

An aerial photograph of a large concrete dam and bridge structure spanning a river. The river water is a milky turquoise color. The surrounding landscape is rugged, with steep, rocky cliffs and some sparse vegetation. A road is visible on the left side of the image, curving around the river. In the foreground, near the dam, there are several white trailers and vehicles parked on a gravel area. The text "Welcome to the Bridge River system upgrades public open house May 2026." is overlaid in white, bold, sans-serif font.

**Welcome to the
Bridge River system upgrades
public open house
May 2026.**





The Bridge River system is located on the unceded and traditional territory of St'át'imc Nation.

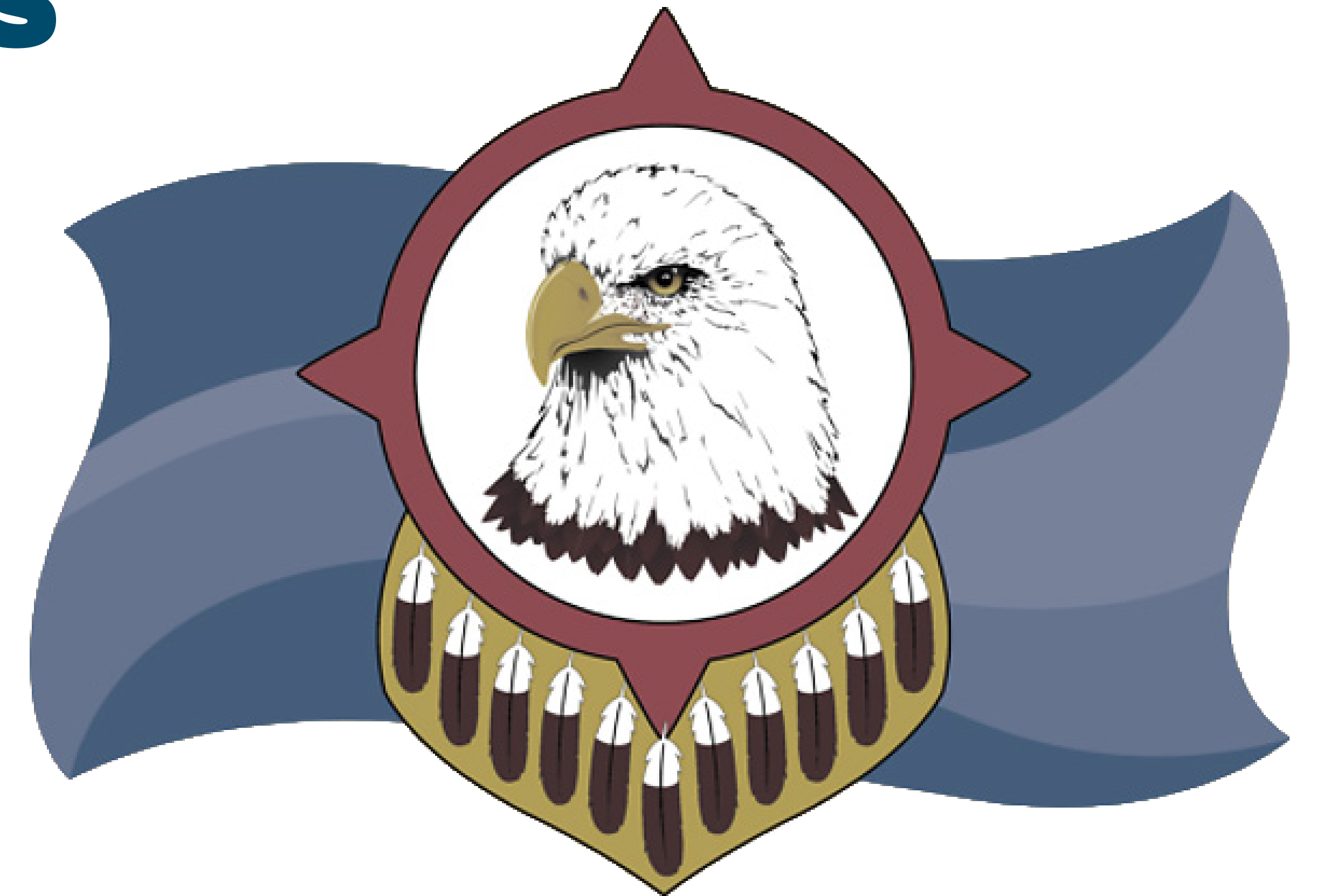
We acknowledge the impacts that BC Hydro's system has had on the Nation and the land they have made use of since time immemorial. We share in the responsibility to act as stewards of the land and care for its resources.



Honouring our agreements with First Nations

**THE BRIDGE RIVER SYSTEM IS LOCATED
ENTIRELY IN ST'ÁT'IMC NATION TERRITORY.**

- St'át'imc and BC Hydro have agreements that define how we work together and provide a framework for a relationship based on mutual respect and understanding.
- We're collaborating at various levels to deepen our understanding of St'át'imc values and integrate St'át'imc perspectives into project design and planning.
- We're also working together to identify meaningful economic and employment opportunities.



Bridge River System



La Joie Dam Improvement Project



Project overview: **Why the project is needed**



La Joie Dam, powerhouse, and intake tower (Feb. 2026)

Purpose: address safety risks related to the La Joie dam's age and seismic vulnerabilities

In 2015, we adjusted dam operations to mitigate seismic risks by reducing Downton Reservoir's maximum elevation from 750m to 734m. This lowered the reservoir's storage capacity by approximately one-half, reducing our ability to manage flows throughout the Bridge system.

This is an interim measure until the project is complete.

LEADING ALTERNATIVE: IMPROVE THE DAM TO RESTORE SAFE OPERATIONS UP TO THE FULL RESERVOIR LEVEL.

- The leading alternative received conditional endorsement from St'át'imc Authority.
- The Project is subject to British Columbia Utilities Commission (BCUC) review.



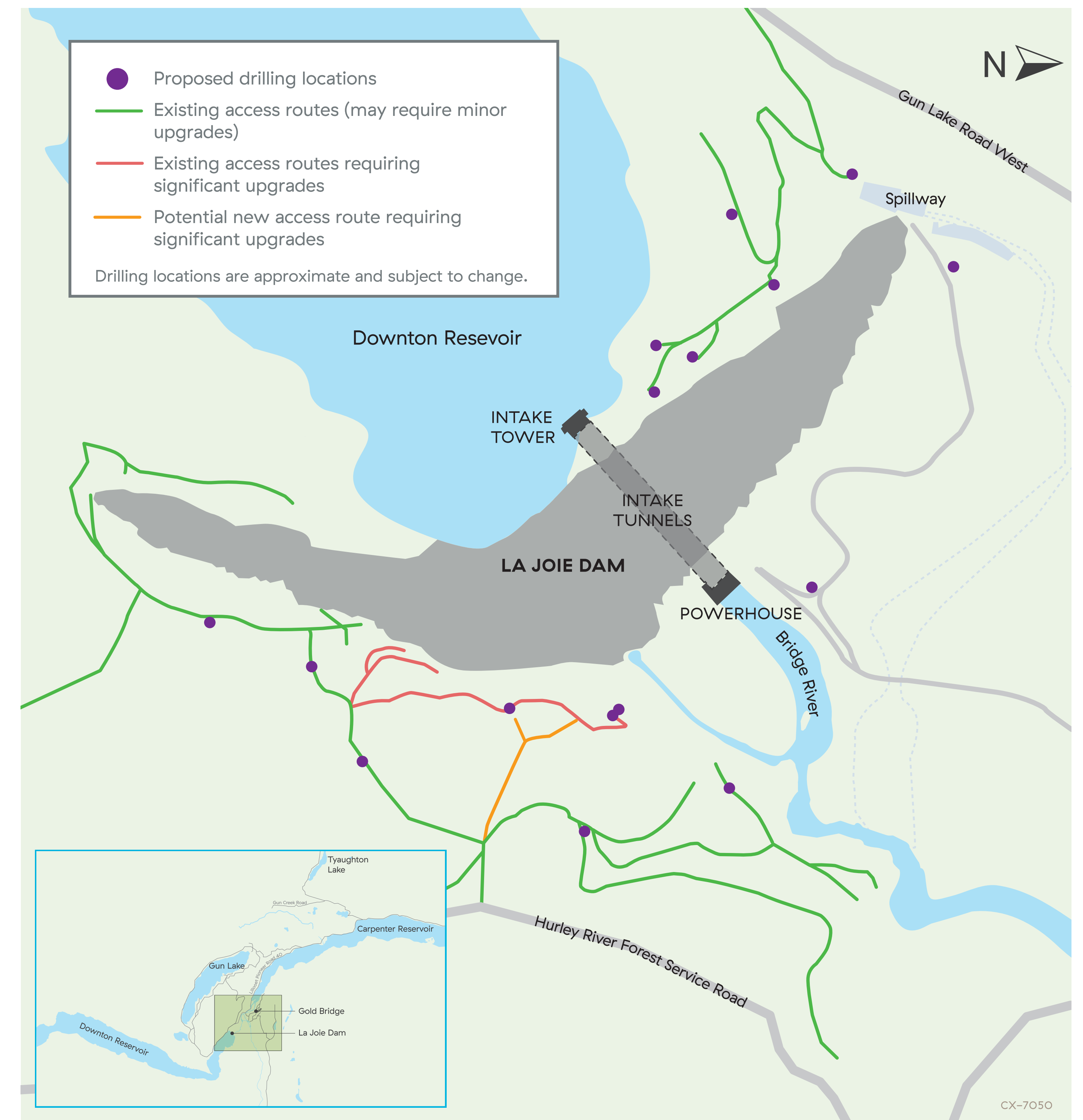
Investigating improvements

We're evaluating how to improve the facility to meet dam safety requirements.

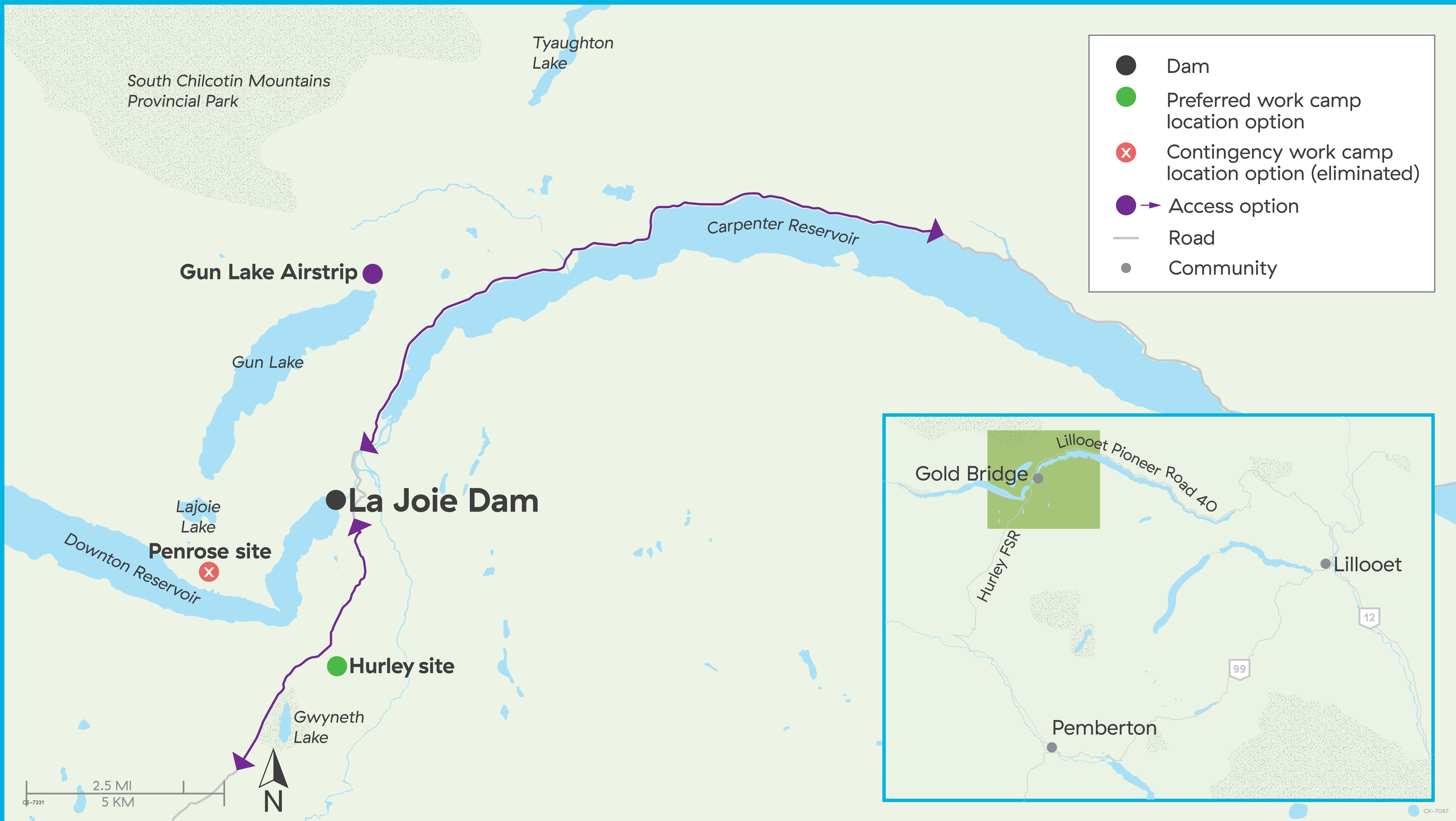
This spring we've been conducting further geotechnical studies to get a better sense of what the current conditions are below the surface in and around the facility.

These investigations give us the information we need to evaluate what improvements are necessary to address dam safety risks related to ageing infrastructure and potential seismic activity.

A project update on these evaluations is anticipated for summer 2026.



La Joie Dam Improvement Project: Access and accommodation feasibility studies



Key feasibility studies outcomes:

Project access



Lillooet Pioneer Road 40

- **Lillooet Pioneer Road 40 (Road 40):** Proposed as the primary project access route for equipment, materials, local labour, as well as supplies, and moves forward into detailed design.
- **The Gun Lake Airstrip:** Airstrip improvements to enable transporting workers moves forward into preliminary design.
- **The Hurley River Forest Service Road (FSR):** A limited set of studies are being advanced to support further consideration of this route option while engineering design for the dam progresses.



Project access routes: Road 40



Lillooet Pioneer Road 40

~25 high hazard locations have been identified.

- This is being done in coordination with the Ministry of Transportation and Transit (MOTT)
- Priority was given to locations with the highest hazard rating.

Examples of the proposed targeted improvements from the Bridge River Bridge (Lillooet) to Gold Bridge include:

- Rockfall and landslide mitigation.
- Improved road signage.
- Road surface improvements.
- Widening a section of the road to allow for large trucks.
- Taking the opportunity to improve sightlines where work is already taking place.

Moving forward on this work will bring early benefits to the public and improve road conditions for other Bridge River System Upgrade projects



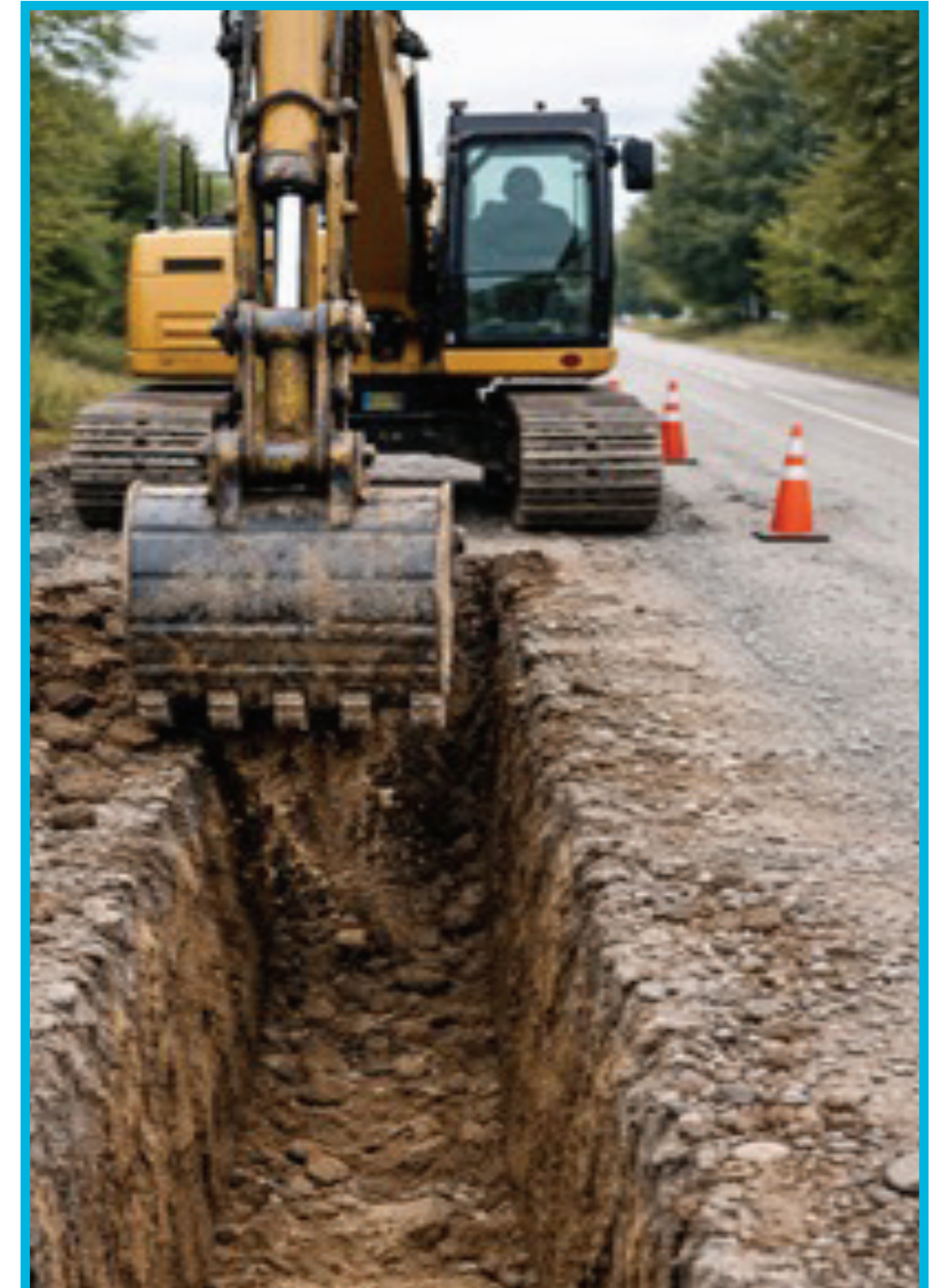
Project access routes: Road 40

2026 spring/summer field investigations

Subsurface investigations are required to understand soil and rock conditions which will support detailed designs for Road 40 improvements.

These include:

- ~120 test pits excavated into the Road 40 shoulder between Yalakom River to Gold Bridge.
- Geotechnical investigations to identify nearby rock and gravel that could support project construction.
- Expect single lane alternating traffic at investigation locations while work is in progress and the potential for a short road closure.
- Once work is complete, sites will be remediated.
- Test pitting and drilling will be done in phases, not all at once.



An example of excavating test pits



Project access routes: **Road 40**



Lillooet Pioneer Road 40

A proposed construction timeline is under development

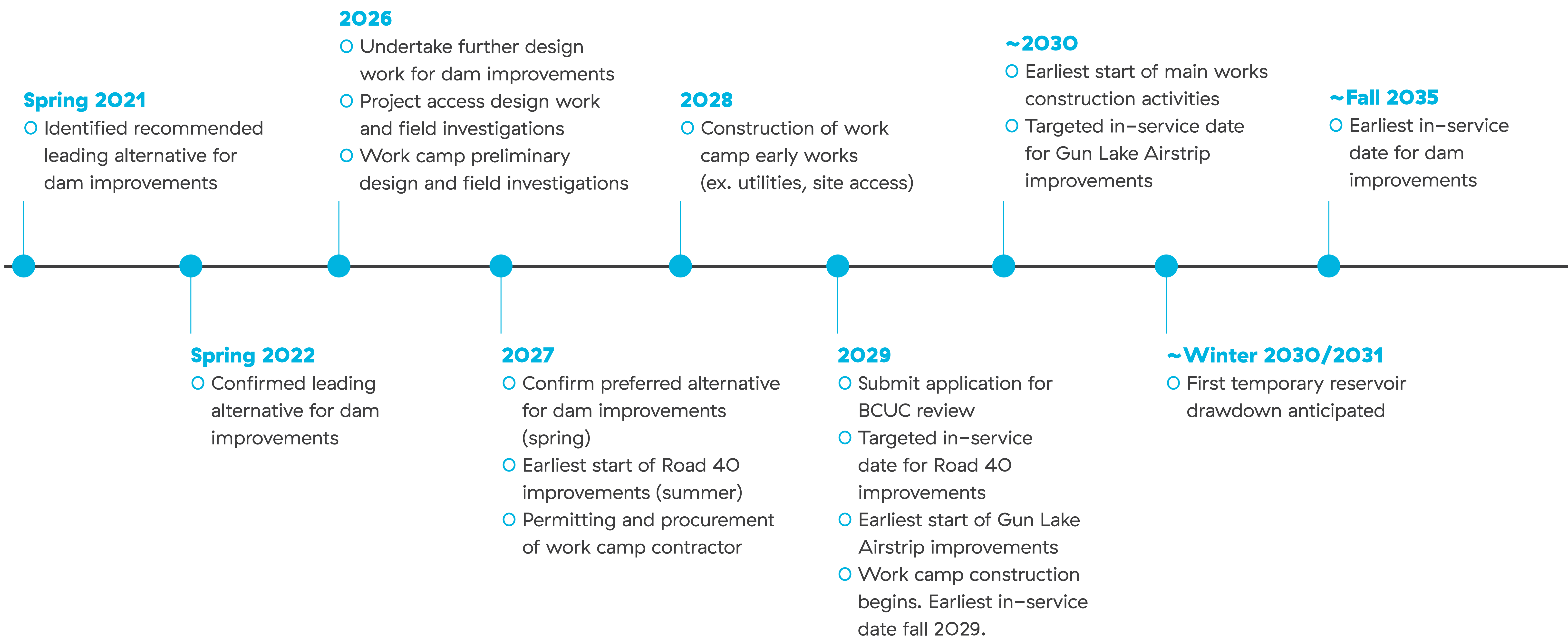
Earliest construction start: Summer 2027

Targeted in-service date: Summer 2029

- First Nations consultation and public engagement activities on the proposed improvement locations are planned for this year.
- Public notifications including updates and potential traffic impacts will be communicated as plans are further developed.



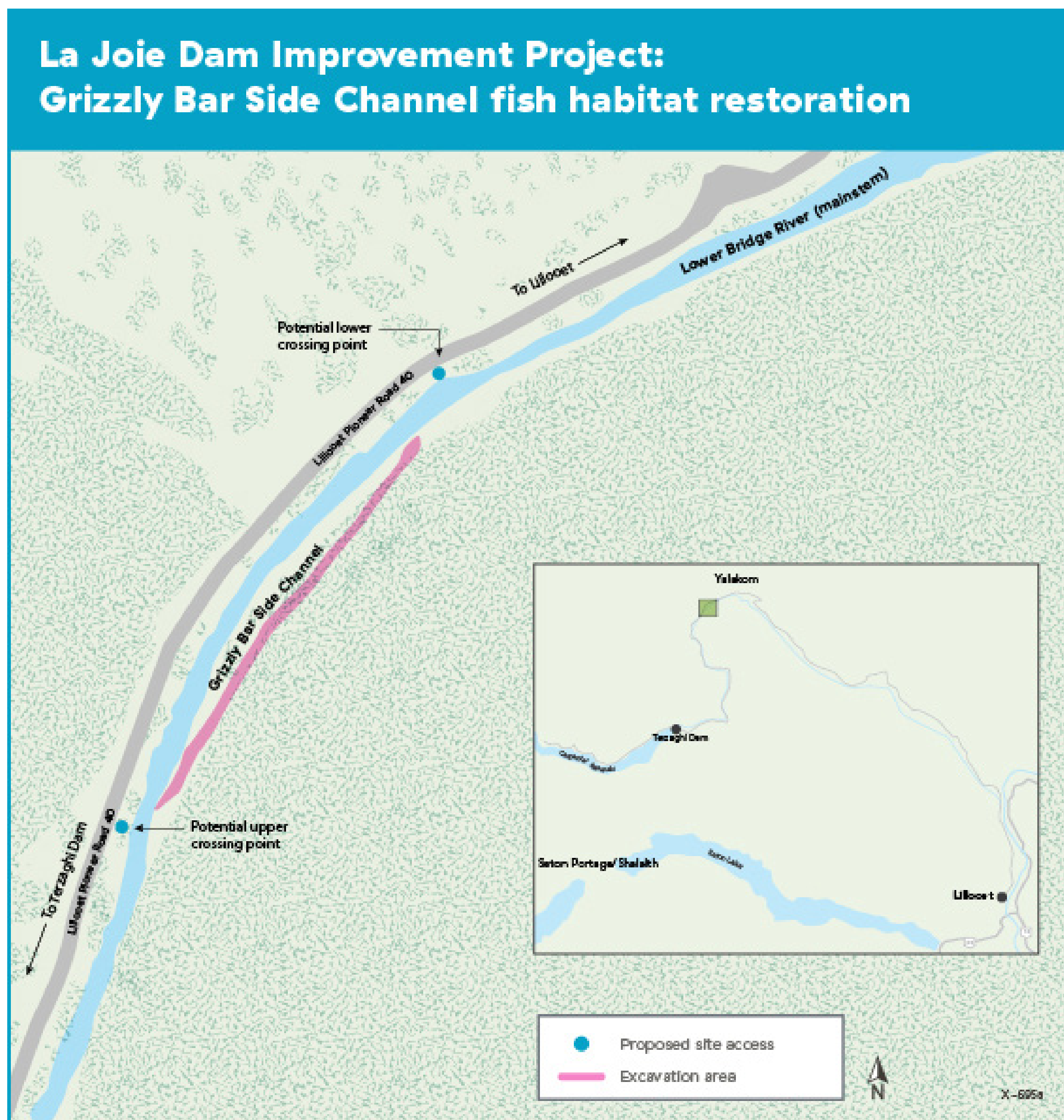
Project timeline estimate



Timeline is subject to change based on the project’s progression.



Grizzly Bar Side Channel fish habitat restoration



We're restoring fish habitat in the Bridge River System by enhancing Grizzly Bar Side Channel.

This work will help prevent fish stranding and support healthy fish populations.

- Crews excavated a side channel to improve connectivity to the main stem of the Lower Bridge River.
- This work offsets impacts from the spring 2022 Downton Reservoir drawdown.
- Construction was completed in April.
- Learn more on our website: www.bchydro.com/lajoie

This work was done in consultation with regulators and in partnership with St'át'imc Nation.



Grizzly Bar Side Channel

Before (March 2026)



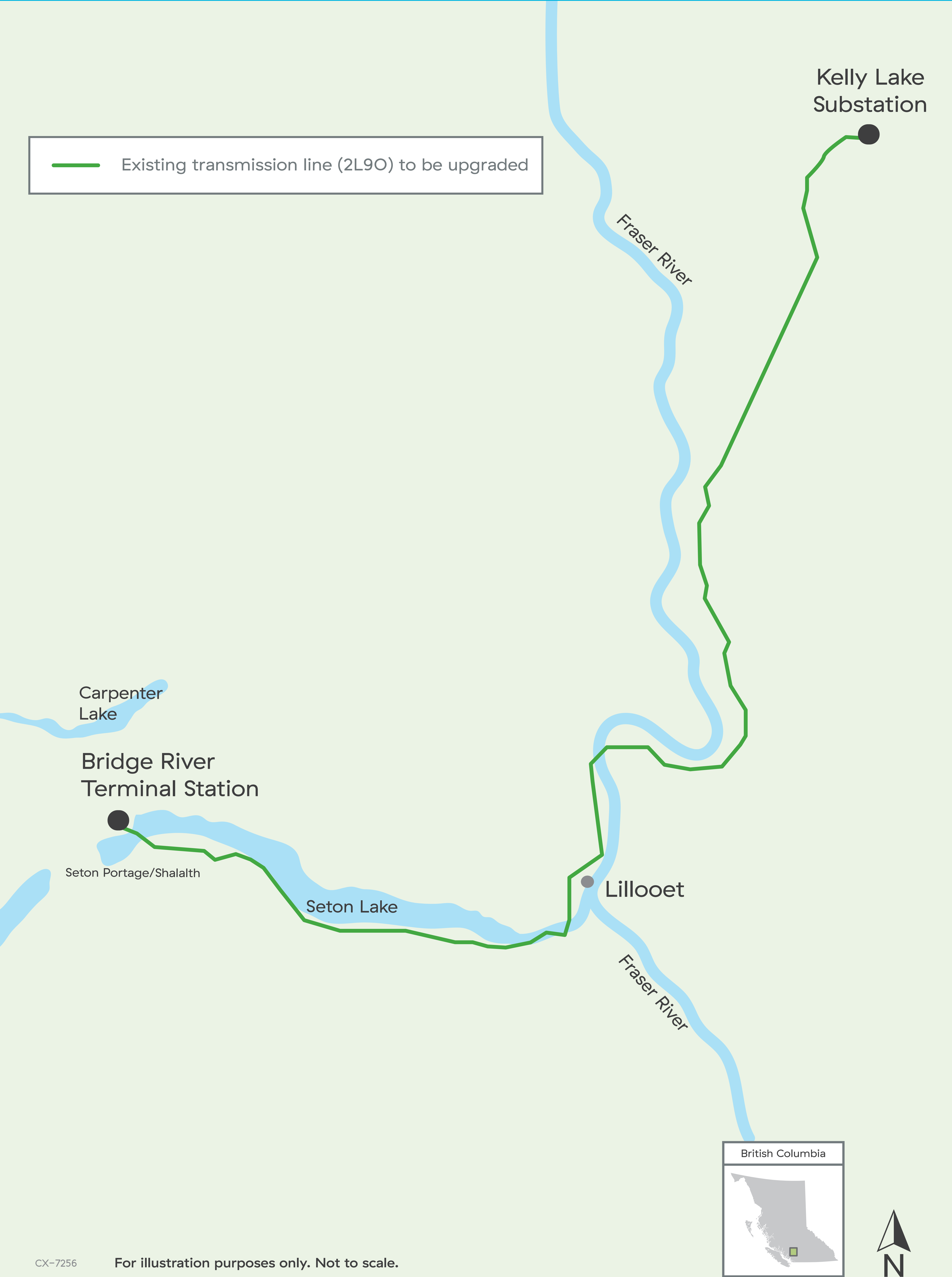
After (April 2026)



Bridge River Transmission Project (BRTP)



Bridge River Transmission Project (BRTTP)



Project Overview:

Why the project is needed

Purpose: improving the reliability and safety of the Bridge River transmission system by eliminating system constraints and increasing its capacity to move electricity from where it's produced to other parts of the province.

- We'll be undertaking upgrade and repair work on ~150 structures and raising the height of an existing transmission line 2L90 in several sections between Kelly Lake Substation and Bridge River Terminal Station within existing BC Hydro rights-of-way.
- Work will also include upgrades to existing access roads and the creation of some new roads and helipads to access the structures.

Learn more on our website: www.bchydro.com/brt



Transmission line 2L90 overlooking Lillooet (2025)



What's happening now



We're preparing for construction to start as early as fall 2026.

This spring, we'll be completing environmental and archaeological field work to support planning for the project:

- Starting in May, small field crews will be at select locations along the existing transmission line.
- We'll also be refreshing and adding markings (flagging tape and wooden stakes) along some of the project access roads and clearing areas.
- Some nearby access routes may also be used.
- No traffic impacts are expected.
- This work will help inform project planning and ensure construction is carried out responsibly.

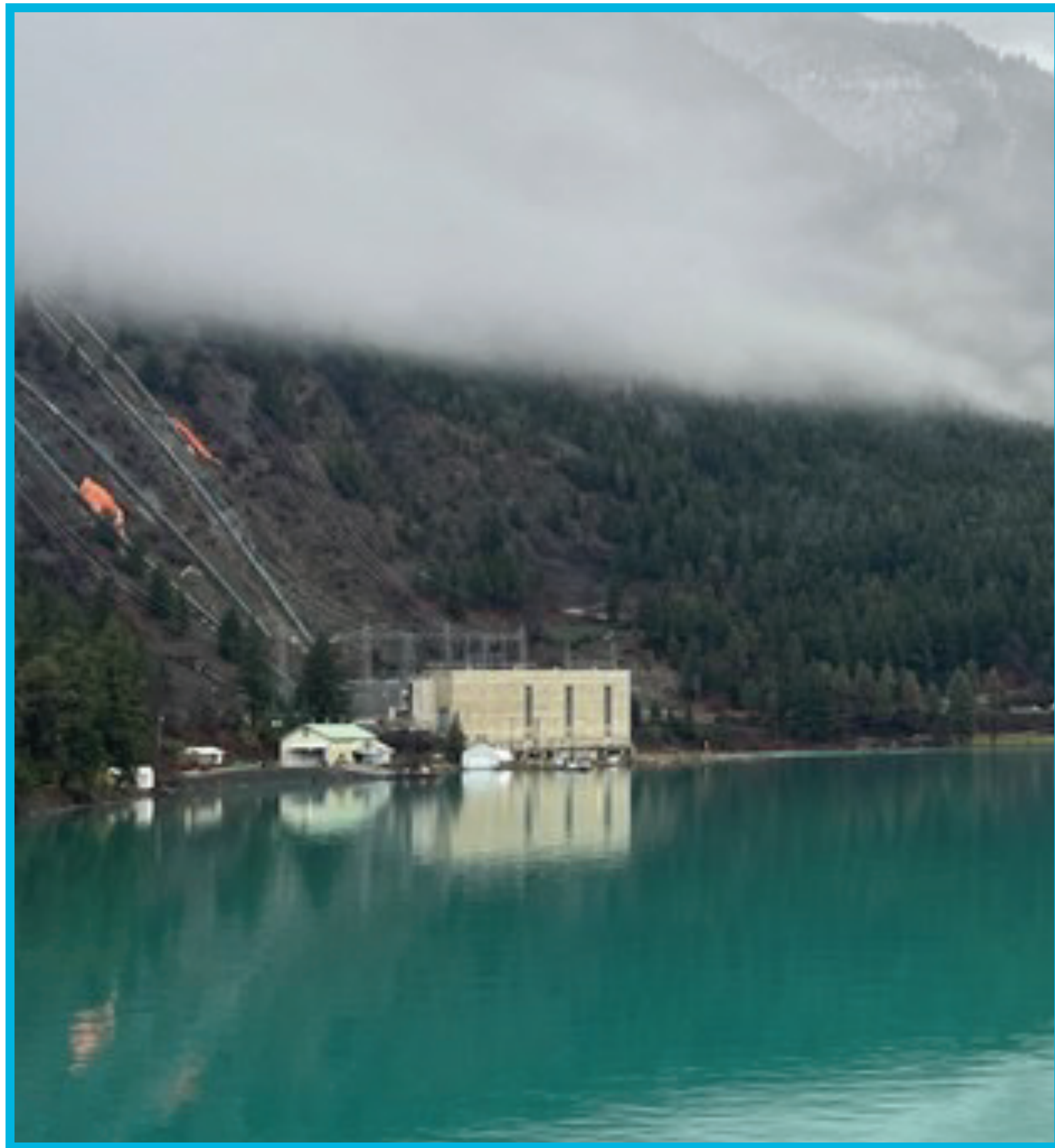
Targeted in-service date is early 2029



Bridge River 1 and Terzaghi Dam



Bridge 1 Unit 1-4 Generator Replacement Project



Bridge River Generating Station – Unit 1

- Built in 1948, Generating Units 1 to 4 require upgrading as they are nearing end of life.
- Certificate of Public Convenience and Necessity (CPCN) granted by the British Columbia Utilities Commission (BCUC) October 2022.
- Construction is scheduled to begin in 2028.
- Targeted completion is July 2032.



Bridge 1 Units 1-4 Penstock Internal Recoating Project

- Construction started April 2026 for contractor mobilization, outage started May 4, 2026.
- There will be 4 years of construction (one per year for each penstock).
- The final penstock is planned to have interior recoating finished by Oct 2029.



Exterior view of the Bridge 1 penstock



Inside the Bridge 1 penstock



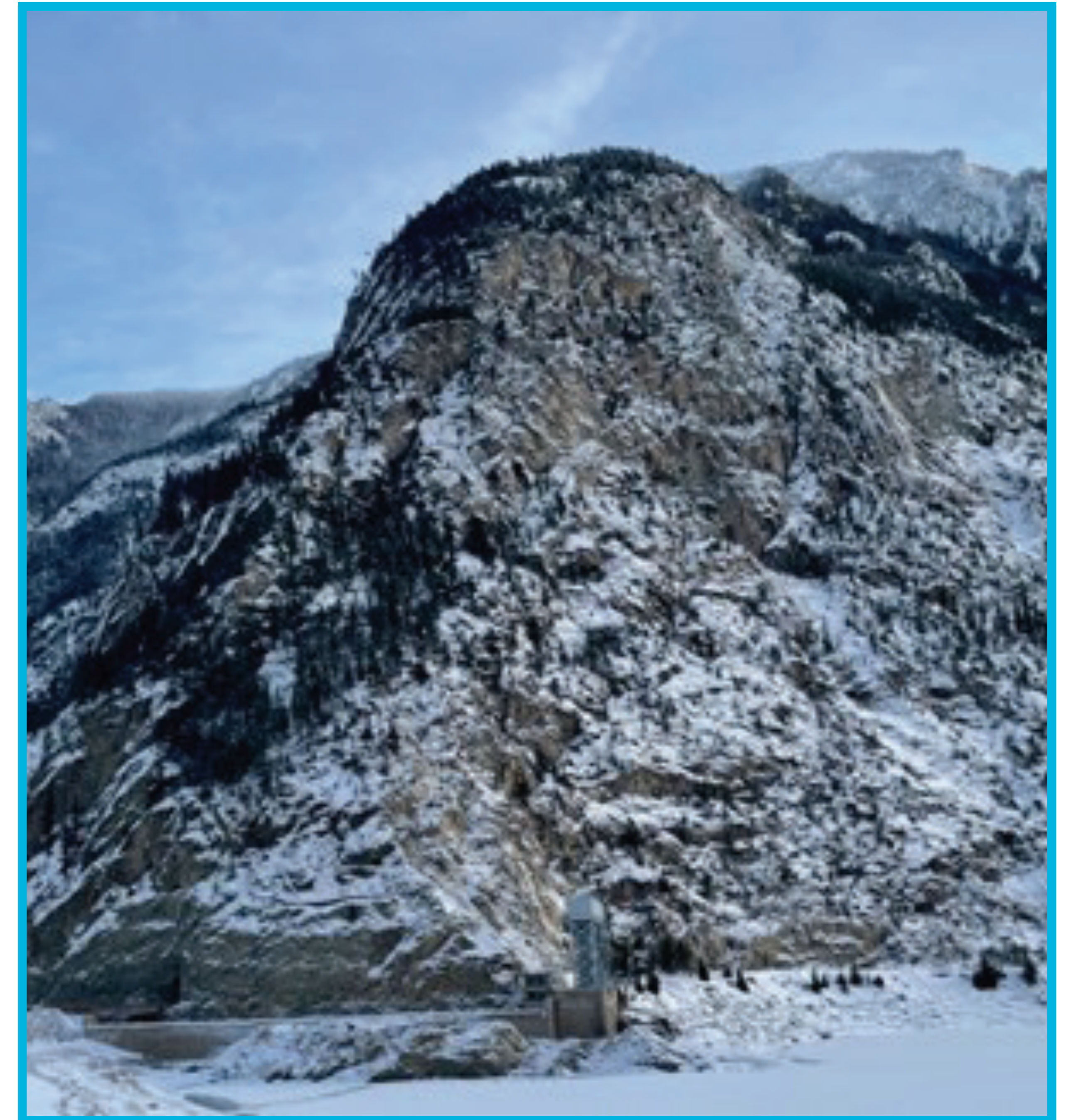
Terzaghi Dam

Terzaghi Dam Spillway Chute Access Improvement Project

- Project will mitigate rockfall hazard above the spillway to improve worker safety.
- Construction is underway, targeted completion in 2027.
- Intermittent road closures are required along Mission Mountain Road.

Terzaghi Dam Low Level Discharge Reliability Project

- The project will improve reliability of the low-level outlet system.
- The project is currently in the early planning stages, with targeted completion in the early 2030s.
- Mountain Road.



Mission Mountain towering over Terzaghi Dam with Carpenter Reservoir blanketed in white



How to connect

For project information and questions:

Email: projects@bchydro.com

Phone: 1 866 647 3334

bchydro.com/bridgeriver

- subscribe for project updates



BC Hydro open house, Gold Bridge Community Club (October 2025)

