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When Tensions give way to Stress. To whom it may concern.

My name is Esther Pedersen and I live above the proposed damsite.

Although much has been said and submitted about the instability of the site chosen to build the Site C project, I would like to add some photos that show an historical comparison of doing what we "Want" in a hurry, over taking our time to study and build what we "Need" and can "Afford".

In the early 1940's, the US Army sent in troops and engineers to build a highway from Charlie Lake BC, to Alaska. This was to be able to help protect Alaska, from attack and invasion by Japan.

There already was a road from Dawson Creek to Charlie Lake long before the Americans came but two rivers, Kiskatinaw and the Peace, needed bridges built so the Highway could be used by heavier traffic year round.

So, the American army of road builders widened the existing road from Dawson Creek to Charlie Lake and designed the 2 bridges needed to complete the route.

The original curved wooden trestle bridge across the Kiskatinaw still stands today as an historic reminder of engineering genius to build North America's only remaining wooden Curved trestle bridge. ?This bridge stands because of its good engineering, but equally important is because it is anchored into solid rock, on stable banks, easily found on both sides of the river.
<http://www.tourismdawsoncreek.com/visitor/do/historic-attractions/kiskatinaw-bridge>

The second bridge was the one that brought a sense of "Awe" to most. Built during the Alcan Craze in 1942 this was a huge suspension bridge, built across the Peace at Taylor BC.

North Peace residents were thrilled to finally have these easily traversed, lifelines in and out of the area. However, the "Amazing Suspension Bridge" at Taylor would soon prove to be a "Hurry Up and Build It" failure in geotechnical design, as it only lasted 15 years before the North Bank of the Peace, it was anchored to, sheared away and let the Bridge go.

The 1957 Peace River Bridge Collapse, Taylor BC - Courses @ Learn60?

This was because foreign geotech engineers, failed to do in an depth study of the stability of the Peace River's, shale and gravel hills, as to their constant movement, slumps and slides.

This is because unlike the rock sides at the Kiskatinaw river, the Peace hills between Hudson's Hope and the Alberta border are made up of Gravel and Shaftsbury shale (a petrified clay that turns to mud when exposed to air and water). That the bridge only lasted from 1942 to 1957.

This is a parallel scenario of the Dam building happening on the Peace today.

For the 1st 2 dams, WAC and Peace Canyon, there was bedrock (not crumbly shale) to anchor those dams to. However, for the 3rd, Site C dam, just around the bend, only a few kms away from the failed Taylor bridge, (built in 1942 - 1957,) the geological makeup of the North bank chosen for the North foot of the proposed dam, is also made of Ancient Gravel seams, potters clay, and Shaftbury Shale which is petrified ancient Potters clay. The thing to note about potter's clay is it is highly valued by potters, for its very slippery when wet texture that can be thrown and molded on a Potter's wheel. These are the Peace River clays, Slippery when wet.

True to predictions of almost 40 years, since August of 2015 to present, when BC Hydro contractors began clearing the banks and carved into the North bank and hills for the proposed Site C project, the river banks have been giving pretty obvious to all, clues of things to come. If we should decide to try and anchor another large structure to the North bank of the Peace in this area, or leave it free standing and expect the North bank to just, "Do its Part" and stay put for 75 years or more. Not likely.

Especially should we see more wet springs, summers and falls as we have been having here these past 5 years.

Another dam to learn from, built in the Teton River Valley between the same gravel and clay geology banks as the Peace River, failed as soon as it was filled. This breach was filmed and can be found here, as well as a descriptions of the devastation that flash flood caused.
<https://www.youtube.com/watch?v=b6NAjrIjf3U>

How much BC taxpayers money do we intend to waste? Are we to keep feeding this White Elephant named SiteC the \$\$, when we know very well she's Old Dying technology, that will certainly Eat Our Money but will Poop it out her back end faster than we can feed the \$\$ to her!

The Taylor bridge built in 1942 that was let go by the North bank of the Peace a mere 15 years later, didn't have to hold back any water, and yet the stress on the North bank from trying to hold onto it, caused a shearing tension crack identical to the one photographed at the Site C's North bank where the diversion tunnels and North foot of the dam are to be built.

100's of workers have already been laid off of this job, for SAFETY reasons surrounding a possible landslide of the North bank via its tension crack!

What will it take to make those in control say "STOP the Destruction and Waste of our money?" How many deaths can those who study and make decisions on these matters on BC tax/rate payers behalf, have on their conscience before they say, "Stop that's enough, we are done with this project?" Will it end soon or will we continue to ruin irreplaceable non mitigatable, wildlife habitats, sacred sites, pre and post historic sites, people's lives in and around the Valley, for a few temporary jobs building a project we don't need, can't afford and most don't want?

Will BC close the gates and then watch the 200+ residents at the Old Fort subdivision, located on the same North bank, directly below the proposed damsite, on the same crumbling Northbank, as the 1942 Taylor bridge, get washed away in their sleep, from a highly possible flash flood from a Dam breach?

The bridge standing at Taylor today is a 4 out of 5 in need of repair, as it too less than 60 years of age is pulling away. My guess is the money and workforce being wasted right now on the Site C "Make work for Votes" site, could be far better utilized removing and replacing the existing Taylor bridge. This is the

North Peace's service lifeline. It is a project we need and the Province needs to keep the Peace functioning. A temporary road could be built with aggregates from the proposed Site C site, to connect the temporary Site C bridge, across the Peace, to the Alaska highway. Then traffic could be diverted across it, whilst a new approach and bridge at Taylor is being built.

As well the 271rd, on the South side of the Alaska Highway, which Hydro was to have widened and paved 1 year ago, can also be improved, instead of slashing critical wildlife habitats and terrorizing farmers with threats to steal their 3rd and 4th generation homes, flattening and digging up 1st Nations burial sites, in the Peace Valley.

Let's bring PEACE and quiet back to our Valley.

Stop wasting Money, stop the destruction of the Historic Valley, Stop the Terrorizing of Farmers, Stop Site C forever.

All persons and photos have been used with permission. The person in the picture with the dogs is me Esther Pedersen, the Taylor Bridge photos are used with permission of Arthur Hadland who has them on his personal file. The black dots on the black and white photos clearly mark the tension crack and resulting bank failure to support the 1942 US engineered suspension Bridge across the Peace. The current tension crack photos are of the North bank of the Site C project site today, are from Don Hoffman's and Public media sites.

Esther Pedersen.









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