

Flood Emergency Response Mapbook September 2011

Legend

CRITICAL INFRASTRUCTURE

Functional Care Facility	
	Agricultural Worker Camp
	Jail Prison
	Medical Care Facility
	Nursing Home
	School
Health & Safety	
	Coast Guard Station
	Fire Station
	Hazardous Material
	Police Station
Transportation	
	Airport Facility
	Bus Facility
	Ferry Facility
	Highway Bridge
	Port Facility
	Rail Facility
	Railway Bridge
Utility	
	Communication Facility
	Dam
	Oil Facility
	Public Water Supply
	Solid Waste Facility
	Waste Water Facility

EMERGENCY MANAGEMENT

Flood Response	
Feature Identifier The ID found at the top of each Special Flood Consideration and Flood Contingency Option symbol on the map is a universal identifier. This ID can be used to find corresponding supplemental information about each feature on the Incident Action Plan page (left page) of each spread in the mapbook.	
	Special Flood Consideration
	Flood Contingency Option
	Boat Launch
	Helipad
	Supply Delivery Point
	Proposed Emergency Berm
	Proposed Levee Relief Cut
	Proposed Temporary Barriers Waterway
Incident Command	
	Emergency Operations Center
	Joint Field Office
	Field Command Post
	Emergency Workers Camp
	Mass Care Shelter
	Transfer Pick Up Point
	Logistics Base
	Emergency First Aid Distribution
	Rally Point
Staging & Supply	
	Earthen Material
	Large Equipment Staging
	Emergency Generator
	Repair Contractor Location
	Flood Response Resources, Supply Staging
	Rock Barge Staging

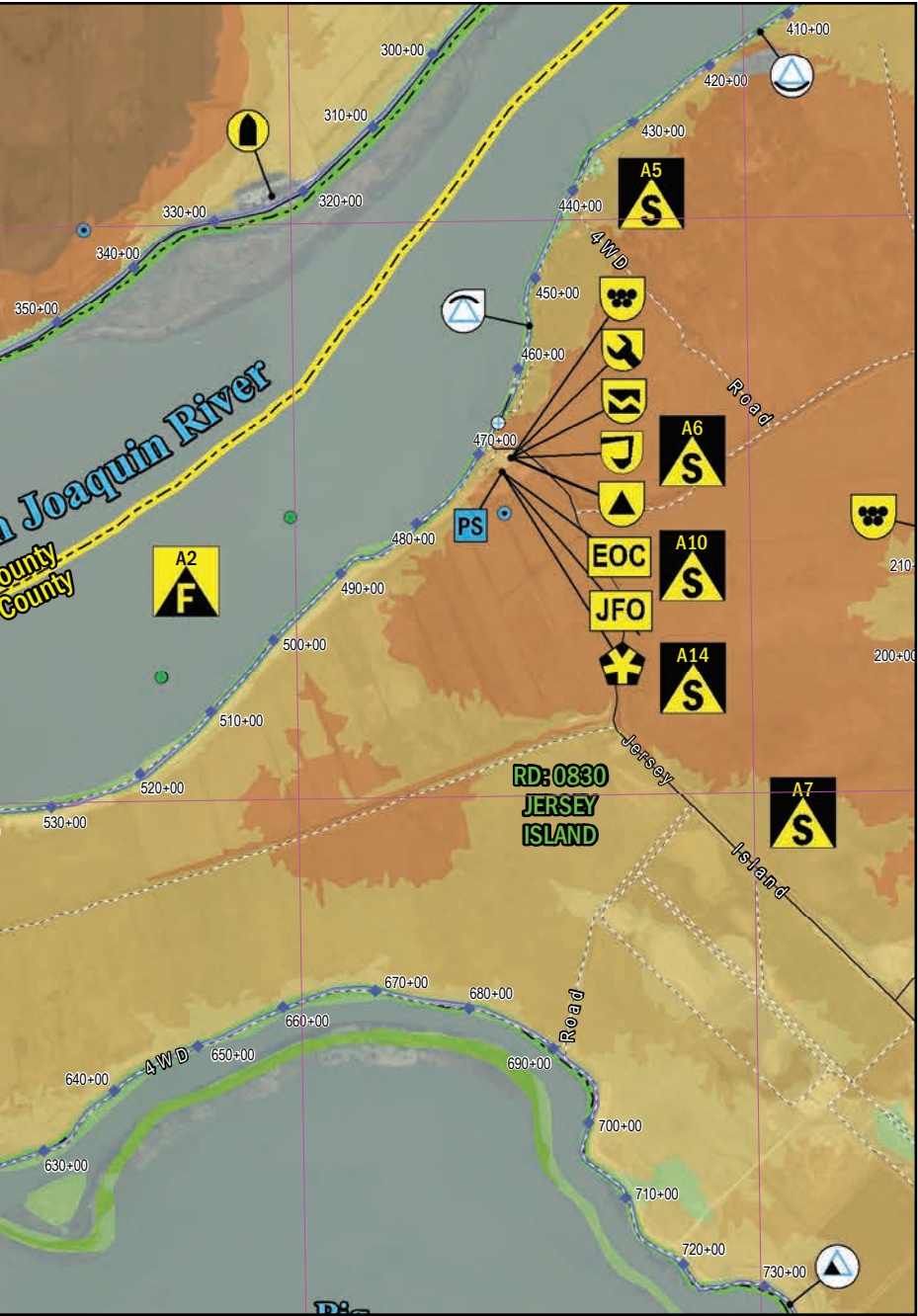
FLOOD CONTROL

Levee Information	
	Levee Station
	Historic Levee Relief Cut
	Levee Access
	Levee Breach
	Levee Distress Point
	Levee Centerline
	Sand Boil
	Levee Erosion
	Levee Gravity Drain
	Levee Seepage
	USACE Project Levee Centerline
Water Control	
	Agricultural Return Drain
	Cross Channel Gate
	Salinity Control Gate
	Pump Station

BASE MAP

Boundary	
	County
	Reclamation District
	Delta, Legal
	Delta, Primary
Environmental	
	Fault
Transportation	
	Bouy, Port
	Bouy, Starboard
	Bouy, Green-Red-Green
	Bouy, Red-Green-Red
	Bouy, Red-White
	Bouy, White
	Bouy, White-Black
	Bouy, White-Orange
	Railroad
	Road, Ferry
	Road, Primary Highway
	Road, Major Highway
	Road, Major
	Road, Minor
	Road, Major Trail
	Road, Minor Trail
Elevation	
Below Sea Level	
	Less Than -15 Feet
	-15 to -10 Feet
	-10 to -5 Feet
	-5 to 0 Feet
Above Sea Level	
	0 to 5 Feet
	5 to 10 Feet
Elevations above 10 feet not shown.	

MAP SAMPLE



MAPBOOK LAYOUT

Mapbook Page Spread	
Area Action Planning Page	Map Page
Left Page	Right Page

Area Action Plan Information

The left page in each page spread is the Area Action Planning page. It provides supplementary information unique to each map book page. The information includes County Office of Emergency Services contact information and important supply information. The pages provide more context to features found on the accompanying map.

Most importantly, the Area Action Planning page contains detailed information about the Special Flood Consideration and Flood Contingency Options found on the map. This includes narrative detail about the nature of each feature along with recommended actions. The detailed information about each Special Flood Consideration and Flood Contingency Option can be found using the unique identifier that accompanies the symbol on the map. The areas highlighted above in red reflect the information that is unique to the features on each map page.

Map Page Information

The right page in each page spread is the Map Page. It provides spatial context for the geography covered in each Mapbook Page Spread. This information includes critical infrastructure, emergency management, flood control and base map information. Each Map Page includes a detailed map of the area of detail in the Mapbook Page Spread. The area covered in indicated by the locator map in the upper right corner of the page. This indicator map indicates the area within the Legal Delta that is covered as well as the pages in the book that cover the adjacent area. Also included on the right side of the page is a partial map legend and reference information regarding the map.

Labels	
	County
	Reclamation District
	Road, Major
	Shield, Interstate
	Shield, State Highway
	Railroad
	Water Body
	Populated Place
	General Label
	Road, Major Trail
	Shield, US Route
	Shield, County
	Water Line

Mapbook Information

Design of the Mapbook

This mapbook includes 49 maps covering the entire Sacramento-San Joaquin Delta and the Suisun Marsh. The scale of the maps vary from 1:24,000 to 1:30,000, 1:36,000, 1:48,000 and 1:63,360. The area covered on each map includes a focus area, most commonly a Reclamation District or a hydrologic unit such as a Delta Island and the surrounding sloughs. The panel schema was developed in an attempt to portray the focus areas, or specific hydrologic units, in their entirety on a single mapbook page. A portion of each focus area may appear on multiple pages, however, each Reclamation District or series of hydrologically related Delta Islands will be found on one page in their entirety. Unlike a traditional atlas, in this mapbook there is overlap in the geography covered from page to page.

Data Note

Effective communication, interoperability and response to large incidents require real-time collaboration among multiple agencies. Spatial data interoperability is a critical component to effective emergency response management when responding to flood events. USACE has developed the Flood Fight Spatial Data Model as the standard to be used. This mapbook and Flood Fight Spatial Data Model are

The mapbook is divided into five sections by county. Each two-page spread has a map on the right side of the spread and an Area Action Planning page on the left side of the spread. The Area Action Planning page has information about the features located on the map along with tools to record vital information during a flood fight. For further information refer to "Mapbook Layout" below the legend on the inside cover.

This mapbook is to be used in conjunction with corresponding large-scale wall maps which provide a common link from emergency operation centers to field personnel conducting flood fights using the USACE mapbook product. The large-scale wall maps and mapbooks will be available upon request from the USACE Sacramento District.

Symbology

Symbology is an important step in bringing emergency response mapping standardization to the Delta region. The Delta Symbology Standardization Manual provides instructions on designing symbology based on simple recognition and intuitiveness. Using this approach, symbol shape, color and contrast are used to create symbology patterns that differentiate categories of emergency management map features. These symbology patterns allow the maps to be interpreted quickly.

USACE provided their color standards in CMYK percentages (to be used for objects sent to printing devices) and RGB values (to be used for objects displayed

intended for use by local, state and federal personnel while in the field and in emergency operation centers. Elements of the data model include data for Critical Infrastructure, Emergency Management, Flood Control, and base map information. The data model is provided on the disk located inside the back cover of this mapbook.

on screen) as a standard baseline for use in the Delta region mapping efforts. These colors are included as color swatches in an ESRI ArcGIS style file (.style) as well as an Adobe Exchange swatch file (.ase) located on the DVD inside the back cover of this document.

The USACE Delta Symbology Standardization Manual provides a baseline for current and future emergency management planning in the Delta region and will be used for displaying emergency management resources, critical infrastructure, functional care facilities, flood control infrastructure and detailed levee information.

Data Accuracy

The Special Flood Consideration and Flood Contingency Option (SFC/FCO), including spatial database information that contributed to the SFC/FCO layer, has been prepared, in part, based upon information provided by others.

USACE, Michael Baker, Jr., Inc., and Photoscience assume no responsibility for the accuracy of this document or for any errors or omissions that may have been incorporated into it as a result of incorrect information provided by others.

Those relying on this document are advised to obtain independent verification of its accuracy. USACE; Michael Baker, Jr., Inc.; and Photoscience have compiled the information in this mapbook with care using the best available data at the time of publication. USACE, Michael Baker Jr., Inc. and Photoscience are not responsible for property damage or loss of life as a result of recommended actions documented in this mapbook.

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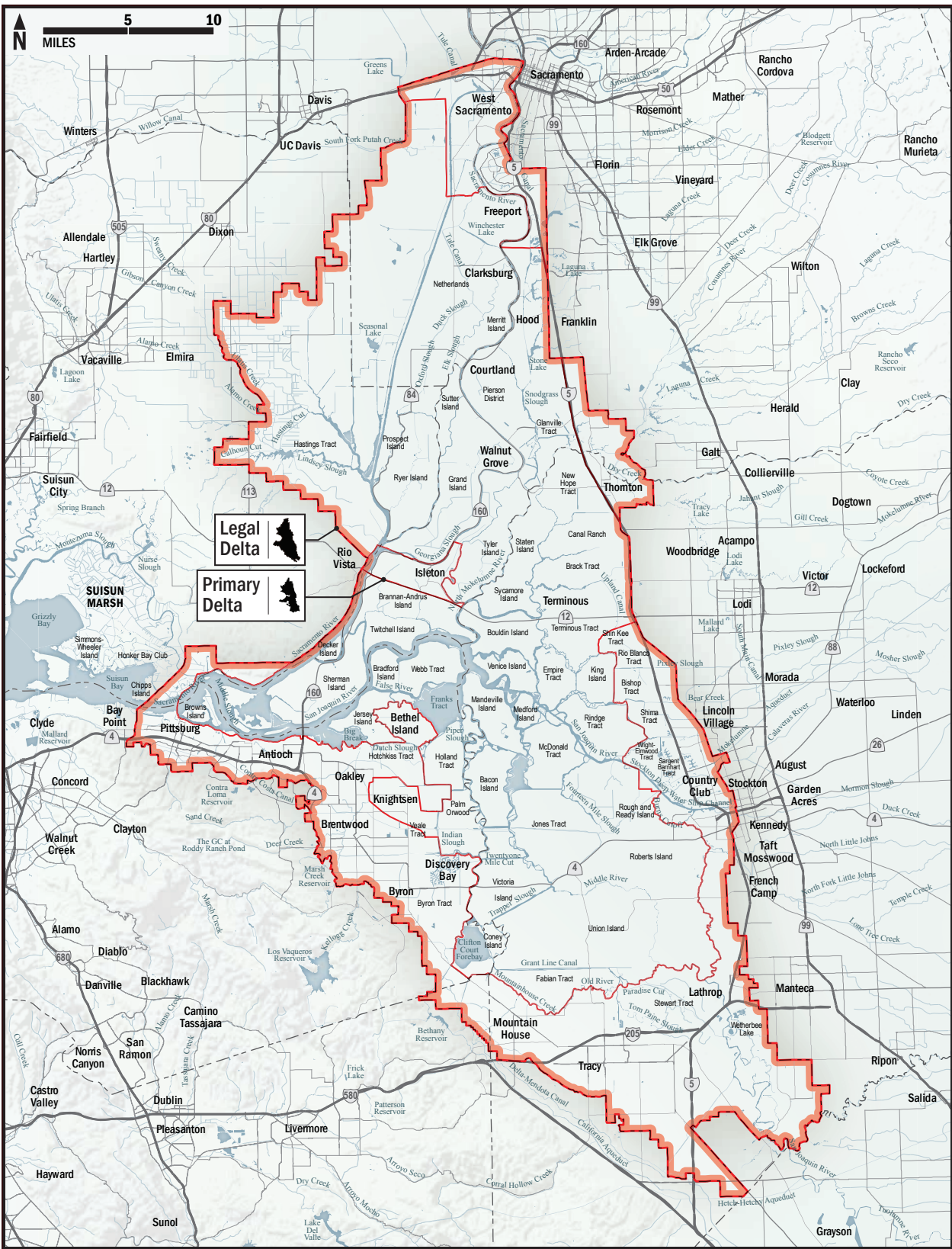
Contact

Email DeltaNews@usace.army.mil

This book is printed on water and tear resistant paper. The paper can be marked, than erased using pencil lead. Ink will leave a permanent mark on the page.

The Delta Region

The Legal Delta



Legal Delta1,152 square miles

Counties & Places in the Delta Region

Contra Costa County

1,049,025 people

Census 2010 population figures for populated places with area inside the Delta region.

Incorporated	Census Designated Place
Antioch.....102,372	Bay Point.....21,349
Brentwood.....51,481	Bethel Island.....2,137
Oakley.....35,432	Byron.....1,277
	Discovery Bay.....13,352
	Knighten.....1,568

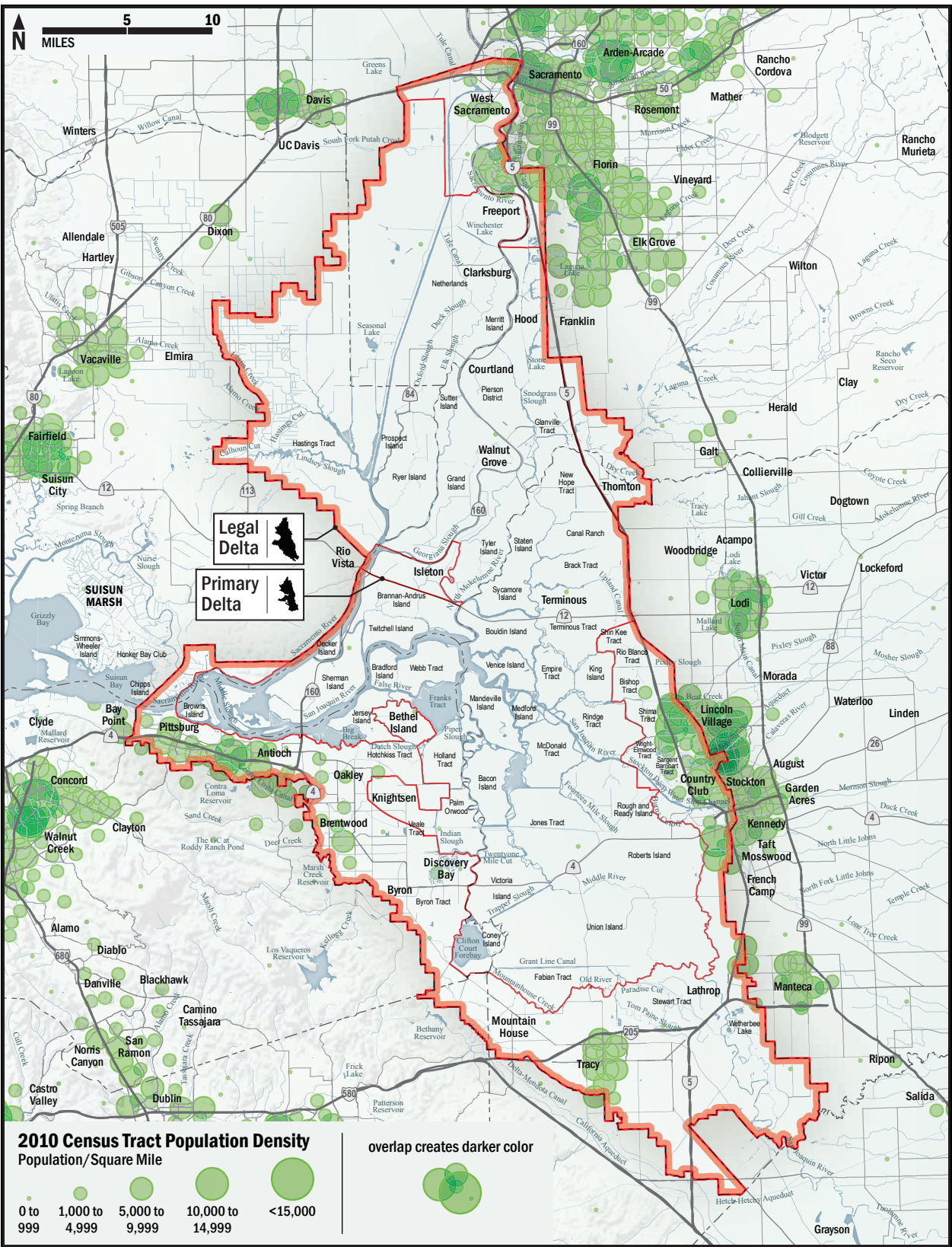
Sacramento County

1,418,788 people

Census 2010 population figures for populated places with area inside the Delta region.

Incorporated	Census Designated Place
Isleton.....804	Laguna West-Lakeside.....20,648
Sacramento.....466,488	Walnut Grove.....1,542

Population in the Delta Region



Primary Delta766 square miles

San Joaquin County

685,306 people

Census 2010 population figures for populated places with area inside the Delta region.

Incorporated	Census Designated Place
Lathrop.....18,023	Country Club.....9,379
Lodi.....62,134	French Camp.....3,376
Manteca.....67,096	Lincoln Village.....4,381
Stockton.....291,707	
Tracy.....82,922	

Solano County

413,344 people

Census 2010 population figures for populated places with area inside the Delta region.

Incorporated	Census Designated Place
Rio Vista.....7,360	

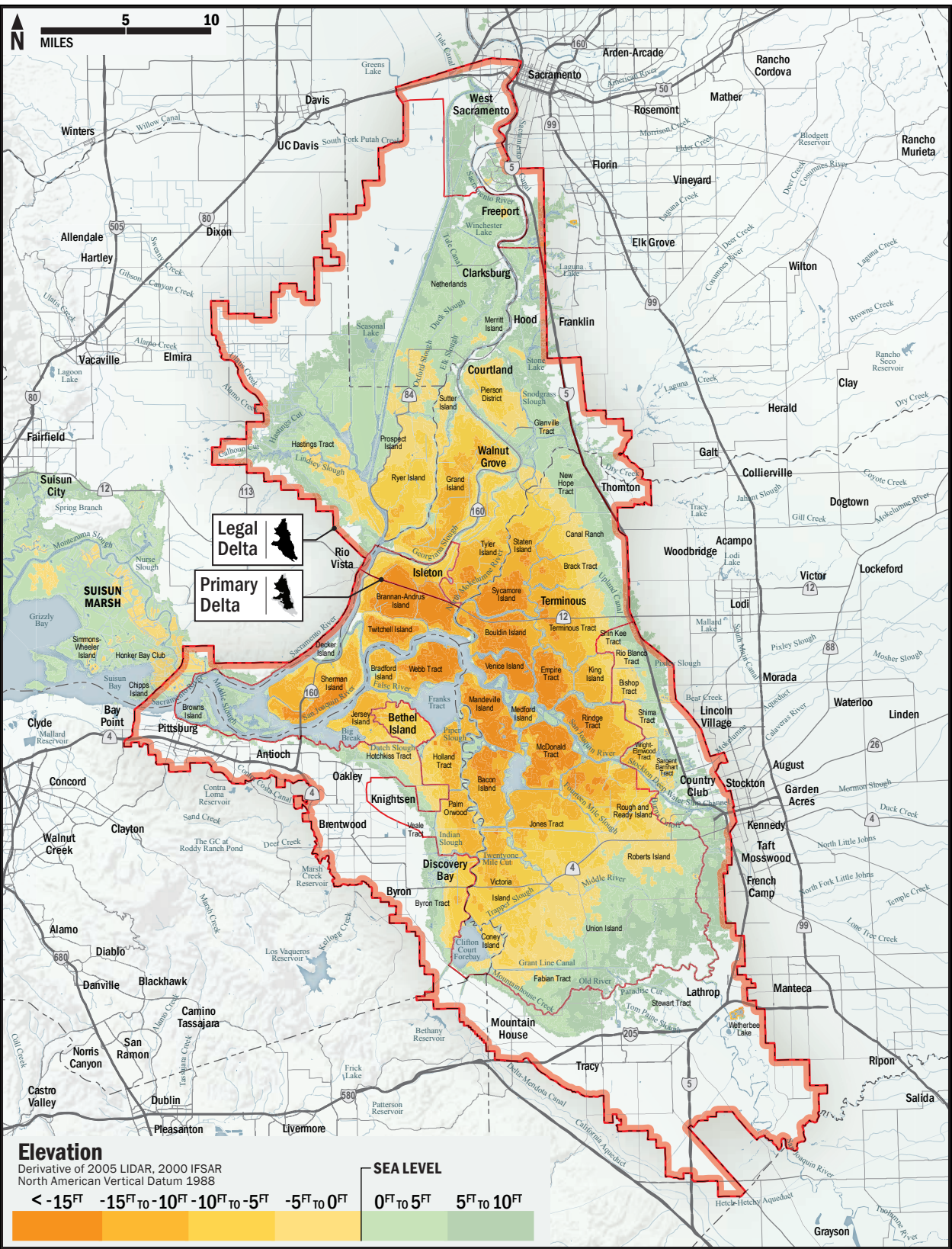
Yolo County

200,849 people

Census 2010 population figures for populated places with area inside the Delta region.

Incorporated	Census Designated Place
West Sacramento.....48,744	

Land Elevation in the Delta Region



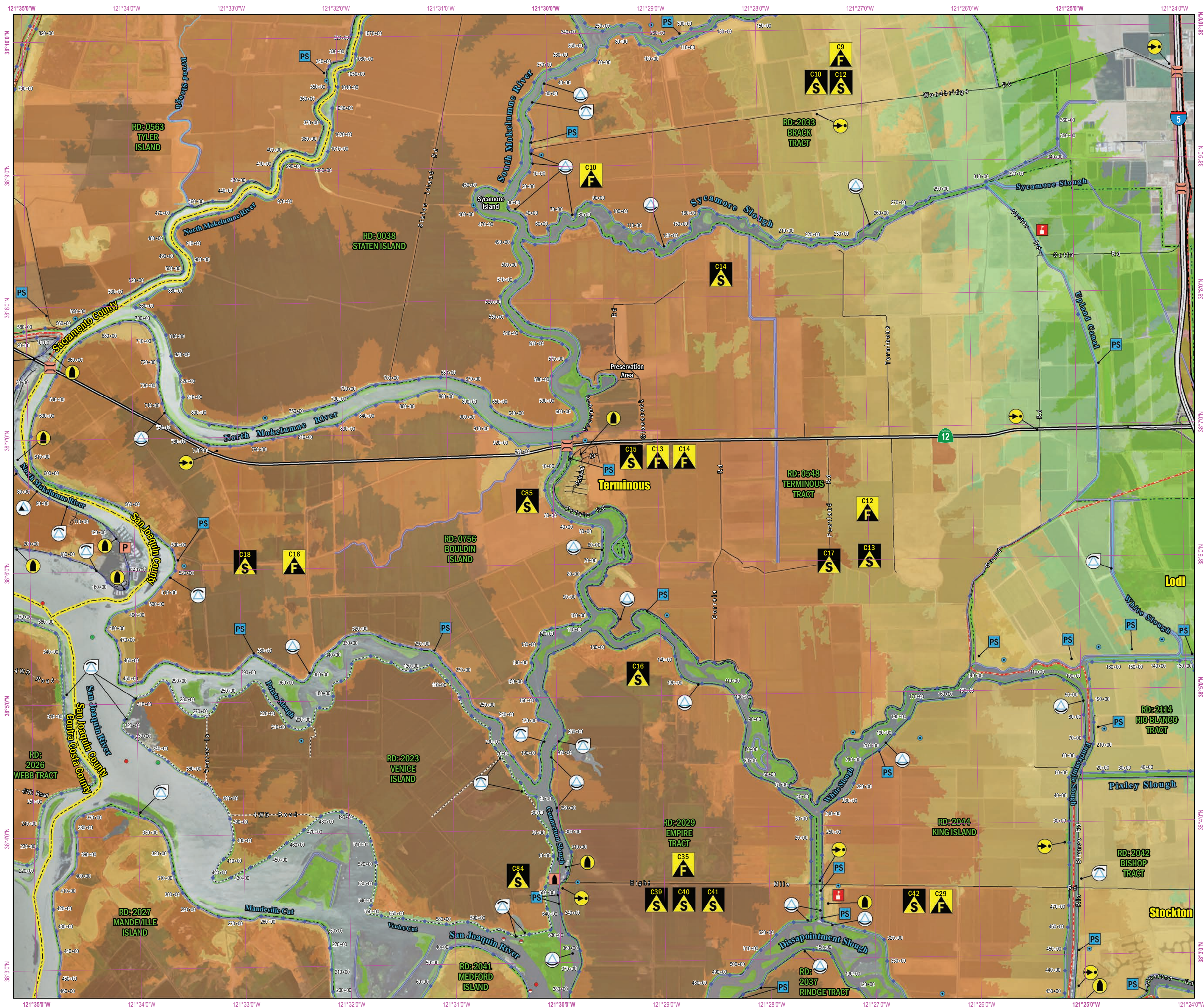
DELTA REGION HIGH WATER EVENT FLOOD CONTINGENCY OPTIONS

HIGH WATER EVENT

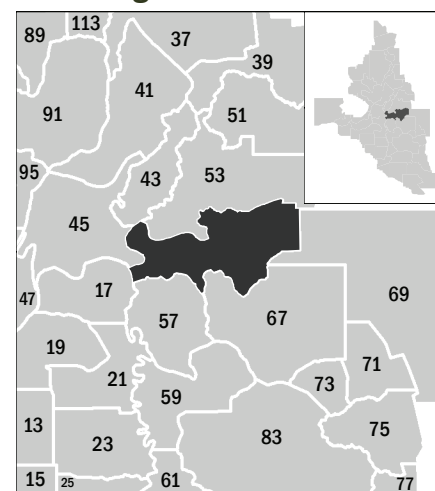
The general flood fight strategy will be to protect the perimeter or primary levees protecting, people and property. Emergency flood fight measures should be coordinated and supervised by Reclamation Districts (RDs), Levee Maintaining Agencies (LMAs), and/or a combination of levee owners and flood control device operators. The primary flood fight strategy is to patrol primary levees, ensure flood control devices remain operational, and monitor the situation for any levee distress or threat of imminent failure. The flood fight personnel will coordinate levee patrol with County, State and Federal teams assigned to assess and/or flood fight on private, state, and federal levees. County Emergency Services should be contacted to address imminent failure threats. County Emergency Services should coordinate action planning between levee districts and State/Federal agencies and provide logistical support when necessary. In the event that access from land or water is restricted due to the flood, local flood fight personnel will monitor and arrange to implement emergency access plans with specific county OES in the region. For unexpected levee failure, or threat of imminent failure contact DWR Flood Operations Center (916.514.2619) for emergency response assistance and flood fight strategy.

ACTIONS

- 1) Upon receipt of high water notification, the local maintaining agency should establish levee patrol, form a skeleton organization capable of quick expansion, and assign individuals to have charge of definite sections of levees. In order to provide proper condition assessments, maintain adequate patrol and flood fight personnel.
- 2) Maintain detailed inspection reports, particularly with reference to the following matters: condition of levees and recent repairs, road crossings or other locations where the levee is below grade, condition of culverts, flap gates, sluice gates and trash racks. Report all levee erosion, slumping, seepage and/or boils forming.
- 3) Obtain and distribute necessary tools and flood fight materials (sacks, sandbags, brush, lumber, lights, etc.) at points where flood maintenance is anticipated. Fill any holes or washes found in the levee with compacted material. Repair gaps where road crossings have worn down the levee crown or other locations where the levee is below grade; locate any right-of-way encroachment that could impede access and efficient operation and determine any action required.
- 4) If flooding is eminent, make requests as appropriate to local, State and Federal personnel for assistance with flood fight resources. Verify evacuation plans with emergency response agencies. Verify and establish supply staging areas, procure and pre-position equipment, establish movement plan for resources into the area in the event that land access is degraded. Review specific protective actions to protect vital facilities in event of failure. Evaluate secondary line of defense if primary levees fail (i.e. required height of inland levees and Preliminary Engineering Design (PED) plans if they exist). Calculate amount of material necessary to implement PED and further protection methods and coordinate with local suppliers and EM personnel. Verify emergency power to maintain pump stations and other flood control structures. Locate transportation resources, including available trucks and heavy hauling equipment.



Page Proximity & Delta Page Location



FOR COMPLETE LEGEND, SEE INSIDE COVER

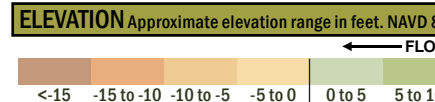
CRITICAL INFRASTRUCTURE

Functional Care Facility	
Health & Safety	
Transportation	
Utility	

EMERGENCY MANAGEMENT

FLOOD MANAGEMENT

ELEVATION Approximate elevation range in feet, NAVD 88



FOR COMPLETE LEGEND, SEE INSIDE COVER

MAP SCALE

1:36,000

1"=3,000 feet

Map Imagery ESRI World Imagery Layer, USDA FSA (NAIP 2009), USGS (2008), AEX (2007, 2008)

Road Data Geographic Data Technology Inc. (GDT) 2010

Horizontal Datum North American Datum 1983

Projection Universal Transverse Mercator Zone 10, North

Vertical Datum North American Vertical Datum 1988

AREA ACTION PLANNING

1. SITUATIONAL AWARENESS

The Special Flood Consideration information below corresponds to the features on the map with the symbol here. Use the letter-number combination found on the map symbol to locate the supplementary information found below.

SPECIAL FLOOD CONSIDERATIONS See page 114-121 for complete special flood considerations by page. This list may not include all Special Flood Considerations.

C45 - Rindge Tract Egress Primary levees have all weather road on crown. An all weather road transects through middle of island, connecting northern and southern portions of the primary levee. C47 - Drainage Ditch Dam Two pumping stations are located on south side and west side of the island. General drainage flows from east to west. The check dam located in primary drainage ditch in middle of island controls flows from east to west. Failure of dam would allow all drainage to flow unimpeded to low end of island at West Pumping Station, which may not provide enough pumping capacity. Flooding of western end of island would be possible if emergency pump stations were positioned for back up. C51 - RD 2037 Patrol Schedule Superintendent coordinates patrol schedule and sector upon high water alerts. Patrol meets at district headquarters. District anticipates having enough personnel to maintain extended patrol. Use 10-12 people to watch and 2 experienced staff to patrol entire levee, communicate with cell phone. C55 - Brookside Storm Water Pumping Station In the event of a failure of the north bank levee of the Calaveras River east of Interstate 5 the Brookside Storm Water Pumping Station located just west of Interstate 5 would be critical for subsequent dewatering efforts. Plans need to be in place to constrict storm water lines leading under Interstate 5 to this station in order to prevent damage to station and its pumps. This station also is critical to maintaining flow in sanitary lines to treatment plant. Pumps need to be protected to ensure that operation continues. C57 - RD 1608, Drainage Two inter-connected lakes within RD 1608, Lake Lincoln and North, are storm detention basins. The locks are routinely lowered each year prior to the flood season to provide

additional storage capacity. The hydraulic pressure of the lakes has stabilized groundwater levels. Any seepage in the area will likely appear first around the lakes. Lake Lincoln's capacity is 183 million gallons (560 ac. ft.) at a depth of approximately 10 feet. North Lake's capacity is approximately 44 million gallons (120 ac. ft.) at a depth of approximately 8 feet. C58 - RD 1608, Primary Pump Station (North Lake) Topography west of I-5 slopes naturally to Lake Lincoln and North, however land surrounding the lakes is essentially flat. Both lakes drain by gravity to the City of Stockton Pump Station at Fort Donelson Dr. and 14-Mile Slough. Two (2) 50-HP main duty pumps and one (1) 20-HP low flow pump operate to drain the lakes. The main duty pumps can obtain 7000 GPM each and the low-flow pump 2350 GPM. This pump station is located at ground level. Precautions must be taken to protect the pump station from floodwaters. Sandbag berms should be constructed if flooding is imminent. C59 - Flood Control Weir San Joaquin County Flood Control operates the pumping station and weir at the confluence of 5-mile and 14-mile sloughs. Levels in 5-mile Slough are maintained below normal high-tide levels. The weir should be opened or closed, depending on sources of flood waters, to protect residences upstream of the weir. C60 - Storm Drainage The lakes within RD 2074 are interconnected for storm drainage and are pumped at either the North pump station into 14 Mile Slough, or at the South Pump Station into the Calaveras River. These lakes are lowered in the winter to accommodate additional storm run-off. The lakes and golf course can be used as detention basins in an emergency. The lake levels are lowered each winter to 13" below the top of the bulkhead. If a breach occurs adjacent to the San Joaquin River, Calaveras River, or 14 Mile Slough, RD 2074 is below sea level and tidal flows will equilibrate at approximately the 100-year flood elevation of 7.4 (NGVD 29).

During a flood emergency, consideration shall be given to blocking the I-5 underpasses at March Lane, EBMUD, Brookside Road, and along Smith Levee to either protect RD 2074 from floodwaters emanating from the east, or to protect the rest of Stockton from a breach within RD 2074. Floodwaters will have to be pumped out through the installation of additional pumps. C94 - Levee Concerns The eastern horn of Wright-Elwood Levees may not withstand high water events. Be advised there may be vulnerable areas in the levee system at the confluence of the San Joaquin River and Five Mile Slough. Levees in this area are considered non-protecting and do not meet PL84-99 standards. C96 - Ten Mile Slough Levee The Ten Mile Slough Levee is a dryland levee built to protect against a flood in neighboring Wright-Elwood Tract (RD 2119). Though the Ten Mile Slough Levee is over built, the levee has never been tested. Seepage may occur if floodwaters enter from RD 2119. It was constructed to withstand wave-run-up from the fetch created by a breach on the San Joaquin River that floods Wright-Elwood Tract. In the event of a breach, the west face of Ten Mile Levee should be immediately protected from erosion with visquine. For long-term erosion protection, stone should be placed on waterside slope. All levees within RD 2074 are Non-Project Levees with the exception of the Calaveras River Levee, from STA 1 0+00 to STA 87+00.

See complete Special Flood Considerations list in index.

2. FLOOD CONTINGENCY OPTIONS

The Flood Contingency Option information below corresponds to the features on the map with the symbol shown here. Use the letter-number combination found on the map symbol to locate the supplementary information found below.

See page 114-121 for complete Flood Contingency Options by page. This list may not include all Flood Contingency Options. See page 4 for high water event information.

C37 - RD 2037, Failure of Primary Levees The general floodfight strategy will be to stabilize and repair breach, install emergency pumping capacity, and protect interior slopes of primary levee system. Actions 1. Assist with evacuation of island 2. Stabilize and repair breach 3. Install emergency pumping capacity at emergency pumping station located 4. Lay visquine on interior slope of primary levee system to protect from wave wash from impounded water. C43 - RD 2074, Failure of Primary Levees or Ten Mile Dry Land Levee Interstate I-5 floodfight strategy in the event of a failure of RD 2074 primary levees. Refer to san joaquin County developed flood contingency maps and preliminary engineering designs (P.E.D.) for actions related to emergency berms and pre-engineered relief cuts (not shown in this mapbook). Visit www.sjmap.org/oefscm for detailed flood fight maps and coordination requirements. Actions 1. Place emergency berms at the I-5 underpasses at March Lane, EBMUD (Green Belt), and Brookside Road. 2. Protect interior slopes from additional erosion with visquine. 3. Place emergency pumps along the Calaveras River Levee. Floodwaters will run toward the golf course and areas south of March Lane. C45 - RD 1608, Failure of Primary Levees Prevent floodwaters from moving east of I-5. Refer to san joaquin County developed flood contingency maps and preliminary engineering designs (P.E.D.) for actions related to

emergency berms and pre-engineered relief cuts (not shown in this mapbook). Visit www.sjmap.org/oefscm for detailed flood fight maps and coordination requirements. Actions 1. Immediately visquine the interior levee slopes near levee breach. 2. Block the I-5 underpasses at the Green Belt, Benjamin Holt Drive, and Swain Road (blocking method and material provider should be identified for future contingency planning). Floodwaters will drain naturally toward the Lakes where they can be pumped out with the existing pump system. North Lake is at a higher elevation than Lake Lincoln. RD 1608 drains naturally toward the southwest from the area of Five Mile Slough at Swenson golf course. 3. Sandbag and protect City of Stockton primary pump station along Fourteen Mile Slough. C46 - RD 1608, Failure of North Bank Levee of Five Mile Slough (Shima Tract RD 2115) Wave run-up from Shima Tract levee failure. Actions 1. Activate the pumps and weir at terminus of Fourteen and Five Mile Slough, (depending on the head pressures, the weir pumping plant should be activated if conditions permit). 2. Immediately prepare to visquine slopes above riprap on waterside of Five Mile levee to prevent wave wash erosion. 3. Monitor floodwaters and prepare to visquine the interior levee slopes if floodwater continue up Five Mile Slough. 4. Block culverts at I-5 to prevent flooding through Swenson Golf Course (blocking method and material provider should be identified for future contingency planning).

C47 - RD 1608, Floodwaters Arriving From the East floodfight strategy in the event of floodwaters emanating from the east. Refer to san joaquin County developed flood contingency maps and preliminary engineering designs (P.E.D.) for actions related to emergency berms and pre-engineered relief cuts (not shown in this mapbook). Visit www.sjmap.org/oefscm for detailed flood fight maps and coordination requirements. Actions 1. Block the underpasses at I-5, the Green Belt, Benjamin Holt Drive, and Swain Road (blocking method and material provider should be identified for future contingency planning). 2. If necessary, visquine the interior slopes of the levees on the east side of I-5. 3. Establish emergency pumping stations to move floodwaters to Five Mile Slough west of I-5. 4. Open the weir if sufficient head exists to drain the floodwaters into the Delta. 5. Construct a temporary berm in Swenson Golf Course from Benjamin Holt Drive north to Five Mile Slough to route waters into the slough. 6. Consider making a Relief Cut (not shown in this mapbook) in Five Mile Slough on the east side of I-5. 7. If floodwaters reach Cumberland Place, immediate action to sandbag City of Stockton primary pump station along Fourteen Mile Slough.

See complete Flood Contingency Options list in index.

3. PLAN SUPPORT

The Care & Place information below corresponds to the features on the map with the symbols shown below.

CARE & PLACE

Transfer Pick Up Pt. Rally Pt. Emg. Shelter

Transfer Pick Up Points

Transfer Pick Up Point; 37°58'45.430", 121°21'09.717"

Rally Points

NO FEATURES ON THE MAP

Shelters

Mass Care Shelter; 37°58'44.015", 121°21'09.223"

Sargent-Barnhart Tract (RD 2074);

Anthony Lopes, Bus 209.943.2021, Bus Cell 209.478.6525, Bus Cell 209.649.4555

Mossdale (RD 2107);

Dell Cossio, 209.982.0833

New Hope Tract (RD 2151);

John C. Kelley, Jr., 209.477.1207

Smith Tract (RD 1614);

Smith Tract (RD 1608); Jean Knight, 209.951.0604, 209.948.8200, Joe Bryson, 209.298.3307

Staten Island (RD 38);

Gil Labrie, Bus 916.776.2277, Bus Cell 707.486.5774

Tinsley Island (RD 2108);

District Office, 415.820.3715

Upper Roberts Island (RD 544);

Jerry Robinson, Bus 209.466.7915, Bus Cell 209.471.4025

Veronica Island (RD 2023);

J. Philip Dinapoli, 408.998.2460

Victoria Island (RD 2040);

Graydon Nichols, 209.584.6811

Walshall (RD 2094);

Al Warren Hoslett, 209.943.5551

Wetherbee Lake (RD 2096);

Richard Corkins, 209.832.4829, 209.239.0147

County Offices of Emergency Services

Contra Costa County;

925.646.4461 Office, 925.228.5000 24 Hour

Sacramento County;

916.874.4670 Office, 916.875.5000 Night, 916.875.6900 Night

San Joaquin County;

209.953.6200 Office, 209.468.4400 Emergency

Solano County;

707.784.1600 Office, 707.421.7090 Night

Yolo County;

530.406.4930 Office, 530.666.8920 24 Hour

San Joaquin County Office of the Sheriff

209.468.4400 General Information (24 hrs), 209.468.4421 Emergency

State Emergency Contacts

DWR Flood Operations Center;

800.952.5530

State Water Project;

916.574.2714

Governor's OES;

916.845.8911

Reclamation Districts

RD 2021;

Robert Calone,

925.432.3300

Atlas Tract (RD 2126);

Bishop Tract (RD 2042); Fabian Tract (RD 773); Fay Island (RD 2113); McMullin Ranch (RD 2075); Rough And Ready Island (RD 403); Chris Neudeck, Bus 209.946.0268, Bus Cell 209.481.0316

Bacon Island (RD 2028);

Canal Ranch (RD 2086); Little Mandeville Island (RD 2118); Medford Island (RD 2041); Rindge Tract (RD 2037); King Island (RD 2044); Stewart Tract (RD 2062); Gilbert Cossio, Bus 916.456.4400

Boggs Tract (RD 404);

Holt Station (RD 2116); Pico-Naglee (RD 1007); Terminous Tract (RD 548); Upper Jones Tract (RD 2039); Weber Tract (RD 828); Tom Rosten, Bus 209.836.0829, Bus Cell 209.482.3642

Brack Tract (RD 2033);

Eric Merlo, 209.465.9022

Drexler Tract;

David Flinn, 415.957.1800

Empire Tract (RD 2029);

John Rocha, Bus 209.477.6740, Bus Cell 209.609.5375

Kasson District (RD 2085);

District Office, 209.472.7700

Lower Jones Tract (RD 2038);

Lower Roberts Island (RD 684); Woodward Island (RD 2072); Dominic Gull, Bus 209.478.6525, Bus Cell 209.649.4555

Mandeville Island (RD 2027);

Wright-Elmwood Tract (RD 2119); Dante Nomellini, Bus 209.465.5883, Bus Cell 209.969.7755

McDonald Island (RD 2030);

Stark Tract (RD 2089); Union Island East (RD 1), Union Island West (RD 2); Stephen Simnock, Bus 209.479.1957

Middle Robert Island (RD 524);

John B. Rudquist, 209.948.0434

Mossdale (RD 2107);

Rudy Dell Cossio, 209.982.0833

New Hope Tract (RD 2151);

John C. Kelley, Jr., 209.477.1207

Smith Tract (RD 1614);

Smith Tract (RD 1608); Jean Knight, 209.951.0604, 209.948.8200, Joe Bryson, 209.298.3307

Staten Island (RD 38);

Gil Labrie, Bus 916.776.2277, Bus Cell 707.486.5774

Tinsley Island (RD 2108);

District Office, 415.820.3715

Upper Roberts Island (RD 544);

Jerry Robinson, Bus 209.466.7915, Bus Cell 209.471.4025

Veronica Island (RD 2023);

J. Philip Dinapoli, 408.998.2460

Victoria Island (RD 2040);

Graydon Nichols, 209.584.6811

Walshall (RD 2094);

Al Warren Hoslett, 209.943.5551

Wetherbee Lake (RD 2096);

Richard Corkins, 209.832.4829, 209.239.0147

LOCAL HARDWARE SUPPLIERS

Ace Hardware

3201 W Benjamin Holt Dr, Stockton, CA 95219 209.951.8050

Tracy;

(Van's Ace) 2695 N Tracy Blvd, Tracy, CA 95376 209.835.8286

Lowe's

Stockton; 10342 Trinity Pkwy, Stockton, CA 95219 209.513.9843

Home Depot

Tracy; 2461 Naglee Rd, Tracy, CA 95304 209.834.8975

REPAIR & MATERIALS

Repair Contractors

Dutra Group;

160 River Rd, Rio Vista, CA 94571 707.374.5127

Teichert Construction;

24207 County Rd 100A, Davis, CA 95616 530-406-4200

Teichert Construction;

4401 Duluth Ave, Roseville, CA 95678 916.645.4800

Teichert Corporate Office;

3500 American River Dr, Sacramento, CA 95864 916.484.3011

Materials Suppliers

Dutra Materials-Marine Constructions;

615 River Rd, Rio Vista, CA 94571 707.374.6964

Dutra Materials;

1000 Point San Pedro Rd, San Rafael, CA 94901 415.459.7740

Syar Industries;

16560 County Rd 89, Esposito, CA 95653 530.787.2020

Syar Industries;

885 Lake Herman Rd, Vallejo, CA 94591 707.643.3261

Teichert Aggregates;

4249 Hammonilton Smartville Rd, Marysville, CA 95901 530.743.6111

Teichert Aggregates;

3331 Walnut Ave, Marysville, CA 95901 530.749.1230

Teichert Aggregates;

3417 Grant Line Rd, Rancho Cordova, CA 95742 916.351.0123

Teichert Aggregates;

13333 White Rock Rd, Rancho Cordova, CA 95742 916.985.2052

Teichert Ready Mix;

8950 Cal Center Dr, #165, Sacramento, CA 95826 916.361.5000

Teichert Aggregates;

8760 Kiefer Blvd, Sacramento, CA 95826 916.386.6905

Teichert Aggregates;

35030 County Rd 20, Woodland, CA 95695 530.661.4290

The Functional Care Facility information below corresponds to the features on the map with the symbols shown below.

FUNCTIONAL CARE FACILITIES

Ag. Worker Camp Jail Prison Mod. Care Fac. Nursing Home School

Agricultural Worker Camps

NO FEATURES ON THE MAP

Jails, Prisons

NO FEATURES ON THE MAP

Medical Care Facilities

NO FEATURES ON THE MAP

Adult Care Facilities

Tender Loving Care Guest Home;

Stockton, 37°57'30.997", 121°20'10.940"

Bayside Landing;

Stockton, 37°58'54.549", 121°21'18.588"

Families First Inc;

Stockton, 37°59'07.238", 121°20'14.318"

Somerford Place;

Stockton, 37°59'10.451", 121°21'07.794"

Crestwood Behavioral Health;

Stockton, 38°01'05.753", 121°21'31.552"

Schools

Holt Elementary;

1545 South Holt Rd., Stockton, 37°57'17.141", 121°25'19.848"

United States Naval Reserve Tr;

37°57'17.059", 121°20'31.485"

Montessori Children's House;

2448 Country Club Blvd, Stockton, 37°57'53.602", 121°19'59.295"

Hoover Elementary;

2900 Kirk Ave., Stockton, 37°57'57.461", 121°20'32.446"

Webster Middle;

2725 Michigan Ave., Stockton, 37°57'59.177", 121°20'25.909"

New Vista Education Ctr;

2220 West Alpine Ave Suite B, Stockton, 37°58'18.225", 121°19'56.383"

Brookside;

2962 Brookside Rd., Stockton, 37°58'31.903", 121°20'59.060"

Don Riggio;

3110 Brookside Rd., Stockton, 37°58'34.567", 121°21'08.206"

Tyler Skills Elementary;

3830 Webster Ave., Stockton, 37°58'35.693", 121°20'12.204"

Claudia Landeen;

4128 Feather River Dr., Stockton, 37°58'47.888", 121°20'39.312"

Stagg Senior High;

1621 Brookside Road, Stockton, 37°58'49.948", 121°20'19.976"

Merryhill Schools At Brookside;

4811 Riverbrook Dr, Stockton, 37°59'12.456", 121°21'58.606"

United Christian Schools;

2111 Quail Lakes Drive, Stockton, 37°59'44.220", 121°20'07.754"

Village Oaks Elementary;

1900 West Swain Rd., Stockton, 38°00'01.757", 121°19'59.734"

Tully C. Knoles;

6511 Clarksburg Pl., Stockton, 38°00'10.876", 121°20'39.889"

Sierra Middle;

6768 Alexandria Pl., Stockton, 38°00'26.532", 121°20'19.152"

Presentation Elementary School;

1635 W Benjamin Holt Dr, Stockton, 38°00'28.743", 121°19'54.268"

Larsson (Sture) High (Continuation);

1813 McClellan Way, Stockton, 38°00'29.017", 121°20'04.348"

Barron (Mable) Elementary;

6835 Cumberland Pl., Stockton, 38°00'30.775", 121°21'47.675"

Lincoln High;

6844 Alexandria Pl., Stockton, 38°00'31.640", 121°20'19.894"

John R. Williams;

2450 Meadow Ave., Stockton, 38°01'05.588", 121°20'41.290"

Colonial Heights;

8135 Balboa Ave., Stockton, 38°01'21.395", 121°20'12.341"

Public Water Facilities

NO FEATURES ON THE MAP

Waste Water Facilities

San Joaquin County Lincoln Village;

Stockton, 37°59'49.988", 121°20'59.994"

Waste Water Facility;

38°00'45.346", 121°22'18.739"

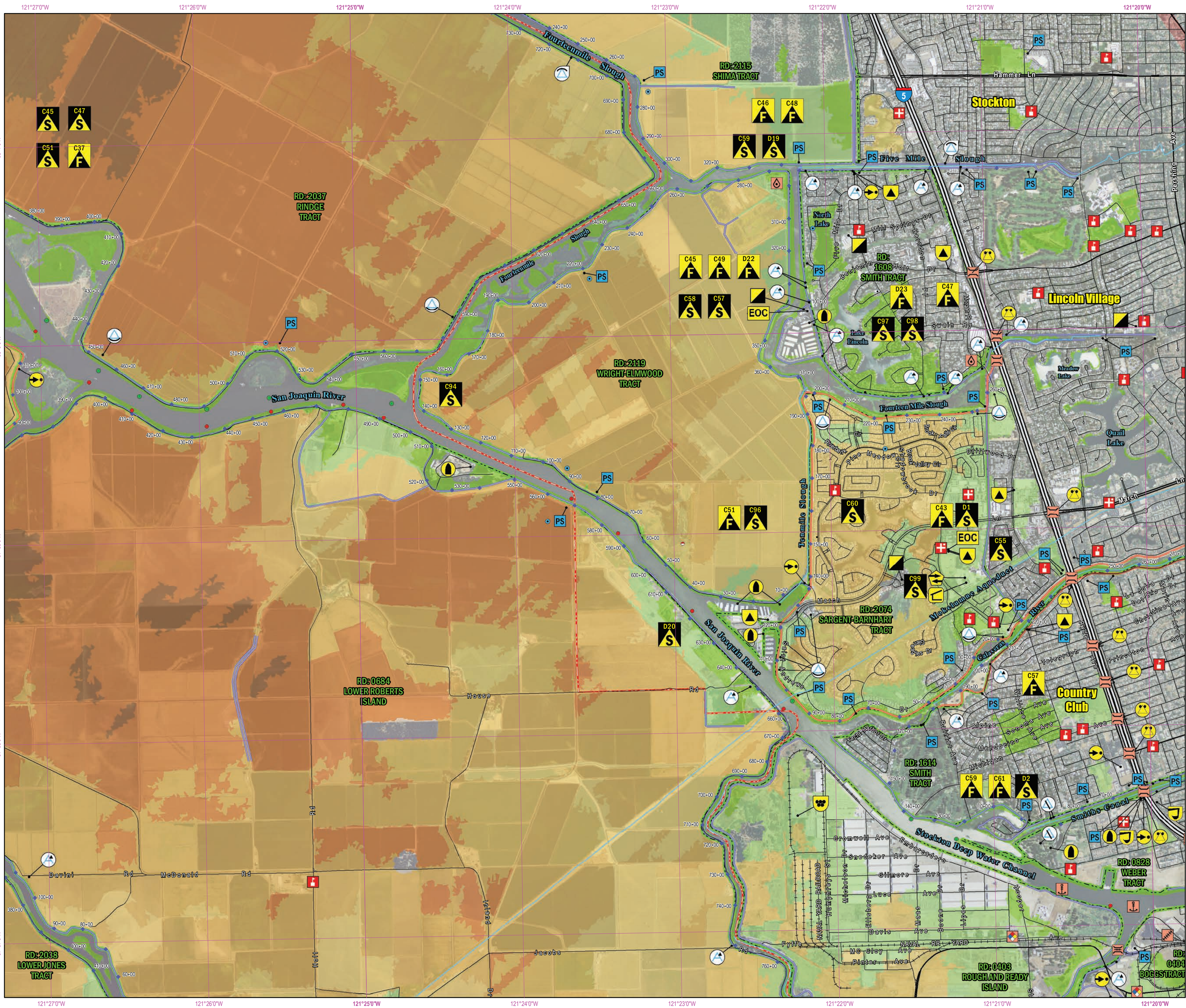
OPERATIONAL PLANNING WORKSHEET DEVELOPED FROM ICS FORM 215

BRANCH DIVISION, GROUP, OTHER WORK ASSIGNMENT & SPECIAL INSTRUCTIONS													RESOURCE TOTALS		
	Required	Have	Need	Required	Have	Need	Required	Have	Need	Required	Have	Need	Required	Have	Need
RESOURCES															
1															
2															
3															
4															
5															
6															
7															
8															
REPORTING LOCATION REQUESTED ARRIVAL TIME															

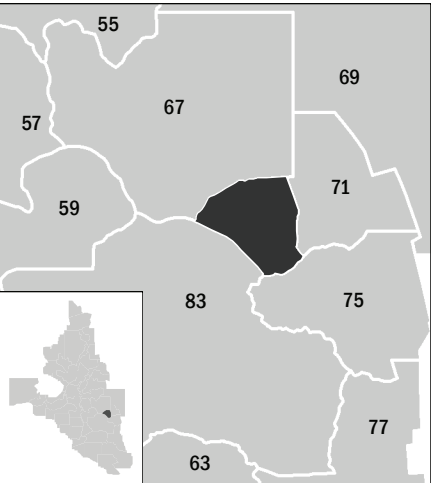
RESOURCES ASSIGNED

Resource Identifier	Leader	# Persons	Contact (e.g. phone, pager, radio frequency, etc.)	Reporting Location, Special Equipment & Supplies, Remarks, Notes, Information
1				
2				
3				
4				
5				
6				
7				
8				

72 San Joaquin County



Page Proximity & Delta Page Location



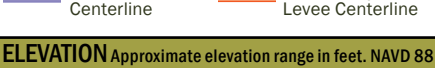
FOR COMPLETE LEGEND, SEE INSIDE COVER

CRITICAL INFRASTRUCTURE

Functional Care Facility	
Health & Safety	
Transportation	
Utility	

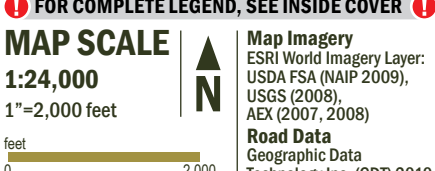
EMERGENCY MANAGEMENT

FLOOD MANAGEMENT



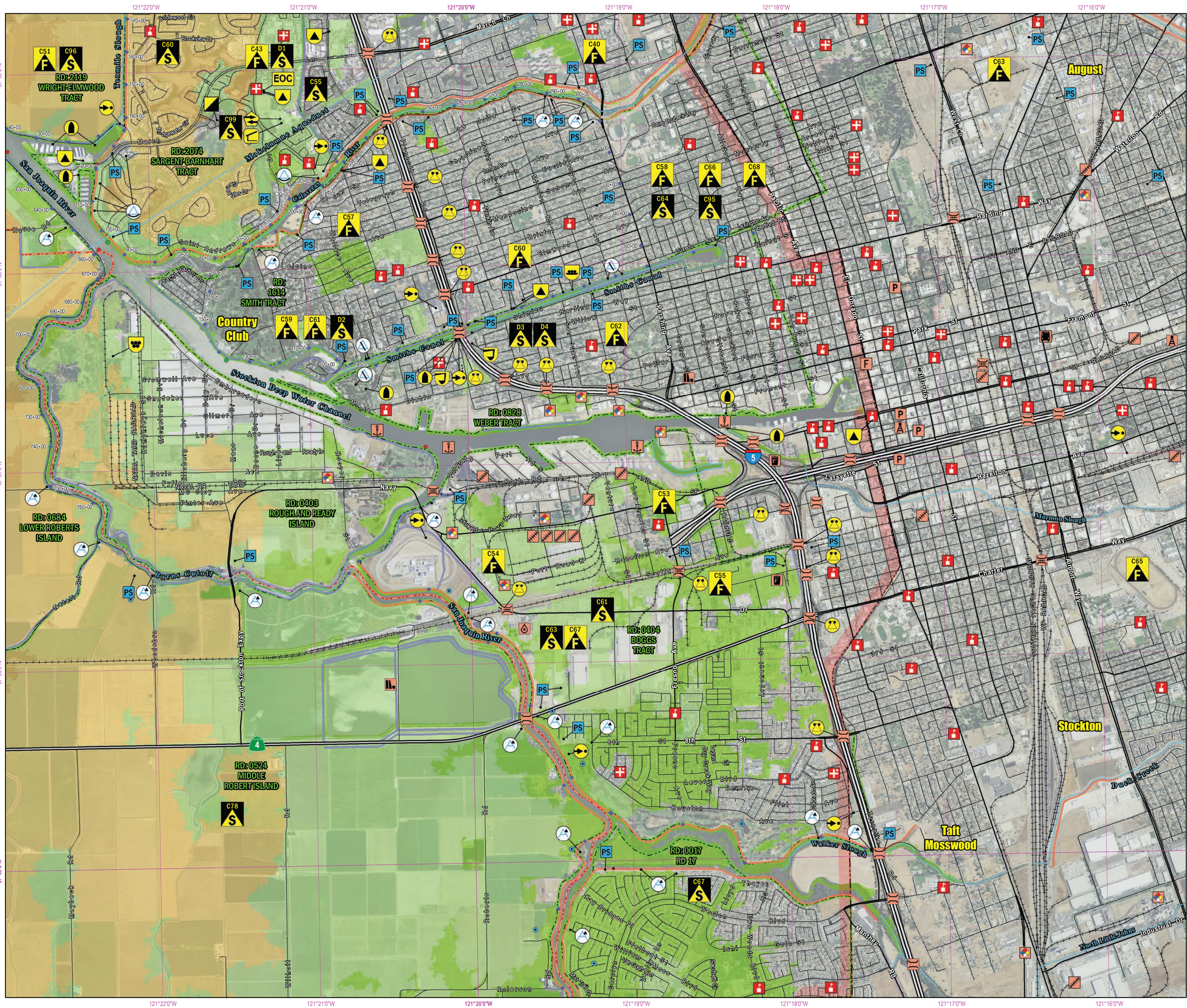
FOR COMPLETE LEGEND, SEE INSIDE COVER

MAP SCALE

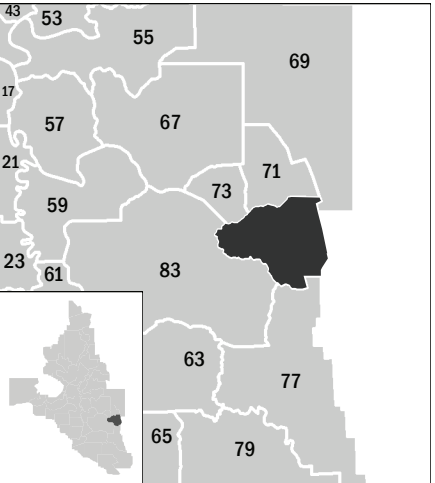


Horizontal Datum North American Datum 1983
Projection Universal Transverse Mercator Zone 10, North
Vertical Datum North American Vertical Datum 1988

San Joaquin



Page Proximity & Delta Page Location



FOR COMPLETE LEGEND, SEE INSIDE COVER

CRITICAL INFRASTRUCTURE

- Functional Care Facility**
- Agricultural Worker Camp
 - Jail Prison
 - Medical Care Facility
 - Nursing Home
 - School
- Health & Safety**
- Coast Guard Station
 - Fire Station
 - Hazardous Material
 - Police Station
- Transportation**
- Airport Facility
 - Bus Facility
 - Ferry Facility
 - Highway Bridge
 - Port Facility
 - Rail Facility
 - Railway Bridge
- Utility**
- Communication Facility
 - Dam
 - Oil Facility
 - Public Water Supply
 - Solid Waste Facility
 - Waste Water Facility

EMERGENCY MANAGEMENT

- C114** Flood Contingency Option
- EOC** Emergency Operations Center
- Field Command Post**
- Emergency First Aid Distribution**
- Transfer Pick Up Point**
- Boat Launch**
- Emergency Workers Camp**
- Helipad**
- Logistics Base**
- Earthen Material**
- Emergency Generator**
- Large Equipment Staging**
- C114** Special Flood Consideration
- JFO** Joint Field Office
- Mass Care Shelter**
- Rally Point**
- Proposed Emergency Berm**
- Proposed Levee Relief Cut**
- Proposed Temporary Barriers Waterway**
- Supply Delivery Point**
- Repair Contractor Location**
- Rock Barge Staging**
- Flood Response Resource Supply Staging**

FLOOD MANAGEMENT

- Levee Station**
- Historic Levee Breach**
- Historic Levee Relief Cut**
- Levee Access**
- Levee Distress Point**
- Levee Centerline**
- Sand Boil**
- Levee Erosion**
- Levee Gravity Drain**
- Levee Seepage**
- Pump Station**
- USACE Project Levee Centerline**

ELEVATION Approximate elevation range in feet, NAVD 88

FOR COMPLETE LEGEND, SEE INSIDE COVER

MAP SCALE

1:24,000

1"=2,000 feet

Map Imagery
ESRI World Imagery Layer,
USDA FSA (NAIP 2009),
USGS (2008),
AEX (2007, 2008)

Road Data
Geographic Data
Technology Inc. (GDT) 2010

Horizontal Datum North American Datum 1983
Projection Universal Transverse Mercator Zone 10, North
Vertical Datum North American Vertical Datum 1988

Special Flood Considerations & Flood Contingency Options by Page

Contra Costa County

9

special flood considerations

A3 - Dow Chemical Plant

Dow Chemical's Pittsburg plant is the largest integrated chemical complex of its kind on the West Coast. The plant has both manufacturing and research facilities with many hazardous chemicals. At Dow Chemical approx. 600 employees are located onsite, and provide their own fire brigade, security team, and medical facilities. In the event of an emergency or to monitor the status of any on-site emergency, call (925) 432 5500.

flood contingency options

There are no recorded Flood Contingency Options on this map page.

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special flood considerations

A4 - Sand Creek

Sand Creek is prone to flooding during rainy seasons due to debris build-up. Regular inspection of the Sand Creek by Brentwood Public Works is conducted in accordance with the creek maintenance plan and schedule for the local area. The Public Works Department checks creek levels during the rainy season and during large storm events. Contact the Brentwood Public Works Department for information regarding creek maintenance and water levels. Brentwood Public Works Dept. Operations Division (925)516-6000, Engineering Division (925)516-5420

flood contingency options

There are no recorded Flood Contingency Options on this map page.

13

special flood considerations

A4 - Sand Creek

Sand Creek is prone to flooding during rainy seasons due to debris build-up. Regular inspection of the Sand Creek by Brentwood Public Works is conducted in accordance with the creek maintenance plan and schedule for the local area. The Public Works Department checks creek levels during the rainy season and during large storm events. Contact the Brentwood Public Works Department for information regarding creek maintenance and water levels. Brentwood Public Works Dept. Operations Division (925)516-6000, Engineering Division (925)516-5420

flood contingency options

There are no recorded Flood Contingency Options on this map page.

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special flood considerations

There are no recorded Special Flood Considerations on this map page.

flood contingency options

There are no recorded Flood Contingency Options on this map page.

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special flood considerations

A5 - Utility Infrastructure

Major utility crossings exist in this area. Utility crossings including three sets of high power electrical lines (PG&E and WAPA), and one 42-INCH high-pressure gas main. Coordinate with local county OES office in the event that utilities crews are needed.

B19 - Local Marinas are Recreation

Businesses and resort goers are vulnerable due to remote access in the southeastern horn of the island, near the confluences of the San Joaquin and Mokelumne River. Approximately four marinas are located in the immediate area. It may take 6-7 days to repair breaches and extended periods of time to dewater the island. Approximately 13,000 acres of land will experience 1-2 months down time, i.e. loss of power and water. After extended outages, it may be necessary to evacuate areas effect by levee breach or flooding. The stretch of levee along Brannan Island Road at the River's Edge Marina & Resort is a low area possibly exposing vulnerability to resort area at River's Edge Marina & Resort. River's Edge Marina & Resort (916)777-6172

B23 - Brannan Island State Recreation Area

Approx. 336 acres in size, contains water access with a six lane launch ramp. The park is a high use recreation area which receives heavy use from May through October, coordinate evacuation with the State Park, (916)-777-7701

B24 - Brannan-Andrus Levee Maintenance District

The Brannan-Andrus Levee Maintenance District and RD 2067, 317, & 407 drainage overview maps depicts drainage control for the entire area. The entire area drains to the southern portion of the Island

B27 - RD 341 Levee Improvements

Landside levee improvements to control seepage was completed in 2002 which consisted of internal drainage features and stabilizing levee embankment.

flood contingency options

B12 - Brannan-Andrus, Failure of Jackson Slough Levee on RD 2067 (Brannan Island)

This scenario will lead to flooding of Brannan Island west of South Jackson Slough, which is known as stress area.

Actions

1. Coordinate with Brannan-Andrus Levee Maintenance District (BALMD) as they oversee de-watering activities on floodfight strategy. 2. Determine evacuation routes for population on eastern and western portions of the island. 3. Coordinate with Caltrans for closure of State Highway 12. 4. Determine protection plan for drainage structures and pump stations along southern levee.

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special flood considerations

A1 - Bethel Island Bridge

Bethel Island Bridge provides the only egress on and off the island for motor vehicles. Contact Bethel Island Improvement District for evacuation and mass care operations and instructions. There are a total of 13 rally points, all with signs placed at the street entrance to the following marinas: San Joaquin Yacht Club, Mariner Cove Marina, Caliente Harbor, Anchor Marina, D'Anna Yacht Center, Emerald point Marina, Frank's Marina, Lundborg Landing, Sugar Barge Marina, Russo's Marina, Beacon Harbor, Bethel Harbor and Willowest Harbor. See the Transfer Pick-up Points located around the perimeter of Bethel Island.

A2 - Holland Tract Bridge

Holland Tract Bridge is the only egress on and off Holland Tract for motor vehicles. A secondary bridge is located in the general vicinity of Sandmound Blvd. Contact the local RD to gain access to Sandmound Blvd in the event of an emergency.

A5 - Utility Infrastructure

Major utility crossings exist in this area. Utility crossings including three sets of high power electrical lines (PG&E and WAPA), and one 42-INCH high-pressure gas main. Coordinate with local county OES office in the event that utilities crews are needed.

A6 - Evacuation Concerns

In major levee breach and resulting large scale flood event, have all personnel and equipment evacuate to high ground, most commonly the levee crown.

A7 - Disease Control

There are 220 head of cattle on the island at all times. During a flood many head of cattle could become trapped and/or perish. Animal carcass management is a concern for disease control. Coordinate with the California Department of Food and Agriculture through the local county OES for disposal methods.

A9 - Horse Shoe Bend Failures

A January 2006 storm event caused two levee failures in the area of Horseshoe Bend. Horseshoe Bend will be undergoing levee improvements to meet CALFED Levee Stability Program requirements.

A10 - Floodfight Personnel

On site flood fight personnel are manned through the RD HQ. Personnel have knowledge of in-place standard operating procedures based on daily conditions, schedule, etc. RD HQ has capability to man 24/7 levee patrol and preventative preparation in advance of storm.

A11 - Cypress Grove Detention Basin

The Cypress Grove Detention Basin operations manual addresses all aspects of the stormwater pond's maintenance, such as desilting, weed and trash abatement, excessive vegetation growth at the outfall/low flow channel, maintenance of inlet and outlet structures, embankment maintenance, acceptable chemical use and basin access. If the operations manual is not adhered to the detention basin could overtop causing flooding in the adjacent neighborhood and nearby Contra Costa Canal. Consult the City of Oakley and or the Maintenance POC for Cypress Grove properties.

A12 - Utility Infrastructure

Two electrical transmission lines run parallel to western side of Jersey Island Road (Path 15 Connector) and cross the perimeter levee east of Jersey Island Road Bridge. Another transmission line runs to the east side of Jersey Island Road and crosses the perimeter levee at the confluences of Dutch and Taylor Slough.

A13 - Levee Improvements

West horn of Jersey Island at the confluences of San Joaquin River and Dutch Slough has undergone levee stability improvements. Improvements include splash berms located south of western horn on Jersey Island. Minimum widths of splash berms range anywhere from 16 FT to 64 FT.

A14 - Slope

General slope characteristic is toward the center of the island.

A15 - Hotchkiss Tract

The development of Summer Lakes in Oakley is surrounded by a dry land levee. If the levees around Hotchkiss Tract would fail, Summer Lakes could be isolated by floodwaters. Populations in this area should be evacuated during elevated threat levels. Consult the county OES for evacuation procedures in this area.

A16 - High Water Event

The Contra Costa Canal diverts water from Rock Slough area and conveys water for agricultural and municipal purposes. Contra Costa Canal is the backbone of the Contra Costa Water District (CCWD), delivering water from the Delta to the District's treatment facilities and raw-water customers. Water is supplied to the canal from Old River via the Los Vaqueros Project pipelines and from Rock Slough. This canal serves a population of approx. 550,000 people in east Contra Costa County. In the event of high water or flooding, OES operators should coordinate with the Contra Costa Water District to monitor levee, flood and water conditions in Rock Slough. The Old River Pumping Plant, which is the intake for Los Vaqueros and an alternate intake for the Contra Costa Canal are protected by levees.

A17 - Carless Population

Mobile home park with special transportation and evacuation needs exist in this area and should be coordinated through the county OES.

B30 - RD 341 Wave Run-Up

Along the San Joaquin River, storms from a southwest direction can create 4' to 5' waves along river.

B31 - RD 341

A counter balance berm 2' to 3' wide to prevent flooding exists on Sherman Island near East Levee Road along the San Joaquin River.

flood contingency options

A2 - RD 0830, Failure of San Joaquin River Levee on RD 0830 (Jersey Island)

This scenario will lead to flooding of Jersey Island (RD 0830) in approximately 6-7 hours.

Actions

1. Prepare to floodfight District Headquarters. 2. Shut down natural gas well heads at north end of island. 3. Shut down natural gas well heads at south end of island.

A3 - RD 0830, Failure of Taylor Slough Levee on RD 0830 (Jersey Island)

This scenario will lead to flooding of Jersey Island (RD 0830) in approximately 10 hours.

Actions

1. Prepare to floodfight District Headquarters. 2. Shut down natural gas well heads at north end of island. 3. Shut down natural gas well heads at south end of island.

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special flood considerations

A1 - Bethel Island Bridge

Bethel Island Bridge provides the only egress on and off the island for motor vehicles. Contact Bethel Island Improvement District for evacuation and mass care operations and instructions. There are a total of 13 rally points, all with signs placed at the street entrance to the following marinas: San Joaquin Yacht Club, Mariner Cove Marina, Caliente Harbor, Anchor Marina, D'Anna Yacht Center, Emerald point Marina, Frank's Marina, Lundborg Landing, Sugar Barge Marina, Russo's Marina, Beacon Harbor, Bethel Harbor and Willowest Harbor. See the Transfer Pick-up Points located around the perimeter of Bethel Island.

A2 - Holland Tract Bridge

Holland Tract Bridge is the only egress on and off Holland Tract for motor vehicles. A secondary bridge is located in the general vicinity of Sandmound Blvd. Contact the local RD to gain access to Sandmound Blvd in the event of an emergency.

A9 - Horse Shoe Bend Failures

A January 2006 storm event caused two levee failures in the area of Horseshoe Bend. Horseshoe Bend will be undergoing levee improvements to meet CALFED Levee Stability Program requirements.

A12 - Utility Infrastructure

Two electrical transmission lines run parallel to western side of Jersey Island Road (Path 15 Connector) and cross the perimeter levee east of Jersey Island Road Bridge. Another transmission line runs to the east side of Jersey Island Road and crosses the perimeter levee at the confluences of Dutch and Taylor Slough.

A15 - Hotchkiss Tract

The development of Summer Lakes in Oakley is surrounded by a dry land levee. If the levees around Hotchkiss Tract would fail, Summer Lakes could be isolated by floodwaters. Populations in this area should be evacuated during elevated threat levels. Consult the county OES for evacuation procedures in this area.

A16 - High Water Event

The Contra Costa Canal diverts water from Rock Slough area and conveys water for agricultural and municipal purposes. Contra Costa Canal is the backbone of the Contra Costa Water District (CCWD), delivering water from the Delta to the District's treatment facilities and raw-water customers. Water is supplied to the canal from Old River via the Los Vaqueros Project pipelines and from Rock Slough. This canal serves a population of approx. 550,000 people in east Contra Costa County. In the event of high water or flooding, OES operators should coordinate with the Contra Costa Water District to monitor levee, flood and water conditions in Rock Slough. The Old River Pumping Plant, which is the intake for Los Vaqueros and an alternate intake for the Contra Costa Canal are protected by levees.

A17 - Carless Population

Mobile home park with special transportation and evacuation needs exist in this area and should be coordinated through the county OES.

flood contingency options

A3 - RD 0830, Failure of Taylor Slough Levee on RD 0830 (Jersey Island)

This scenario will lead to flooding of Jersey Island (RD 0830) in approximately 10 hours.

Actions

1. Prepare to floodfight District Headquarters. 2. Shut down natural gas well heads at north end of island. 3. Shut down natural gas well heads at south end of island.

C18 - RD 2028, Failure of RD 2028 Primary Levee

This scenario will lead to flooding of all of Bacon Island. The general floodfight strategy will be to protect the interior of island levees and infrastructure while repairing the break and installing emergency pumping to dewater the island when that become possible.

Actions

1. Repair levee breach 2. Plan for and install emergency pumps for removing residual impounded waters 3. Protect interior of district levees from wave wash and interior floodwater while repairs can be made to perimeter levees.

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special flood considerations

A2 - Holland Tract Bridge

Holland Tract Bridge is the only egress on and off Holland Tract for motor vehicles. A secondary bridge is located in the general vicinity of Sandmound Blvd. Contact the local RD to gain access to Sandmound Blvd in the event of an emergency.

A15 - Hotchkiss Tract

The development of Summer Lakes in Oakley is surrounded by a dry land levee. If the levees around Hotchkiss Tract would fail, Summer Lakes could be isolated by floodwaters. Populations in this area should be evacuated during elevated threat levels. Consult the county OES for evacuation procedures in this area.

A16 - High Water Event

The Contra Costa Canal diverts water from Rock Slough area and conveys water for agricultural and municipal purposes. Contra Costa Canal is the backbone of the Contra Costa Water District (CCWD), delivering water from the Delta to the District's treatment facilities and raw-water customers. Water is supplied to the canal from Old River via the Los Vaqueros Project pipelines and from Rock Slough. This canal serves a population of approx. 550,000 people in east Contra Costa County. In the event of high water or flooding, OES operators should coordinate with the Contra Costa Water District to monitor levee, flood and water conditions in Rock Slough. The Old River Pumping Plant, which is the intake for Los Vaqueros and an alternate intake for the Contra Costa Canal are protected by levees.

A18 - Orwood Palm RD 2024

This district is a combination of RD 2024 Orwood Tract, and RD 2036 Palm Tract.

A19 - Mokelumne Aqueduct No. 3

EBMUD owns this primary water transport facility which supplies water to most of the East Bay area; The pipeline traverses Orwood Palm following the BNSF Railway Line and is 2.2 meters in diameter. EBMUD has very limited local water storage or supplemental local supply sources. If the aqueduct failed, the supply of water to the East Bay would be majorly affected.

A20 - Kinder-Morgan Fuel Line Warning

A fuel transmission line runs parallel to the Mokelumne Aqueduct No. 3. The main fuel line is buried approx. 10' underground.

A21 - Local Railway

Burlington - Northern Santa Fe Railroad traverses Orwood Palm; If a flooding is imminent or occurs, call the BNSF Stockton office at (209) 942 5438.

A25 - Utility Infrastructure Warning

WAPA electrical transmission lines cross the south west horn of RD 2072, Woodward Island and north through the middle of RD 2024 Palm-Orwood

C20 - Camp Number Reference

In 1920's and 1930's the island was sold to individual farm families by California Delta Farm Company. These families farmed a section of the island subsequently called a "camp". These separately owned or farmed sections became numbered at some point. While ownership of the island subsequently reverted to a much smaller number of individuals, the tradition of referring to parts of the island by their old camp number has been retained. Location of Camps are located on the San Joaquin County OES Flood Contingency Planning Maps.

C26 - Vehicle Egress

Woodward Island has good levee accessibility on all-weather roads located a top levee crowns. Victoria Island sparsely populated. Recommend helicopter evacuation of work crews and population if flood event is accompanied with sustained rainfall.

C27 - District Pump Vulnerabilities

Woodward Island pumping station is below 100-year flood elevation. Pumps at the three Victoria Island pumping stations are all located below 100-year flood elevations. Critical evacuation step to remove pump motors in the event of levee failure. District will contact Delta Pump in Stockton for assistance at 209-466-9625.

C91 - Utility Infrastructure Warning

There is a Kinder Morgan fuel transmission line adjacent to the EBMUD aqueduct/pipelines across the north end of RD 2072, Woodward Island.

flood contingency options

C18 - RD 2028, Failure of RD 2028 Primary Levee

This scenario will lead to flooding of all of Bacon Island. The general floodfight strategy will be to protect the interior of island levees and infrastructure while repairing the break and installing emergency pumping to dewater the island when that become possible.

Actions

1. Repair levee breach 2. Plan for and install emergency pumps for removing residual impounded waters 3. Protect interior of district levees from wave wash and interior floodwater while repairs can be made to perimeter levees.

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special flood considerations

A22 - Coney Island

Coney Islands surrounded to the west by the Clifton Court Forebay West Canal and to the east by Old River. The Clifton Court Forebay West Canal conveys water supply to the Clifton Court Forebay tide gates. Coney Island's western perimeter levee is the eastern bank for the West Canal. The Western Canal levees on the Coney Island embankments have been reported to have scour in a few locations from station 130+00 to 200+00.

A23 - Clifton Court Forebay Daily Operations

During actual daily project operations, data are transmitted hourly to DWR and Reclamation hydrometeorological systems in their water management control centers in Sacramento. These data consist of river flows, tides, salinity, and wind speed/direction at various Delta locations. If the data indicate a significant deviation from the planned conditions, one or more of the three following operational changes can be implemented: (1) adjust project reservoir releases, (2) adjust Delta export levels; and (3) close or open the Delta Cross Channel gates. Reservoir releases are most effective for meeting Sacramento River salinity criteria or Delta outflow criteria. San Joaquin River salinity criteria (most frequently at Jersey Point) are most effectively met by adjusting the amount of export pumping.

A24 - Old River Scour

Clifton Court Forebay is located directly west across Western Canal from Coney Island and pumps a large amount of water to Southern California. The pumping of enormous volumes of water has caused severe scouring of the river bottom, which possibly will cause an increase in seepage volumes and locations as well as an increase in waterside levee erosion over time. Current depths along the Western Canal from Levee STA. 130+00 to 200+00 is roughly 30-40 FT.

C27 - District Pump Vulnerabilities

Woodward Island pumping station is below 100-year flood elevation. Pumps at the three Victoria Island pumping stations are all located below 100-year flood elevations. Critical evacuation step to remove pump motors in the event of levee failure. District will contact Delta Pump in Stockton for assistance at 209-466-9625.

C29 - Evacuation Issues

Notification of Agricultural Chemical Suppliers and Fuel Providers to assist with the removal of fuel and chemicals at district headquarters. Approx fuel and chemical storage quantities are shown the San Joaquin Flood Contingency Maps.

C30 - Contra Costa Water District

The CCWD Primary levee is set back to provide proper protection for pumping facility operations. Flooding of island could cause limited to major damage to infrastructure. Pumping would stop until dewatering of district pump facilities. Alternate pumping station on Byron Tract could take over pumping operations if operations were halted for extended periods of time.

C93 - Water Supply

The CCWD Los Vaqueros Intake Pipeline conveys public water supply from the Old River Pump to Los Vaqueros Reservoirs and other storage areas for approx. 265,000 people.

flood contingency options

C22 - RD 2040 & 2072, Failure of Primary Levees on RD 2040 (Victoria Island)

This scenario regardless of break location will lead to flooding of district and Highway 4 between Middle River and Old River. General floodfight strategy will be to protect levee interiors and install emergency pumping stations while levee breach is sealed.

Actions

1. Notify authorities to close Highway 4 at Middle River and Old River and evacuate traffic in between. 2. Evacuate work crews and other persons on island. 3. Place visquine and sand bags on levee interiors to protect from wave wash on limited exposure areas. Place rock riprap on areas of high wind exposure. Prioritize work based on current wind direction and velocity forecasts. 4. Place emergency pumps at emergency pump location indicated on map. 5. Armor ends of break to stabilize levee and seal when flow equalizes. 6. Pump impounded floodwaters out once break is closed.

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special flood considerations

A22 - Coney Island

Coney Islands surrounded to the west by the Clifton Court Forebay West Canal and to the east by Old River. The Clifton Court Forebay West Canal conveys water supply to the Clifton Court Forebay tide gates. Coney Island's western perimeter levee is the eastern bank for the West Canal. The Western Canal levees on the Coney Island embankments have been reported to have scour in a few locations from station 130+00 to 200+00.

A23 - Clifton Court Forebay Daily Operations

During actual daily project operations, data are transmitted hourly to DWR and Reclamation hydrometeorological systems in their water management control centers in Sacramento. These data consist of river flows, tides, salinity, and wind speed/direction at various Delta locations. If the data indicate a significant deviation from the planned conditions, one or more of the three following operational changes can be implemented: (1) adjust project reservoir releases; (2) adjust Delta export levels; and (3) close or open the Delta Cross Channel gates. Reservoir releases are most effective for meeting Sacramento River salinity criteria or Delta outflow criteria. San Joaquin River salinity criteria (most frequently at Jersey Point) are most effectively met by adjusting the amount of export pumping.

A24 - Old River Scour

Clifton Court Forebay is located directly west across Western Canal from Coney Island and pumps a large amount of water to Southern California. The pumping of enormous volumes of water has caused severe scouring of the river bottom, which possibly will cause an increase in seepage volumes and locations as well as an increase in waterside levee erosion over time. Current depths along the Western Canal from Levee STA. 130+00 to 200+00 is roughly 30-40 FT.

C36 - Access to Coney Island

Only ground access to Coney Island is through RD #2. In the event of flooding of RD 0002, an emergency access plan would be needed to provide Coney Island with flood fight supplies and other emergency needs.

flood contingency options

C22 - RD 2040 & 2072, Failure of Primary Levees on RD 2040 (Victoria Island)

This scenario regardless of break location will lead to flooding of district and Highway 4 between Middle River and Old River. General floodfight strategy will be to protect levee interiors and install emergency pumping stations while levee breach is sealed.

Actions

1. Notify authorities to close Highway 4 at Middle River and Old River and evacuate traffic in between. 2. Evacuate work crews and other persons on island. 3. Place visquine and sand bags on levee interiors to protect from wave wash on limited exposure areas. Place rock riprap on areas of high wind exposure. Prioritize work based on current wind direction and velocity forecasts. 4. Place emergency pumps at emergency pump location indicated on map. 5. Armor ends of break to stabilize levee and seal when flow equalizes. 6. Pump impounded floodwaters out once break is closed.

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special flood considerations

There are no recorded Special Flood Considerations on this map page.

flood contingency options

There are no recorded Flood Contingency Options on this map page.

Sacramento County

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