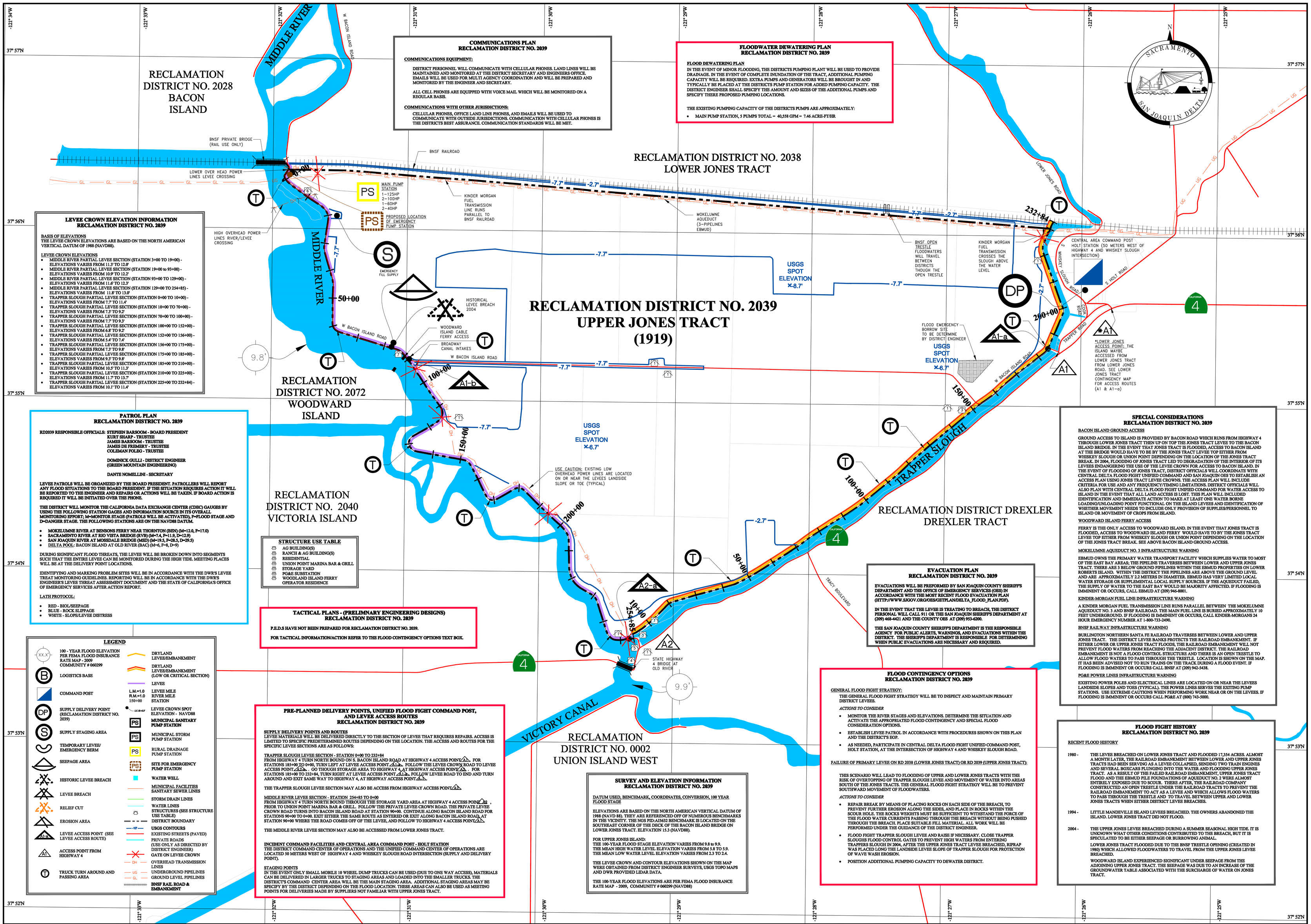

COMMUNICATIONS PLAN
RECLAMATION DISTRICT NO. 2039

COMMUNICATIONS EQUIPMENT:

DISTRICT PERSONNEL WILL COMMUNICATE WITH CELLULAR PHONES. LAND LINES WILL BE MAINTAINED AND MONITORED AT THE DISTRICT SECRETARY AND ENGINEERS OFFICE. EMAILS WILL BE USED FOR MULTI AGENCY COORDINATION AND WILL BE PREPARED AND MONITORED BY THE ENGINEER AND SECRETARY.

ALL CELL PHONES ARE EQUIPPED WITH VOICE MAIL WHICH WILL BE MONITORED ON A REGULAR BASIS.

COMMUNICATIONS WITH OTHER JURISDICTIONS:

CELLULAR PHONES, OFFICE LAND LINE PHONES, AND EMAILS WILL BE USED TO COMMUNICATE WITH OUTSIDE JURISDICTIONS. COMMUNICATION WITH CELLULAR PHONES IS THE DISTRICTS BEST ASSURANCE. COMMUNICATION STANDARDS WILL BE MET.

FLOODWATER DEWATERING PLAN
RECLAMATION DISTRICT NO. 2039

FLOOD DEWATERING PLAN

IN THE EVENT OF MINOR FLOODING, THE DISTRICTS PUMPING PLANT WILL BE USED TO PROVIDE DRAINAGE. IN THE EVENT OF COMPLETE INUNDATION OF THE TRACT, ADDITIONAL PUMPING CAPACITY WILL BE REQUIRED. EXTRA PUMPS AND GENERATORS WILL BE BROUGHT IN AND TYPICALLY BE PLACED AT THE DISTRICTS PUMP STATION FOR ADDED PUMPING CAPACITY. THE DISTRICT ENGINEER SHALL SPECIFY THE AMOUNT AND SIZES OF THE ADDITIONAL PUMPS AND SPECIFY THERE PROPOSED PUMPING LOCATIONS.

THE EXISTING PUMPING CAPACITY OF THE DISTRICTS PUMPS ARE APPROXIMATELY:

- MAIN PUMP STATION, 5 PUMPS TOTAL = 40,558 GPM = 7.46 ACRE-FT/HR

LEVEE CROWN ELEVATION INFORMATION
RECLAMATION DISTRICT NO. 2039

BASIS OF ELEVATIONS
THE LEVEE CROWN ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).

LEVEE CROWN ELEVATIONS

- MIDDLE RIVER PARTIAL LEVEE SECTION (STATION 3+00 TO 19+00) - ELEVATIONS VARIES FROM 11.3' TO 12.0'
- MIDDLE RIVER PARTIAL LEVEE SECTION (STATION 19+00 to 93+00) - ELEVATIONS VARIES FROM 10.9' TO 12.2'
- MIDDLE RIVER PARTIAL LEVEE SECTION (STATION 93+00 TO 129+00) - ELEVATIONS VARIES FROM 11.6' TO 12.3'
- MIDDLE RIVER PARTIAL LEVEE SECTION (STATION 129+00 TO 254+85) - ELEVATIONS VARIES FROM 11.8' TO 13.0'
- TRAPPER SLOUGH PARTIAL LEVEE SECTION (STATION 0+00 TO 10+00) - ELEVATIONS VARIES FROM 7.7' TO 11.4'
- TRAPPER SLOUGH PARTIAL LEVEE SECTION (STATION 10+00 TO 70+00) - ELEVATIONS VARIES FROM 7.3' TO 9.2'
- TRAPPER SLOUGH PARTIAL LEVEE SECTION (STATION 70+00 TO 100+00) - ELEVATIONS VARIES FROM 7.7' TO 9.3'
- TRAPPER SLOUGH PARTIAL LEVEE SECTION (STATION 100+00 TO 152+00) - ELEVATIONS VARIES FROM 6.8' TO 9.2'
- TRAPPER SLOUGH PARTIAL LEVEE SECTION (STATION 152+00 TO 156+00) - ELEVATIONS VARIES FROM 5.4' TO 7.4'
- TRAPPER SLOUGH PARTIAL LEVEE SECTION (STATION 156+00 TO 175+00) - ELEVATIONS VARIES FROM 7.3' TO 9.8'
- TRAPPER SLOUGH PARTIAL LEVEE SECTION (STATION 175+00 TO 185+00) - ELEVATIONS VARIES FROM 9.3' TO 9.8'
- TRAPPER SLOUGH PARTIAL LEVEE SECTION (STATION 185+00 TO 210+00) - ELEVATIONS VARIES FROM 10.5' TO 11.3'
- TRAPPER SLOUGH PARTIAL LEVEE SECTION (STATION 210+00 TO 225+00) - ELEVATIONS VARIES FROM 11.7' TO 13.7'
- TRAPPER SLOUGH PARTIAL LEVEE SECTION (STATION 225+00 TO 232+84) - ELEVATIONS VARIES FROM 10.1' TO 11.4'

PATROL PLAN
RECLAMATION DISTRICT NO. 2039

RD2039 RESPONSIBLE OFFICIALS: STEPHEN BARSOOM - BOARD PRESIDENT
KURT SHARP - TRUSTEE
JAMES BARSOOM - TRUSTEE
JAMES DE FREMERY - TRUSTEE
COLEMAN FOLEG - TRUSTEE

DOMINICK GULLI - DISTRICT ENGINEER
(GREEN MOUNTAIN ENGINEERING)

DANTE NOMELLINI - SECRETARY

LEVEE PATROLS WILL BE ORGANIZED BY THE BOARD PRESIDENT. PATROLLERS WILL REPORT ANY FLOOD SITUATIONS TO THE BOARD PRESIDENT. IF THE SITUATION REQUIRES ACTION IT WILL BE REPORTED TO THE ENGINEER AND REPAIRS OR ACTIONS WILL BE TAKEN. IF BOARD ACTION IS REQUIRED IT WILL BE INITIATED OVER THE PHONE.

THE DISTRICT WILL MONITOR THE CALIFORNIA DATA EXCHANGE CENTER (CDEC) GAUGES BY USING THE FOLLOWING STATION GAGES AND INFORMATION SOURCE IN ITS OVERALL MONITORING EFFORT; M=MONITOR STAGE (PATROLS WILL BE ACTIVATED), F=FLOOD STAGE AND D=DANGER STAGE. THE FOLLOWING STATIONS ARE ON THE NAVD88 DATUM.

- MOKELUMNE RIVER AT BENSONS FERRY NEAR THORNTON (BEN) (M=12.0, F=17.0)
- SACRAMENTO RIVER AT RIO VISTA BRIDGE (RVB) (M=7.4, F=11.9, D=12.9)
- SAN JOAQUIN RIVER AT MOSSDALE BRIDGE (MSD) (M=19.5, F=28.5, D=29.5)
- DELTA POOL: BACON ISLAND AT OLD RIVER (BAC) (M=6, F=8, D=9)

DURING SIGNIFICANT FLOOD THREATS, THE LEVEE WILL BE BROKEN DOWN INTO SEGMENTS SUCH THAT THE ENTIRE LEVEE CAN BE MONITORED DURING THE HIGH TIDE. MEETING PLACES WILL BE AT THE DELIVERY POINT LOCATIONS.

IDENTIFYING AND MARKING PROBLEM SITES WILL BE IN ACCORDANCE WITH THE DWR'S LEVEE TREAT MONITORING GUIDELINES. REPORTING WILL BE IN ACCORDANCE WITH THE DWR'S ENGINEER'S LEVEE THREAT ASSESSMENT DOCUMENT AND THE STATE OF CALIFORNIA'S OFFICE OF EMERGENCY SERVICES AFTER ACTION REPORT.

LATH PROTOCOL:

- RED - BIOL/SEEPAGE
- BLUE - ROCK SLIPPAGE
- WHITE - SLOPE/LEVEE DISTRESS

STRUCTURE USE TABLE

- AG BUILDING(S)
- RANCH & AG BUILDING(S)
- RESIDENTIAL
- UNION POINT MARINA BAR & GRILL
- STORAGE YARD
- PG&E SUBSTATION
- WOODLAND ISLAND FERRY OPERATOR RESIDENCE

TACTICAL PLANS - (PRELIMNARY ENGINEERING DESIGNS)
RECLAMATION DISTRICT NO. 2039

P.E.D.S HAVE NOT BEEN PREPARED FOR RECLAMATION DISTRICT NO. 2039.

FOR TACTICAL INFORMATION/ACTION REFER TO THE FLOOD CONTINGENCY OPTIONS TEXT BOX.

LEGEND

- 100 - YEAR FLOOD ELEVATION PER FEMA FLOOD INSURANCE RATE MAP - 2009 COMMUNITY # 060299
- LOGISTICS BASE
- COMMAND POST
- SUPPLY DELIVERY POINT (RECLAMATION DISTRICT NO. 2039)
- SUPPLY STAGING AREA
- TEMPORARY LEVEE/ EMERGENCY BERM
- SEEPAGE AREA
- HISTORIC LEVEE BREACH
- LEVEE BREACH
- RELIEF CUT
- EROSION AREA
- LEVEE ACCESS POINT (SEE LEVEE ACCESS ROUTE)
- ACCESS POINT FROM HIGHWAY 4
- TRUCK TURN AROUND AND PASSING AREA
- DRYLAND LEVEE/EMBANKMENT
- DRYLAND LEVEE/EMBANKMENT (LOW OR CRITICAL SECTION)
- LEVEE
- L.M.=1.0 R.M.=1.0 — LEVEE MILE RIVER MILE
- 150+00 — STATION
- LEVEE CROWN SPOT ELEVATION - NAVD88
- MUNICIPAL SANITARY PUMP STATION
- MUNICIPAL STORM PUMP STATION
- RURAL DRAINAGE PUMP STATION
- SITE FOR EMERGENCY PUMP STATION
- WATER WELL
- MUNICIPAL FACILITIES SANITARY SEWER LINES
- STORM DRAIN LINES
- WATER LINES
- STRUCTURES (SEE STRUCTURE USE TABLE)
- DISTRICT BOUNDARY
- USGS CONTOURS
- EXISTING STREETS (PAVED)
- PRIVATE ROADS (USE ONLY AS DIRECTED BY DISTRICT ENGINEER)
- GATE ON LEVEE CROWN
- OVERHEAD TRANSMISSION LINES
- UNDERGROUND PIPELINES
- GROUND LEVEL PIPELINES
- BNSF RAIL ROAD & EMBANKMENT

PRE-PLANNED DELIVERY POINTS, UNIFIED FLOOD FIGHT COMMAND POST, AND LEVEE ACCESS ROUTES
RECLAMATION DISTRICT NO. 2039

SUPPLY DELIVERY POINTS AND ROUTES
LEVEE MATERIALS WILL BE DELIVERED DIRECTLY TO THE SECTION OF LEVEE THAT REQUIRES REPAIRS. ACCESS IS LIMITED TO SPECIFIC PREDETERMINED ROUTES DEPENDING ON THE LOCATION. THE ACCESS AND ROUTES FOR THE SPECIFIC LEVEE SECTIONS ARE AS FOLLOWS:

TRAPPER SLOUGH LEVEE SECTION - STATION 0+00 TO 232+84
FROM HIGHWAY 4 TURN NORTH BOUND ON S. BACON ISLAND ROAD AT HIGHWAY 4 ACCESS POINT A1. FOR STATIONS 185+00 TO 0+00, TURN LEFT AT LEVEE ACCESS POINT A1. FOLLOW THE LEVEE CROWN ROAD TO LEVEE ACCESS POINT A2. GO THOUGH STORAGE AREA TO HIGHWAY 4 AT HIGHWAY ACCESS POINT A2. FOR STATIONS 185+00 TO 232+84, TURN RIGHT AT LEVEE ACCESS POINT A1. FOLLOW LEVEE ROAD TO END AND TURN AROUND AND EXIT SAME WAY TO HIGHWAY 4, AT HIGHWAY ACCESS POINT A1.

THE TRAPPER SLOUGH LEVEE SECTION MAY ALSO BE ACCESS FROM HIGHWAY ACCESS POINT A2.

MIDDLE RIVER LEVEE SECTION - STATION 254+85 TO 0+00
FROM HIGHWAY 4 TURN NORTH BOUND THROUGH THE STORAGE YARD AREA AT HIGHWAY 4 ACCESS POINT A2. PRIOR TO UNION POINT MARINA BAR & GRILL. FOLLOW THE PRIVATE LEVEE CROWN ROAD. THE PRIVATE LEVEE CROWN ROAD TURNS INTO BACON ISLAND ROAD AT STATION 90+00. CONTINUE ALONG BACON ISLAND ROAD FOR STATIONS 90+00 TO 0+00. EXIT EITHER THE SAME ROUTE AS ENTERED OR EXIT ALONG BACON ISLAND ROAD AT STATION 90+00 WHERE THE ROAD COMES OFF OF THE LEVEE, AND FOLLOW TO HIGHWAY 4 ACCESS POINT A1.

THE MIDDLE RIVER LEVEE SECTION MAY ALSO BE ACCESSED FROM LOWER JONES TRACT.

INCIDENT COMMAND FACILITIES AND CENTRAL AREA COMMAND POST - HOLT STATION
THE DISTRICT COMMAND CENTER OF OPERATIONS AND THE UNIFIED COMMAND CENTER OF OPERATIONS ARE LOCATED 50 METERS WEST OF HIGHWAY 4 AND WHISKEY SLOUGH ROAD INTERSECTION (SUPPLY AND DELIVERY POINT).

STAGING POINTS
IN THE EVENT ONLY SMALL MOBILE 10 WHEEL DUMP TRUCKS CAN BE USED (DUE TO ONE WAY ACCESS), MATERIALS CAN BE DELIVERED IN LARGER TRUCKS TO STAGING AREAS AND LOADED INTO THE SMALLER TRUCKS. THE DISTRICT'S COMMAND CENTER AREA WILL BE THE MAIN STAGING AREA. ADDITIONAL STAGING AREAS MAY BE SPECIFY BY THE DISTRICT DEPENDING ON THE FLOOD LOCATION. THESE AREAS CAN ALSO BE USED AS MEETING POINTS FOR DELIVERIES MADE BY SUPPLIERS NOT FAMILIAR WITH UPPER JONES TRACT.

SURVEY AND ELEVATION INFORMATION
RECLAMATION DISTRICT NO. 2039

DATUM USED, BENCHMARK, COORDINATES, CONVERSION, 100 YEAR FLOOD STAGE

ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88). THEY ARE REFERENCED OFF OF NUMEROUS BENCHMARKS IN THE VICINITY. THE NGS PID:A15632 BENCHMARK IS LOCATED ON THE SOUTHEAST CORNER OF THE DECK OF THE BACON ISLAND BRIDGE ON LOWER JONES TRACT. ELEVATION 15.3 (NAVD88).

FOR UPPER JONES ISLAND:
THE 100-YEAR FLOOD STAGE ELEVATION VARIES FROM 9.8 to 9.9.
THE MEAN HIGH WATER LEVEL ELEVATION VARIES FROM 5.8 TO 5.9.
THE MEAN LOW WATER LEVEL ELEVATION VARIES FROM 2.3 TO 2.4.

THE LEVEE CROWN AND CONTOUR ELEVATIONS SHOWN ON THE MAP WERE OBTAINED FROM DISTRICT ENGINEER SURVEYS, USGS TOPO MAPS AND DWR PROVIDED LIDAR DATA.

THE 100-YEAR FLOOD ELEVATIONS ARE PER FEMA FLOOD INSURANCE RATE MAP - 2009, COMMUNITY # 060299 (NAVD88)

EVACUATION PLAN
RECLAMATION DISTRICT NO. 2039

EVACUATIONS WILL BE PREFORMED BY SAN JOAQUIN COUNTY SHERIFFS DEPARTMENT AND THE OFFICE OF EMERGENCY SERVICES (OES) IN ACCORDANCE WITH THE MOST RECENT FLOOD EVACUATION PLAN (HTTP://WWW.SJGOV.ORG/OES/GETPLAN/DELTA_FLOOD_PLAN.PDF).

IN THE EVENT THAT THE LEVEE IS TREATING TO BREACH, THE DISTRICT PERSONAL WILL CALL 911 OR THE SAN JOAQUIN SHERIFFS DEPARTMENT AT (209) 468-4421 AND THE COUNTY OES AT (209) 953-6200.

THE SAN JOAQUIN COUNTY SHERIFFS DEPARTMENT IS THE RESPONSIBLE AGENCY FOR PUBLIC ALERTS, WARNINGS, AND EVACUATIONS WITHIN THE DISTRICT. THE SHERIFFS DEPARTMENT IS RESPONSIBLE FOR DETERMINING WHEN PUBLIC EVACUATIONS ARE NECESSARY AND REQUIRED.

FLOOD CONTINGENCY OPTIONS
RECLAMATION DISTRICT NO. 2039

GENERAL FLOOD FIGHT STRATEGY:
THE GENERAL FLOOD FIGHT STRATEGY WILL BE TO INSPECT AND MAINTAIN PRIMARY DISTRICT LEVEES.

ACTIONS TO CONSIDER

- MONITOR THE RIVER STAGES AND ELEVATIONS. DETERMINE THE SITUATION AND ACTIVATE THE APPROPRIATED FLOOD CONTINGENCY AND SPECIAL FLOOD CONSIDERATION OPTIONS.
- ESTABLISH LEVEE PATROL IN ACCORDANCE WITH PROCEDURES SHOWN ON THIS PLAN AND THE DISTRICT'S EOP.
- AS NEEDED, PARTICIPATE IN CENTRAL DELTA FLOOD FIGHT UNIFIED COMMAND POST, HOLT STATION, AT THE INTERSECTION OF HIGHWAY 4 AND WHISKEY SLOUGH ROAD.

FAILURE OF PRIMARY LEVEE ON RD 2038 (LOWER JONES TRACT) OR RD 2039 (UPPER JONES TRACT):

THIS SCENARIO WILL LEAD TO FLOODING OF UPPER AND LOWER JONES TRACTS WITH THE RISK OF OVERTOPPING OF TRAPPER SLOUGH LEVEE AND MOVEMENT OF WATER INTO AREAS SOUTH OF THE JONES TRACTS. THE GENERAL FLOOD FIGHT STRATEGY WILL BE TO PREVENT SOUTHWARD MOVEMENT OF FLOODWATERS.

ACTIONS TO CONSIDER

- REPAIR BREAK BY MEANS OF PLACING ROCKS ON EACH SIDE OF THE BREACH, TO PREVENT FURTHER EROSION ALONG THE SIDES, AND PLACE IN ROCKS WITHIN THE SCOUR HOLE. THE ROCKS WEIGHTS MUST BE SUFFICINT TO WITHSTAND THE FORCE OF THE FLOOD WATER CURRENTS PASSING THROUGH THE BREACH WITHOUT BEING PUSHED THROUGH THE BREACH. PLACE SUITABLE FILL MATERIAL. ALL WORK WILL BE PERFORMED UNDER THE GUIDANCE OF THE DISTRICT ENGINEER.
- FLOOD FIGHT TRAPPER SLOUGH LEVEE AND RAISE IF NECESSARY. CLOSE TRAPPER SLOUGHS FLOOD CONTROL GATES TO PREVENT HIGH WATERS FROM ENTERING TRAPPERS SLOUGH IN 2004, AFTER THE UPPER JONES TRACT LEVEE BREACHED, RIPRAP WAS PLACED LONG THE LANDSIDE LEVEE SLOPE OF TRAPPER SLOUGH FOR PROTECTION OF WAVE WASH EROSION.
- POSITION ADDITIONAL PUMPING CAPACITY TO DEWATER DISTRICT.

SPECIAL CONSIDERATIONS
RECLAMATION DISTRICT NO. 2039

BACON ISLAND GROUND ACCESS

GROUND ACCESS TO ISLAND IS PROVIDED BY BACON ROAD WHICH RUNS FROM HIGHWAY 4 THROUGH LOWER JONES TRACT THEN UP ON TOP THE JONES TRACT LEVEE TO THE BACON ISLAND BRIDGE. IN THE EVENT THAT JONES TRACT IS FLOODED, ACCESS TO BACON ISLAND AT THE BRIDGE WOULD HAVE TO BE BY THE JONES TRACT LEVEE TOP EITHER FROM WHISKEY SLOUGH OR UNION POINT DEPENDING ON THE LOCATION OF THE JONES TRACT BREAK. IN 2004, FLOODING OF JONES TRACT LED TO DEGRADATION OF THE INTERIOR OF ITS LEVEES ENDANGERING THE USE OF THE LEVEE CROWN FOR ACCESS TO BACON ISLAND. IN THE EVENT OF FLOODING OF JONES TRACT, DISTRICT OFFICIALS WILL COORDINATE WITH CENTRAL DELTA FLOOD FIGHT UNIFIED COMMAND AND SAN JOAQUIN OES TO ESTABLISH AN ACCESS PLAN USING JONES TRACT LEVEE CROWNS. THE ACCESS PLAN WILL INCLUDE CRITERIA FOR USE AND ANY FREQUENCY/TIMING LIMITATIONS. DISTRICT OFFICIALS WILL ALSO PLAN WITH CENTRAL DELTA FLOOD FIGHT UNIFIED COMMAND FOR WATER ACCESS TO ISLAND IN THE EVENT THAT ALL LAND ACCESS IS LOST. THIS PLAN WILL INCLUDED IDENTIFICATION AND IMMEDIATE ACTION TO MAKE AT LEAST ONE WATER BORNE LOADING/UNLOADING POINT FUNCTIONAL ON THE ISLAND LEVEES AND IDENTIFICATION OF WHETHER MOVEMENT NEEDS TO INCLUDE ONLY PROVISION OF SUPPLIES/PERSONNEL TO ISLAND OR MOVEMENT OF CROPS FROM ISLAND.

WOODWARD ISLAND FERRY ACCESS

FERRY IS THE ONLY ACCESS TO WOODWARD ISLAND. IN THE EVENT THAT JONES TRACT IS FLOODED, ACCESS TO WOODWARD ISLAND FERRY WOULD HAVE TO BY THE JONES TRACT LEVEE TOP EITHER FROM WHISKEY SLOUGH OR UNION POINT DEPENDING ON THE LOCATION OF THE JONES TRACT BREAK. SEE ABOVE BACON ISLAND GROUND ACCESS.

MOKELUMNE AQUEDUCT NO. 3 INFRASTRUCTURE WARNING

EBMUD OWNS THE PRIMARY WATER TRANSPORT FACILITY WHICH SUPPLIES WATER TO MOST OF THE EAST BAY AREAS; THE PIPELINE TRAVERSES BETWEEN LOWER AND UPPER JONES TRACT. THERE ARE 3 BELOW GROUND PIPELINES WITHIN THE EBMUD PROPERTIES ON LOWER ROBERTS ISLAND. WITHIN THE DISTRICT THE PIPELINES ARE ABOVE THE GROUND LEVEL AND ARE APPROXIMATELY 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 MAJORITY AFFECTED. IF FLOODING IS IMMINENT OR OCCURS, CALL EBMUD AT (209) 946-8001.

KINDER-MORGAN FUEL LINE INFRASTRUCTURE WARNING

A KINDER MORGAN FUEL TRANSMISSION LINE RUNS PARALLEL BETWEEN THE MOKELUMNE AQUEDUCT NO. 3 AND BNSF RAILROAD. THE MAIN FUEL LINE IS BURIED APPROXIMATELY 10 FEET UNDERGROUND. IF FLOODING IS IMMINENT OR OCCURS, CALL KINDER-MORGANS 24 HOUR EMERGENCY NUMBER AT 1-800-733-2490.

BNSF RAILWAY INFRASTRUCTURE WARNING

BURLINGTON NORTHERN SANTA FE RAILROAD TRAVERSES BETWEEN LOWER AND UPPER JONES TRACT. THE DISTRICT LEVEE BANKS PROTECTS THE RAILROAD EMBANKMENT. IF EITHER LOWER OR UPPER JONES TRACT FLOODS, THE RAILROAD EMBANKMENT WILL NOT PREVENT FLOOD WATERS FROM REACHING THE ADJACENT DISTRICT. THE RAILROAD EMBANKMENT IS NOT A FLOOD CONTROL STRUCTURE AND THERE IS AN OPEN TRESTLE TO ALLOW FLOOD WATERS TO PASS THROUGH THE TRESTLE. LOCATION IS SHOWN ON THE MAP. IT HAS BEEN ADVISED NOT TO RUN TRAINS ON THE TRACK DURING A FLOOD EVENT. IF FLOODING IS IMMINENT OR OCCURS CALL BNSF AT (209) 942-5438.

PG&E POWER LINES INFRASTRUCTURE WARNING

EXISTING POWER POLES AND ELECTRICAL LINES ARE LOCATED ON OR NEAR THE LEVEES LANDSIDE SLOPES AND TOES (TYPICAL). THE POWER LINES SERVES THE EXITING PUMP STATIONS. USE EXTREME CAUTIONS WHEN PERFORMING WORK NEAR OR ON THE LEVEES. IF FLOODING IS IMMINENT OR OCCURS CALL PG&E AT (800) 743-5000.

FLOOD FIGHT HISTORY
RECLAMATION DISTRICT NO. 2039

RECENT FLOOD HISTORY

1980 - THE LEVEE BREACHED ON LOWER JONES TRACT AND FLOODED 17,354 ACRES. ALMOST A MONTH LATER, THE RAILROAD EMBANKMENT BETWEEN LOWER AND UPPER JONES TRACTS HAD BEEN SERVING AS A LEVEE COLLAPSED, SENDING TWO TRAIN ENGINES AND SEVERAL BOXCARS PLUNGING INTO THE WATER AND FLOODING UPPER JONES TRACT. AS A RESULT OF THE FAILED RAILROAD EMBANKMENT, UPPER JONES TRACT FLOOD AND THE EBMUD PILE FOUNDATIONS OF AQUEDUCT NO. 2 WERE ALMOST ENTIRELY EXPOSED DUE TO SCOUR. THERE AFTER, THE RAILROAD COMPANY CONSTRUCTED AN OPEN TRESTLE UNDER THE RAILROAD TRACTS TO PREVENT THE RAILROAD EMBANKMENT TO ACT AS A LEVEE AND WHICH ALLOWS FLOOD WATERS TO PASS THROUGH THE TRESTLE AND TO TRAVEL BETWEEN UPPER AND LOWER JONES TRACTS WHEN EITHER DISTRICT LEVEE BREACHES.

1994 - LITTLE MANDEVILLE ISLAND LEVEES BREACHED. THE OWNERS ABANDONED THE ISLAND. LOWER JONES TRACT DID NOT FLOOD.

2004 - THE UPPER JONES LEVEE BREACHED DURING A SUMMER SEASONAL HIGH TIDE. IT IS UNKNOWN WHAT OTHER CONDITIONS CONTRIBUTED TO THE BREACH, BUT IT IS SPECULATED TO BE EITHER SEEPAGE OR BURROWING ANIMAL.

LOWER JONES TRACT FLOODED DUE TO THE BNSF TRESTLE OPENING (CREATED IN 1980) WHICH ALLOWED FLOODWATERS TO TRAVEL FROM THE UPPER JONES LEVEE BREACHED.

WOODWARD ISLAND EXPERIENCED SIGNIFICANT UNDER SEEPAGE FROM THE ADJOINING UPPER JONES TRACT. THE SEEPAGE WAS DUE TO AN INCREASE OF THE GROUNDWATER TABLE ASSOCIATED WITH THE SURCHARGE OF WATER ON JONES TRACT.

GREEN MOUNTAIN ENGINEERING
1314 Paloma Ave. Stockton, CA 95209 209.478.6525

SAN JOAQUIN COUNTY CALIFORNIA

UPPER JONES TRACT – RECLAMATION DISTRICT NO. 2039
ANNEX A – FLOOD CONTINGENCY MAP
SAN JOAQUIN COUNTY

REV.	DATE

HORIZONTAL AND VERTICAL GRAPHIC SCALE: 1" = 1,000'
1,000 0 500 1,000 2,000 4,000

PROJECT NO:	2039-30
DRAWN BY:	GME
DESIGN BY:	SJB
CHECK BY:	DG
SCALE:	AS SHOWN
DATE:	2016-02
CAD FILE:	UPPERJONESTRACT.DWG

SHEET NO. 1 OF 1 SHEETS