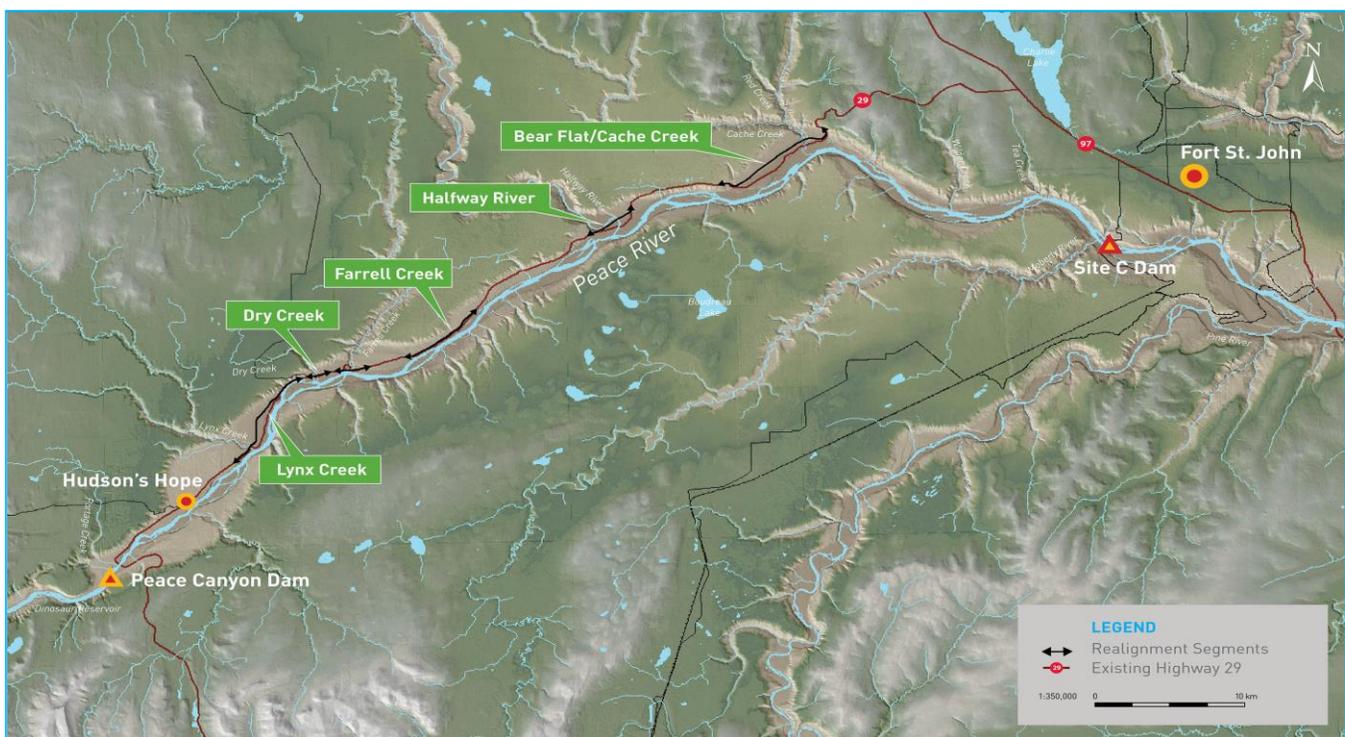


## SITE C PROJECT CONSTRUCTION

# HIGHWAY 29 REALIGNMENTS

Highway 29 connects Hudson’s Hope to Fort St. John and runs along the north side of the Peace River. The following segments of Highway 29 will be realigned to accommodate the Site C reservoir:

Segment Name	Length of Segment	Anticipated Timeline
• Bear Flat/Cache Creek	8.5 kilometres	2017-2019
• Halfway River	4.0 kilometres	2018-2020
• Farrell Creek East	6.0 kilometres	2019-2021
• Farrell Creek	2.0 kilometres	2019-2021
• Dry Creek	1.5 kilometres	2019-2021
• Lynx Creek	8.0 kilometres	2019-2021



BC Hydro has completed definition design on the six Highway 29 realignment segments, which has resulted in three preferred alignments — at Lynx Creek, Farrell Creek and Halfway River segments — and three corridors in which an alignment would be determined pending further analysis, at Bear Flat/Cache Creek, Farrell Creek East and Dry Creek.

All segments require further field investigation and analysis to finalize alignments, bridge and roadwork design for construction.

All realignments have been designed to Ministry of Transportation and Infrastructure (MoTI) approved standards, and have been developed in cooperation with MoTI.

The preferred realignments and corridors are shown on the following pages.

## Bear Flat/Cache Creek: Preferred Corridor

The Bear Flat/Cache Creek segment is located approximately 49 kilometres east of the Hudson's Hope town site and 31 kilometres west of Fort St. John. In this area, the existing highway would be flooded by the reservoir, requiring relocation of approximately 8.5 kilometres of highway. It would cross Cache Creek with a bridge of approximately 200 metres and a causeway of approximately 240 metres. BC Hydro has identified a preferred corridor within which the realignment would occur, subject to further geotechnical investigation.

**Timeline:** 2017 to 2019



## Halfway River: Preferred Realignment

The Halfway River segment is located approximately 37 kilometres east of the Hudson's Hope town site and 47 kilometres west of Fort St. John. In this segment, the existing highway would be flooded, requiring realignment of approximately four kilometres of Highway 29. The preferred realignment would follow the reservoir shoreline, and would cross over the Halfway River with a bridge of approximately 300 metres and a causeway of approximately 650 metres.

**Timeline:** 2018 to 2020



## Farrell Creek East: Preferred Corridor

The Farrell Creek East segment of Highway 29 is located approximately 20 kilometres east of the Hudson's Hope town site, and 60 kilometres west of Fort St. John. The highway is located within the preliminary stability and erosion impact lines for the Site C reservoir. BC Hydro is planning to relocate up to 6 kilometres of highway in this segment, further from the top of the bank, behind the preliminary stability and erosion impact lines. Additional geotechnical investigation is required to confirm the length of highway realignment.

**Timeline:** 2019 to 2021



## Farrell Creek: Preferred Realignment

The Farrell Creek segment is located approximately 15 kilometres east of the Hudson’s Hope town site and 70 kilometres west of Fort St. John. The preferred realignment would be approximately two kilometres long, and would cross Farrell Creek with a bridge of approximately 170 metres and a causeway of approximately 170 metres.

**Timeline:** 2019 to 2021



## Dry Creek: Preferred Corridor

The Dry Creek segment is located between Lynx Creek and Farrell Creek, approximately 14 kilometres east of the Hudson’s Hope town site and 73 kilometres west of Fort St. John. Approximately 1.5 kilometres of highway would be realigned or raised to improve the highway alignment. The existing culvert would be replaced by a larger culvert, to allow water to pass underneath.

**Timeline:** 2019 to 2021



## Lynx Creek: Preferred Realignment

The Lynx Creek segment is located approximately five kilometres east of the Hudson’s Hope town site and 75 kilometres west of Fort St. John. The preferred realignment is approximately eight kilometres long, and would cross Lynx Creek with a bridge of approximately 160 metres and a causeway of approximately 280 metres, and then run along Millar Road.

**Timeline:** 2019 to 2021



## Consultation on Highway 29

In 2008, BC Hydro consulted the public and stakeholders about the segments of Highway 29 that had been identified at the time for potential realignment. Additional consultations took place in the fall and spring of 2012 to inform the public and stakeholders about the latest information on Highway 29 realignments, including traffic impacts, and to seek input.

BC Hydro also undertook property owner consultation on highway realignment options from November 2008 to February 2009, and again in spring 2012. In this consultation, engineering and other representatives from the project team met individually with potentially directly affected property owners to discuss several realignment options for Highway 29 in the Lynx Creek, Farrell Creek, Halfway River and Bear Flat/Cache Creek segments.

The highway realignments reflect input received during these consultations. For example, some property owners suggested alternative routings to the realignment options presented, including along existing roads and rights-of-way (e.g., Millar Road in the Lynx Creek segment) and in areas outside of historical options.

### **Next Steps**

Further engineering work will be completed prior to construction of Highway 29 realignments. This work could include additional geotechnical investigations, incorporating results of environmental studies, detailed designs, confirming alignments and preparing construction specifications.

While roadwork takes place, motorists can expect traffic control personnel, as well as some intermittent traffic delays.