

Peace Water Use Plan Williston Reservoir and Communications Management Plan

Monitoring Programs and Physical Works Annual Report 2023

Implementation Period: May 2022 to April 2023

- GSMON-15 WLL Wetland Habitat
- GSMON-16 WLL Debris Trends
- GSMON-17 WLL Tributary Habitat Review
- GSMON-18 WLL Dust Control
- GSMON-19 WLL Erosion Control
- GSMON-20 WLL Recreation Use
- GMSWORKS-14 WLL Air Photos & DEM
- GMSWORKS-16 WLL Wetland Inventory
- GMSWORKS-17 WLL Trial Wetlands
- GMSWORKS-18 WLL Debris Field Survey
- GMSWORKS-19 WLL Trial Tributaries
- GMSWORKS-20 WLL Dust Source Survey
- GMSWORKS-21 WLL Dust Control Trial
- GMSWORKS-22 WLL Debris Management
- GMSWORKS-23 WLL Erosion Control Trial
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- GMSWORKS-25 WLL Reservoir Bathymetry
- GMSWORKS-26 WLL Communications/Safety
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- GMSWORKS-59 Ingenika Boat Launch Maintenance
- GMSWORKS-60 Finlay Bay Boat Launch Maintenance
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For Water Licences 123018, 123019, 123020, 123021, 123025

May 31, 2023

BC Hydro Peace Water Use Plan Williston Reservoir and Communications Management Plan Annual Report: 2023

1 Introduction

This document represents a summary of the status and the results of the Peace Project Williston Reservoir and Communications Management Plan Water Use Plan (WUP) monitoring program and physical works projects to April 30, 2023, as per the Peace Order under the *Water Act*, dated August 9, 2007. This annual report includes GMSWORKS-26 as well as those projects in Schedule A of the Order. There are six monitoring programs and thirty-four physical works.

2 Status

The following table outlines the dates that Terms of Reference (TOR) for the Williston Reservoir and Communications Management Plan WUP monitoring programs and physical works were submitted to and approved by the Comptroller of Water Rights (CWR).

Table 2-1 Dates of Williston Reservoir and Communications Management Plan WUP TOR Submissions and Approvals by the Comptroller of Water Rights

Monitoring Program & Physical Works TOR	Order Clause	Original ToR Submission		Most Recent ToR Resubmission	
		Date Submitted	Date Approved	Date Submitted	Date Approved
GMSMON-15 WLL WETLAND HABITAT	Schedule A.6.b	August 8, 2008	September 15, 2008		
GMSMON-16 WLL DEBRIS TRENDS	Schedule A.3.c, Schedule A.5.a	November 26, 2008	December 17, 2008	February 14, 2020	February 28, 2020
GMSMON-17 WLL TRIBUTARY HABITAT REVIEW	Schedule A.6.c	August 8, 2008	September 15, 2008	December 15, 2017	January 26, 2018
GMSMON-18 WLL DUST CONTROL	Schedule A.6.d	April 2, 2008	April 28, 2008	March 20, 2018	April 5, 2018
GMSMON-19 WLL EROSION CONTROL	Schedule A.6.e				
GMSMON-20 WLL RECREATION USE	Schedule A.6.f	August 8, 2008	September 15, 2008	November 5, 2015	November 24, 2015
GMSWORKS-14 WLL AIR PHOTOS & DEM	Schedule A.3.d	May 9, 2008	June 2, 2008	February 14, 2020	February 28, 2020
GMSWORKS-16 WLL WETLAND INVENTORY	Schedule A.2.a	May 9, 2008	June 2, 2008	August 7, 2009	January 20, 2010
GMSWORKS-17 WLL TRIAL WETLANDS	Schedule A.2.a	May 9, 2008	June 2, 2008	June 30, 2017	August 17, 2017
GMSWORKS-18 WLL DEBRIS FIELD SURVEY	Schedule A.3.c	November 26, 2008	December 17, 2008	January 10, 2014	February 17, 2014
GMSWORKS-19 WLL TRIAL TRIBUTARY(S)	Schedule A.2.b	May 9, 2008	June 2, 2008	June 27, 2017	August 17, 2017
GMSWORKS-20 WLL DUST SOIL MAPPING	Schedule A.3.a	April 2, 2008	April 28, 2008	April 13, 2011	June 1, 2011
GMSWORKS-21 WLL DUST CONTROL TRIAL	Schedule A.3.a	April 2, 2008	April 28, 2008	March 4, 2014	March 13, 2014
GMSWORKS-22 WLL DEBRIS REMOVAL	Schedule A.3.c, Schedule A.5.a	November 26, 2008	March 23, 2009	May 9, 2019	June 11, 2019
GMSWORKS-23 WLL EROSION CONTROL TRIAL	Schedule A.3.b				
GMSWORKS-24 WLL BOAT ACCESS	Schedule A.4	May 9, 2008	June 2, 2008	August 7, 2009	January 20, 2010
GMSWORKS-25 WLL BATHYMETRIC MAPPING	Schedule A.3.d	May 9, 2008	June 2, 2008	June 8, 2011	October 12, 2011
GMSWORKS-26 WLL COMMUNICATIONS/SAFETY	Schedule A.5.b, Schedule A.5.c, Schedule B.2.b, Schedule C.3.a	May 9, 2008	June 2, 2008	February 15, 2019	August 23, 2019
GMSWORKS-27 WLL FINLAY RIVER ACCESS INFORMATION PLAN	Schedule A.6.a	August 8, 2008	September 15, 2008	August 7, 2009	January 20, 2010
GMSWORKS-28 INDUSTRY FEASIBILITY AND DESIGN STUDY	Schedule A.1	November 30, 2009	January 11, 2010	December 22, 2015	May 20, 2016
GMSWORKS-31 KWADACHA BOAT LAUNCH MAINTENANCE	Schedule A.4.b	April 16, 2010	May 7, 2010		
GMSWORKS-33 INGENIKA BOAT LAUNCH DESIGN	Schedule A.4.b	April 15, 2010	June 28, 2010	April 18, 2011	April 3, 2012 Deferred - pending further submissions
GMSWORKS-34 FINLAY BAY BOAT LAUNCH DESIGN	Schedule A.4.c	April 15, 2010	June 28, 2010	April 18, 2011	April 3, 2012 CWR does not approve moving forward
GMSWORKS-35 6 MILE BAY BOAT LAUNCH DESIGN	Schedule A.4.c	April 15, 2010	June 28, 2010	April 18, 2011	April 3, 2012 CWR does not approve moving forward
GMSWORKS-36 CUT THUMB BAY BOAT LAUNCH DESIGN	Schedule A.4.c	April 15, 2010	June 28, 2010	April 18, 2011	April 3, 2012 CWR does not approve moving forward
GMSWORKS-37 MACKENZIE LANDING BOAT LAUNCH DESIGN	Schedule A.4.c	April 15, 2010	June 28, 2010	August 14, 2013	August 15, 2013
GMSWORKS-43 INGENIKA BOAT LAUNCH CONSTRUCTION	Schedule A.4.b	April 18, 2011	April 3, 2012 Deferred - TOR to be resubmitted		
GMSWORKS-44 FINLAY BAY BOAT LAUNCH CONSTRUCTION	Schedule A.4.c	April 18, 2011	April 3, 2012 CWR does not approve moving forward		
GMSWORKS-45 6 MILE BAY BOAT LAUNCH CONSTRUCTION	Schedule A.4.c	April 18, 2011	April 3, 2012 CWR does not approve moving forward		
GMSWORKS-46 CUT THUMB BAY BOAT LAUNCH CONSTRUCTION	Schedule A.4.c	April 18, 2011	April 3, 2012 CWR does not approve moving forward		
GMSWORKS-47 MACKENZIE LANDING BOAT LAUNCH CONSTRUCTION	Schedule A.4.c	April 18, 2011	April 3, 2012	April 27, 2017	May 26, 2017
GMSWORKS-49 DUNLEVY BOAT LAUNCH CONSTRUCTION	Schedule A.4.a	April 18, 2011	April 3, 2012 Deferred	November 15, 2017	December 21, 2017
GMSWORKS-54 DUNLEVY BOAT LAUNCH DESIGN	Schedule A.4.a	April 15, 2010	May 7, 2010	July 12, 2013	July 16, 2013
GMSWORKS-57 DUNLEVY BOAT LAUNCH MAINTENANCE	Schedule A.4.a	April 18, 2011	April 3, 2012 Deferred	February 28, 2018	May 10, 2018
GMSWORKS-58 MACKENZIE LANDING BOAT LAUNCH MAINTENANCE	Schedule A.4.c	April 18, 2011	April 3, 2012	February 28, 2018	April 10, 2018
GMSWORKS-59 INGENIKA BOAT LAUNCH MAINTENANCE	Schedule A.4.b	April 18, 2011	April 3, 2012 Deferred TOR to be resubmitted		
GMSWORKS-60 FINLAY BAY BOAT LAUNCH MAINTENANCE	Schedule A.4.c	April 18, 2011	April 3, 2012 CWR does not approve moving forward		
GMSWORKS-61 6 MILE BAY BOAT LAUNCH MAINTENANCE	Schedule A.4.c	April 18, 2011	April 3, 2012 CWR does not approve moving forward		
GMSWORKS-62 CUT THUMB BAY BOAT LAUNCH MAINTENANCE	Schedule A.4.c	April 18, 2011	April 3, 2012 CWR does not approve moving forward		

3 Schedule

The following table outlines the current schedule for the monitoring programs and physical works being delivered for the Williston Reservoir and Communications Management Plan WUP.

Table 3-1: Monitoring Programs and Physical Works Schedule as of April 30, 2023

Monitoring Programs & Physical Works	2008 WLR YR1	2009 WLR YR2	2010 WLR YR3	2011 WLR YR4	2012 WLR YR5	2013 WLR YR6	2014 WLR YR7	2015 WLR YR8	2016 WLR YR9	2017 WLR YR10	2018 WLR YR11	2019 WLR YR12	2020 WLR YR13	2021 WLR YR14	2022 WLR YR15	2023 WLR YR16	2024 WLR YR17	2025 WLR YR18	2026 WLR YR19	2027 WLR YR20
GMSMON-15: WLL Wetland Habitat			Del	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓F							
GMSMON-16: WLL Debris Trends			✓						Del	✓	✓									■
GMSMON-17: WLL Tributary Habitat Review			Del	✓	✓	✓	✓	✓	✓	Del	✓	✓	✓F							
GMSMON-18: WLL Dust Control	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓F								
GMSMON-19: WLL Erosion Control ¹																				
GMSMON-20: WLL Recreation Use		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓F									
GMSWORKS-14: WLL Air Photos & DEM		✓	✓	✓							✓								■	
GMSWORKS-16: WLL Wetland Inventory		✓	✓F																	
GMSWORKS-17: WLL Trial Wetlands			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	✓	✓	■	*	*	*	*
GMSWORKS-18: WLL Debris Field Survey		✓	✓	✓			✓F													
GMSWORKS-19: WLL Trial Tributaries	Del	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	■	*	*	*	*
GMSWORKS-20: WLL Dust Source Survey		✓	✓	✓	✓F															
GMSWORKS-21: WLL Dust Control Trial	✓	✓	✓	✓	✓	✓	✓F													
GMSWORKS-22: WLL Debris Management		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	u/w	■	■	■	■
GMSWORKS-23: WLL Erosion Control Trial ¹																				
GMSWORKS-24: WLL Boat Access	Del	✓	✓F																	
GMSWORKS-25: WLL Bathymetric Mapping			✓	✓	✓F															
GMSWORKS-26: WLL Communications/Safety	Del	✓	Del	✓	✓	✓	✓	✓	✓	✓	✓	✓	×	×	✓	*	*	*	*	*
GMSWORKS-27: WLL Finlay River Access Information Plan		✓	✓F																	
GMSWORKS-28: Industry Feasibility & Design Study	Del	Del	Del	Del	✓	✓	✓	✓F												
GMSWORKS-28a: District of Mackenzie Effluent Discharge Feasibility & Design Study			✓	✓	✓				✓F											
GMSWORKS-31 Kwadacha Boat Launch Maintenance			✓	✓	✓	✓	✓					✓			✓	■	*	*	*	*
GMSWORKS-33 Ingenika Boat Launch Design ¹			✓	✓																
GMSWORKS-34 Finlay Bay Boat Launch Design			✓	✓																
GMSWORKS-35 6 Mile Bay Boat Launch Design			✓	✓																
GMSWORKS-36 Cut Thumb Bay Boat Launch Design			✓	✓																
GMSWORKS-37 Mackenzie Landing Boat Launch Design			✓	✓	✓	✓F														
GMSWORKS-43 Ingenika Boat Launch Construction ¹																				
GMSWORKS-44 Finlay Bay Boat Launch Construction																				
GMSWORKS-45 6 Mile Bay Boat Launch Construction																				
GMSWORKS-46 Cut Thumb Bay Boat Launch Construction																				
GMSWORKS-47 Mackenzie Landing Boat Launch Construction							✓F													
GMSWORKS-49 Dunlevy Boat Launch Construction							✓	✓F												
GMSWORKS-54 Dunlevy Boat Launch Design			✓	✓	✓	✓F														
GMSWORKS-57 Dunlevy Boat Launch Maintenance						✓		Del	✓	✓	✓	✓	✓	✓	✓	u/w*	*	*	*	*
GMSWORKS-58 Mackenzie Landing Boat Launch Maintenance							Del	✓	✓	✓	✓	✓	✓	✓	✓	u/w*	*	*	*	*
GMSWORKS-59 Ingenika Boat Launch Maintenance ¹																				
GMSWORKS-60 Finlay Bay Boat Launch Maintenance																				
GMSWORKS-61 6 Mile Bay Boat Launch Maintenance																				
GMSWORKS-62 Cut Thumb Bay Boat Launch Maintenance																				

- Legend:
- = Program to be undertaken/initiated in identified year
 - ✓ = Program completed for the year
 - ×
 - *
 - ✓F = All field work for this project is complete. No further field work is planned.
 - u/w = Project is under way
 - Del = Project is delayed for the year

Footnotes:
1. Pending agreement between BC Hydro and the Tsay Keh Dene First Nation.

4 Monitoring Programs and Physical Works Terms of Reference

The monitoring programs and physical works being implemented under the Williston Reservoir and Communications Management Plan WUP are described in TOR. These TOR and the reports for work completed to date can be found here:

https://www.bchydro.com/toolbar/about/sustainability/environmental_responsibility/water-use-plans/northern-interior/peace-river/williston-reservoir.html

5 Status of Monitoring Programs

5.1 GSMON-15 Williston Wetland Habitat

The objective of this ten year monitoring project is to assess the biological effectiveness of two wetland enhancement trials intended to improve foreshore habitat for fisheries, wildlife, and riparian areas.

Pre-construction monitoring work began in April 2011 and continued after the construction of trial wetlands (under GSMWORKS-17 Williston Trial Wetlands) was completed at Airport Lagoon in 2013 and Beaver Pond in 2014.

The 2020 field season marked the final year of monitoring for the program. The Year ten (2021) report is attached. This project is complete.

5.2 GSMON-16 Williston Debris Trends

The objective of this monitoring project is to assess the effectiveness of GSMWORKS-22 (Williston Targeted Debris Management).

A reservoir debris survey was completed in 2010 (Year one of the project) using aerial photography from 2009 completed under GSMWORKS-14 (Williston Air Photo and DEM). The debris survey is a joint deliverable of both GSMON-16 and GSMWORKS-18 (Williston Debris Field Survey) and established a baseline inventory of wood debris in Williston Reservoir.

As per the TOR for this monitoring project, analysis of debris trends was required at the beginning, middle and end of the WUP period. The Year three (2018) work assesses the changing patterns of woody debris, identifies trends, and presents the analysis of woody debris for the whole reservoir between 2009 and 2018.

The TOR for GSMWORKS-22 Williston Targeted Debris Management was extended in 2019 until 2028. The TOR for GSMON-16 was also extended to complete another debris trend analysis in 2027.

5.3 GSMON-17 Tributary Habitat Review

The objective of this effectiveness monitoring program is to determine the response of fish and selected indicator groups to the tributary enhancements undertaken by the GSMWORKS-19 (Williston Trial Tributaries) project. This ten year monitoring project began with pre-construction monitoring April 2011 and continued following construction of the trial enhancement work at Ole Creek and Six Mile Creek in 2014.

This program is complete.

5.4 GMSMON-18 Williston Dust Control

The objective of this monitoring project is to provide data on airborne particulate matter concentrations in the upper Finlay Arm air shed and to evaluate the effectiveness of dust mitigation treatments in the drawdown zone of Finlay Arm.

Field monitoring was concluded in March 2020. This project is complete.

5.5 GMSMON-19 Williston Erosion Control

The objective of this project is to monitor the effectiveness of any constructed erosion works under GMSWORKS-23 Williston Erosion Control Trials. No erosion works have been constructed. On December 5, 2014, the CWR approved a delay in this project pending further discussions between Tsay Keh Dene First Nation and BC Hydro. There is no change in status at this time.

5.6 GMSMON-20 Reservoir Recreation Use

The objective of the monitoring project is to assess boat ramp usage on Williston Reservoir. This work was initiated in May 2009 and the final year of field work was completed in 2018. BC Hydro continues to work with the project consultant to complete reporting deliverables and will submit them once final.

6 Status of Physical Works

6.1 GMSWORKS-14 Williston Air Photos and DEM

The objectives of this project are to:

1. Conduct a mapping inventory to compile a bibliography of all existing maps of the Williston Reservoir.
2. Acquire aerial photos of Williston Reservoir at low pool in 2009 and develop a bare earth digital elevation model (DEM); and
3. Acquire aerial photos of the Williston Reservoir in 2013 and 2018 and re-compile the DEM based on new data.

Year one work was initiated in April 2009 and completed in December 2010. Year two aerial photos were scheduled for 2013 but were taken in 2011 to take advantage of the very low reservoir level. Year three photos were captured in May 2018.

GMSWORKS-14 provides information required for analysis and reporting completed under GMSMON-16 Williston Debris Trends. GMSMON-16 was extended to complete another debris trend analysis in 2028. To support GMSMON-16, the GMSWORKS-14 program was also extended, and a final set of aerial photos will be collected in 2026.

There are no report submission requirements for this project.

6.2 GMSWORKS-16 Williston Wetland Inventory

The objective of this project is to identify a list of candidate sites within the Williston Reservoir for trial wetland habitat creation as the conceptual feasibility stage to prepare for GMSWORKS-17 Williston Trial Wetlands project. The work was undertaken in 2009 and 2010 and summarized in a 2010 report.

The GMSWORKS-16 report identified 42 potential sites, and a recommendation to shortlist five candidate sites. The basis for shortlisting included consideration of 1) benefits to fish and wildlife; 2) likelihood of success (engineering); 3) regulatory requirements; 4) land ownership; and 5) estimated costs.

This project is complete.

6.3 GMSWORKS-17 Williston Trial Wetlands

The objective of this project is to create trial wetland habitats in areas that may be dewatered for long periods to improve reservoir habitat and increase the utility of the drawdown zone for fish species. The feasibility study was undertaken as part of GMSWORKS-16 Williston Wetland Inventory project.

BC Hydro selected two sites (Beaver Pond and Airport Lagoon) to take forward to detailed design from the five sites shortlisted under GMSWORKS-16.

Detailed design occurred in 2011 through 2012. The Airport Lagoon trial wetland site was constructed in May and June 2013. The Beaver Pond trial wetland site was constructed in May 2014.

Inspections of the sites are completed regularly. Any significant maintenance identified will be reviewed on a case-by-case basis. The 2022 inspection revealed that beavers have plugged the east culvert at Airport Lagoon, as well as some debris accumulation. Planning is underway to clear the culvert and install beaver deterrents. Once the approach has been finalized, we will resubmit the TOR budget if required.

6.4 GMSWORKS-18 Williston Debris Field Survey

The objectives of the Williston Debris Field Survey are to collect baseline information on volume of debris within the reservoir and recruitment of debris to the reservoir, and to assess the feasibility of alternative means of debris management compared to pile and burn.

The project consists of two components; 1) a debris field survey (shared deliverable with GMSMON-16 Williston Debris Trends); and 2) a debris management strategy. The debris survey was completed in June 2010 using the aerial photography from GMSWORKS-14 (Williston Air Photos & DEM) in April 2009.

A debris management strategy was prepared in 2011 but did not reflect the moratorium on burning due to localized air quality concerns with burning that existed at the time. Following a TOR addendum approval on February 17, 2014, a second report in 2015 expanded the strategy to include alternative debris management methods.

This project is complete.

6.5 GMSWORKS-19 Williston Reservoir Trial Tributaries

The overall objective of the physical works is to improve or restore the access to rivers that are tributary to Williston Reservoir in cases where fish access to the mouth of tributaries has been impeded by a build-up of debris and/or by the seasonal fluctuations in water levels in the reservoir.

Following feasibility, detailed design, permitting, and constructability reviews, tributary improvements were constructed at Ole Creek and Six Mile Creek in early 2014. As Ole Creek was impeded by unconfined channel flow and large woody

debris, restoration efforts included the installation of low-level gravel berms and the installation of debris catchers using on-site woody debris. Approximately 1500 m³ of debris was also removed from the creek channel.

The works at Six Mile Creek consisted of the creation of a single deep channel by the placement of a series of geogrid soil wrap berms, which would cut off flow bifurcations, and concentrate and confine creek flow to within a single main channel. It also included the installation of similar debris catchers made from on-site large woody debris.

Inspections of the sites are completed regularly. Any significant maintenance identified will be reviewed on a case-by-case basis

6.6 GMSWORKS-20 Williston Dust Mapping

This is a feasibility study to assess the practicality of using satellite technology to predict dust emission potential based on soil characteristics of Williston beaches. The four objectives of the study are to:

1. Assess the ability of satellite technology to predict near surface soil moisture and surface roughness, which critically control the wind erosion threshold, at appropriate spatial and temporal scales on a representative beach.
2. Assess the ability of satellite technology to differentiate the textural characteristics of the surface sediments.
3. Characterize the wind erosion threshold and dust emission potential of selected beach surfaces and evaluate the relationship between those measurements and the satellite signals for soil moisture, roughness, and texture; and
4. Develop a preliminary near real-time algorithm to predict potential dust emission for typical wind speeds at Williston Reservoir based on weekly satellite scenes.

This work was initiated in May 2009 and the final season of field data was collected in 2012. This project is complete.

6.7 GMSWORKS-21 Williston Dust Control Trials

Aerial movement of fine particles of silts and clays (“dust”) from the exposed drawdown zone in the Finlay Reach of the Williston Reservoir are a concern of Tsay Keh Dene and Kwadacha First Nations. An adaptive management program of dust mitigation was implemented on a beach-by-beach basis. Seven years of dust control trials were completed from 2008 to 2014 with assessments of several different dust methodologies including:

- Using various tillage techniques.
- Irrigating using gravity-fed distribution in 2011 and a high output pump in 2014.
- Planting native vegetation.
- Protecting vegetation using protective debris berm; and
- Engineering roughness in the substrate.

The Williston Dust Control Trials are complete.

6.8 GMSWORKS-22 Williston Targeted Debris Management

Reservoir woody debris is managed to: (i) minimize damage to Peace Water Use Plan (WUP) project sites; (ii) minimize navigation hazards; (iii) improve fish access to

tributaries; and (iv) reduce shoreline erosion and damage to riparian vegetation. The program entails conducting an annual aerial debris reconnaissance survey, collecting, and piling debris at selected sites, and disposing of debris typically by burning.

Work was initiated in May 2009. Extension of the program to 2028 was approved in 2019 following a review of the program under GSMON-16 Williston Debris Trends.

The Year 14 (2023) report is attached.

6.9 GMSWORKS-23 Williston Erosion Control Trial

The objective of this project is to investigate the feasibility of erosion controls at Tsay Keh Dene village site and implement any chosen solution on a trial basis. On December 5, 2014, the CWR approved a delay in this project pending further discussions between Tsay Keh Dene First Nation and BC Hydro. There is no change in status at this time.

6.10 GMSWORKS-24 Finlay Reach Access

The objective of this project is to complete feasibility studies that recommend options for improving recreational access to Williston Reservoir.

Two feasibility studies were completed in March 2010 for seven sites on the Parsnip Reach of the Williston Reservoir (GMSWORKS-24B) and two sites at Finlay Reach (GMSWORKS-24A).

Sites on Parsnip Reach included:

- One existing boat launch site located in the BC Hydro campsite (Alexander Mackenzie's Landing Recreation Area).
- Two existing boat launch sites located at Forest Service campsites (Cut Thumb Bay and Finlay Bay); and
- Four sites with informal gravel ramps (Six Mile Bay, Strandberg, Manson Dump, and Black Water).

Sites on Finlay Reach included:

- Ingenika; and
- A site in the vicinity of Tsay Keh Village, including an existing barge landing.

The studies evaluated engineering technical feasibility, archaeological feasibility, environmental criteria, and cost.

This project is complete.

6.11 GMSWORKS-25 Williston Reservoir Bathymetry

The objective of this project is to map the reservoir between full pool and El. 652.27 m. Twenty-five bathymetric charts of the reservoir were created between 2010 and 2012. This project is complete.

6.12 GMSWORKS-26 Williston Communication and Safety

The objective of this project is to enhance safety for navigation on Williston Reservoir and the Peace River with the installation of a marine radio repeater system and related informational signage.

Feasibility work was initiated in 2009 with an inventory and assessment of existing radio resources in the area and options for developing a marine communication network. BC Hydro Telecommunications Engineering finalized the design and implementation of the system. The work by BC Hydro included:

- modifying three existing repeater sites to accommodate marine VHF (Deception Cone, Wolverine and Carbon Creek sites).
- adding two new repeaters to existing microwave sites (Morfee and Bullhead); and
- constructing one new site (Portage Mountain).

With the five VHF repeaters, two marine VHF channels are available that provide area-dependent reservoir coverage. Simplified signage referring to the two channels was installed at identified boat launches prior to the 2017 recreation season.

In order to meet the remaining requirements (Schedule C, clause 3(a) of the Peace Order) for the Peace River, an additional marine radio was installed at a Site C microwave tower. Once the communication channel is connected, this project will be complete.

6.13 GMSWORKS-27 Finlay River Access Information Plan

The objective of this project was to conduct an investigation into potential sedimentation problems in the lower Finlay River associated with fluctuating levels of the Williston Reservoir. This project is complete.

6.14 GMSWORKS-28 Mackenzie Industry Feasibility & Design Study

The objective of this study was to determine practical and cost-effective solutions associated with managing potential impacts of lower reservoir levels to water supply, effluent disposal, and log supply at three industrial plants in Mackenzie.

The Phase Two report was accepted by the CWR on May 20, 2016.

This project is complete.

6.15 GMSWORKS-28A District of Mackenzie Effluent Discharge Feasibility & Design Study

This project objective was to conduct an engineering study to determine practical and cost-effective solutions associated with managing potential impacts of lower reservoir levels to effluent disposal by the District of Mackenzie sewage treatment system. The study was undertaken in 2010 through 2012, with the report finalized in 2015.

This project is complete.

6.16 GMSWORKS-31 Kwadacha Boat Launch Maintenance

This project is for the ongoing maintenance costs associated with the boat launch facility at Kwadacha, across from the village of Fort Ware, on the Finlay River.

This project arises from a requirement under Clause (j) of the Final Water Licence 123021 which requires BC Hydro to provide reservoir access on the Williston Reservoir. Additionally, the Peace WUP Order (dated August 9, 2007) included the direction to undertake a feasibility study for a ramp at Kwadacha (Fort Ware) Schedule A, Clause 4(b)).

However, during the WUP discussions, BC Hydro agreed to advance construction of the ramp ahead of the WUP order. Consequently, feasibility studies as required by the Order were deemed unnecessary and were not undertaken during the WUP period. The ramp was completed in December 2007.

A maintenance inspection of the ramp was completed in 2022, which identified the need for structural maintenance to repair cracking of concrete panels and riprap movement. A resubmission will be prepared to address these repairs.

6.17 GMSWORKS-33 Ingenika Boat Launch Design

This project is for the design of boat launch facilities on the Ingenika Arm of Finlay Reach in the north end of the Williston Reservoir. The feasibility study was completed in March 2010, under GMSWORKS-24A (Finlay Reach Access). Two sites were considered – one at Billy's Bay at the entrance of the Ingenika Arm, and the other at Thomas Trail further west along the Ingenika Arm (a more sheltered location than at Billy's Bay). There is an existing informal ramp on the gravel beach at Thomas Trail. Both sites were accessible by forest service roads.

In April 2012, BC Hydro indicated that the proposed options in the GMSWORKS-24 report did not meet the needs of the Tsay Keh Dene community and the CWR agreed to defer the project to allow for ongoing conversations with the community. BC Hydro has heard from the community that their preference is for a boat launch at Deserters Dump on the Finlay River, approximately 10km north of Tsay Keh Dene village. In 2022, the GMSWORKS-24A feasibility study was refreshed to confirm that the Deserters Dump location remains feasible for boat launch construction. A conceptual design has been prepared and the community has provided a letter confirming Deserters Dump is the preferred location. A submission is being prepared to request a revision of the Order condition for boat launch access at Ingenika to be replaced by access at Deserters Dump.

6.18 GMSWORKS-34 Finlay Bay Boat Launch Design

This project is for a design of boat launch facilities at Finlay Bay. The feasibility study was undertaken in March 2010, under GMSWORKS-24B (Parsnip Reach Access).

The Finlay Bay boat launch is adjacent to the Finlay Bay Forest Service Campsite. The campsite and boat launch are reached via 75 km of the rough gravel West Parsnip Forest Service Road. The boat launch itself is reached along a gravel track that passes through a relatively wide, open area. There is an outhouse as well as picnic tables on the upland grassy area, but there are no other significant facilities.

The feasibility study identified challenging design options that required dredging of a channel approximately 90 m long to provide access to relatively low water (e.g., El. 659 m), and considerable expense for the construction and ongoing maintenance.

Following an assessment under GSMON-20 (Williston Recreation Use), the CWR did not approve further work at the Finlay Bay site. If future recreation demand

proves that greater reservoir access is needed, then this site may be reconsidered as per letter from the CWR dated April 3, 2012.

6.19 GMSWORKS-35 6 Mile Bay Boat Launch Design

This project is for a design of boat launch facilities at Six Mile Bay. The feasibility study was undertaken in March 2010, under GMSWORKS-24B (Parsnip Reach Access).

The Six Mile Bay site has an existing gravel ramp with the lower part of the boat launch cut into the side of a bank and the upper portion angled around this bank. A design was prepared for a pre-cast concrete ramp accessible at water elevations of El. 657 m. Lower water access was not feasible due to the bathymetry of the reservoir at this location.

Following an assessment under GSMON-20 (Williston Recreation Use), the CWR did not approve further work (under GMSWORKS-35 or GMSWORKS-45) at the Six Mile Bay site. If future recreation demand proves that greater reservoir access is needed, then this site may be reconsidered as per letter from the CWR dated April 3, 2012.

6.20 GMSWORKS-36 Cut Thumb Bay Boat Launch Design

This project is for a design of boat launch facilities at Cut Thumb Bay. The feasibility study was undertaken in March 2010, under GMSWORKS-24B (Parsnip Reach Access).

Cut Thumb Bay is accessed from the Parsnip West Forest Service Road. This is a well-used site at low water. There is a large area available for parking and turnaround. While there is a visible gravel track to the best launching spots, the entire area of the bay provides a driveable gravel surface.

BC Hydro began developing designs and estimates for upgrades to Cut Thumb Bay boat launch in early 2011. However, an assessment under GSMON-20 (Williston Recreation Use) for Williston Reservoir indicated that upgrades to Mackenzie Landing would provide adequate reservoir access for local communities. The CWR did not approve further work (under GMSWORKS-36 or GMSWORKS-46) at Cut Thumb Bay. If future recreation demand proves that greater reservoir access is needed, then this site may be reconsidered as per letter from the CWR dated April 3, 2012.

6.21 GMSWORKS-37 Mackenzie Landing Boat Launch Design

This project was for the design phase of the boat launch at Alexander Mackenzie's Landing Recreation Site ("Mackenzie Landing"). Mackenzie Landing is located eight km from Mackenzie on the West Parsnip Forest service road off Highway 39 on the east side of the Williston Reservoir.

Under Clause (j) of Final Water Licence 123021, BC Hydro is required to provide reservoir access at areas as directed by the Comptroller of Water Rights (CWR). "Mackenzie Landing" was identified as a site for access as part of the WUP.

On April 3, 2012, the CWR approved the design and construction of improvements at the Mackenzie Landing boat launch. Due to concerns associated with design complexity and constructability, BC Hydro investigated additional design and construction options. The final design for a two-stage ramp connected by an access

road (upper concrete ramp to El. 662 m and lower gravel ramp to El. 658 m) was completed in November 2013 following a community meeting. The CWR approved construction (as part of GMSWORKS-47) on November 29, 2013. Construction at the site occurred between February and May 2014.

The maintenance is undertaken as part of GMSWORKS-58 Mackenzie Landing Boat Launch Maintenance.

This project is complete.

6.22 GMSWORKS-43 Ingenika Boat Launch Construction

This project is for the construction of a boat launch facility on the Ingenika Arm of Finlay Reach. As described in GMSWORKS-33 Ingenika Boat Launch Design above, this project has not been approved for implementation.

6.23 GMSWORKS-44 Finlay Bay Boat Launch Construction

This project is for the construction of the Finlay Bay boat ramp. As described in GMSWORKS-34 Finlay Bay Boat Launch Design above, this project has not been approved for implementation.

If future recreation demand proves that greater reservoir access is needed, then this site may be reconsidered as per letter from the CWR dated April 3, 2012.

6.24 GMSWORKS-45 6 Mile Bay Boat Launch Construction

This project is for the construction of the Six Mile Bay boat launch. As described in GMSWORKS-35 Six Mile Bay Boat Launch Design above, this project has not been approved for implementation.

If future recreation demand proves that greater reservoir access is needed, then this site may be reconsidered as per letter from the CWR dated April 3, 2012.

6.25 GMSWORKS-46 Cut Thumb Bay Boat Launch Construction

This project is for the construction of the Cut Thumb Bay boat ramp. As described in GMSWORKS-36 Cut Thumb Bay Boat Launch Design above, this project has not been approved for implementation.

If future recreation demand proves that greater reservoir access is needed, then this site may be reconsidered as per letter from the CWR dated April 3, 2012.

6.26 GMSWORKS-47 Mackenzie Landing Boat Launch Construction

As described in GMSWORKS-37 Mackenzie Landing Boat Launch Design above, the CWR approved the first design on April 3, 2012. Work commenced on the upland area, upper portions of the ramp, and procurement of the concrete ramp panels in spring 2013.

Following approval of the revised design for the lower ramp in November 2013, construction work on site started in March 2014, and was completed in May 2014. The construction team was able to take advantage of a natural ice coffer dam that arose during construction to complete the project under the approved budget.

Maintenance at Mackenzie Landing is completed under GMSWORKS-58 Mackenzie Landing Boat Launch Maintenance as described below.

This project is complete.

6.27 GMSWORKS-49 Dunlevy Boat Launch Construction

This project is for the construction of the boat launch at Dunlevy as designed under GMSWORKS-54 Dunlevy Boat Launch Design below. The Dunlevy location is on the east shore of the Dunlevy Inlet approximately 30 km northwest of Hudson's Hope. It is located within Butler Ridge Provincial Park.

Under Clause (j) of Final Water Licence 123021, BC Hydro is required to provide reservoir access at areas as directed by the Comptroller of Water Rights (CWR). Dunlevy was identified as a site for access as part of the WUP.

The current elevation of 660.9 m provides access to the ramp 99.8% of the time from June 15 to September 15 and 91.8% of the time from May 15 to October 31 based on historical records. In the letter dated December 21, 2017, the CWR accepted that the current toe elevation meets the requirements to provide access, at this time.

Maintenance for Dunlevy is completed under GMSWORKS-57 Dunlevy Boat Launch Maintenance described below.

This project is complete.

6.28 GMSWORKS-54 Dunlevy Boat Launch Design

This project was for the design phase of the boat launch at Dunlevy. Dunlevy is located on the east shore of the Dunlevy Inlet approximately 30 km northwest of Hudson's Hope, within Butler Ridge Provincial Park.

Under Clause (j) of Final Water Licence 123021, BC Hydro is required to provide reservoir access at areas as directed by the Comptroller of Water Rights (CWR). Dunlevy was identified as a site for access as part of the WUP.

The profile along the centerline of the existing boat ramp is comprised of two main gradients:

- From the top of the ramp towards the bottom of the ramp, the gradient is approximately 14% (1 in 7.2) between El. 674 m to El. 664 m: and
- From lake bed contour at El. 664 m, the gradient of the shoreline steepens sharply to 53.4% (1 in 1.9) to El. 631 m offshore.

While the upper portion of the ramp is at the preferred gradient for boat launch operations, the lower section of the ramp was too steep to function as a boat ramp without significant fill. As a result, all design options in the 2013 report reviewed options at elevations El. 654 m plus options with higher elevations. The options with toe elevations below El. 664 m became increasingly more expensive, the lower the toe.

On July 16, 2013 the CWR accepted a design to elevation El. 658 m, and work proceeded to develop the design specifications and issue for construction drawings. The CWR approved construction as part of GMSWORKS-49.

Maintenance for Dunlevy is completed under GMSWORKS-57 Dunlevy Boat Launch Maintenance.

This project is complete.

6.29 GMSWORKS-57 Dunlevy Boat Launch Maintenance

The proposed scope for ongoing maintenance at Dunlevy is based on an inspection schedule and access-related maintenance consistent with other boat launches on BC Hydro reservoirs. Maintenance is completed during the spring shoulder, peak, and fall shoulder recreation periods (June 1 to October 31, inclusive). A TOR for maintenance was approved by the CWR on May 10, 2018.

Annual inspections and maintenance occur at the site.

6.30 GMSWORKS-58 Mackenzie Landing Boat Launch Maintenance

The proposed scope for ongoing maintenance at Mackenzie is based on an inspection schedule and access-related maintenance consistent with other boat launches on BC Hydro reservoirs. Maintenance is completed during the spring shoulder, peak, and fall shoulder recreation periods (June 1 to October 31, inclusive). A TOR for maintenance was approved by the CWR on April 10, 2018.

Annual inspections and maintenance occur at the site.

6.31 GMSWORKS-59 Ingenika Boat Launch Maintenance

No maintenance is required at Ingenika as no ramp has been constructed as discussed in GMSWORKS-33 and 43 above.

6.32 GMSWORKS-60 Finlay Bay Boat Launch Maintenance

No maintenance is required for Finlay Bay, as no ramp upgrades have been constructed, as discussed in GMSWORKS-34 and 44 above.

6.33 GMSWORKS-61 6 Mile Bay Boat Launch Maintenance

No maintenance is required for Six Mile Bay, as no ramp upgrades have been constructed, as mentioned in GMSWORKS-35 and 45 above.

6.34 GMSWORKS-62 Cut Thumb Bay Boat Launch Maintenance

No maintenance is required for Cut Thumb Bay, as no ramp upgrades have been constructed, as mentioned in GMSWORKS-36 and 46 above.

7 Monitoring Programs and Physical Works Costs

The following table summarizes the Williston Reservoir and Communications Management Plan WUP monitoring programs and physical works costs approved by the Comptroller and the Actual Costs to April 30, 2023.

Table 7-1: Williston Reservoir and Communications Management Plan WUP Monitoring Programs and Physical Works Costs

Monitoring Programs	Costs approved by CWR	Life to Date Actuals (LTD)	Estimated to Complete (Forecast)	Total Forecast (LTD and Forecast)	Variance Total to Approved	Explanation	Corrective Action
Peace River WUP Annual Report	\$56,321	\$51,500	\$1,410	\$52,910	\$3,411		
GMSM15A WLL Wetland Habitat	\$981,420	\$952,718		\$952,718	\$28,702		
GMSM15A WLL Wetland Habitat - OR DM	\$157,922	\$87,114		\$87,114	\$70,808		
GMSM15A WLL Wetland Habitat - OR Imp	\$823,498	\$865,604		\$865,604	(\$42,106)		
GMSM16A WLL Debris Trends	\$456,478	\$239,582	\$227,134	\$466,716	(\$10,238)	Estimate includes resources for project completion in 2026.	Resubmit TOR
GMSM16A WLL Debris Trends - OR DM	\$39,819	\$30,424	\$27,134	\$57,558	(\$17,739)		
GMSM16A WLL Debris Trends - OR Imp	\$416,659	\$209,158	\$200,000	\$409,158	\$7,501		
GMSM17A WLL Tributary Habita	\$1,467,158	\$1,122,320		\$1,122,320	\$344,838	Forecast reflects narrowed scope as per approved TOR resubmission.	
GMSM17A WLL Tributary Habita - OR DM	\$75,898	\$114,831		\$114,831	(\$38,933)		
GMSM17A WLL Tributary Habita - OR Imp	\$1,391,260	\$1,007,488		\$1,007,488	\$383,772		
GMSM18A WLL Dust Control	\$5,806,148	\$4,996,122		\$4,996,122	\$810,026	Project complete	
GMSM18A WLL Dust Control - OR DM	\$184,905	\$113,917		\$113,917	\$70,988		
GMSM18A WLL Dust Control - OR Imp	\$5,621,243	\$4,882,205		\$4,882,205	\$739,038		
GMSM19A WLL Erosion Control	\$0	\$6,295		\$6,295	(\$6,295)		
GMSM19A WLL Erosion Control - OR DM	\$0	\$6,295		\$6,295	(\$6,295)		
GMSM19A WLL Erosion Control - OR Imp	\$0				\$0		
GMSM20A WLL Recreation Use	\$384,270	\$371,430	\$3,700	\$381,130	\$3,140		
GMSM20A WLL Recreation Use - OR DM	\$64,182	\$60,179	\$3,700	\$63,879	\$303		
GMSM20A WLL Recreation Use - OR Imp	\$320,088	\$311,250	\$6,000	\$317,250	\$2,838		
GMSW14A WLL Air Photos & Dem	\$2,804,180	\$2,045,002	\$307,723	\$2,352,725	\$451,455	Forecaset reflects cost savings associated with aerial photography method	
GMSW14A WLL Air Photos & Dem - OR DM	\$30,295	\$30,497	\$7,723	\$38,221	(\$7,926)		
GMSW14A WLL Air Photos & Dem - OR Imp	\$2,773,885	\$2,014,504	\$300,000	\$2,314,504	\$459,381		
GMSW16A WLL Wetland Invent	\$143,076	\$143,076		\$143,076	\$0		
GMSW16A WLL Wetland Invent - OR DM	\$12,656	\$12,656		\$12,656	\$0		
GMSW16A WLL Wetland Invent - OR Imp	\$130,420	\$130,420		\$130,420	\$0		
GMSW17A WLL Trial Wetlands	\$2,653,060	\$2,097,547	\$246,057	\$2,343,604	\$309,456	Forecast reflects maintenance costs as per approved TOR	
GMSW17A WLL Trial Wetlands - OR DM	\$60,399	\$50,858	\$14,576	\$65,435	(\$5,036)		
GMSW17A WLL Trial Wetlands - OR Imp	\$2,592,661	\$2,046,689	\$231,481	\$2,278,170	\$314,491		
GMSW18A WLL Debris Field	\$342,368	\$342,368		\$342,368	\$0		
GMSW18A WLL Debris Field - OR DM	\$20,735	\$18,417		\$18,417	\$2,318		
GMSW18A WLL Debris Field - OR Imp	\$321,633	\$323,951		\$323,951	(\$2,318)		
GMSW19A WLL Trial Tributar	\$2,552,026	\$2,255,412	\$292,313	\$2,547,725	\$4,301		
GMSW19A WLL Trial Tributar - OR DM	\$40,649	\$61,692	\$3,068	\$64,760	(\$24,111)		
GMSW19A WLL Trial Tributar - OR Imp	\$2,511,377	\$2,193,720	\$289,244	\$2,482,964	\$28,413		
GMSW20A Dust Source Survey	\$733,672	\$715,901		\$715,901	\$17,771		
GMSW20A Dust Source Survey - OR DM	\$35,587	\$39,032		\$39,032	(\$3,445)		
GMSW20A Dust Source Survey - OR Imp	\$698,085	\$676,869		\$676,869	\$21,216		
GMSW21A WLL Dust CtrlTrial	\$3,361,598	\$3,022,843		\$3,022,843	\$338,755	Efficiencies found during project implementation	
GMSW21A WLL Dust CtrlTrial - OR DM	\$140,246	\$123,488		\$123,488	\$16,758		
GMSW21A WLL Dust CtrlTrial - OR Imp	\$3,221,352	\$2,899,355		\$2,899,355	\$321,997		
GMSW22A WLL Debris Removal - ONR	\$9,351,541	\$7,100,425	\$2,016,608	\$9,117,033	\$234,508	Efficiencies found during project implementation	
GMSW22A WLL Debris Removal - ONR DM	\$176,300	\$146,530	\$16,608	\$163,138	\$13,162		
GMSW22A WLL Debris Removal - ONR Imp	\$9,175,241	\$6,953,895	\$2,000,000	\$8,953,895	\$221,346		
GMSW22A WLL Debris Removal - OR	\$9,351,541	\$7,085,320	\$2,216,608	\$9,301,928	\$49,613	Efficiencies found during project implementation	
GMSW22A WLL Debris Removal - OR DM	\$176,300	\$133,369	\$16,608	\$149,978	\$26,322		
GMSW22A WLL Debris Removal - OR Imp	\$9,175,241	\$6,951,950	\$2,200,000	\$9,151,950	\$23,291		
GMSW23A Erosion Ctrl Trial	\$0	\$106		\$106	(\$106)		
GMSW23A Erosion Ctrl Trial - OR DM	\$0	\$106		\$106	(\$106)		
GMSW23A Erosion Ctrl Trial - OR Imp	\$0				\$0		
GMSW24A WLL Boat Access	\$891,306	\$212,865		\$212,865	\$678,441		
GMSW24A WLL Boat Access - OR DM	\$427,592	\$42,110		\$42,110	\$385,482		
GMSW24A WLL Boat Access - OR Imp	\$463,714	\$170,755		\$170,755	\$292,959		
GMSW25A WLL Bathymetric Ma	\$1,390,834	\$1,381,296		\$1,381,296	\$9,538		
GMSW25A WLL Bathymetric Ma - OR DM	\$56,405	\$52,889		\$52,889	3516.45		
GMSW25A WLL Bathymetric Ma - OR Imp	\$1,334,429	\$1,328,407		\$1,328,407	6022		
GMSW26A WLL Comm Safety	\$1,610,081	\$969,930	\$206,598	\$1,176,529	\$433,552	Forecast reflects maintenance costs as per approved TOR	
GMSW26A WLL Comm Safety - OR DM	\$425,173	\$135,112	\$2,045	\$137,158	\$288,015		
GMSW26A WLL Comm Safety-OR Imp	\$1,184,908	\$834,818	\$204,553	\$1,039,371	\$145,537		
GMSW27A WLL Finlay River A	\$82,146	\$75,264		\$75,264	\$6,882		
GMSW27A WLL Finlay River A - OR DM	\$21,284	\$13,762		\$13,762	\$7,522		
GMSW27A WLL Finlay River A - OR Imp	\$60,862	\$61,501		\$61,501	(\$639)		
GMSW28A Industry Feasibili	\$1,594,520	\$1,103,921		\$1,103,921	\$490,599	Efficiencies found during project implementation	
GMSW28A Industry Feasibili - OR DM	\$114,520	\$147,458		\$147,458	(\$32,938)		
GMSW28A Industry Feasibili - OR Imp	\$1,480,000	\$956,463		\$956,463	\$523,537		
GMSW31A Kwadacha	\$354,136	\$182,284	\$267,310	\$449,593	(\$95,457)	Structural repair required	Resubmit TOR
GMSW31A Kwadacha - ONR DM	\$165,469	\$15,274	\$2,310	\$17,584	\$147,885		
GMSW31A Kwadacha - ONR Imp	\$188,667	\$167,010	\$265,000	\$432,010	(\$243,343)		
GMSW33A BRD Ingenika	\$0	\$63,477		\$63,477	(\$63,477)	Project deferred. Costs associated with design prior to deferral.	
GMSW33A BRD Ingenika - ONR DM	\$0	\$5,479		\$5,479	(\$5,479)		
GMSW33A BRD Ingenika - ONR Imp	\$0	\$57,998		\$57,998	(\$57,998)		
GMSW34A BRD Finlay Bay	\$0	\$62,736		\$62,736	(\$62,736)	Project deferred. Costs associated with design prior to deferral.	
GMSW34A BRD Finlay Bay - ONR DM	\$0	\$5,854		\$5,854	(\$5,854)		
GMSW34A BRD Finlay Bay - ONR Imp	\$0	\$56,882		\$56,882	(\$56,882)		
GMSW35A BRD Six Mile Bay	\$0	\$55,535		\$55,535	(\$55,535)	Project deferred. Costs associated with design prior to deferral.	
GMSW35A BRD Six Mile Bay - ONR DM	\$0	\$4,666		\$4,666	(\$4,666)		
GMSW35A BRD Six Mile Bay - ONR Imp	\$0	\$50,869		\$50,869	(\$50,869)		
GMSW36A BRD Cut Thumb Bay	\$0	\$59,186		\$59,186	(\$59,186)	Project deferred. Costs associated with design prior to deferral.	
GMSW36A BRD Cut Thumb Bay - ONR DM	\$0	\$6,193		\$6,193	(\$6,193)		
GMSW36A BRD Cut Thumb Bay - ONR Imp	\$0	\$52,993		\$52,993	(\$52,993)		
GMSW37A BRD Mackenzie Landing	\$743,878	\$533,565		\$533,565	\$210,313	Project complete	
GMSW37A BRD Mackenzie Landing - ONR DM	\$24,396	\$17,142		\$17,142	\$7,254		
GMSW37A BRD Mackenzie Landing - ONR Imp	\$719,482	\$516,422		\$516,422	\$203,060		

Monitoring Programs	Costs approved by CWR	Life to Date Actuals (LTD)	Estimated to Complete (Forecast)	Total Forecast (LTD and Forecast)	Variance Total to Approved	Explanation	Corrective Action
GMSW43A BRC Ingenika	\$0	\$879		\$879	(\$879)	Project deferred. Costs associated with design prior to deferral.	
GMSW43A BRC Ingenika - ONR DM	\$0	\$879		\$879	(\$879)		
GMSW43A BRC Ingenika - ONR Imp	\$0				\$0		
GMSW44A BRC Finlay Bay	\$0	\$113		\$113	(\$113)		
GMSW44A BRC Finlay Bay - ONR DM	\$0	\$113		\$113	(\$113)		
GMSW44A BRC Finlay Bay - ONR Imp	\$0				\$0		
GMSW45A BRC Six Mile Bay	\$0			\$0	\$0		
GMSW45A BRC Six Mile Bay - ONR DM	\$0				\$0		
GMSW45A BRC Six Mile Bay - ONR Imp	\$0				\$0		
GMSW46A BRC Cut Thumb Bay	\$0	\$113		\$113	(\$113)		
GMSW46A BRC Cut Thumb Bay - ONR DM	\$0	\$113		\$113	(\$113)		
GMSW46A BRC Cut Thumb Bay - ONR Imp	\$0				\$0		
GMSW47A BRC Mackenzie Landing	\$4,242,756	\$2,566,702		\$2,566,702	\$1,676,054	Project complete. TOR included costs for in-water constrcution, which was not required.	
GMSW47A BRC Mackenzie Landing - ONR DM	\$55,854	\$49,021		\$49,021	\$6,833		
GMSW47A BRC Mackenzie Landing - ONR Imp	\$4,186,902	\$2,517,681		\$2,517,681	\$1,669,221		
GMSW49A BRC Dunlevy	\$5,065,450	\$4,579,942		\$4,579,942	\$485,508	Project complete	
GMSW49A BRC Dunlevy - ONR DM	\$15,000	\$18,542		\$18,542	(\$3,542)		
GMSW49A BRC Dunlevy - ONR Imp	\$5,050,450	\$4,561,401		\$4,561,401	\$489,049		
GMSW54A BRD Dunlevy	\$1,247,610	\$903,425		\$903,425	\$344,185	Project complete	
GMSW54A BRD Dunlevy - ONR DM	\$46,765	\$29,283		\$29,283	\$17,482		
GMSW54A BRD Dunlevy - ONR Imp	\$1,200,845	\$874,143		\$874,143	\$326,702		
GMSW57A Dunlevy Maintenance	\$332,541	\$145,156	\$135,364	\$280,520	\$52,021	Forecast reflects maintenance costs as per approved TOR	
GMSW57A Dunlevy Maintenance - ONR DM	\$29,953	\$19,360	\$3,544	\$22,904	\$7,049		
GMSW57A Dunlevy Maintenance - ONR Imp	\$302,588	\$125,796	\$131,820	\$257,616	\$44,972		
GMSW58A Mackenzie Maintenance	\$414,477	\$73,331	\$78,335	\$151,666	\$262,811	Forecast reflects maintenance costs as per approved TOR	
GMSW58A Mackenzie Maintenance - ONR DM	\$29,694	\$18,967	\$10,335	\$29,303	\$391		
GMSW58A Mackenzie Maintenance - ONR Imp	\$384,783	\$54,363	\$68,000	\$122,363	\$262,420		
GMSW59A Ingenika Maintenance	\$0			\$0	\$0	Project not approved	
GMSW59A Ingenika Maintenance - ONR DM	\$0				\$0		
GMSW59A Ingenika Maintenance - ONR Imp	\$0				\$0		
GMSW60A Finlay Maintenance	\$0			\$0	\$0	Project not approved	
GMSW60A Finlay Maintenance - ONR DM	\$0				\$0		
GMSW60A Finlay Maintenance - ONR Imp	\$0				\$0		
GMSW61A 6 Mile Maintenance	\$0			\$0	\$0	Project not approved	
GMSW61A 6 Mile Maintenance - ONR DM	\$0				\$0		
GMSW61A 6 Mile Maintenance - ONR Imp	\$0				\$0		
GMSW62A CutThumb Maintenance	\$0			\$0	\$0	Project not approved	
GMSW62A CutThumb Maintenance - ONR DM	\$0				\$0		
GMSW62A CutThumb Maintenance - ONR Imp	\$0				\$0		
OR - Ordered Remissible							
ONR - Ordered Non-Remissible							

* Red values in parentheses denote overage.