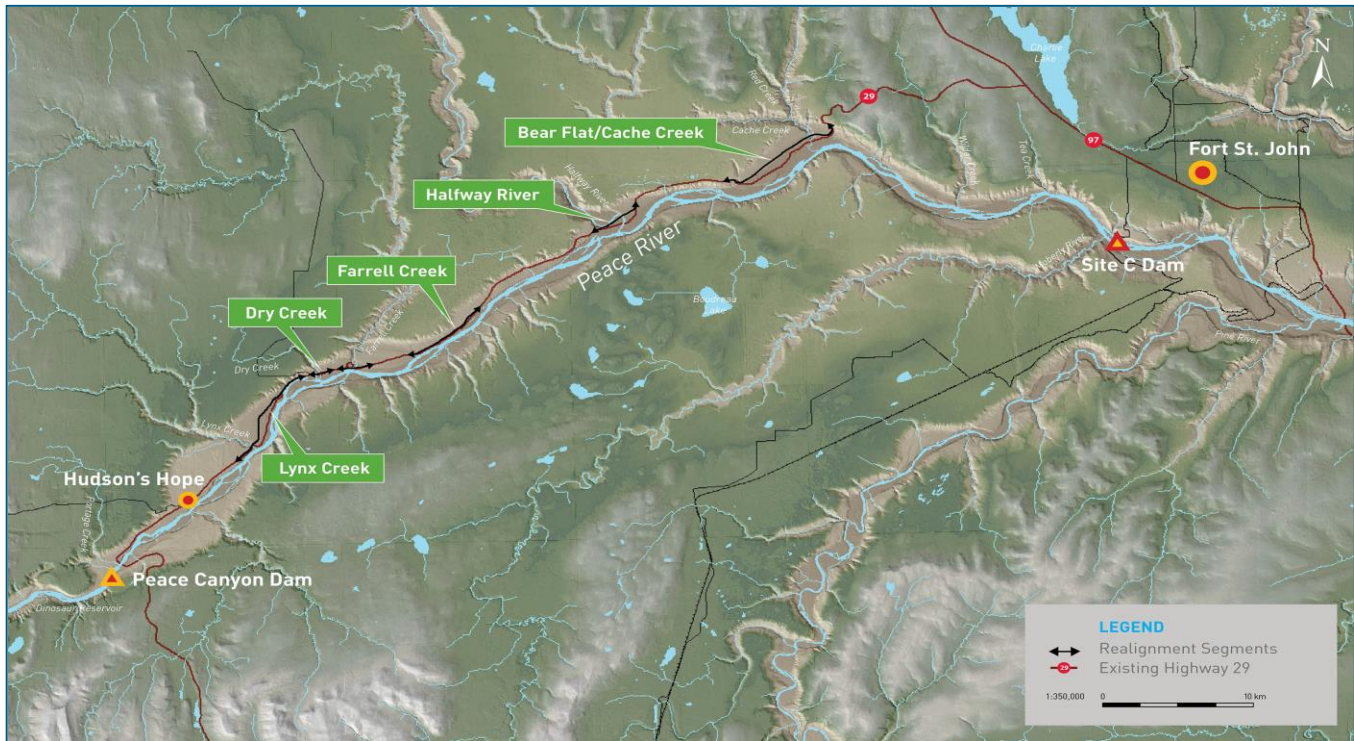


CONSTRUCTION UPDATE

HIGHWAY 29 REALIGNMENTS



**Note: Cache Creek/Bear Flat and Farrell Creek will both be split into two sections.*

Highway 29 connects Hudson's Hope to Fort St. John and runs along the north side of the Peace River. The creation of the Site C reservoir will require **six segments** of Highway 29 to be realigned over a total distance of approximately 30 kilometres. Construction will start this fall at Cache Creek West and will continue through 2023.

Segment name	Segment length	Site preparation*	Construction
Cache Creek/Bear Flat	Cache Creek East 6 km	2018 – 2020	2020 – 2023
	Cache Creek West 4 km	2017 – 2018	2018 – 2020
Halfway River	4 km	2019 – 2019	2019 – 2022
Farrell Creek East	6 km	2020 – 2020	2021 – 2022
Farrell Creek	2 km	2020 – 2020	2021 – 2023
Dry Creek	1.5 km	2019 – 2020	2020 – 2021
Lynx Creek	8 km	2020 – 2021	2021 – 2023

**Site preparation includes geotechnical investigations, surveys, archeological work, and other activities that are required to prepare the area for construction.*

BC Hydro has completed definition design on the six realignment segments, and the design work is progressing to the final phase on the western five segments. Initial geotechnical investigations have been completed for Halfway River, Lynx Creek, Dry Creek, Farrell Creek, and Farrell Creek East to inform the final detailed design. All segments are being designed to Ministry of Transportation and Infrastructure standards.

As a result of the recent redesign of the eastern portion of Cache Creek/Bear Flat, the design work for this segment is at an earlier stage. Initial geotechnical investigations have occurred at Cache Creek/Bear Flat, with more comprehensive studies occurring in fall 2018.

Realigning Highway 29 requires clearing, road grading and paving, and bridge construction. Information about the construction process will be provided prior to the start of work in each of the segments.

The six realignment segments are:

- **Cache Creek/Bear Flat:** In this area, the existing highway will be flooded by the reservoir, requiring the highway and bridge across Cache Creek to be moved. This segment has been divided into two projects: Cache Creek West and Cache Creek East. In 2018, Cache Creek East was redesigned in consultation with Indigenous groups and local property owners to reduce effects on potential burial sites and First Nation-identified areas of cultural importance. This new realignment includes a 580-metre-long bridge to cross Cache Creek. Since the new realignment differs from the realignment that was approved under the project's Environmental Assessment Certificate, BC Hydro will be seeking an amendment to the certificate.
- **Halfway River:** In this segment, the existing highway will be flooded, requiring it to be moved. The new realignment will follow the reservoir shoreline and cross over the Halfway River with a 1042-metre bridge. Since the design of the bridge differs from the design approved under the project's Environmental Assessment Certificate, BC Hydro is seeking an amendment to the certificate.
- **Farrell Creek East:** The existing highway is located within the preliminary stability and erosion impact lines for the Site C reservoir. BC Hydro will move this segment away from the top of the bank to an area that will not be impacted by the reservoir.
- **Farrell Creek:** The Farrell Creek segment of the highway will be flooded by the reservoir. The new realignment for this segment includes a 170-metre bridge and a 170-metre causeway across Farrell Creek.
- **Dry Creek:** The Dry Creek segment, which is also being moved due to flooding from the reservoir, will include installation of a large culvert.
- **Lynx Creek:** The proposed design for the Lynx Creek crossing includes a large highway embankment fill, a 160-metre bridge, and a 280-metre causeway crossing Lynx Creek. The Lynx Creek realignment addresses flooding from the reservoir.

Next steps

Work is starting this fall on the Cache Creek West section of the Cache Creek/Bear Flat realignment. Please sign up at sitecproject.com to receive biweekly construction bulletins and visit DriveBC.ca for information on any traffic delays.

Further engineering work will be done before construction begins on the other Highway 29 segments. This could include additional geotechnical investigations, incorporating results of environmental studies, finalizing detailed designs, confirming alignments, and preparing construction specification.