

**Flood Fight History**  
 1913-14 King Island and Bishop Tract leveed in 1913-14. Early in this period Bishop Cut between districts was made.  
 1997 Heavy rains during period of December 30th to January 2nd caused river stage of more than 34' at Vernalis gauge on San Joaquin River and 21.5' at Benson's Ferry gauge on the Mokelumne River. No problems on Bishop Tract.  
 2005 Old Dryland Levee on Bishop Tract removed after levees rebuilt for urban development.

**Special Considerations**  
 Bishop Tract Pumping Stations  
 District maintains three pumping stations as shown on map. Pump station on Bishop Cut is above 100-Year Flood Elevation.

**Survey Information**  
 Basis of Elevations  
 Elevations are based on the North America Vertical Datum of 1988 (NAVD88)  
 100-Year Flood Elevations Source: 1992 USACE Sacramento-San Joaquin Delta Hydrology Special Study  
 Contours Elevation Source: 2007 DWR LIDAR  
 Levee Crown Elevation Source: 2011 KSN Levee Profile Survey (Bishop Tract)  
 2007 DWR LIDAR (Rio Blanco Tract)

**Levee Patrol Plan**  
 Bishop Tract  
 Superintendent John Meek coordinates patrol schedule and sectors. District relies on engineering firm on contract to supply patrol members. Patrols would meet at 10100 Trinity Parkway. District anticipates needing help from City of Stockton or other agency for patrols during extended high water or flood conditions.  
 Rio Blanco Tract  
 District relies on engineering firm to coordinate and supply patrol members. Patrol schedule and sectors would be determined at time of event. Patrols would meet at the RD 2114 Command Post located at the west side of the district.  
 Communications will be with cellular telephones.  
 Lath Protocol  
 Red - Boil/Seepage  
 Blue - Rock Slippage  
 White - Slope/Levee Distress

**Evacuation Plan**  
 Responsible Agencies  
 The City of Stockton and the San Joaquin County sheriff's department are responsible for alert and warning and evacuation.  
 Public Safety Agencies Evacuation Plans  
 Bishop Tract Evacuation Map is available at www.sjmap.org/evacmaps/private (password protected). Rio Blanco Tract will utilize the same map.  
 Evacuation Maps for General Public  
 Evacuation maps for general public with Bishop Tract are available at www.sjmap.org/evacmaps (Bishop Tract Evacuation Zone). Rio Blanco Tract will utilize the same map.

**Communications Plan**  
 Field Command Posts  
 RD 2042-01 Paradise Point Marina - Bishop Cut & 121°25'4.00"W 38°02'44.66"N Disappointment Slough  
 RD 2042-02 Spanos Business Park - Eight Mile Road & Interstate 5 121°22'28.03"W 38°03'22.52"N  
 RD 2114 Agricultural Barn East of Bishop Cut 121°24'51.80"W 38°04'36.26"N  
 RD 2042 & RD 2114 Communications Equipment  
 The District does not own communications equipment.  
 Internal Communications  
 Means of internal communications among district staff and levee patrols will be personal cellular telephones. Telephone numbers will be assigned for response functions at the time of activation.  
 Communications with outside Jurisdictions  
 Primary means of communications with outside jurisdictions will be personal cellular telephones. Secondary means of communications will be attendance at Metropolitan Unified Flood Fight Command meetings.

**Tactical Plans - (Preliminary Engineering Designs)**  
 P.E.D.'s have not been prepared for RD 2042 and RD 2114.  
 For tactical information refer to the Flood Contingency Options text box.

**Dewatering Plan**  
 RD 2042  
 If Bear Creek Relief Cut has been made - Relief cut will remain open to allow impounded waters to exit City of Stockton east of Interstate 5 as river returns to normal elevations. Once flood waters will no longer drain through relief cut, the cut will be repaired along with breach(es). Upon closure of breaches and relief cut, place emergency pumping station on levee at site shown for flood dewatering.  
 If Bishop Relief Cut has been made - Relief cut will remain open to allow impounded waters to exit district as river returns to normal elevations. Once flood waters will no longer drain through relief cut, the cut will be repaired along with breach(es). Upon closure of breaches and relief cut, place emergency pumping station on levee at site shown for flood dewatering.  
 RD 2114  
 Upon closure of breach, place emergency pumping station on levee at site shown for flood dewatering.

**Flood Contingency Options**  
 Highwater Event  
 The general floodfight strategy will be to maintain adequate patrol and flood fight primary levees. District will coordinate levee patrol and County will coordinate action planning between district and State/Federal agencies and provide logistical support.  
 Actions  
 • Coordinate and monitor patrol of levees  
 • Coordinate with City of Stockton for patrol assistance as needed  
 • Attend meetings of Metropolitan Floodfight Unified Command at Ag Center Command Post  
 Failure of Levee on North Side of Bear Creek upstream from Bishop Tract  
 This scenario will lead to flood waters moving west toward Bishop Tract east of Interstate 5. The general floodfight strategy will be to place emergency berms at underpasses on Interstate 5 to prevent flooding of district and create Bear Creek Relief Cut as shown to prevent floodwaters from backing up east of Interstate 5.  
 Actions  
 • Place and patrol emergency berms as shown at Interstate 5 underpasses  
 • Make Bear Creek Relief Cut once impounded waters equalize with creek water elevations  
 • Identify additional emergency pumps to dewater district in case berms fail to prevent floodwaters from entering district and/or backing up easterly  
 • Prepare to make Bishop Relief Cut in case emergency berms fail to prevent floodwaters from entering district.  
 Failure of Primary Levee on North Side of Bear Creek upstream from Bishop Tract (No Interstate 5 Emergency Berms or Failure of Interstate 5 Emergency Berms)  
 This scenario will lead to flood waters moving west into Bishop Tract from the east side of Interstate 5. The general floodfight strategy will be to make Bishop Relief Cut and install emergency pumping station to dewater district while protecting interior of primary levees.  
 Actions  
 • Make Bishop Relief Cut  
 • Identify and place additional emergency pumps to dewater district  
 • Protect interior of primary levees  
 • Establish emergency access plan in King Island and Empire Tract using primary levee crown on south side of district.  
 Failure of Levee on Reclamation District 2042 (Bishop Tract)  
 This scenario will lead to flooding of Bishop Tract up to, and possibly east of, Interstate 5 on east side of district. The general floodfight strategy will be to prevent movement of floodwaters east of Interstate 5, and install emergency pumps to dewater district.  
 Actions  
 • Place and patrol emergency berms at Interstate 5 underpasses as shown on map  
 • Repair break  
 • Protect interior slopes of primary levees  
 • Identify and install additional emergency pumps to dewater district  
 • Establish and maintain access to RD2029 (Empire Tract) and RD2044 (King Island) by primary levee crown on south side of district  
 • Monitor for increased seepage behind levees of adjacent districts  
 Failure of Levee on Reclamation District 2114 (Rio Blanco)  
 This scenario will lead to flooding of Rio Blanco Tract. The general flood fight strategy will be to protect interior of primary levees and install emergency pumping station to dewater district.  
 Actions  
 • Repair break  
 • Protect interior slopes of primary levees  
 • Identify and install emergency pumps to dewater district  
 • Maintain access to district via Rio Blanco Rd bridge at southwest corner of district

**SHIN KEE TRACT**

**RECLAMATION DISTRICT 2114 RIO BLANCO**

**RECLAMATION DISTRICT 2044 KING ISLAND**

**RECLAMATION DISTRICT 2042 BISHOP TRACT**

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**RECLAMATION DISTRICT 2042 BISHOP TRACT**

**RECLAMATION DISTRICT 2115 SHIMA TRACT**

**RECLAMATION DISTRICT 2126 ATLAS TRACT**

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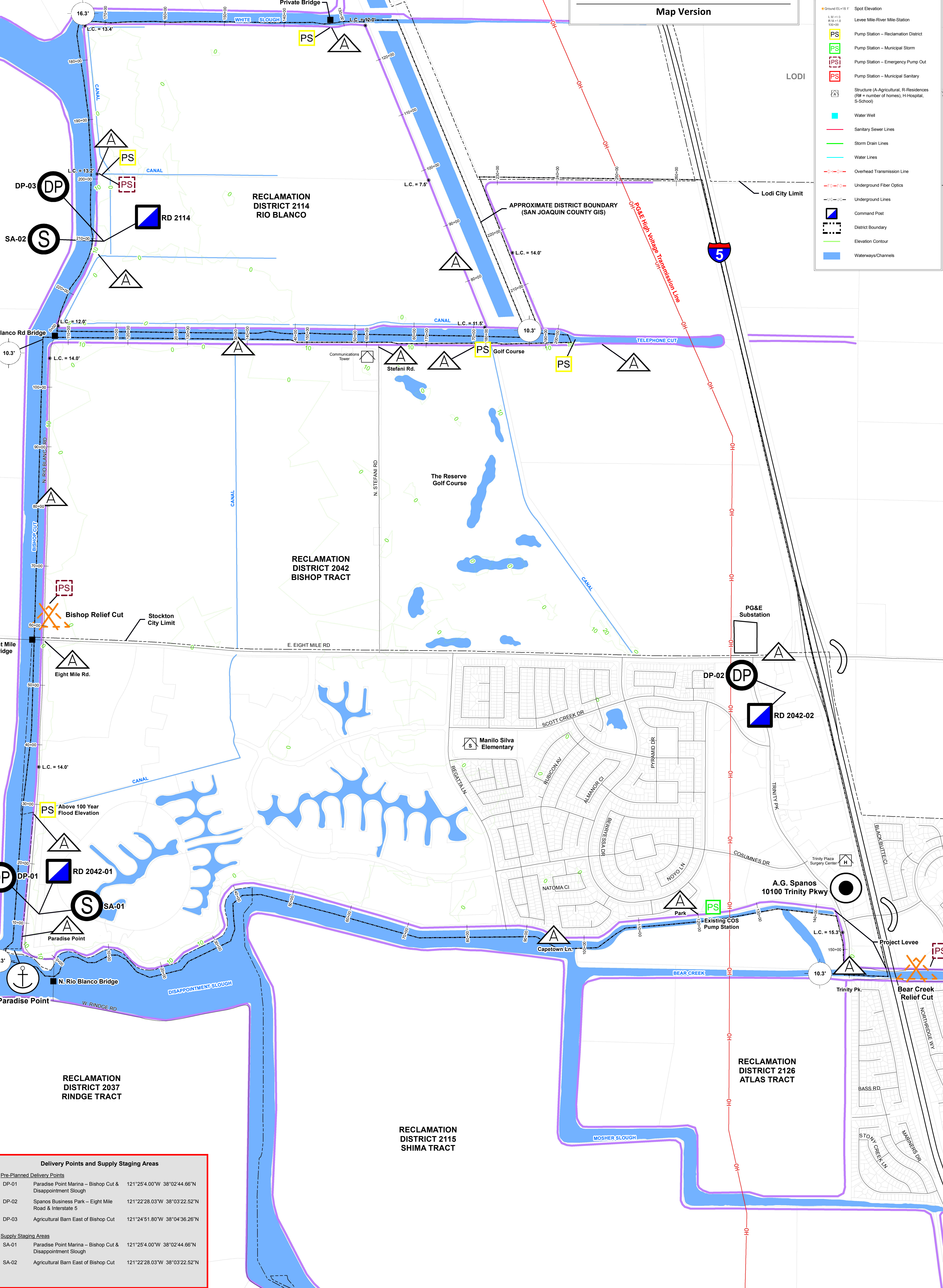
**Legend**

- 100 Year Flood Elevation
- Logistics Base
- Delivery Point
- Supply Staging Area
- Water Landing
- Helibase
- Helipad
- Historic Seepage Area
- Historic Levee Breach
- Relief Cut
- Historic Erosion Area
- Historic Slope Stability
- Levee Access
- Emergency Berm
- Dryland Levee
- Dryland Levee Critical Section
- Levee
- Levee Crown Elevation
- Spot Elevation
- Levee Mile-River Mile-Station
- Pump Station - Reclamation District
- Pump Station - Municipal Storm
- Pump Station - Emergency Pump Out
- Pump Station - Municipal Sanitary
- Structure (A-Agricultural, R-Residence (R# = number of homes), H-Hospital, S-School)
- Water Well
- Sanitary Sewer Lines
- Storm Drain Lines
- Water Lines
- Overhead Transmission Line
- Underground Fiber Optics
- Underground Lines
- Command Post
- District Boundary
- Elevation Contour
- Waterways/Channels

0 1,000 2,000 Feet  
 1 inch = 600 feet

Time/Date of Start of Incident

Map Version



**Delivery Points and Supply Staging Areas**

Point	Description	Coordinates
DP-01	Paradise Point Marina - Bishop Cut & Disappointment Slough	121°25'4.00"W 38°02'44.66"N
DP-02	Spanos Business Park - Eight Mile Road & Interstate 5	121°22'28.03"W 38°03'22.52"N
DP-03	Agricultural Barn East of Bishop Cut	121°24'51.80"W 38°04'36.26"N
SA-01	Paradise Point Marina - Bishop Cut & Disappointment Slough	121°25'4.00"W 38°02'44.66"N
SA-02	Agricultural Barn East of Bishop Cut	121°22'28.03"W 38°03'22.52"N