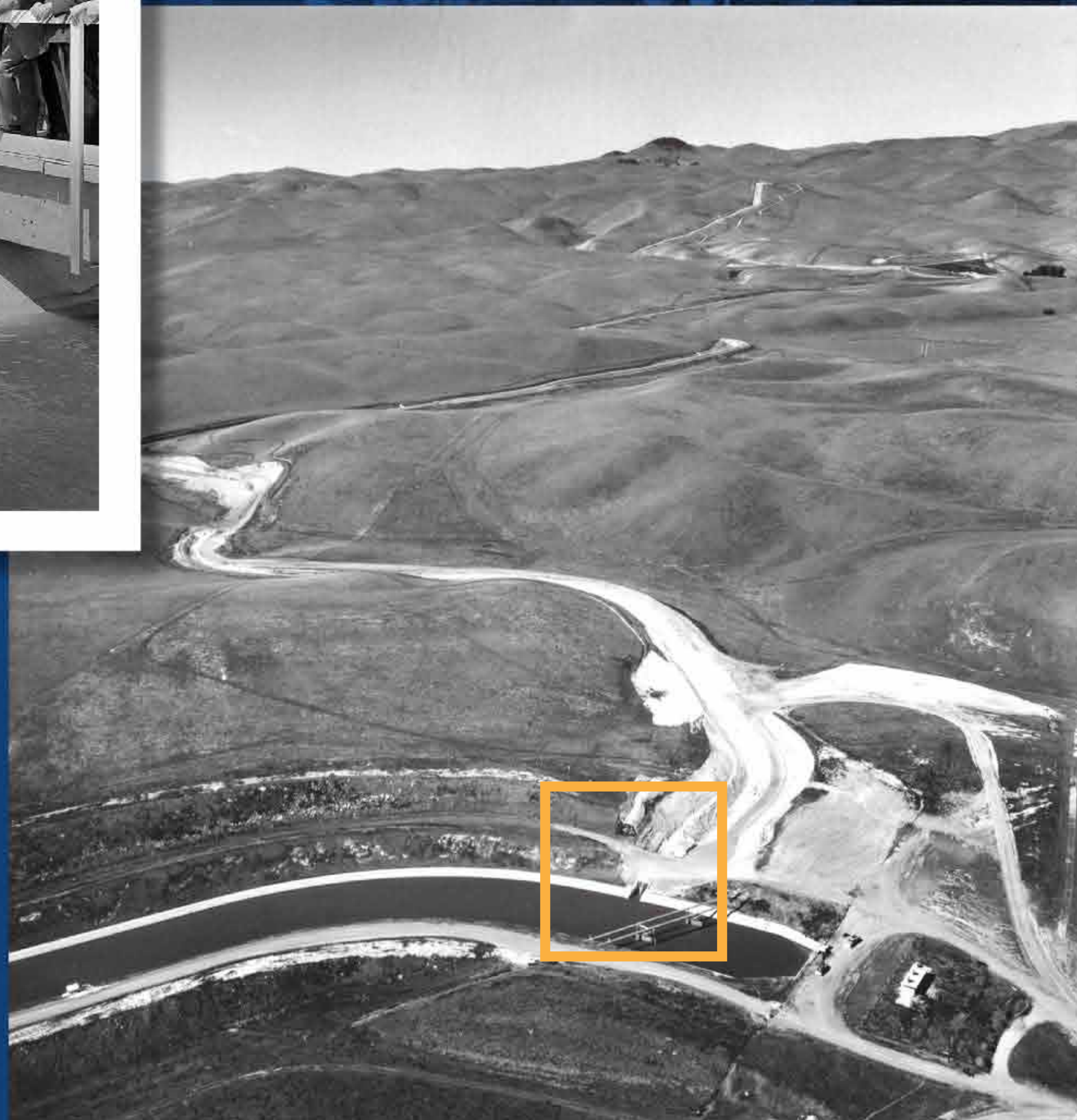


MOVING CALIFORNIA'S WATER

FIRST FLOWS THROUGH THE SWP

On May 10, 1962 top water leaders joined then-Governor Pat Brown as he lifted a plank to start the flow of water into the South Bay Aqueduct, the first water to flow through the State Water Project.

Initial flows came through a turnout along the Delta Mendota Canal (DMC) at the location shown in this 1961 photo (right). This photo also documents construction of the interim canal, a temporary diversion that provided water to the South Bay Aqueduct until water was available from the main California Aqueduct in 1967.



Remnants of the turnout and interim canal are still visible today as seen from this recent aerial photo below. From your vantage point, the turnout on the DMC would have been just to the right of the clump of trees on the horizon.



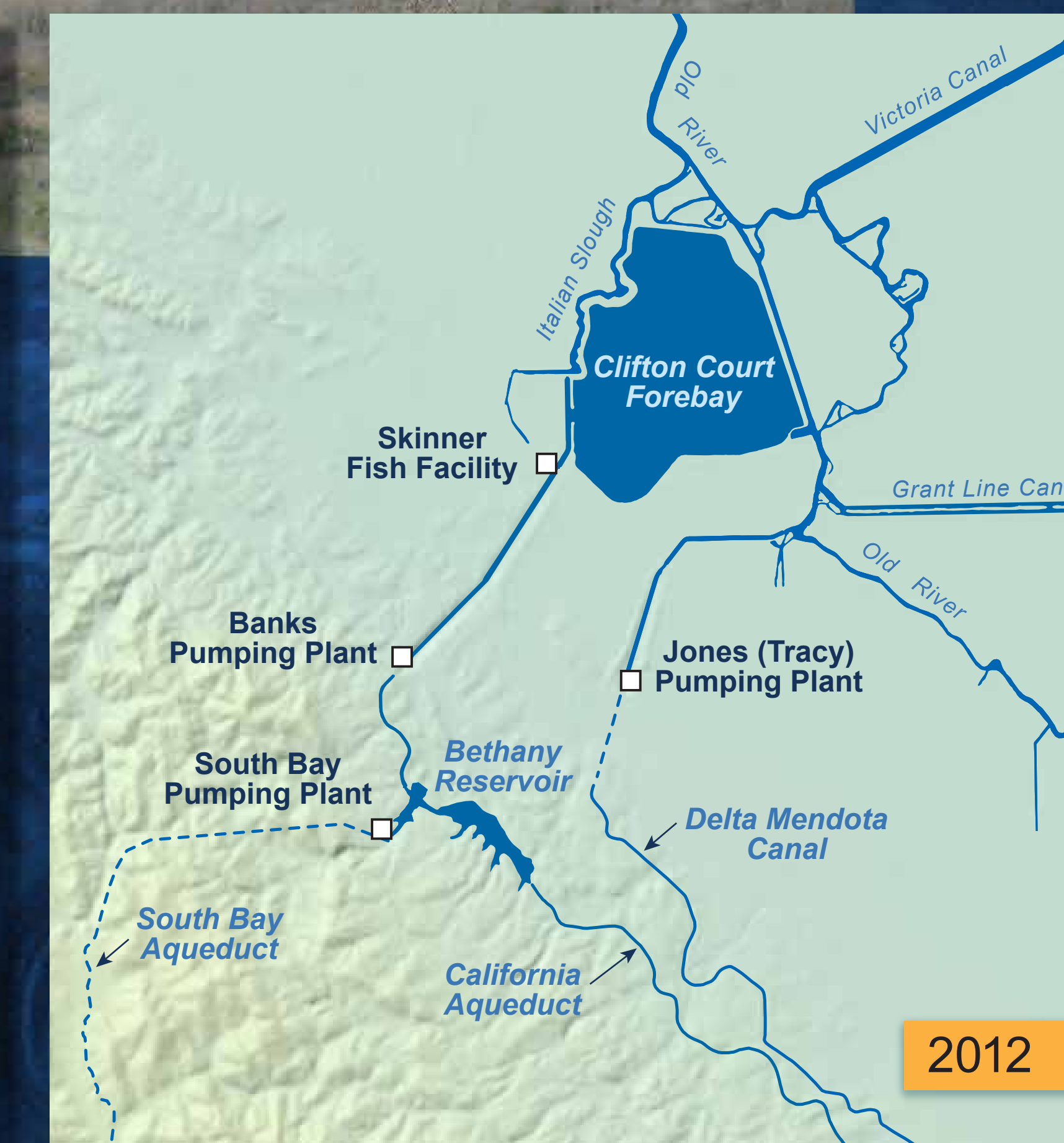
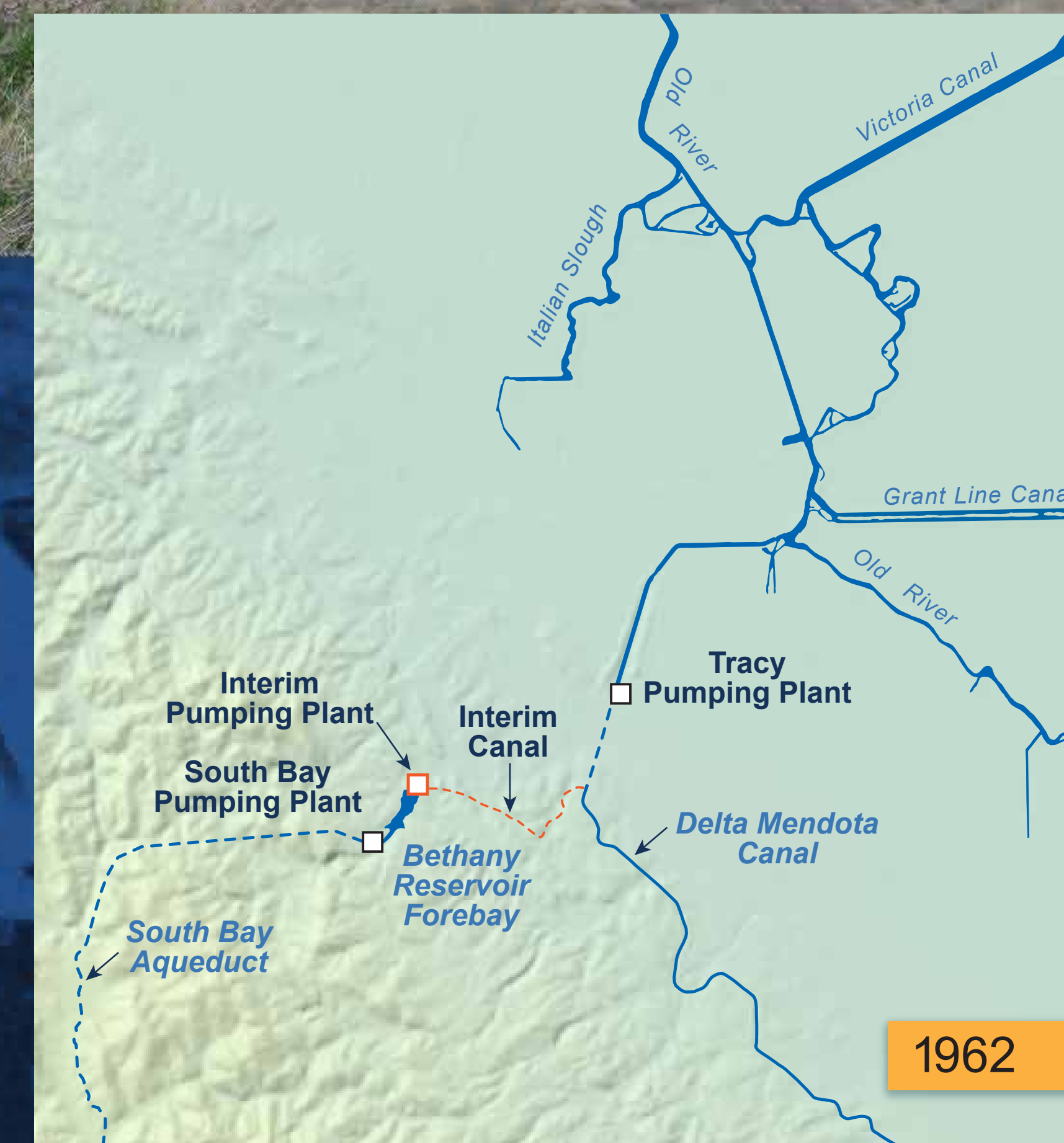
MOVING CALIFORNIA'S WATER

DELTA FACILITIES

In 1962, key Delta Facilities including Clifton Court Forebay and Banks Pumping Plant were not yet completed. To move the first water through the South Bay Aqueduct (SBA), a two mile interim canal was constructed from the Delta Mendota Canal to a temporary pumping plant at the foot of Bethany Reservoir's Forebay Dam. From the forebay, the water was pumped through the South Bay Pumping Plant, which had an initial capacity of 45 cfs, into the SBA for deliveries to Bay area water users.



At the base of the second hill before you, what looks like a dirt road is the path of the interim canal. The remains of the interim pumping plant are also visible from the road over the top of the Bethany Forebay Dam beyond this parking lot.



These maps show the State Water Project Delta Facilities as they existed in 1962 and the facilities as they are today.

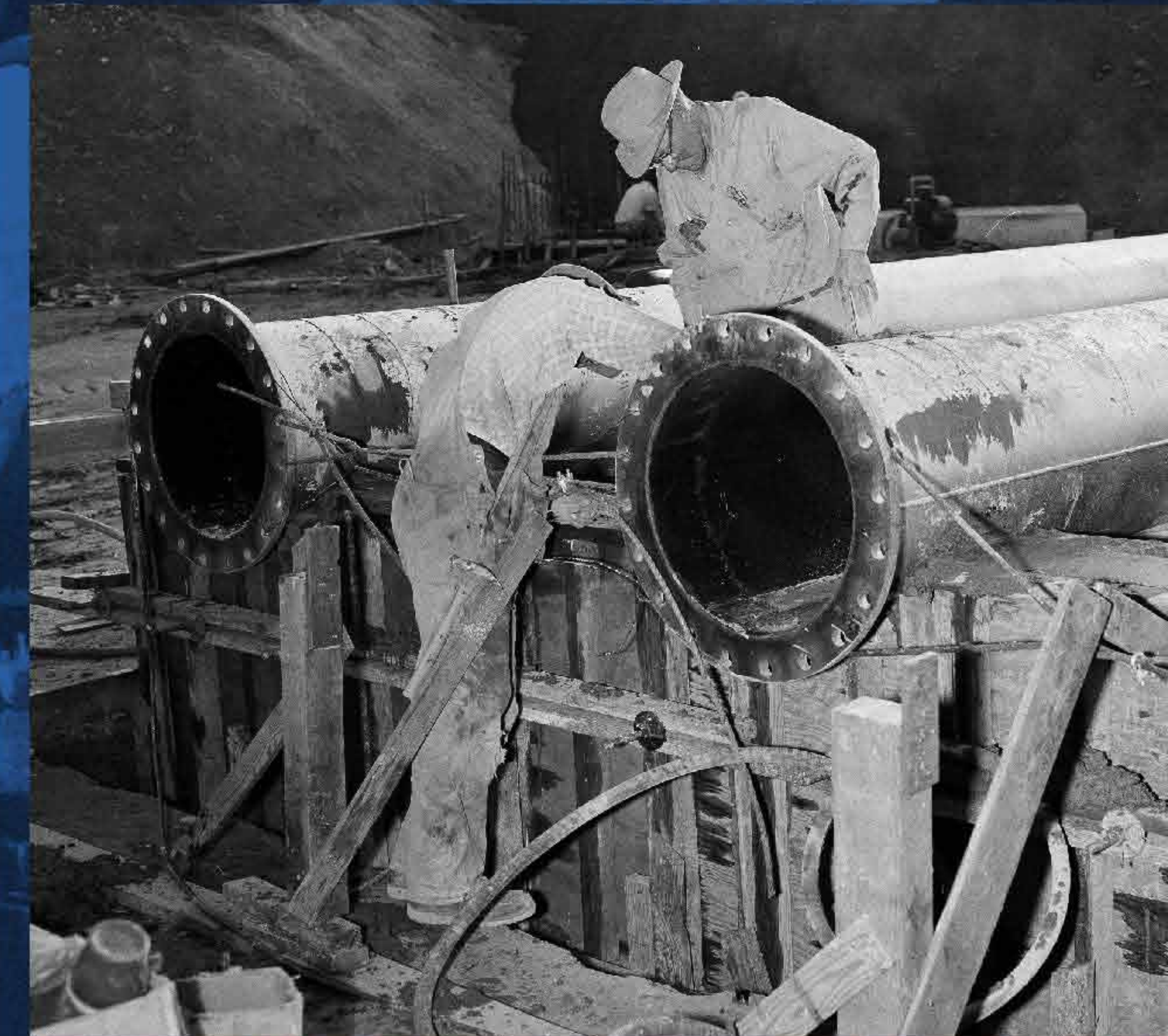
MOVING CALIFORNIA'S WATER



1960 photo showing South Bay Pumping Plant with Bethany Dam and Forebay in the foreground.

REMNANTS OF THE PAST

From the top of the road over Bethany Forebay Dam, you can see the remnants of the pumping plant that lifted water from the interim canal to the Bethany Forebay. Its construction is documented in the two photos below.



SOUTH BAY AQUEDUCT

The entire State Water Project — from Lake Oroville to the East Branch Extension — was conceived and planned in its entirety at its onset, and in the early years of its construction various sections and facilities were being constructed simultaneously. The South Bay Aqueduct was the first stretch of canal to be completed. At that time, the area it served — Alameda County — was in urgent need of fresh water to reverse the effects of salt water intrusion.

In 1962, the South Bay Pumping Plant (which can be seen looking across Bethany Reservoir from the Bethany Forebay Dam) had a capacity of 45 cubic feet per second. Today it can pump 510 cubic feet per second, providing fresh water to Bay area water users.

MOVING CALIFORNIA'S WATER

MONUMENT OF THE MILLENNIUM

On May 22, 2001, the California State Water Project was named a Civil Engineering Monument of the Millennium, one of the most prestigious awards of the American Society of Civil Engineers (ASCE). The award honors the civil engineering profession's contributions to the quality of life and well-being of people and communities worldwide. Here are the 10 greatest civil engineering achievements of the 20th century and the related Monuments of the Millennium as selected by ASCE:

Kansai International Airport (Airport Design and Development)

Because of its location — about three miles off the Japanese shore — it is the only airport in the world that is able to function on a 24-hour basis without violating any noise regulations.

Hoover Dam (Dams)

Completed in 1935, the 726-foot-high structure was the highest dam in the world, by 300 feet, at the time of construction. It is still the highest concrete dam in the Western Hemisphere.

Interstate Highway System (Overall System)

Established as a national priority by President Dwight D. Eisenhower, the nation's interstate highway system revolutionized travel, economies and the daily standard of living in North America.

Golden Gate Bridge (Long-Span Bridges)

The engineering obstacles posed by the mile-wide, turbulent Golden Gate Strait led engineers to devise a bridge that required four years to build, 83,000 tons of steel, 389,000 cubic yards of concrete, and enough cable to encircle the earth three times.

Eurotunnel (Rail Transportation)

The Eurotunnel Rail System fulfilled a centuries-old dream to link Britain and the rest of Europe. The broadest trains ever built — 14-foot wide double deckers — travel through the tunnels at 100 mph.

Sanitary Landfills/Solid Waste Disposal (Overall Advances)

As American society entered the Industrial Age and urban populations increased, old practices of garbage disposal created a serious public health problem. By 1946, civil engineers found new methods of waste disposal that greatly improved the quality of life.

Empire State Building (Skyscrapers)

At 1,250 feet, the Empire State Building is the best-known skyscraper in the world, and was the tallest building in the world for more than 40 years. Construction was completed in only one year and 45 days and revolutionized the tall building construction industry.

Chicago Wastewater System (Wastewater Treatment)

The Chicago Sanitary District built a 28-mile-long channel connecting the Chicago River with the Des Plaines River to reverse the flow of the Chicago River away from Lake Michigan, ensuring the safety of Lake Michigan drinking water supply.

California State Water Project (Water Supply and Distribution)

The California State Water Project was selected as much for its remarkable engineering aspects, as for the positive impact it has had on regional economic trade and development. Conceived more than 50 years ago with bold imagination by engineers of dedication and courage, a system of aqueducts, dams, reservoirs and plants meets the water resources needs of two-thirds of California's population serving more than 25 million citizens and thousands of businesses daily. Features of the project include 34 storage facilities, reservoirs and lakes, 20 pumping plants, four pumping-generating plants, five hydroelectric power plants, and 701 miles of open canals and pipelines.

Panama Canal (Water Transportation)

The dream of Spanish conquistadors, the Panama Canal is one of civil engineering's greatest triumphs. Some 42,000 workers dredged, blasted and excavated the canal, moving enough earth and rubble to bury Manhattan to a depth of 12 feet.

CIVIL ENGINEERING MONUMENT OF THE MILLENNIUM



CALIFORNIA STATE WATER PROJECT

One of the finest examples of how civil
engineering ingenuity shaped the development
of society's quality of life in the 20th century

Designated: May 22, 2001