

SITE C PROJECT CONSTRUCTION

Highway 29 Realignment Cache Creek/Bear Flat Route Selection

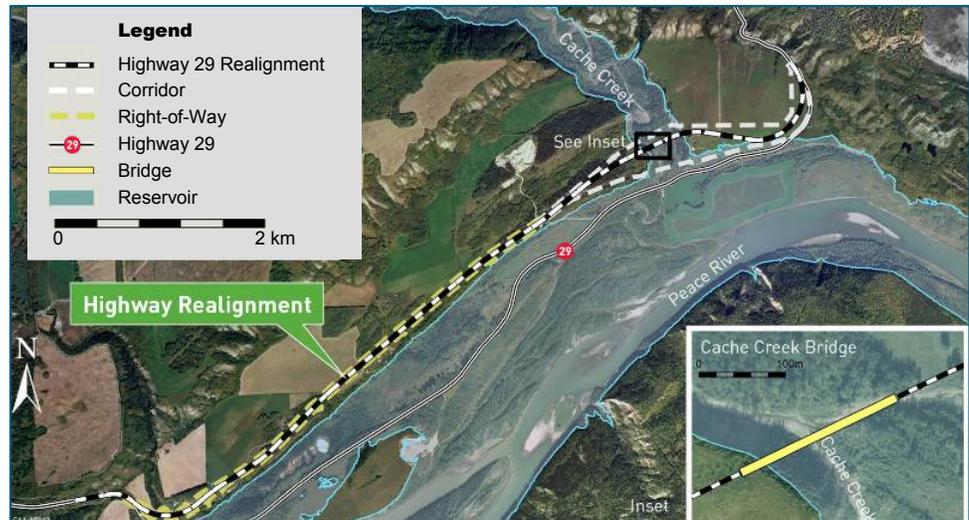
The Cache Creek/Bear Flat segment of Highway 29 is located approximately 49 kilometres east of the Hudson’s Hope town site and 31 kilometres west of Fort St. John. In this area, the existing highway will be flooded by the reservoir, requiring relocation of approximately 8.5 kilometres of highway including the construction of a new bridge at Cache Creek. The route for the realignment is indicated on the map.

As part of project planning, BC Hydro evaluated two alignment options at Cache Creek/Bear Flat — a shoreline route and an inland route — taking into account the relative safety, technical, environmental, social/heritage and cost implications for each option.

A shoreline route was selected over an inland

route for several reasons, including:

- Improved safety for the travelling public by increasing the length of passing opportunities for drivers
- Less impact on agricultural land
- A smaller area of private land is affected
- Better geotechnical conditions
- Fewer technical challenges, resulting in lower costs and reduced construction risks



Environmental Assessment Process

In January 2013, BC Hydro submitted the Site C Environmental Impact Statement (EIS) to federal and provincial regulatory agencies. The EIS described the preferred realignment for Cache Creek/Bear Flat, as well as the process used to establish the alignment and the alternatives that were considered.

In 2014, the Joint Review Panel Report stated: *“The preferred alignment with a short bridge presented fewer technical challenges, which would result in lower costs and construction risks. The preferred alternative also would impact a smaller area of private land, sever less actively farmed land, and need less ALR land for the right-of-way.*

Upland alternative alignments were considered as a result of consultation. However, the preferred lower bench alignments discussed above remained the preferred alignments.”

The project, including the preferred highway realignment route, received provincial and federal environmental approvals in October 2014. A final investment decision was made in December 2014.

Since receiving approvals, BC Hydro has undertaken detailed engineering design, acquired properties, conducted geotechnical and archaeological investigations, consulted with First Nations, and completed most of the clearing and site preparation work for the alignment right-of-way.

Timeline for Cache Creek/Bear Flat Highway Realignment

Starting in 2019, the Peace River will be diverted through tunnels at the dam site which may cause flooding in the Cache Creek/Bear Flat area. To avoid traffic interruption and ensure public safety, a new bridge must be constructed at Cache Creek and the portion of the highway in the area must be relocated before river diversion.

BC Hydro acquired land and rights from eight property owners in 2016 (including two occupied homes) in the Cache Creek/Bear Flat area so that clearing work could start in early 2017. This initial clearing work is complete.

Procurement for the realignment of this segment of Highway 29 is occurring in summer 2017. Construction work is expected to begin in late summer 2017. Please see the timeline below for additional information.

2016	2017	2018	2019
<ul style="list-style-type: none"> • Geotechnical and heritage investigations • Property acquisitions 	<ul style="list-style-type: none"> • Heritage investigations • Clearing work • Procurement • Highway realignment construction • Cache Creek bridge construction 	<ul style="list-style-type: none"> • Highway realignment construction • Cache Creek bridge construction 	<ul style="list-style-type: none"> • Highway realignment construction • Cache Creek bridge construction • River diversion

Addressing First Nations' concerns

BC Hydro understands the concerns of local First Nations about the potential for unknown burials to be found or disturbed by the Site C project. That's why BC Hydro has been working with local First Nations to investigate potential burial sites in the Cache Creek/Bear Flat area. These investigations have included ground-penetrating radar.

BC Hydro is also aware of concerns raised by West Moberly and Prophet River First Nations about construction activities in the vicinity of a sweat lodge and a potential burial site in the area.

In response to these concerns, BC Hydro refined the design of Highway 29, within the approved alignment, in an effort to mitigate impacts on the sweat lodge and the potential burial site.

Mitigation included increasing the distance between the highway alignment and the sweat lodge. The total distance from the centerline of the highway to the sweat lodge is now 45 metres. This refinement will allow for the planting of vegetation and/or noise abatement measures between the highway and sweat lodge.

To mitigate the impact to a potential burial site, BC Hydro has increased the length of the bridge at Cache Creek. This updated bridge design now avoids ground disturbance in the area of the potential burial site. In addition, the height of the bridge has been raised which will provide approximately two-metres clearance above the potential burial site.