channel to deflect spilled product to sand beach on upstream side. Collect from shore. Anchor in channel, deep water may require long anchor lines. | 600 | 44.971348 | -92.767586 | N |
| 16b | Lakefront Park | Other | St. Croix River | 16.8 LDB | One block W of WI Hwy 35 at 1st St. & Buckeye St. in Hudson, WI. | Excellent staging area, good site for command post. Large parking lot just S of downtown Hudson. Paved double public ramp (fee) to launch boats. Seasonally available facilities. | 0 | 44.9715 | -92.7587 | Y |
| 16a | I-94 | Exclusion | St. Croix River | 16.3 RDB | From I-94, exit S on St. Croix Trail, then first left at Hudson Rd. to river, then left on Quixote Rd. under I-94. Fee boat ramp just downstream at Beanie's, public ramp across river at Hudson, WI. | Anchor boom from shore to exclude spilled product from mussel bed and keep in main channel. Some trees above private dock, or anchor into sandy beach. Set boom end beyond first bridge pylons. Anchor downstream end to keep away from shore. | 500 | 44.963306 | -92.7662 | N |
| 14a | Troy Park | Contain and Collect | St. Croix River | 14.1 LDB | From Hudson, go S on Co. Rd. F, then W at well-marked turnoff on Co. Rd. FFF. Gated access is usually open. Follow FFF to beach. | Cascade boom in open water to contain oil at sand beach. Deep water may require long anchor lines. Collection by vac truck may be hard due to soft, deep sand beach. Strong currents may make containment difficult. | 1000 | 44.935325 | -92.73896 | N |
| 13a | Lake St. Croix Beach | Contain and Collect | St. Croix River | 13.1 RDB | From St. Croix Trail, go E on 20th St. to end at river. Parking lot at 20th St. & Ramada Ave. Reach by boat from Afton Marina, 1 mi. downstream on RDB. Stairs from road to beach. | Cascade boom to contain oil at sand beach. Deep water may require long anchor lines. Collect from shore with vac truck and skimmer. Few shoreline anchor points. Very wide river, may need wind assist to contain effectively. | 2000 | 44.920979 | -92.763125 | N |
| 11a | Afton Marina | Exclusion | St. Croix River | 11.2 RDB | From St. Croix Trail in Afton, go E on 31st St. to Afton Marina or E on 32nd St. to Windmill Marina. Boat ramp at end of 32nd St. | Cascade boom from upriver shore to keep oil away from marinas. Close four harbor openings with 600, 300, 800, and 200 ft. boom. Water depth varies greatly, from 4 ft. at upper end to 30 ft. near channel. | 1900 | 44.901923 | -92.777732 | Y |
| 10c | Magellan Pipeline Co., LLC - E valve site, MP 12+01 | Contain and Collect | St. Croix River | 10.2 LDB | From WI Hwy F, go W 1 mi. on Black Bass Rd. to Glenmont Rd., then N .5 mi. to Park Rd. At dead end, valve is on right side of road in a metal structure. Pipeline crosses at road to Pemble's Access (Fire 193 Town of Troy). | Deploy boom to cut off flow down forested bluff to river. Notify Magellan Pipeline of release 800-720-2417. | 200 | 44.882796 | -92.761896 | N |
| 10b | Magellan Pipeline Co., LLC - W valve site, MP 11+26 | Contain and Collect | St. Croix River | 10.2 RDB | From MN Hwy 95, go S .5 mi. on River Rd. Gate valve is on E side of road inside a wooden structure. | Deploy boom to cut off flow to river. Notify Magellan Pipeline of release 800-720-2417. | 200 | 44.880744 | -92.774716 | N |
| 10a | Black Bass Bar Beach Club | Contain and Collect | St. Croix River | 10.1 LDB | From Co. Rd. F, go W 1.5 mi. on Glenmont Rd. to Beach Rd. Pipeline marker on E side of intersection. Water access from Afton Marina or Windmill Marina, 2 mi. upstream on RDB, or Troy Landing on LDB. | Cascade boom to contain oil at sand beach. Deep water may require long anchor lines. Collect from shore with vac truck and skimmer. Small staging on site. Pipeline crosses at point, area fenced off. | 600 | 44.881728 | -92.765043 | N |
| 7a | Riviera Beach Club | Contain and Collect | St. Croix River | 7.4 LDB | From Co. Hwy F, go W on 850th St., then right onto 849th Ave. to gate. Contact Club for access. Steep, narrow road to boat launch. From water, use St.Croix Bluffs Regional Park boat launch. | Cascade boom to contain oil at sand beach. Channel depth 50+ ft., use long anchor lines. Collect from shore at ramp with vac truck. Use secondary exclusion boom to protect boats below collection point. | 1000 | 44.848012 | -92.764214 | Y |
| 6c | Kinnickinnick State Park Delta - Backwater | Exclusion | St. Croix River | 5.9 LDB | Water access from St. Croix Bluffs Regional Park, 2 mi. downstream on RDB. AWD vehicle access from park for small trucks. | Deploy deflection boom to protect backwater area of delta. Keep spill in main channel. Shallow water may make deployment from boats difficult. Need rope and fence posts to anchor boom in sandy shoreline. DNR Wardens on call for response. | 400 | 44.825675 | -92.772245 | N |
| 6a | Kinnickinnick State Park Delta | Contain and Collect | St. Croix River | 6.4 LDB | Water access from St. Croix Bluffs Regional Park, 2.5 mi. downstream on RDB. Land access for AWD vehicles in park on N side of delta. Follow Co. Hwy F to park road. Park ranger can open gate to steep service road to river. | Cascade boom to contain oil at sand beach. Deep water may require long anchor lines. Collect from shore with vac truck and skimmer. Decent staging on site. DNR Wardens on call for response. Typical winds will assist containment here. | 1000 | 44.832336 | -92.764904 | N |
| 4a | St. Croix Bluffs Regional Park | Contain and Collect | St. Croix River | 3.9 RDB | Water access at boat launch in park, 10191 St Croix Trail S. Take Co. Hwy 21 to 102nd St., then W into park. Excellent staging area for vacuum trucks and other large recovery equipment at boat launch. | Cascade 1000 ft. of boom to contain at sand beach outside harbor opening. Soft sand, keep vac truck on pavement. Deep water, use long anchor lines. No trees for anchoring. To contain harbor spill or keep oil out, set 100 ft. of boom at entrance. | 1000 | 44.798538 | -92.786941 | Y |
| 3a | St. Croix 2.8 RDB | Contain and Collect | St. Croix River | 2.8 RDB | Land access via private road at 15425 110th St. Private owner permission needed. From Co. Hwy 21, go E on 110th St. S, then N on Cedar Heights Trl. to private road. Reach by boat from St. Croix Bluffs Regional Park, strategy 4a. | Cascade boom from river to contain and collect oil at beach. Deep water may require long anchor lines; 30 ft. depth near shore. Steep banks make land access difficult. | 1000 | 44.78666 | -92.794861 | N |
| 2a | St. Croix Harbor Assn. Marina | Exclusion | St. Croix River | 2.5 RDB | Water access from St. Croix Bluffs Regional Park, Point Douglas Marina, or Prescott Public Access. Land access is gravel trail, would need improvement to move equipment to shore. | The marina could be threatened if wind is from E, or if spill is in marina. Boom across small opening to contain and collect oil. For recovery, use more boom to protect boats in marina. | 100 | 44.783189 | -92.800264 | N |
| 0e | Point Douglas Marina | Exclusion | St. Croix River | 0.5 RDB | Water access at marina. To reach marina, go N from US Hwy 10 just W of entrance to Point Douglas Park. | Marina could be threatened by upstream spill if wind is from E. Anchor boom to trees on shore, set to protect boats from spilled product. Collect at strategy point 0c or 0d. | 1000 | 44.752463 | -92.813202 | Y |
| 0d | Point Douglas Marina Beach | Contain and Collect | St. Croix River | 0.4 RDB | Water access at marina. To reach marina, go N from US Hwy 10 just W of entrance to Point Douglas Park. | If marina is source of spill, deploy boom to contain product along beach at boat ramp. Collect from shore. | 600 | 44.750434 | -92.813111 | Y |
| 0c | Point Douglas | Contain and Collect | St. Croix River | 0.3 RDB | Land access from US Hwy 10 at Point Douglas Park. Access by water from Point Douglas Marina boat ramp, half mile west. | Use a boat to fasten to green buoy in channel. Cascade boom to divert spilled product to shore near bridge. Collect from shore with vac truck. Excellent staging in large parking lot. Ideal wind is from NW, directing product into containment boom. | 800 | 44.749004 | -92.807008 | N |
| 0b | Prescott Courtesy Dock | Contain and Collect | St. Croix River | 0.2 LDB | Access from Prescott Public Landing on Mississippi River. From US Hwy 10 in Prescott, go SE 1 block on WI Hwy 35, then SW on Orange St., then right on Front St. Steps to dock at parking area. Poor land access, steep bank. Water depth 25 ft. | Cascade boom to contain oil for recovery along riprap shore. Use 100 ft. of rope to anchor upstream end of boom to bridge pier. Collect with vac truck and skimmer; high bank, may need pump assist. Use with strategies 811b and 811c. | 600 | 44.748787 | -92.803594 | N |
| 811c | Prescott Public Access | Contain and Collect | Mississippi River | 811.0 LDB | From US Hwy 10 in Prescott, go SE 1 block on WI Hwy 35, then SW on Orange St., then SE on Front St. across RR tracks to Prescott public access. | Cascade boom from Point Douglas to contain spill along riprap shore between Prescott Boat Club and public ramp. Collect with vac truck and skimmer. Excellent staging in parking lot at shore. Slow current, 25 ft. depth. | 1000 | 44.745124 | -92.799215 | Y |
| 811b | Leo's Landing | Exclusion | Mississippi River | 811.2 LDB | From US Hwy 10 in Prescott, go SE 1 block on WI Hwy 35, then SW on Orange St., then SE on Front St. across RR tracks to parking lot. Steep bank, reach water at dock ramp. Reach by boat from public landing 2 blocks downstream. Water depth 25 ft. | Anchor boom to shore at Courtesy Dock just above RR bridge and by boat to lower end of marina. Use this strategy only if wind is from W, or if oil on St. Croix could impact site. Good staging in parking lot. | 1000 | 44.747617 | -92.802993 | Y |

Part IV: Priority Area Summary (PAS) forms

Priority Area Summary forms were not created for priority protection areas identified for SACN. Information on an area’s location, sensitive resources, accessibility, staging areas, and protection strategies were compiled within the ISA framework to be compatible with the U.S. EPA Region 5 response strategies database. Response strategy tables and index maps are included in the St. Croix National Scenic Riverway Spill Response Plan.

Additionally, each strategy table is paired with a protection strategy graphic that diagrams a potential protection strategy for a given priority protection area. Both priority locations and spill response resources are referred to in the strategy tables and Table 4 of this document by a descriptive location and river mile, with river mile information described as either occurring on the river’s left descending bank (LDB) or right descending bank (RDB). Absence of bank indication is reserved for mid-channel islands.

Protection strategies are based on the most likely threat of a spill on water and the placement of booms to contain, exclude, or deflect the floating slick. Note that the protection strategies represent only potential cleanup strategies. The development of response strategies does not replace interagency communication in a response event. No categorical approval has been given for their use. There is great potential in shoreline cleanup to do more harm than good, especially in the area of archeological sites. All shoreline cleanup crews will be supervised by a ranger or resource specialist who is familiar with resource concerns in the area.

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Part V: Emergency Use Permit

**United States Department of the Interior – National Park Service**

**Special Use Permit for Emergency Response**

PARK NAME: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Permit #: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date Permit: Approved \_\_\_\_\_\_

Type of Use: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Reviewed \_\_\_\_\_

Long Term:\_\_\_\_ Short Term:\_\_\_\_ Expires \_\_\_\_\_\_\_

Permittee Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Organization: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Address: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Telephone/Fax: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

is hereby authorized to use the following described land or facilities in the above named area, to be restored to its condition prior to use at the end of the permit:

The permit begins at \_\_\_\_\_\_\_\_ (am/pm) on \_\_\_\_\_\_\_\_\_\_\_\_ (month/day/year) and expires at \_\_\_\_\_\_\_ (am/pm) on \_\_\_\_\_\_\_\_\_\_\_\_\_\_ (month/day/year).

SUMMARY OF PERMITTED ACTIVITY:

Response activities for which the NPS could require a permit include but are not limited to the following:

1. *Cleanup and Response Measures*--All cleanup response activities occurring on NPS owned/managed lands require prior authorization of the Superintendent. This includes in-situ burning and use of chemical countermeasures.
2. *Ground Disturbance*--Any activities that might result in disturbance of soil or vegetation must be approved by the Superintendent. These would include activities such as the installation of camps and staging areas, and the use of vehicles, vessels or earth-moving equipment.
3. *Aircraft Operations*--Any fixed wing or helicopter landings in the Park must be approved by the Superintendent.
4. *Access to NPS lands*--Any traffic across, through or over NPS owned/managed lands requires prior notification and authorization by the Superintendent.

Person on site responsible for adherence to terms and conditions of permit:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Authorizing legislation or other authority: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

PERFORMANCE BOND: Required \_\_\_\_ Not Required \_\_\_\_ Amount $ \_\_\_\_\_\_\_\_\_\_

LIABILITY INSURANCE: Required \_\_\_\_ Not Required \_\_\_\_ Amount $ \_\_\_\_\_\_\_\_\_\_

PROPERTY INSURANCE: Required \_\_\_\_ Not Required \_\_\_\_ Amount $ \_\_\_\_\_\_\_\_\_\_

**ISSUANCE of this permit is subject to the attached conditions.** The undersigned hereby accepts this permit subject to the terms, covenants, obligations, and reservations, expressed, or implied herein.

PERMITTEE \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Signature Title Date

Authorizing NPS Official \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Signature Title Date

**CONDITIONS OF THIS PERMIT**

1. The permittee is prohibited from giving false information; to do so will be considered a breach of conditions and be grounds for revocation: [36 CFR 2.32(a)(3)].
2. The permittee shall exercise this privilege subject to the supervision of the Superintendent or designee, and shall comply with all applicable Federal, State, county and municipal laws, ordinances, regulations, codes, and the terms and conditions of this permit. Failure to do so may result in immediate suspension of the permitted activity or termination of the permit.
3. The permittee is responsible for making all necessary contacts and arrangements with other federal, state, and local agencies to secure required inspections, permits, licenses, etc.
4. This permit may be revoked at the discretion of the superintendent upon 24 hours’ notice, or without notice if damage to resources or facilities occurs or is threatened, notwithstanding any other term or condition of the permit to the contrary. Permittee will reimburse NPS for cleanup or repair of damages required to be made by NPS staff or contractor in conjunction with terminated permit.
5. This agreement is made upon the express condition that the United States, its agents and employees shall be free from all liabilities and claims for damages and/or suits for or by reason of any injury, injuries, or death to any person or persons or property of any kind whatsoever, whether to the person or property of the (Permit­tee/Grantee), its agents or employees, or third parties, from any cause or causes whatsoever while in or upon said premises or any part thereof during the term of this agreement or occasioned by any occupancy or use of said premises or any activity carried on by the (Permittee) in connection herewith, and the (Permit­tee) hereby covenants and agrees to indemnify, defend, save and hold harmless the United States, its agents, and employees from all liabilities, charges, expenses and costs on account of or by reason of any such injuries, deaths, liabilities, claims, suits or losses however occurring or damages growing out of the same.
6. Permittee agrees to carry general liability insurance against claims occasioned by the action or omissions of the permittee, its agents and employees in carrying out the activities and operations authorized by this permit. The policy shall be in the amount of $\_\_\_\_\_\_\_\_\_\_\_and underwritten by a United States company naming the United States of America as **additionally insured**. The permittee agrees to provide the Superintendent with a Certificate of Insurance with the proper endorsements prior to the effective date of the permit.
7. Permittee agrees to deposit with the park a bond in the amount of $ ­­­\_\_\_\_\_\_\_\_\_\_\_\_ from an authorized bonding company or in the form of cash or cash equivalent, to guarantee that all financial obligations to the park will be met, including the restoration and rehabilitation of the permitted area.
8. The person named on the permit as in charge of the permitted activity on-site must have full authority to make any decisions about the activity and must remain on-site at all times. He/she shall be responsible for all individuals, groups, vendors, etc. involved with the permit.
9. This permit may not be transferred or assigned without the prior written consent of the Superintendent.

***ADD PARK SPECIFIC CONDITIONS HERE:***

***Examples of park specific conditions may include: ban on all open fires, managing human waste (i.e. requiring port-o-johns), solid waste management and removal of oiled/contaminated debris, all crews must be accompaniment by an NPS official, weight restrictions for commercial vehicle use, drinking water and food stipulations.***

**Instructions for** **Special Use Permit Form**

*(Discard before issuing permit)*

* 1. **This form may be used to permit either LONG TERM (not to exceed 5 yrs) or SHORT TERM (not to exceed 1 yr) uses. Check the appropriate space at the top of the form.**
	2. **The permit number requires 14 digits, designed for computerization. The first 4 digits represent the Region symbol or may reflect the purpose of the permit (FILM, EVENT etc.). The next 4 digits represent the park area, the next 4 digits the type of permit (see code below), and the last three the sequential number of the permit e.g. # RMR GRTE 1100 105, a stock driving or trailing permit.**
	3. **Note that uses addressed in 36 CFR are identified by the first two or three numbers of the applicable regulation as the first part of the "type of use" code.**
	4. **If a performance or resource protection/clean up bond is required so indicate along with amount.**
	5. **Generally the NPS will recover all costs associated with issuing a special use permit. (See Chapter 10 of Reference Manual 53). If no fee is appropriate, insert WAIVED in the appropriate block.**
	6. **Park areas will append any ADDITIONAL CONDITIONS, local instructions and applications.**
	7. **A LONG TERM designation is appropriate for the following type of uses (list is not all inclusive):**

**Code Type of Use Code Type of Use**

**1000 Agricultural (Gen) 5100 Advertisements**

**1100 Stock Driving or Trailing 5200 Alcoholic Beverages**

**1200 Stock Watering Dev. 5300 Business Operations**

**1300 Stock Corrals & Loading Chutes 5600 Commercial Vehicles**

**2600 Grazing/Pasturing Livestock 5610 Chemical Storage Bins**

**2610 Residing in Park 6000 Other**

1. **A SHORT TERM designation is appropriate for the following types of uses (list is not inclusive):**

**Code Type of Use Code Type of Use**

**1100 Stock Driving or Trailing 4110 Load, Weight, Length, Width Limitations**

**1300 Trail Rides 5100 Advertisements (5.1)**

**2170 Air Delivery 5101 Eating, Drinking, and Lodging**

**2171 Salvage of Downed Aircraft 5200 Alcoholic Beverages**

**2173 Hang Gliding, Ballooning, 5300 Business Operations**

 **Ultralights & Parachuting 5400 Commercial Passenger Carrying**

**2380 Explosives, Fireworks Motor Vehicle**

**2400 Weapons, Traps, and Nets 5500 Commercial Photography**

**2410 Transport Game 5600 Commercial Vehicles**

**2500 Research Specimens (2.5) 5700 Construction**

**2501 Special Events 6000 Military Activities**

**2510 Public Assembly 7000 Climbing**

**2520 Sell/Distribute Printed Material 7100 Caving**

**2620 Scatter Human Ashes 8000 Gate Key**

**3300 Vessels/Boat Use 9500 Other**

1. NPS Management Policies 2006, Chapter 4.7.1: Air Quality/Air Resource Management [↑](#footnote-ref-1)