BACON ISLAND RECLAMATION DISTRICT NO. 2028 (1918)

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

FLOOD FIGHT HISTORY

1873-99 - Initial attempts were made in the 1860s and early 1870s to levee Bacon Island area. Natural levees, comparatively little developed in this central delta area, and peat soil provided poor base requiring more capital investment to provide adequate levees. After levee failures in 1873, H.D. Bacon used small a ditcher to build levees from spoil taken from outer island rim. This failed due to subsidence of levee base into adjacent spoil ditch. Subsequently moved spoil from areas with better soil by scow to site where spoil was placed between planked bulkheads.

1900-15 - Bacon Island levees failed at least once, and possibly more, during large floods in early part of century. In 1915, California Delta Farms Company acquired Bacon Island and used a fleet of improved dredgers, including the Columbia, Empire, Holland, and California, to build improved levees. Lee Phillips supervised construction and George Shima leased land for development. Lee Phillips managed island under various companies until 1935.

1918 - Modern reclamation district (RD 2028) formed. Bacon Island, along with several other central delta islands, has not had its continuity of productive use broken by flood since formation of modern reclamation district in 1918. Following creation of the special district, the island was sold to small farmers in small sections subsequently called "camps". This sub-division of the island persisted for some time but eventually ownership reverted to a small number of land owners.

SPECIAL CONSIDERATIONS

ACCESS TO BACON ISLAND

Ground access to Bacon Island is normally provided by Bacon Island Road which runs from Highway 4 through Lower Jones Tract then up on top of 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, the District officials will coordinate with Central Delta Flood Fight Unified Command and San Joaquin Sheriff's command post 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 develop a 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 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.

DIVISION INTO "CAMPS"

In the 1920s and 1930s, the California Delta Farm Company sold Bacon Island to individual farming families. These families farmed a section of the island subsequently called a "camp". These separately owned or farmed sections, or "camps", 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. While boundaries are inexact the approximate location of each numbered "camp" is shown on the map for reference.

DISTRICT DEWATERING PLAN

Once all levee failure locations are repaired and stabilized, emergency pumps will be transported to one or both of the two low spots specified on the Flood Contingency Map to dewater the Island. The emergency pump locations identified are the lowest spots on the Island.

NOTE ON LEVEE STANDARDS

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

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 Central Delta Flood Fight Command.

FLOOD CONTINGENCY OPTIONS

HIGHWATER EVENT

The general flood fight strategy will be to flood fight primary levees and ensure that options to limit flooding from levee failure can be initiated promptly. The District will coordinate levee patrols. The Central Delta Unified Flood Fight Command will coordinate action planning between District and State/Federal agencies and provide logistical support. The District will also monitor land and water access to the island and arrange to implement emergency access plans with County in case the island loses its land and/or water access due to the flood.

Actions

- Coordinate and monitor patrol of primary levees.
- Attend meetings of Central Delta Unified Flood Fight Command at Holt Command Post.
- Coordinate with Central Delta Unified Flood Fight Command agencies to monitor status of land access to island and to develop a movement plan for resources into the island and crops/equipment from the island in the event that land access is degraded either in 1) the criteria of types of vehicles that can use that access or 2) the timing or frequency when land access can be used.
- Coordinate with Central Delta Unified Flood Fight Command to develop a water movement plan for resources into the island and crops from the island in the event that land access is completely lost.

FAILURE OF BACON ISLAND LEVEE

Bacon Island will be completely inundated if there is a levee failure. The general flood fight 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 becomes possible.

Actions

- Repair levee breach.
- Plan for and install emergency pumps for removing residual impounded waters.
- Protect interior of district levees.

SUPPLY AND DELIVERY POINT(S)

RD 2028 #1 - Bacon Island shop at west end of Kyser Road
RD 2028 #2 - Headquarters at the south end of Bacon Island

COMMUNICATION PLANCONTINGENCY OPTIONS

The District does not own communications equipment. Internal communication will be personal cellular telephones. Communication with outside jurisdictions will be personal cellular telephone use, or coordination at Central Delta Flood Fight Command, EOC or other public safety meeting.

PATROL PLAN

Upon high water alerts, the District Superintendent will organize patrols. Patrol members meet at the Hollywood Office near station 712. Patrols typically consist of three vehicles with two patrol members each. The District uses farm employees for patrol. The longest period of continuous patrol is one week. The District believes it can maintain patrols for this period.

Bacon Island has an all-weather gravel roadway.

Lath Protocol

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

EVACUATION PLAN

The San Joaquin County Sheriff's Department is responsible for alerting, warning, and evacuation of the public within Bacon Island. The County access east along Bacon Island Road is the primary evacuation route off of the District. In the event of flooding within the District, the levees can be used as an emergency evacuation route to Bacon Island Road Bridge crossing Middle River. The evacuation from Bacon Island requires access along Upper and Lower Jones Tract along Bacon Island Road. Depending on conditions on these tracts, other routes may be required.

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)

100-YEAR FLOOD ELEVATIONS

Location	USGS Gauge	Elevation
San Joaquin River at Venice Island	VNI	10.1'
Location		**Elevation**
Middle River at Connection Slough		10.0'
Old River at Connection Slough		9.8'
Old River at Railroad Cut		10.0'
Middle River at Railroad Cut		10.2'

0 2,400 4,800 Feet

1 inch = 800 feet

N
Not to Scale
Stockton
5
Whiskey Slough Road
4
Central Delta
Unified Flood Fight Command
Holt Station
Latitude: 38°09'39.30"
Longitude: 121°24'01.43"

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Map Source: MBK Engineers
Map Date: 3/27/2025
Vertical Datum: NAVD 88

SAN JOAQUIN COUNTY
OFFICE OF EMERGENCY SERVICES

RECLAMATION DISTRICT 2028 - BACON ISLAND

ANNEX A - FLOOD CONTINGENCY MAP

FIGURE A1