Bridge River Capital Projects: La Joie Access and Accommodation Study

Upper Bridge River Valley, Virtual Open House – June 2024





Spring 2024 Virtual Open House La Joie Access & Accommodation Study BC Hydro Bridge River Capital Projects



Agenda



GROUP

1 Study Overview

- **2** Evaluation Framework
- **3** Integrating Your Feedback
- **4** Draft Emerging Options



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1 Study Overview

Access & Accommodation Studies BC HYDRO BRIDGE RIVER CAPITAL PROJECTS

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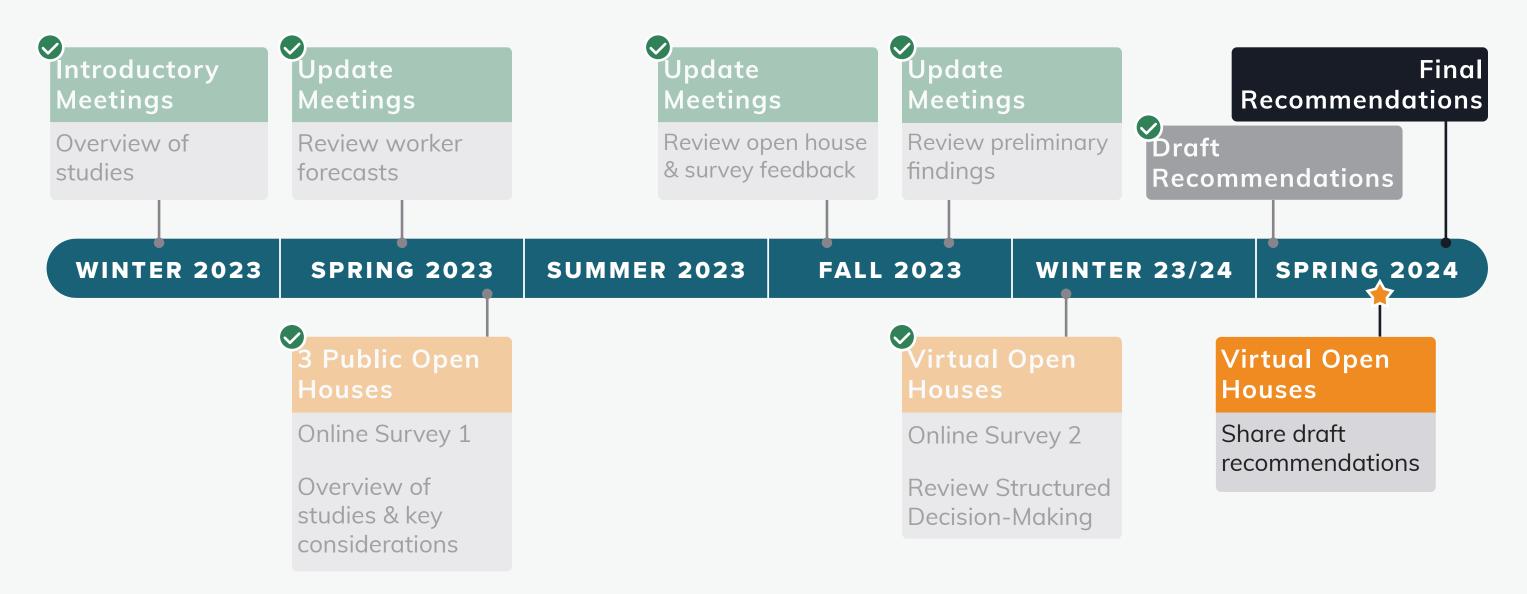


KGS

Lands & Transportation Provincial Parks Waterbodies Provincial Highway Regional Roadway BC Hydro Facilities

La Joie Dam

Study Timeline





How Information Will Be Used

- This study represents a baseline of information and conceptual level analysis of options
- BC Hydro will complete further feasibility studies on leading options and recommendations
- As projects advance, BC Hydro will integrate new information and consider implementation planning



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Engagement Activities (Phases 1 & 2)





Public Open Houses

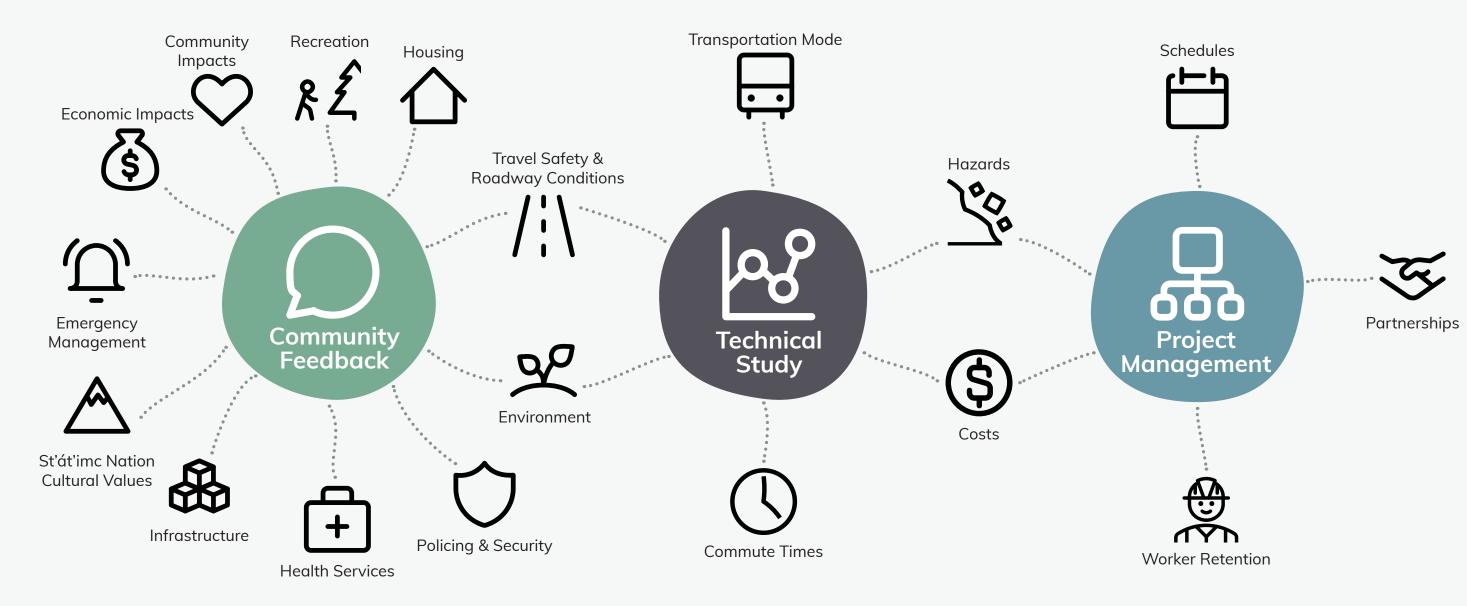


2 Evaluation Framework

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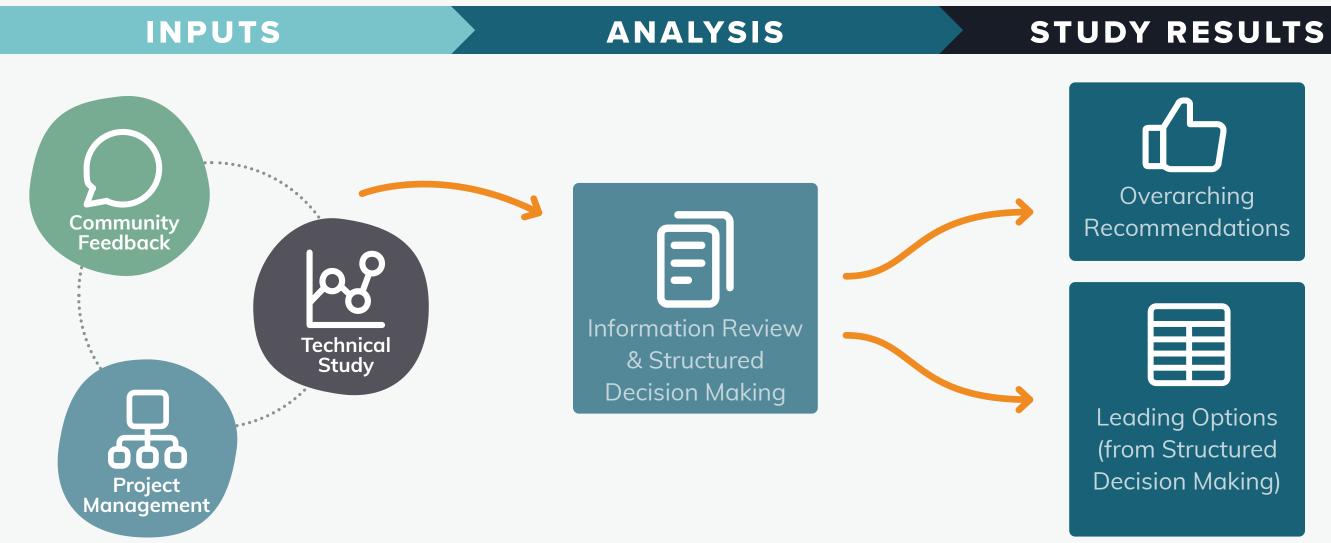


Study Inputs





Evaluation Process



GROUP

Study Results

Overarching Recommendations

- Informed by technical data as well as St'át'imc, stakeholder, and public feedback
- Evaluated for implementation no matter which option is chosen

Example - Mitigating impacts to recreation amenities

Since the use of recreation amenities will occur no matter which option is selected, we have included recommendations for the Worker Code of Conduct and other tools to ensure recreation areas are used responsibly and environmentally sensitive areas are protected from overuse.



Study Results

SDM Objectives & Measures

- Informed by technical data as well as St'át'imc, stakeholder, and public feedback
- These **are differentiators** between potential options - concerns that help to choose between options
- Are used to **compare** each option's benefits and trade-offs

Example - Accommodation Costs

Each option presents different associated costs. These differences are used to compare the options



3 Integrating Your Feedback

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St'át'imc Nation, Stakeholder, & Public Engagement **KEY THEMES**





GROUP



Emergency Management

/:\ Travel Safety & Roadway Conditions WHAT WE HEARD

- Unsafe driver behaviour
- Worsening roadway conditions and geohazards (rockfall, debris, etc.)
- Increased roadway incidents
- Road closures and slower travel times

"The road condition is already pretty bad getting in and out of the Upper BRV, this is inevitably going to be worse with the increased traffic. In saying that, we do not want the Hurley paved. Ever."

"More traffic on Road 40 would not be a positive impact however, if the Hurley F.S.R were to be opened up year round that would be fantastic."

Quote from Phase 2 survey





/:\ Travel Safety & Roadway Conditions INTEGRATING FEEDBACK

Overarching Recommendations

- Shuttle buses for transporting workers
- Worker Code of Conduct including safe driving practices
- Local communication regarding project traffic
- Road surfacing
- Geohazard mitigations (roadside barriers, scaling, drape mesh, etc.)

SDM Objectives

- Minimize increase in traffic on main and residential roadways
- Minimize project related traffic on the road networks
- Minimize risk to road user safety due to increased traffic





- Increased rental and housing prices
- Limited rental and housing availability
- Exacerbated homelessness

"I live in Gold Bridge. It is very hard to find accommodation for rent, almost impossible. There is also a huge lack of property to purchase."

"Rental prices and hotel rates will increase which will impact locals and **discourage** tourism which we have been working for years to encourage."

Quote from Phase 2 survey





Housing INTEGRATING FEEDBACK

Overarching Recommendations

- Avoid relying solely on private accommodations for worker accommodations
- Monitor the private accommodation market

*Many concerns regarding impacts to housing are mitigated through the use of a work camp to accommodate the temporary workforce throughout the project



Community Impact WHAT WE HEARD

- Safety for women and girls
- Damage to infrastructure and local amenities
- Opportunities for new positive social connections
- Noise, nuisance, and disorderly conduct incidents
- Employment opportunities for locals

"It will be nice to have an influx of different people and enjoy their stories and share our valley with them."

"A signed Code of Conduct for the workforce reviewed and signed on a yearly basis. It should state the outcomes of bad behavior in the community."

Quote from Phase 2 survey



Quote from Phase 2 survey

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Community Impact **INTEGRATING FEEDBACK**

Overarching Recommendations (凸)

- Develop ongoing communication strategy
- Dust mitigation
- Worker Code of Conduct
- Coordination with local service providers

SDM Objectives

- Minimize noise and nuisance due to project traffic in residential areas
- Minimize camp visibility and aesthetic impact





- Impact to wildlife and wildlife habitat
- Disturbance of natural environment
- Respect for land, local environment, and wildlife
- Impact to environmental recovery following wildfires

"Consideration to **wildlife** already impacted by reduced habitat from forest fires."

"Impact of invasive plant species on area... will require invasive species control and monitoring during and after project completion."

Quote from Phase 2 survey



Solution Environment **INTEGRATING FEEDBACK**

Overarching Recommendations

- Invasive Species Management Plan
- Post-construction site re-vegetation
- Worker Code of Conduct

SDM Objectives

- Minimize proximity to environmentally sensitive areas
- Minimize clearing of trees required for work camp

*Environmental screening through desktop review is currently ongoing and will be incorporated into the evaluations when completed.





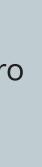
- Overuse of existing recreation amenities
- Unauthorized trail use and trail building
- Vandalism and litter

"Putting workers closer to **trails** is great for them but our committee that manages those trails is small and will need help with the influx of people."

"There needs to be some arrangement between local trails committee and BC Hydro to support maintenance of our outdoor recreation spaces."

Quote from Phase 2 survey





Recreation INTEGRATING FEEDBACK

Overarching Recommendations

- Worker Code of Conduct
- Communication regarding appropriate use of recreation amenities
- Recreation facilities will be available in work camp for workers



C Emergency Management WHAT WE HEARD

- Emergency management planning, including evacuation planning
- Emergency response capacity, especially in remote areas

"The rescue teams need additional **resources** to respond to increased traffic. Accidents shut down the road for a long period of time."

"Minimal to no emergency communication and emergency response time from centers is lengthy."

Quote from Phase 2 survey





Emergency Management **INTEGRATING FEEDBACK**

Overarching Recommendations

- Emergency management planning for access and accommodation (with consideration for wildfires, wildlife encounters, domestic animal encounters, and large-scale evacuation planning)
- Planning sessions with local authorities

SDM Objectives

- Minimize worker travel time
- Provide route redundancy



St'át'imc Nation Cultural Values WHAT WE HEARD

- Lack of cultural awareness among workers
- Disturbance of cultural and spiritual sites
- Disturbance of areas used for traditional activities
- Impact on Indigenous women and girls

"Our Indigenous population is vulnerable and there should be **cultural training** provided to the Hydro workers."

"Our First Nation communities and members should be key benefactors and be provided meaningful engagement and consultation on decisions."

Quote from Phase 2 survey



St'át'imc Nation Cultural Values **INTEGRATING FEEDBACK**

Overarching Recommendations

- Cultural awareness training
- Coordination with local social service organizations

SDM Objectives

- Minimize proximity to environmentally sensitive areas
- Minimize clearing of trees required for work camp
- Minimize impacts to cultural and socioeconomic values





- Some infrastructure either near or at capacity
- Further strain on services
- Increased costs for services for locals

"Limited amounts of potable water for additional housing."

"Our infrastructure is barely able to cope with the current demand and will need to be addressed. Water, sewage, garbage, provisions etc. will be impacted."

Quote from Phase 2 survey





Overarching Recommendations

- Coordination with Lillooet Landfill
- Assessment and mitigation of project infrastructure needs

*Work camp is expected to include self-contained water and sewer.





- Ability of businesses to adapt to changes in demand
- Support for local businesses

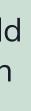
"More people in the Valley the better. Positive business development."

"Hosting incoming workers in the area would help to stimulate the local economy within the Bridge River Valley."

Quote from Phase 2 survey



Quote from Phase 2 survey



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Economic Impacts INTEGRATING FEEDBACK

Overarching Recommendations

- Communicate employment opportunities to local community members
- Communicate with local businesses regarding fluctuations in service demand





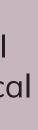
- Strained hospital services
- Limited first responder capacity, especially for remote areas

"The biggest problem is the **fluctuations** ... from high demand to very low demand ... so it is difficult to provide support services for example health services."

"Medical services would be one thing that I would be worried about as right now our local hospital ... [is] strained to the hilt."

Quote from Phase 2 survey







Overarching Recommendations

- Consider employing a qualified medical professional to address and triage minor injuries at work site
- Encourage workers to refill prescriptions before coming to the region
- Ensure workers are able to consult virtually with their family doctor



Policing & Security WHAT WE HEARD

- Added strain on RCMP services
- Increased policing on roadways

"Rd. 40 ... needs **policing** to ensure ALL drivers are driving to road conditions and on their side of the road, slowing down and crawling if necessary."

"There is currently no police presence, the closest RCMP detachments being Lillooet and Pemberton; the impact of 250-500 workers will be significant on Gold Bridge."

Quote from Phase 2 survey





Policing & Security INTEGRATING FEEDBACK

Overarching Recommendations

- Worker Code of Conduct
- Planning sessions with local RCMP



4 Draft Emerging Options

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South Chilcotin Mountains Provincial Park

GOLD BRIDGE

MRERTON

LAJ

Options Considered

ROADWAYS

- Road 40 (Lillooet to Gold Bridge)
- Hurley FSR (Pemberton to Gold Bridge)

- Gun Lake airstrip
- Fixed wing and helicopter





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Duffey Lak

Provincial P

ROAD 24

SETON

PORTAGE

Options Considered ACCESS

Highway 40

- 15-16% increase in vehicle volumes (average of ~50 project-related vehicles per day)
- Workers are assumed to travel by 10-person shuttle vans
- Localized geohazard mitigations

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Hurley FSR

- 17% increase in vehicle 37 passenger capacity volumes (average of ~50 • 3-4 round-trip flights project-related vehicles per day)
- Workers are assumed to travel by 10-person shuttle vans
- All-season road upgrades
- Winter access only for duration of project
- Investigating options for controlling public use/ access

Airplane

- per week, split over 2 days
- Supplies and equipment move by road
- Airstrip upgrades

Helicopter

10 passenger capacity • 8-14 round-trip flights per week Supplies and equipment move by road

mitigations

Localized geohazard

vehicles per day) • Workers are assumed to travel by 10-person shuttle vans

• 15-16% increase in vehicle volumes (average of ~50

project-related

Highway 40

ACCESS

Options Considered

Hurley FSR

- 17% increase in vehicle volumes (average of ~ 50 • project-related vehicles per day)
- Workers are assumed to travel by 10-person shuttle vans
- All-season road upgrades
- Winter access only for duration of project
- Investigating options for controlling public use/ access

Airplane

- 37 passenger capacity
- 3-4 round-trip flights per week, split over 2 days
- Supplies and equipment move by road
- Airstrip upgrades

*Initial evaluation showed the use of helicopters to be illsuited as the primary mode of transporting workers due to overall cost, reliability, and potential for nuisance. It is no longer being evaluated as a primary option.



passenger capacity .4 Nund-trip flights 8-1 per wee Supplies a equipment r road

GOLD BRIDGE

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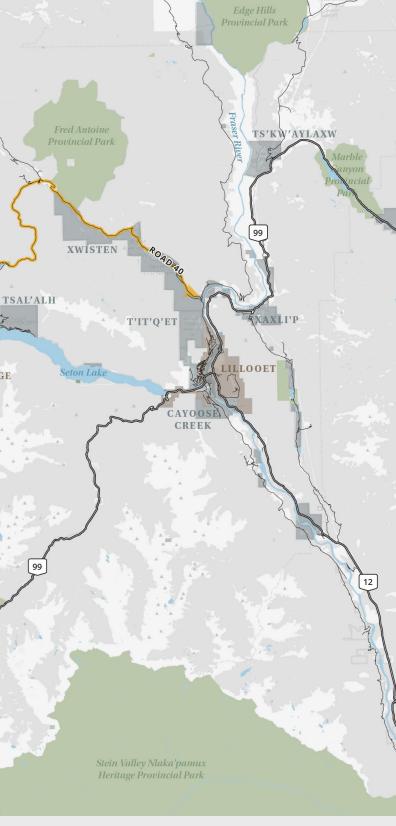
For Further Study ROADWAYS

- Road 40 (Lillooet to Gold Bridge) - no further evaluation at this time
- Hurley FSR (Pemberton to Gold Bridge) - needs further study

AIR

• Gun Lake Airstrip (fixed wing) - needs further study





MISSION, MOUNTAIN

SHALALTH.

SETON LA

Duffey Lak Provincial

ROAD 2

SETON

PORTAGE

South <mark>Chilcotin</mark> Mountains Provincial Park

Key Considerations HURLEY FSR - ACCESS

- Provides access redundacy critical to meeting tight construction windows
- Significantly less exposure to geohazards
- Less exposure to collision risk compared to Hwy 40
- Lower travel costs (travel time and vehicle operating costs) compared to using Hwy 40
- Major upgrades required to support year-round project access
- Cost associated with maintaining access throughout winter months
- Investigate options for managing public access to mitigate impacts from potential additional users in the area
- Further analysis regarding worker and material point of origin



South <mark>Chilcotin</mark> Mountains Provincial Park

GUN LAKE AIRSTRIP

OLD BRIDGE

Key Considerations AIRPLANE - ACCESS

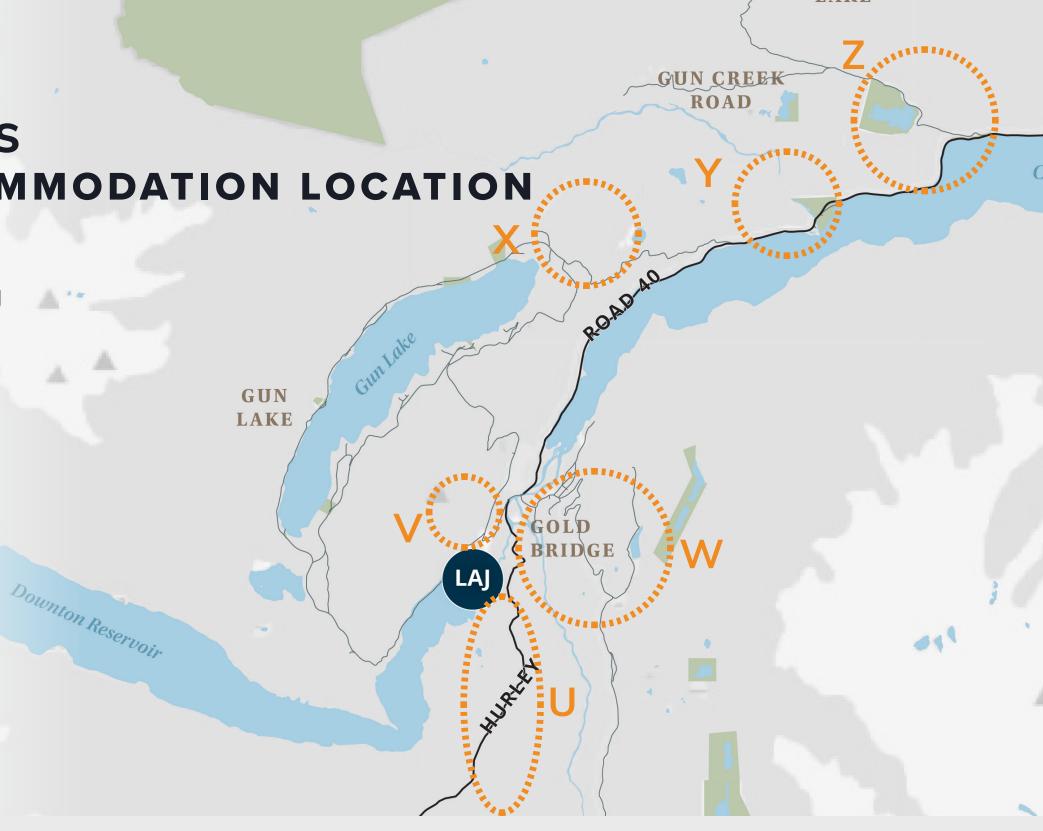
- Provides access redundancy
- Reduces traffic on roadways
- Less exposure to geohazard and collision risks compared to roadways
- Reduced travel time
- Positive worker retention impact due to reduced travel time
- Fewer flights compared to helicopter
- Major upgrades required
- Potential noise and disturbance to community
- Constraints on use of airplane due to visual flight rules only
- Needs further study to determine number of flyable days





Potential Options WORK CAMP ACCOMMODATION LOCATION

- This does not represent an exhaustive list of options being considered - please refer to the final report to review all consider options
- Environmental screening through desktop review is currently ongoing and will be incorporated into the evaluations when completed



Potential Option U work CAMP ACCOMMODATION LOCATION

Benefits

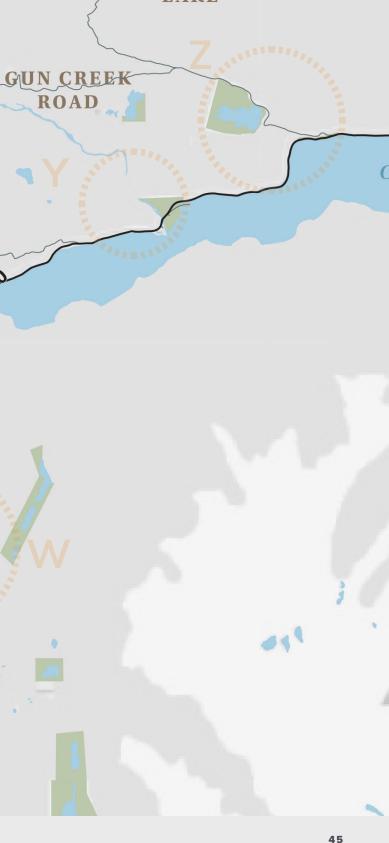
- Lower travel time for workers
- Fewer residences nearby
- Less project-related traffic on Hwy 40 and near residences
- Less visible / more private location

Trade-Offs

- More disturbance to workers
- More site preparation







Potential Option V work CAMP ACCOMMODATION LOCATION

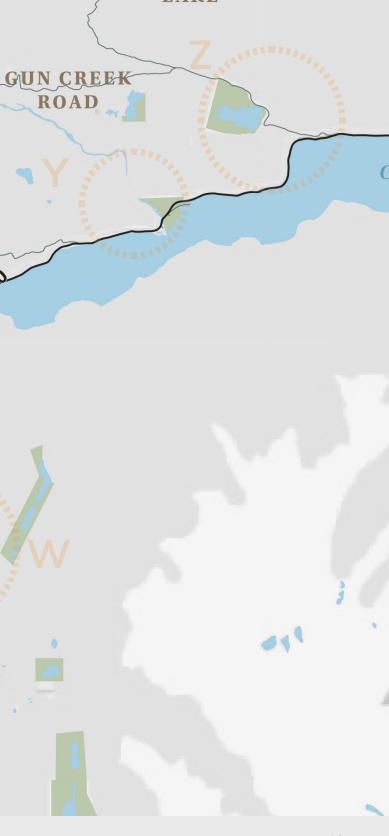
Pounton Reservoir

Benefits

- Lower travel time for workers
- Existing roads are in fair condition
- Fewer residences nearby
- Less project-related traffic near residences
- Lower road maintenance costs

Trade-Offs

- More site preparation
- Tree clearing required
- More visible / less private location



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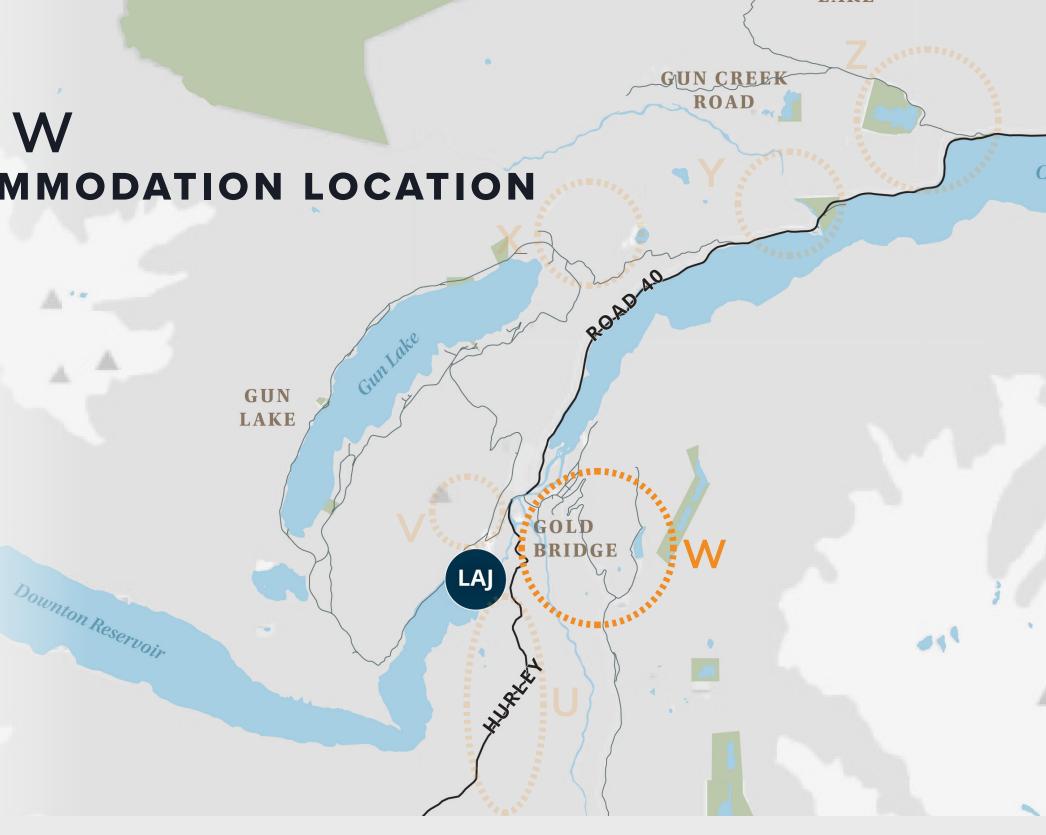
Potential Option W WORK CAMP ACCOMMODATION LOCATION

Benefits

- Lower travel time for workers
- Existing roads are in fair condition
- Less tree clearing required

Trade-Offs

- More residences near work camp
- More visible / less private location
- More site preparation





Potential Option X work самр ассоммодатион Location

Benefits

- Less visible / more private location
- Less site preparation

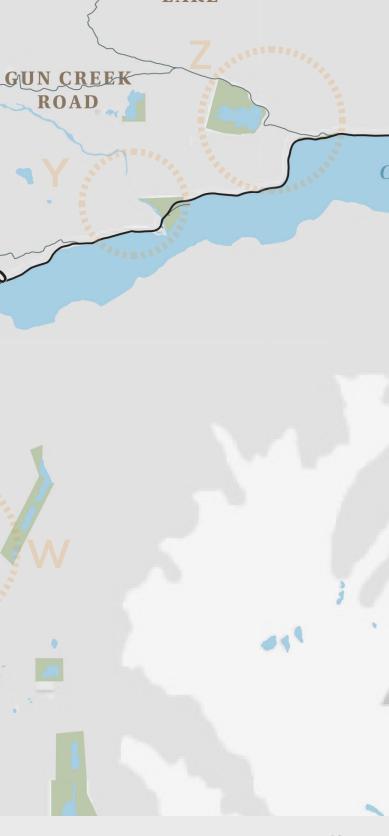
Trade-Offs: Saddle Rd Access

- More project-related traffic close to residences (approx. 20)
- Road upgrades required
- Tree clearing required

Trade-Offs: Gun Lake Rd Access

- More project-related traffic close to residences (approx. 120)
- Tree clearing required

GUN LAKE GunLak



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Potential Option Y work CAMP ACCOMMODATION LOCATION

Pownton Reservoir

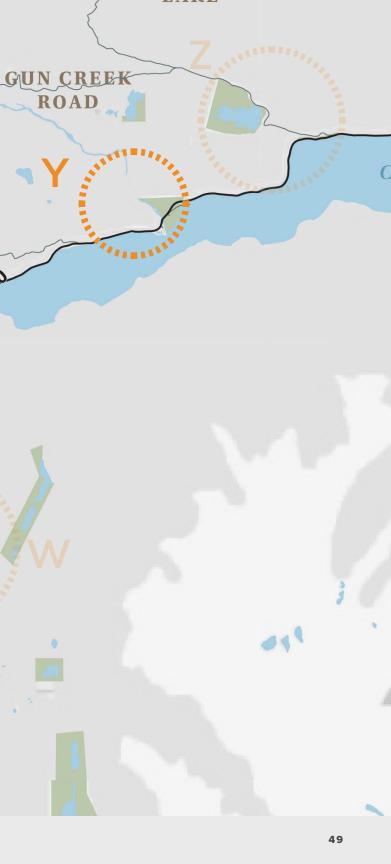
Benefits

- Fewer residents near work camp
- Less project-related traffic close to residences
- Existing roads are in fair condition

Trade-Offs

- More visible / less private location
- Longer daily commuting time
- More project-related traffic on Road 40





ROAD

BRIDGE

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Gun Lake

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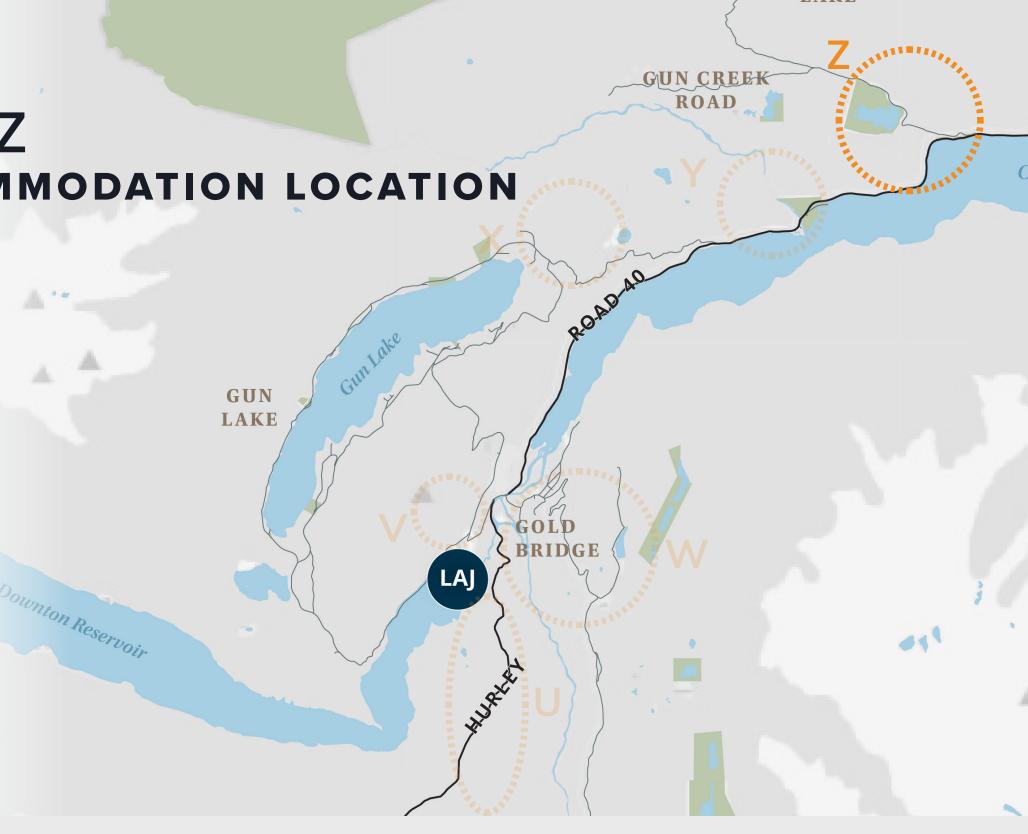
Potential Option Z WORK CAMP ACCOMMODATION LOCATION

Benefits

- Fewer residences near work camp
- Less project-related traffic near residences
- Existing roads are in good condition
- Less visible / more private location

Trade-Offs

- Longer daily commute time
- More project-related traffic on Road 40





5 Next Steps

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Next Steps



RELEASE REPORT



IMPLEMENT RECOMMENDATIONS

Report Recommendations Format





Using the Structured Decision Making (SDM) Tables

The table is for descriptive purposes only. The final tables will be posted on the BC Hydro website.

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		SVR Dange	1,000 morter hours / year	1,412 winter hours / year	3,180 worker hours / year	2,180 worker hours / year	2,380 worker hours/year	0 worker hours / year	Diworker hours / year	0 worker hours/year	ennual geobatend exposure compared to all one camp option with the	'
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		Highway 40	Robing faile = 31.5 collisions / year Polential Polane faile = 31.5 collisions / year	Robellog Rate = 20.8 collisions / year Potential Potero Rate = 20.4 collisions / year	Balading Sala + 23.8 collisions / year Polari Del Polari Sala + 23.8 collisions / year	Fabring face = 23.8 collisions / year Potential Potent Rate = 23.8 collisions / year	Robellog Rate = 20.5 collisions / year Potential Puters Rate = 25.5 collisions / year	Rokeling Salar = 23.8 collisions / year Potential Potare Salar = 23.8 collisions / year	Tabiling Sale = 23.8 collisions / year Potential Poten Sale = 23.4 collisions / year	Existing Sele = 23.8 collisions / year Polanika Polana Sala = 23.4 collisions / year	All options are relatively comparable for Dist measure, with layed by rail or	



Using the Structured Decision Making (SDM) Tables

Selon Forlage / Sheleth / Shel's Pirst Nation Highway 40 Mission Mount Road



measures

scoring







55

Using the Structured Decision Making (SDM) Tables

Base Option for **J** Comparison

	·		Access & Accessedation Optime									
			Cytion 1	Oystion 2 Oystion 3 Oystion 4 Oystion 5				Cystion 6 Cystion 7 Cystion 8				
S.& Olgenite			2 Campa Terragid workers in Shored	2 Campos Terragi I sourians in Secon Portage		1 Camp Alworkers in Mann Portage		1 Carpo Munchara In Street				
			142 in Lincol (1274-8777 & 1762) 122 in Selan Parlage (872-872)	110 in Lilloune (1014-68779) 170 in Teles Partage (1813-682 & 192)	2011 Sation Forlage 242 In Sation Forlage 262 In Sation Forlage			365 is Showt 365 is Showt 385 is Showt			Results & Trade-Offs	Public & Stakeholder Engegement Feedback
			Daily Commute by <u>Social - Harr 40 (</u> 192)	Selly Commute by <u>Soud - MMS</u> (TRZ) Solfs Charge by <u>Soud - Hay 57 (1995)</u> (1997-1996) 5 190	Daily Commute by <u>Stand</u> - Minit / Have 40 (SCH-FANK) Daily Commute by <u>Stand - MAR</u> (752)	Daily Commute by <u>Sal (100+110401)</u> Daily Commute by <u>Saal (100+110401)</u> (782)		Delly Commute by <u>Road - Han 40 (1954</u> 8) (953–953) Delly Commute by <u>Road - Han 40 (1953</u>) No 5476 Change	Daily Commute by <u>Sail</u> (MC+MC) Daily Commute by <u>Said</u> - How 65 (792) No SMT Change	Delly Commute by <u>Stati</u> (853-653) Delly Commute by <u>Stati</u> (853-653) No. 365 Charge (20xx45 Motion Chipp)		
			Suff Change In: Riad - Hay 40 / MMS		Service of the state of the sta	SVR Change by <u>Stanl - Hav 40 / MMR</u> (MI1+M2 & TV2 & ICH+TAVR)						
Madella 118 Tex Pertneraldo Opport	unities.		(arc-arc)	(841-843 \$ 112)	(MC+W26 TE26 SON+TEAN)	(MOHMO & THE & SCHHTMARE)	(arc-arc and a rownway	(Jooseth Point of Dright)	(Shoet's Politor Crigh)	(Uburet is Point of Dright)		
				,		1		1				
Madride ST&Tinc perioentidp opportunities	Madricke SCATIns gestreenlig opperantles () + no Konsenatin opportunities (+ patential for moligie opportunities in vertice communities)		ermensurmed to be used to full capacity. Any overflow workers would stay in a work camp. Receil on chapacians with 12 a Time, the camp in Testan	The existing holds and DV Park (pt The Time owned) are examined to be used to ful support, Any conclusive surface stual day for anoth samp. Read on discussion and the The Time, the easy beam for grant to the the Star (the Star (the Star (the Star (the Star (the Star (the Star (the Star (the Star (the Star (the Star (the Star (the Star (the Star works to Clifford will star (the star (the Star (the Star (the Star))).	Options 3-8 printice the explorient XVMTric support for ease the distribution and excupancy extinction on Montens in Seton Fortinge support the existing XVMT	th Selan Furlage as Option 5.0, with the only charge 5 File work camp and are expected to provide a pathwesh Two owned holds and Prysit and provide a pathwesh Be work camp.	aning the number of workers. Higher worker volumes at leadings to the lead The Theorement in Star and My apportanity for The The Toward and operate	B Whee helds and fit Park is been Portuga an assumed in the skills in the openity, were stills the only work samp based in Ubseck. All our How workers would stay in the Ubseck work samp.			Cyclin 2-8 score the low I for providing Wirthway at transfer apportunities. Nearest, periodicity apportunities for Uncore and the original distance in SEM 2, which accurate a work care with any with a located to or another a blacked of Librard.	NA
Madeila Salahokler Support												
		Salah Porlage / Shalalth / Tsal'alh Pilst Nation	45%	-0%		+0%			a s		For both communities, the inext impact when workers do not day in the	
		Lillocet	-8	-R		a			-118		community at all. However, In all	(approach in the community and the
	Measured as the percentage horace is population of the community due to										each of the NC Hydro faultities, meaning there will be some level of daily worker	opportunity for new social interactions, many still volked sometris over general
Minimize community subance and	De worker volume, jues max worker projection). Saved on an ectimated population of 420 in Selan										addylig in both Tetra Portage and Utbook, Canddaring DA, the least Impactful option is Option 1, which	as a result of the large number of temporary workers. Separating the
	propagation of the second state of the second		Seton Portage chose a higher percentage horease due to the smaller tese population.	Seton Portage shows a higher percentage horeaux due to the smaller base population.	White directors are based in their Pricing, same inputs in any off an left is climent due to under strending tracely. Under during with large and its areas area (Sa, Awrites).			* White et autors as lead in Ultract, inpack may all in bit in takin Puripe due to autors connucling to the MC/MTAN.				In one camp, leasens the noise and number or imped to community
												nerdex
		Selan Porlage / Shalath / Tsal'ath Pilst Nation	3	1		4			1			Buchess owners charact concerns over being site to attract and retain claff
		Lincet	8	1		3					Option 1 and Option 2 same highest overall as they provide spending	and meeting the increase in demand from sources. However, the majority of business corners and
Support gending in total communities.			Workers will between teten Portage and Liboort, contributing to local businesses in both communities.	Workers will between teton Portage and choose, combinating to load businesses in both communities.	While all workers are based in Selan Portage, workers may also	ne opending is still expected in Union as workers some above to taket to Union during off hours to opend a	nu le lu/fron Selan Portage for chift change. Some at local bosheaves.	with at workers	leased in Lilloons, minimal local spending is expected	In Selan Perlage.	opportentites in both communities.	classicalizer/public were copportive of new buchess from workers and looking forward to buchessel spending in the community.
Madelia Trevel Safety												
		Highway 40	12.0% (43 spc]	12.2N (43 spil)	23.4% (33 opt)	12.8N (64 vpd)	12.9% (44 vpd)	13.6% (13 vpc)	11.8N (40 opt)	11.8N (40 vps)	Option 1 and Option 3 reduce the project the fits volumes compared to 0 one camp options where all taxes is 3	
		Mission Mountails Read	35.6% (8%y-4)	31.4% (19 vp4)	31.9% (11 vov)	38.7% (C vp4)	28.5% (42 opt)	(ky 13) 21.10	18.9% (RD-igsd)	18.9% (30 vys)		
didnite project related in Th.	Reference to increase to compare the one of the second of the purposed with the to the second of the purposed with the second of		\$812-\$822 workers are transported by ref or by box majority of project traffic is related to materials, so	n Deconating spline, Nowey, J De XDHMTF in (Dec Rould projekt lattice comparish, a. Be spline, not epigenet langur (and markenso teels).	Option I much in the right and traces in the right indication for during under a state and the off during when we Transity with and that indicate limits in the right in the right is during the for the DDM and HTP works in			Cydor f wolla is the accord tighted boxes is project rested both due to roung \$10 and \$10 and accord ally do nod. Cyddin 7 and 7 and 15 ac tower project moderal toth solutes due in this had both the main to \$11 and \$17 workers and all of the age 10 and			read (Option 3 and Option 6). Option 7 and Option 8 have the lowest baths, however the reduction is when when compared to Option 1 and Option 2 (angles from 2.0% to 4.0%). All project lost 5 and makes assume	The log ancen from databaties and De public water lo trans a why, explaitly horseend halanin multip from the horseend halanin multip from the horse bath on faced Hog 60.
perhaps of the traveling to / from 1		Daily Commute	1,850 worker hours / year	1,310 worker hours / year	10,140 worker hours/year	7,990 worker hours / year	1,310 worker hours / year	15,250 worker hours / year	11,880 worker hours / year	1,850 worker hours / year	Option 1 and Option 2 reduce the	
		Sill Darge	1,000 worker hours / year	1,410 winker hours / year	3,180 worker hours / year	2,190 worker hours / year	2,010 earler hours/year	0 worker hours / year	Dworker hours / year	0 worker hours/yeer	annual geolecterid exposure compared to all one camp option with the exception of Cyclics 5.	
	Average annual travel time (worker-	1064	1,00 worker hours/year	2,670 worker hours / year	12,850 worker hours / year	10,180 worker hours / year	1,480 worker hours / year	18,180 worker hours / year	11,000 worker hours / year	1,000 worker hours / year	Although travel by boat effortuates exposure to genhaunds, moving up to	
	hours / yeer) filmingh motivate to very high rhit gestaurois		having the larger workforces for M1, M2, M3, M3, and more perhapsed exposure per year than Option 2 due	nevel Dire within moderate to high rick genhauseds by MITP day locally to their project areas. Cyclics 3 has a to the higher number and total length of genhauseds Machine Mountain Stated.	Option 7 has file of 8 mm, the annual exposure is generated to expressive Option 1 and Option 1. Option 1 has file of 1 in 12 files the annual exposure is generated to expressive Option 1 and Option 3. Option 1 has refu of physics are annual generated exposure that Option 1 and Option 1 date to exercise to an observation of generated exposure.			Cyclic Film T M Alfree Transmit represent applicable original to Cyclic Film Cyclic Film State Cyclic Film ST M Alfree Transmit applicable applicable original to Cyclic Film States Cyclic Film Televisi and protocol applicable operate for RT and RTC advancement and no of RT advancements and no of RT advancements States operate.			130 workers dely by load may biotocar other this such as call in other which are exclusived in this measure. Travel by raft has bee performed exposure than travel by steel.	NJA
			and values access								exposure than travel by road.	
		Fighway 40	Bibling faite - 20.0 collisions / year Potential Potent Science 20.0 collisions / year	Robing Rate = 23.8 collisions / year Notestial Points Rate = 28.4 collisions / year	Existing Rate = 23.8 solitions / year Potential Potent Rate = 23.8 solitions / year	Editing facts = 20.8 solitions / year Potential Potent facts = 20.8 solitions / year	Robing Table - 20.0 collisions / year Potential Potent Sale - 25.0 collisions / year	Rokeling Radie = 23.8 solithions / year Pointial Points Radie = 23.8 solithions / year	Taking Sala = 23.8 collisions / year Potential Potent Sala = 23.4 collisions / year	Fabring Tatle = 23.8 collisions / year Polar Bal Polare Fabre - 23.4 collisions / year	Al options are relatively comparable	



- scores worse than the base option
- scores the same as the base option
- scores better than the base option

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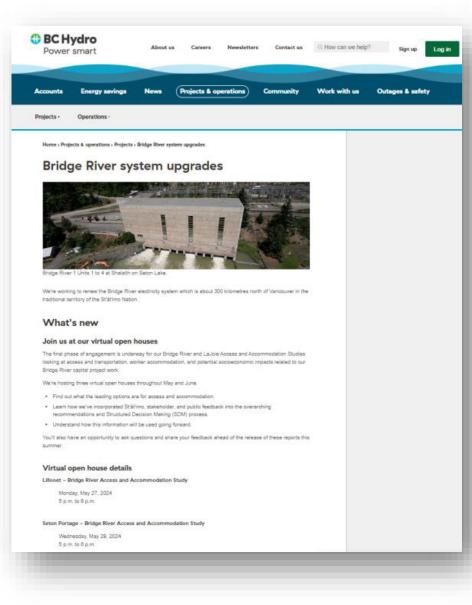


4 Ways to Find the Survey:

- 1. Scan the QR code with your phone and follow the link
- 2. Go to www.bchydro.com/bridgeriver
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- 4. Bridge River Capital Project update subscribers will receive an emailed link



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