RECLAMATION DISTRICT NO.756
BOULDIN ISLAND
(1904)

Legend

- 100 Year Flood Elevation
- Command Post
- Logistics Base
- Supply Depot
- Supply Delivery Point
- Supply Staging Area
- Helispot
- Structures
- Levee Access
- Seepage Area
- Historic Levee Breach
- Relief Cut
- Current Erosion Area or as Labeled
- Planned Emergency Berm
- Levee
- Dry Land Levee
- Dry Land Levee Critical Section
- Problematic Levee Sections
- Levee Crown Elevation
- Ground Elevations
- Elevation Contour
- Natural Gas Well Site
- Pump Station - Municipal Supply
- Pump Station- Municipal Storm
- Pump Station - Rural Drainage
- Pump Station - Emergency
- Water Well
- Landing
- Boat Ramp
- Sanitary Sewer Lines
- Storm Drain Lines
- Water Lines
- Underground Fiber Optics
- Overhead Utility
- Underground Gas Line Alignment
- Navigation Light
- Navigation Light
- Fuel Tank
- Ferry Crossing
- CELL
- Utility Tower
- Reclamation District/All Weather Road
- All Weather Road
- Primary Evacuation Route
- Secondary Evacuation Route
- Best Location for Barge Placement

SPECIAL CONSIDERATIONS

Access to Bouldin Island

Ground access to Bouldin Island is provided by Highway 12 which connects Bouldin Island to Terminous Tract on the east and Andrus Island on the west. In the event that either Terminous Tract or Andrus Island were to flood, access to Bouldin Island would be limited to Andrus Island or Terminous Tract, respectively, via Highway 12 due to no highway access points from the crown of either island's levees.

In the event of flooding of either Terminous Tract or Andrus Island, the District officials will coordinate with North Delta Flood Fight Unified Command and San Joaquin Sheriff's command post to establish traffic control and detours. District officials will also develop a plan with North Delta Flood Fight Unified Command for water access to Bouldin Island in the event that all land access is lost. This plan will include identification and immediate action to make at least one water loading/ unloading point functional on the island levees, identification of whether movement needs include only provision of supplies/personnel to island or also movement of crops from island. These plans will be signed off by Sheriff's Department and agencies from Unified Command that agree to provide support for implementation.

N
Not to Scale
North Delta Unified Flood Fight Command
Van Exel Dairies
Latitude: 38°09'39.30"
Longitude: 121°24'01.43"
Woodbridge Road

FLOOD FIGHT HISTORY

1878 - Levees had just been finished in 1874 when major flood event struck in February. Major breaks into the Sacramento Basin east of the main stem river added to high flows from the Mokelumne and Cosumnes Rivers to create a great muddy lake from Stockton northwestward to the mouth of the San Joaquin River.

1904 - Bouldin Island survived a series of floods from 1878 to 1904. A major break on February 26 the east side of the Sacramento River (the Edwards Break) flooded the Sacramento Basin and joined Mokelumne and Cosumnes River flows to threaten north Delta Islands. A major flood fight with dredges steamers, and men saved island and its two canneries, hotel, and chinatown situated on southwest portion of island from the high river stages. However, on March 23 a record tide overtopped levee about one-half mile upstream from the mouth of the Mokelumne River flooding the island and destroying the chinatown and damaging the hotel.

1907 - Major flood flooded Sacramento Basin, which added to heavy flows in Mokelumne and Cosumnes Rivers. Staten and Tyler Islands flooded on March 23 and Bouldin Island levees failed a few days later when high tides supplemented river flows.

1955 - Major flood flows on all major rivers led to estimated peak flows into the Sacramento-San Joaquin Delta of 445,000 second-feet on December 24. Continuing high flows combined with high tides to lead to peak stage of 10.7 feet at Venice Island on December 26. It is estimated that flood inflow added one to one and one-half feet to the high tide. Bouldin Island levees were overtopped at 14 different locations. A total of about fifty thousand dollars was expended in a period of about five days in a successful effort to prevent complete flooding of the tract. (California Department of Public Works)

1983 - Major El Nino event with high flows and tides in the Delta. Major boil developed on south side of island but flow was contained and island survived the winter.

1986 - Major flood on the Cosumnes and Mokelumne Rivers led to flood stages on Mokelumne River at Benson's Ferry. Thornton area flooded and Tyler Island but Bouldin Island survived the event.

2006 - January high tides and winds caused problems with seepage and wave erosion on the south side of island as shown on map. Levees held throughout the event.

NOTE ON LEVEE STANDARDS

The District generally meets and exceeds the minimum HMP Levee. Future projects will generally follow the State's Bulletin 192-82 standard.

FLOOD CONTINGENCY OPTIONS

HIGHWATER EVENT

The general flood fight strategy will be to patrol and maintain primary levees.

Actions
- Initiate and coordinate patrol of primary levees and report and respond to identified

Problems.
- Participate in North Delta Unified Command with command post located at Van Exel Dairy on Brack Tract.

FAILURE OF PRIMARY LEVEES

The general flood fight strategy will be to seal the breach when able and install emergency pumps at the location for the emergency pumping station to dewater the district

Actions
- As soon as able, armor the ends of the break to stabilize growth of breach.
- Seal break once waters have stabilized.
- Place emergency pumps at emergency pumping station and begin dewatering upon repair of breach.

TACTICAL PLANS

The District tactical plan is to ensure access control and evacuation routes are cleared for use. The District will flood fight any overtopping, erosion, and seepage issues while utilizing local flood fight supplies and stockpiles. If any identified flooding is occurring, access along the District levee must be maintained to allow evacuation of the District. The District will coordinate with the SJOA through the North Delta Flood Fight Command.

PATROL PLAN

The District Superintendent organizes patrols. Patrols meet and organize at the District shop. Two patrols run north and south from shop and meet at Pump Station #1. Patrols will run at 30 minute intervals.

When Venice Island Gauge reaches 8.6', the District Engineer will notify the District Board of Trustees and staff. The Board of Trustees will Issue a Delegation of Authority letter appointing District Incident Commander. District staff will be activated and be instructed to initiate periodic focused levee inspections.

When Venice Island Gauge reaches 9.1', staff will initiate 24-hour levee patrols.

If there is a potential threat to the island, the Incident Commander will contact the Woodbridge Fire District, the San Joaquin Sheriff Department, and the San Joaquin County OES. If a problem is identified the Incident Commander will contact the State-Federal Flood Operations Center.

Lath Protocol
Consistent with DWR's Levee Threat Monitoring Guidelines:
- Red-Boil/Seepage
- Blue-Rock Slippage
- White-Slope/Levee Distress

SUPPLY AND DELIVERY POINT

Three miles west of Little Potato Slough Bridge where Highway 12 runs close to levee, look for large lot with trees on the north side of Highway 12, approximately Station 775+00.

Just west of Little Potato Slough Bridge, directly across from Tower Park Marina at the District shop near station 20+00.

DISTRICT DEWATERING PLAN

Once all levee failure locations are repaired and stabilized, emergency pumps will be transported to the identified low spot on the Flood Contingency Map to dewater the Island. The emergency pump location identified is adjacent to the lowest spot on the Island.

Horizontal and Vertical Data

Horizontal - Map is projected to California State Coordinate System Zone 3 NAD 83 (US Feet)
Vertical- Published elevations are on NAVD 88 (US feet)

COMMUNICATION PLAN

The District does not own communications equipment. Internal communication will be personal cellular telephones. Numbers will be assigned for response functions at the time of activation. Communication with outside jurisdictions will be personal cellular telephone use, or coordination at North Delta Flood Fight Command, EOC or other public safety meeting.

EVACUATION PLAN

The Woodbridge Fire District and San Joaquin County Sheriff's Department are responsible for alerting, warning, and evacuation of the public within Bouldin Island. The primary evacuation route is along State Highway 12, east towards Lodi. The secondary evacuation route is west towards Rio Vista. There are multiple access points to enter Highway 12 within the District. In the event of flooding within the District, the levees can be used as an emergency evacuation route to Highway 12 crossings over the Mokelumne River to the west or Little Potato Slough to the east.

0 1,600 3,200
Feet

1 inch = 800 Feet

FIGURE A1

RECLAMATION DISTRICT 756 - BOULDIN ISLAND

ANNEX A - FLOOD CONTINGENCY MAP

SAN JOAQUIN COUNTY
OFFICE OF EMERGENCY SERVICES

Map Source: MBK Engineers
Map Date: 3/31/2025
Vertical Datum: NAVD 88

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