

**SJRA Segment W1A - Existing Fault Protection System | Egypt Fault**

Station/Description	Initial Survey March, 2015 Elev.	September, 2015 Elev.	March, 2016 Elev.	September, 2016 Elev.	April, 2017 Elev.	September, 2017 Elev.	March, 2018 Elev.	September, 2018 Elev.	March, 2019 Elev.	September, 2019 Elev.	March, 2020 Elev.	November, 2020 Elev.	May, 2021 Elev.
Sta 103+72 Top Square Nut on 2" Steel Cap	187.20	187.20	187.20	187.20	187.20	187.20	187.20	187.19	187.20	187.20	187.19	187.20	
Sta 103+82 Top 2" Steel Pipe (NO CAP)	186.93	186.93	186.93	186.93	186.93	186.93	186.93	186.92	186.93	186.92	186.92	186.92	
Sta 108+70 Top Square Nut on 2" Steel Cap	190.28	190.27	190.27	190.27	190.27	190.26	190.26	190.26	190.26	190.26	190.26	190.25	
Sta 108+80 Top 2" Steel Cap	190.31	190.30	190.31	190.30	190.30	190.30	190.30	190.29	190.29	190.29	190.29	190.29	

**TBM "W1A": DESTROYED SEE NOTE 2.**

Top of South Bolt on Signal Light Pole at the southeast corner of Research Forest Drive and FM 2978  
Elevation = 195.68' (SJRA Project Vertical Control Datum)

Notes:

1. All elevations are referenced to the SJRA Groundwater Reduction Plan Project Vertical Control Datum. Project Benchmark: SJRA Benchmark No. 5, Elevation = 212.00 feet.
2. TBM "W1A" was destroyed between September, 2018 and March, 2019, due to the construction of new road widening at the intersection of FM 2978 and Research Forest Drive. SJRA BM 30 has been observed through the monitoring and will be used for benchmark for the remaining duration. Refer to SJAR GRP Program Survey Monumentation System handbook for BM 30.