

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

DOCKET NO. UE-150204

DOCKET NO. UG-150205

EXHIBIT NO. ____ (KKS-8)

KAREN K. SCHUH

REPRESENTING AVISTA CORPORATION

**AVISTA CORP.
RESPONSE TO REQUEST FOR INFORMATION**

JURISDICTION:	WASHINGTON	DATE PREPARED:	06/03/2015
CASE NO.:	UE-150204 & UG-150205	WITNESS:	Scott Kinney
REQUESTER:	ICNU	RESPONDER:	Jacob Reidt/Karen Schuh
TYPE:	Data Request	DEPT:	State & Federal Regulation
REQUEST NO.:	ICNU - 198	TELEPHONE:	(509) 495-2293
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REQUEST:

Please refer to Exhibit No. __ (SJK-1T) at 13. What is the currently expected operational date for the Nine Mile Redevelopment? If later than 2016, please provide expected capital costs beyond 2016.

RESPONSE:

The Nine Mile rehabilitation project consists of several projects. The two main projects consist of the Tailrace Gate System and the completion of Units 1 and 2. The Tailrace Gate System is expected to be operational in August of 2015. The Company had originally expected Units 1 and 2 to be operational in December of 2015 and now the revised schedule shows a September of 2016 completion date. There are three main reasons for the delay of Units 1 and 2:

1. Delays to dewatering the plant
 - a. The Company assumed that the stoplog slot conditions would support the tailrace gates with minimal modifications. However, when the contractor did the inspection of the slots, they found the stoplog slots were in poor condition and required installation of embedded steel guides and sills. This additional design and fabrication added approximately five-months to the scheduled dewatering.
 - b. The delayed dewatering impacted the ability to complete the demolition of the powerhouse. Portions of the powerhouse were not accessible for demolition until after the dewatering was complete.
2. Delays to powerhouse demolition
 - a. Due to the plant not being dewatered, a new means and method was selected to complete demolition, use of a Brokk robot vs. saw cutting, was selected, delaying the demolition from mid March to mid June 2015.
 - b. Delays to the demolition will impact concrete placement and placement of the new equipment.
3. Electrical Completion
 - a. The Company assumed that the cable tray system would be supported by an "off the shelf" solution because it would be lower than ten feet and would not require additional design, fabrication, or more than approximately 2 months to install. However the final design of the cable tray system was higher than ten feet due to the final electrical design. An "off-the shelf" support solution was not viable and a specialized support structure is necessary. The additional design, fabrication, and installation could take up to nine months.
 - b. The Electrical Completion Design Package was expected to be completed by December 2014 but was delayed to May 2015 due to the delayed delivery of information from equipment suppliers and equipment installers.