

1 Q. **Reference: Volume II, Hydraulic Generation Refurbishment and Modernization (2020-2021),**
 2 **Tab 1, page 49, lines 20 and 21**

3
 4 This project will include replacement of the existing culverts with a bridge
 5 reused from the construction of TL 267, as shown in Figures 33 and 34.
 6

7 Provide a copy of the analysis indicating replacement of the existing culverts with a bridge
 8 reused from the construction of TL 267 is least cost.
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10
 11 A. Newfoundland and Labrador Hydro completed a cost comparison of culvert and bridge options
 12 at two Bear Brook crossing locations (Camp Boggy and Airport Road). These cost estimates were
 13 used as a basis of comparison for determining the least-cost option for access over Bear Brook.
 14 The outcome of the cost comparison concluded that replacing the culverts at the Bear Brook
 15 crossing in Camp Boggy with the reused bridge from TL 267 was the least-cost option. The
 16 analysis considered the resale value of the bridge; however, it was determined to be of low
 17 value. Table 1 summarizes the cost comparison.

Table 1: Cost Comparison of Options for Bear Brook Crossing

Option	Details	Cost
A	Estimated Bridge Procurement and Installation	\$493,110.45
	Credit From Reusing TL 267 Bridge	<u>-\$270,000.00</u>
	Camp Boggy (reused) Bridge Installation Estimate	<u>\$223,110.45</u>
B	Estimated Camp Boggy Culvert Installation	\$329,998.20