

## Susitna-Watana Hydroelectric Project Document

### ARLIS Uniform Cover Page

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**Susitna-Watana Hydroelectric Project  
(FERC No. 14241)**

**Geology and Soils Characterization Study  
Study Plan Section 4.5**

**Initial Study Report  
Part B: Supplemental Information (and Errata) to  
Part A (February 3, 2014 Draft Initial Study Report)**

Prepared for

Alaska Energy Authority



**SUSITNA-WATANA HYDRO**

*Clean, reliable energy for the next 100 years.*

Prepared by

MWH

June 2014

**PART B: SUPPLEMENTAL INFORMATION (AND ERRATA) TO PART A  
(FEBRUARY 3, 2014 DRAFT INITIAL STUDY REPORT)**

Part A Reference	Description
Passim	As explained in the ISR Overview and depicted in Figure 1, following release of the draft ISR in February 2014, AEA added a new north-south transmission and access corridor alignment from the dam site to the Denali Highway. This new alignment is referred to as the Denali East Option. For clarity, the north-south alignment studied to date (and historically referred to as the Denali Corridor) is now referred to as the Denali West Option. Hence, all references in Part A to the “Denali Corridor” are referencing the newly designated Denali West Option.
ISR 4.5, Page 9, Section 5.1.2.4, 2 <sup>nd</sup> paragraph, first sentence.	The figure citation should be for Figures 5.1-5 and 5.1-6. The sentence is revised to read: “A regional geologic map is currently being compiled; a draft work in progress document is provided herein (Figures 5.1-5 and 5.1-6).”
ISR 4.5, Page 10, Section 5.1.4, 3 <sup>rd</sup> paragraph, 4 <sup>th</sup> -6 <sup>th</sup> sentences.	These sentences are revised to read:  “Groundwater and ground temperature data over the period from October 2012 through November 2013 have been recorded. The preliminary indications are that the groundwater table in the dam site, away from the river’s edge, is relatively deep (80 feet to more than 200 feet below the ground surface). With regard to ground temperature measurements and based on the data collected during the 1980s, it appears that frozen ground conditions exist in the south abutment (DH-24) and may be present in the lower north abutment (Figure 5.1.7).”