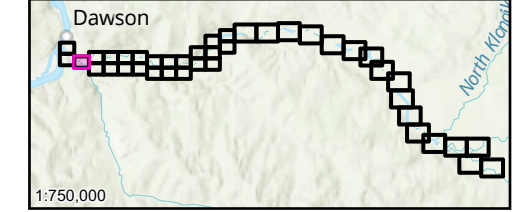
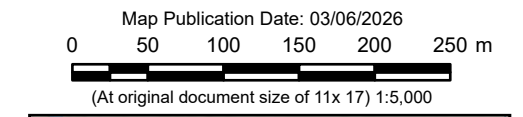


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|--|---|--|--|
| | River Flow Direction | | Surveyed Cross-Sections Used in Hydraulic Model |
| | WSC Stations | | Toe of Ice Jam |
| | HPW Drainage Culverts | | Tr'ondëk Hwëch'in Settlement Land |
| | Highway Kilometer Post | | Approximate 50% AEP Open Water Flood Inundation |
| | Cross-Section Number
WSE (m) Along Cross-Section | | Inundation Under Modelled Open Water Runs |
| | Surveyed Culvert Location | | Inundation Under Modelled Breakup Ice Jam Runs |
| | Bridge | | Inundation Extent From Subsurface Seepage |
| | Highway | | Composite Open Water and Ice Jam Inundation Extent |
| | Local Road | | Potential Presence of Ice Debris During Jam Scenario |
| | Major Contour (5m) | | Ice Jamming Extents |
| | Minor Contour (1m) | | |



- Notes**
1. Coordinate System: NAD 1983 CSRS UTM Zone 7N Vertical Datum: CGVD2013, Geoid: CGG2013a
 2. Data Sources: GeoYukon, Canada Lands Survey (CLS) CCM 982, CANVEC
 3. Flood hazard extents shown on these maps are based on LIDAR collected in August, 2024 and topographical and bathymetric data that was collected in June and September 2024.
 4. 50% AEP inundation lines are based on the 50% AEP flow estimate simulation in the hydraulic model which has been calibrated for higher AEP flood events and therefore should be considered approximate.
 5. The content of these Composite Flood Hazard Maps is based on the methods, assumptions, limitations, and analysis documented in the Dawson City and Klondike Valley Flood Mapping Study produced for Yukon Government. Composite Hazard Maps are based on the available data which is current to the time the maps were produced. Such data contains inherent limitations given that the climatic conditions and geomorphic conditions are constantly evolving and cannot be predicted with certainty.