

## **3.15 Traffic and Transportation**

This section describes the existing local and regional road networks and the existing traffic patterns and conditions in the project area. Projected traffic conditions associated with the construction and operation of the proposed project are assessed to determine impacts on area traffic circulation. Air, rail, and waterborne traffic are also discussed.

### **3.15.1 Existing Conditions**

#### **3.15.1.1 Generation Plant Site**

##### ***Street Network***

The project site is located in the northwestern portion of Walla Walla County, approximately 8 miles south of the City of Pasco, 2 miles north of the unincorporated community of Wallula, and 7 miles southeast of the unincorporated community of Burbank. U.S. Highway 12 borders the property on the west side, and the Union Pacific Railroad borders the site on the east. Figure 2-1 shows the general project area and the local street and rail system.

The project site is located approximately 2,550 feet south of Dodd Road. Dodd Road is a two-lane road running from east to west. At its west end, Dodd Road intersects with U.S. Highway 12 at milepost 301.61. Legal access to the project site is provided by an undeveloped strip of land in the shape of a panhandle that extends south from Dodd Road along the Union Pacific Railroad right-of-way. Negotiations are underway to exchange the panhandle portion of the project site for an ingress-egress easement to Dodd Road. This easement would cross the adjacent property located to the north of the project site.

Approximately 1.93 miles south of the intersection between U.S. Highway 12 and Dodd Road is the intersection of U.S. Highway 12 with Attalia Road. Approximately 1,500 feet north of this intersection is an existing poor-quality private access road to the project site. No public street intersections occur between Dodd and Attalia Roads.

Attalia Road is a two-lane road running from southeast to northwest that also serves as the main access road to the Boise Cascade Corporation Wallula Mill, the Ponderosa Fiber of Washington deinking plant, and undeveloped industrial land. The U.S. Highway 12 intersection with Attalia Road includes a northbound left-turn lane and southbound acceleration and deceleration lanes provided to facilitate vehicle access to the facilities.

U.S. Highway 12 is a continuous highway from western Washington into Idaho. In the vicinity of Dodd Road, U.S. Highway 12 is a two-lane highway and is under partial access control. To the south, access control changes to a less restrictive modified access control at milepost 303.14, located about 0.3 mile north of the Attalia Road intersection.

##### ***Intersections Analyzed***

Almost all project-related traffic would travel from U.S. Highway 12 to either a temporary construction access road directly off of U.S. Highway 12 (applicant proposed),

or to Dodd Road (WSDOT proposed) and thence to a permanent project access road. Key intersections analyzed relative to the proposed project include

- the intersection between Dodd Road and U.S. Highway 12, and
- the intersection between Attalia Road and U.S. Highway 12.

Two proposed intersections were also analyzed. The locations include

- the intersection between Dodd Road and the proposed new permanent access road to the project site approximately 1,000 feet east of the Dodd Road-U.S. Highway 12 intersection, and
- the intersection between a proposed temporary access road emanating from the project site near milepost 301.9. (This access proposed by the applicant would be used for construction vehicles and would revert to gated access after the construction period. It would also provide a second means of emergency access until a permanent north-south parallel roadway can be completed. The proposed temporary access would include a stop sign on the access leg, as well as a northbound deceleration lane, a southbound left-turn lane, and a northbound acceleration lane for traffic merging onto U.S. Highway 12.)

**Traffic Patterns and Volumes**

Through traffic on U.S. Highway 12 and local traffic to the Iowa Beef Processors slaughterhouse via Dodd Road dominate traffic circulation in the project vicinity. Northbound U.S. Highway 12 traffic in the project vicinity is primarily destined for the Tri-Cities area, and southbound traffic is primarily destined for either the City of Walla Walla or Oregon.

Average Daily Traffic (ADT) volumes on U.S. Highway 12 and Dodd Road between 1995 and 1999 are summarized in Table 3.15-1.

**Table 3.15-1. U.S. Highway 12 Average Daily Traffic, 1995 through 1999**

Milepost	Location	1995 ADT	1996 ADT	1997 ADT	1998 ADT	1999 ADT
297.78	Before Basin Loop Road	8,300	8,300	8,900+	9,100	9,300
301.61	Before Dodd Road	8,100	8,200	8,500	8,400+	8,700
301.61	After Dodd Road	6,200	6,300	6,500	6,600	6,800
307.41	Before Junction with Highway 730	5,400	5,400	5,600	5,300+	5,500
Source: WSDOT on-line annual traffic report 1998 and 1999.						

ADT is calculated using annual traffic averages. For U.S. Highway 12, the nearest permanent recorder of this information is near the interchange with U.S. Highway 730. Projections from available data indicate that U.S. Highway 12 north of Dodd Road will be traveled by approximately 8,700 vehicles daily in 2002 and 9,370 vehicles daily in 2004. The directional split in traffic on the roadway over the course of a typical day is approximately 50% northbound and 50% southbound. Trucks characteristically represent between 15% and 20% of traffic volume.

Traffic levels on many roads vary seasonally because of agricultural shipment patterns (e.g., harvest time), a high level of tourism, or other seasonal variables. A seasonal variation factor is applied to the published ADT value to account for such differences (see Table 3.15-2).

**Table 3.15-2. Variation Factor for Seasonal Differences**

Month	Factor	Month	Factor	Month	Factor
January	1.24	May	1.07	September	0.93
February	1.20	June	1.01	October	1.01
March	1.12	July	0.88	November	1.01
April	1.07	August	0.89	December	1.06

Source: Data provided by Wallula Generation.

The information above indicates that hourly counts collected in October and November should represent average conditions at the project site. Harvest periods vary through the year and appear to play a minor role in traffic variance.

Although daily traffic volumes provide a good indication of general travel patterns in the area, peak hour volumes are typically used for analysis because they reflect traffic conditions when congestion is most noticeable. For the project area, the morning and afternoon peak periods are influenced by the shift patterns at the Boise Cascade Corporation Wallula Mill and Iowa Beef Processors slaughterhouse. The weekday morning peak hour is estimated at 6:00 a.m. to 7:00 a.m., while the afternoon peak period is estimated at 2:15 p.m. to 3:15 p.m.

A summary of a.m. and p.m. peak hour volumes recorded in September and November 2000 for the two intersections appears in Figures 3.15-1 and Figure 3.15-2. Peak volumes do not vary significantly with agricultural cycles because the agricultural drivers avoid the congestion surrounding the Iowa Beef Processors slaughterhouse shift changes.

### **Existing Levels of Service**

The a.m. and p.m. peak hour traffic volumes were analyzed to determine Level of Service (LOS) on streets. Calculated LOS values for the U.S. Highway 12 intersection with Dodd Road are summarized in Table 3.15-3. LOS is a measure of the ability of a given intersection to serve the traffic on the system. The LOS methodology used was developed by the Traffic Research Board and calculated with the support of Highway Capacity Software (HCS version 3.0). For unsignalized intersections, LOS is a qualitative measure of stopped delay. Results are expressed similarly to school grades, using the letters A through F, with F representing failure and A representing free-flowing traffic. The calculated delay is the critical movement for the worst leg of the intersection.

Generally, the intersection operates with little delay. In both cases, drivers turning left onto southbound U.S. Highway 12 experience delay. As the table indicates, the Dodd Road p.m. peak LOS is rated C, with a stopped delay of 18.6 seconds for traffic turning onto U.S. Highway 12. (LOS level D is typically considered unacceptable for this intersection type.)

**Table 3.15-3. Existing Level of Service,  
Intersection of U.S. Highway 12 and Dodd Road**

Time of Day	Level of Service/Delay (sec)
a.m. Peak	A/9.9
p.m. Peak	C/18.6
Source: Data provided by Wallula Generation.	

### **Safety Concerns**

Traffic accident information for the past 5 years plus 5 months was obtained from WSDOT. Some of the information regarding accident detail in the statewide database is incomplete.

Intersection accident rates are typically measured in terms of accidents per million vehicles entering the intersection (MEV). Road segment accident rates are typically measured in accidents per million vehicle miles of travel (MVMT). Intersections are considered to be high accident areas when the MEV accident rate approaches 1.0 or the MVMT accident rate approaches 3.0.

Accident frequency is the measure of accidents per unit of time and does not take into account any changes in vehicle volume. Accident rates tend to remain stable in rural conditions unless either a change is made to the roadway or volumes increase to the point of noticeable congestion.

In the road segment between U.S. Highway 12 mileposts 301.1 and 304.0, there were 35 accidents. Fifteen of these events were injury accidents, while the remaining 20 involved only property damage. No fatal accidents occurred in this stretch of roadway. Based on average daily traffic during the study period, the MVMT accident rate is estimated at 0.91.

A total of 10 accidents occurred near the Dodd Road intersection with U.S. Highway 12. Six involved only property damage, and four were injury accidents. None of these intersection-related incidents was fatal. Five involved vehicles turning from a southbound lane on U.S. Highway 12 onto Dodd Road; three were rearend collisions in the left-turn lane; and two involved turning vehicles in collision with fixed objects.

Two accidents involved northbound vehicles striking vehicles turning left from Dodd Road. Five accidents included collision with fixed objects or rearend collisions while vehicles were stopped on Dodd Road. For the Dodd Road intersection, the 10 recorded accidents result in a MEV accident rate of 0.47.

Road intersection areas are typically considered high accident areas (or areas of concern) when intersection rates approach 1.0 accidents per MEV or corridor rates approach 3 accidents per MVMT. The calculated MVMT and MEV accident rates are below levels commonly considered high.

### ***Future Plans and Projects***

WSDOT plans to renovate and expand U.S. Highway 12 beginning in 2002. These plans include creating a new two-lane roadway near Dodd Road to carry southbound traffic. The existing roadway would be converted to carry northbound traffic lanes. At milepost 301.8 (about 0.2 mile south of Dodd Road), both roadways will be newly constructed. WSDOT will acquire right-of-way to construct the new transitional northbound travel lanes in an area adjacent to the project site.

Construction from McNary Pool to milepost 301.8 has been funded and will occur first. The second phase, from milepost 301.8 to the junction with U.S. Highway 730, has not been funded. Final design of roadway and intersections has not been accomplished. The Dodd Road intersection will presumably include a stop/holding area in the median for vehicles making a southbound-to-eastbound left turn or a westbound-to-southbound left turn.

WSDOT proposes eventually to convert U.S. Highway 12 into a full access control facility, thereby eliminating all at-grade intersections and providing grade-separated interchanges with access ramps. One such interchange would probably be located in the vicinity of Dodd Road (possibly near Ivarson Road), and another in the vicinity of the Boise Cascade Corporation Wallula Mill. With the completion of the U.S. Highway 12 full access control facility, all at-grade intersections would be eliminated, and local access to U.S. Highway 12 from surrounding properties and the county road network would occur at the interchange connections. In creating the full access control facility, WSDOT plans to buy back existing private access permits and limit U.S. Highway 12 access to the new interchanges.

In 2002, Walla Walla County is planning to reconstruct approximately 2 miles of Dodd Road as part of its maintenance program. This action will provide a concrete surface, wider travel lanes, and shoulders. The road is deteriorating, partly because of the large volume of truck traffic.

### ***Local Comprehensive Transportation Plans***

The project site is classified in the Walla Walla County Comprehensive Plan 2000-2020 as the Attalia Industrial Urban Growth Area (UGA). While there is no separate transportation plan for the UGA, the UGA map shows the potential for three new roads in the area. The first of these would provide east-west access 1 mile south of Dodd Road but would not intersect U.S. Highway 12. The second would parallel Dodd Road 2 miles to the south and would intersect U.S. Highway 12. The third road would travel from north to south, connecting Dodd Road with the two new roads approximately 2 miles east of U.S. Highway 12 at the north end and 1.5 miles east at the south end. If constructed, the roads would follow section lines.

### ***Air Traffic***

The nearest airport to the project site is located in the City of Pasco, approximately 12 miles to the north. The City of Walla Walla also has facilities for commercial air service, approximately 45 miles to the southeast.

## ***Rail Traffic***

The Burlington Northern-Santa Fe Railroad (BNSF) and Union Pacific Railroad (UPRR) operate several rail lines in the project vicinity. The primary BNSF Washington Division Line runs along the Columbia River west of U.S. Highway 12 in the vicinity of the project site. At Attalia (near the Boise Cascade Corporation Wallula Mill) BNSF has track rights on the UPRR line that branches to the north and east. The UPRR tracks run inland of U.S. Highway 12 and along the eastern boundary of the project site.

Three BNSF lines join in the City of Pasco. The Pacific Division Line heads north and west toward Seattle and other parts of northwest Washington. The BNSF Washington Division Line heads north and east toward Idaho, and the Oregon Line heads west through the Columbia Gorge. The UPRR tracks loop under U.S. Highway 12 in Attalia near the Boise Cascade Corporation Wallula Mill to merge with the local Washington Division Line. This arrangement provides relatively easy freight connection across the continent.

UPRR operates the rail line located adjacent to the project site and shares rights on the BNSF line into Pasco.

## ***Waterborne Traffic***

The proximity of the Columbia River provides opportunities for barge transport of equipment. Water barge access could be accommodated at nearby Port of Walla Walla facilities in the community of Burbank or at grain loading facilities near the community of Wallula. Materials could then be offloaded to trucks or railcars for delivery to the project site.

### ***3.15.1.2 Water Pipelines***

Transportation conditions for the water pipeline routes would be identical to those discussed above for the plant site because of the limited road network in the project site vicinity.

### ***3.15.1.3 Transmission Line and Associated Facilities***

Existing county and agricultural roads would provide general access to the new transmission line rights-of-way and switchyard. An access road system currently exists for the Bonneville Lower Monumental–McNary transmission line. Most of these roads parallel the existing transmission line and would be used in many areas to access the new transmission line. Reconstruction or reconditioning of portions of the existing road system would be required. New access roads would also be constructed. Bonneville would acquire any additional easements for new roads from the landowners.

The existing Lower Monumental–McNary transmission line is maintained via access from five roads originating from U.S. Highway 12 in the vicinity of the project area. Five access roads used to maintain the existing line originate from U.S. Highway 730. Two access roads have State Highway 207 as a starting point. Two existing access points originate from State Highway 37.

#### **3.15.1.4 Natural Gas Pipeline**

Transportation conditions for the natural gas pipeline route would be identical to those discussed above for the plant site because of the limited road network in the project site vicinity.

### **3.15.2 Impacts of Proposed Action**

#### **3.15.2.1 Construction**

The applicant is proposing as part of the project to create a new temporary access on U.S. Highway 12 at approximately milepost 301.9. This access would be used for construction vehicles and would revert to a gated access after the construction period. It would then serve as a second means of emergency access until a permanent north-south parallel roadway is completed. The temporary access would require approval from WSDOT. WSDOT is currently opposed to the idea due to its inconsistency with limited access plans for U.S. Highway 12. The proposed temporary access would include a stop sign on the access leg, as well as a northbound deceleration lane, a southbound left-turn lane and a northbound acceleration lane for exiting traffic entering U.S. Highway 12.

Cumulative transportation impacts resulting from construction of the Wallula Power Project and other projects in the area are discussed in Section 3.17, Cumulative Impacts.

#### **Generation Plant, Pipelines, and Access Roads**

Project site construction (excluding the transmission line construction addressed later in this section) is comprised of the temporary construction access road, permanent north-south access road to Dodd Road, the power plant, the natural gas transmission pipeline, and the makeup water supply pipeline. These activities are considered as one activity for the purpose of traffic generation.

Construction of the power plant, pipeline laterals, and access roads would occur over approximately 24 months. Activities would be scheduled from Monday through Friday for an average work month of 20 days. Construction supplies delivered by road and employees would probably arrive at the project site from the north on U.S. Highway 12 and would access the project site via the proposed temporary construction access from U.S. Highway 12. This access would be located approximately 6,800 feet south of Dodd Road. Specific suppliers and sources have not been identified; however, the Tri-Cities area is the likely point of origin for local equipment and materials, as well as labor.

Construction traffic would include the delivery and temporary use of heavy equipment such as tractors, cranes, forklifts, and air compressors. Round trips for construction equipment deliveries would range from 2 to 40 trips per month, peaking in Month 8.

Materials and power plant equipment would include items such as pipe, concrete, asphalt, and generator components. While most of these items would arrive by truck via U.S. Highway 12 and the temporary construction access road, some items would arrive via rail. Rail freight would be unloaded at a remote site and transferred to heavy flatbed trucks and trailers for final delivery to the project site. Rail shipment would be used to accommodate approximately 80 shipments of larger or heavier loads that may include the

combustion gas turbine generators, the steam turbine generators and condenser, and the heat recovery steam generators. There would be no direct rail delivery to the project site.

A variety of trucks from two-axle to multi-axle would be used to deliver materials. Roadway trips for materials were estimated on a monthly basis and range from 32 to 640, peaking in Month 5. The majority of the trips in Month 5 represent concrete and other materials that would be delivered on a daily basis.

Construction access to the natural gas pipeline and the water supply pipeline would occur via the rights-of-way obtained for each pipeline.

Employees include the labor and management to construct the project. Employment would range from 6 to 520, peaking in Month 17. By contrast, employment in Month 5 (when the highest number of equipment and supply trips would be made) is estimated at 401 workers. Average employment is estimated at 294 at the power plant and 9 for pipeline employees. Construction crews are expected to work 10-hour shifts. Work starting and ending times would be staggered. During the construction employment peak, materials and equipment trips are estimated at 389 for Month 17. Table 3.15-4 provides an estimate of peak, average, and high activity levels for project site construction. Because there is no bus service to the site, all travel would be by individual cars and trucks except for some ride-sharing.

**Table 3.15-4. Trip Frequency for Construction Employment and Deliveries**

	<b>Employment</b>	<b>Deliveries</b>
Highest	520 (Month 17)	640 (Month 5)
Average	303	325
Low	21 (Month 1)	32 (Month 23)

Source: Data provided by Wallula Generation.

For the analysis of construction transportation impacts, the worst-case month was identified as Month 17. The 389 construction deliveries are made up of miscellaneous electronic components, pipe, valves, and consumables. These deliveries would probably be spread evenly over the course of the month, resulting in roughly 19 deliveries per day. Deliveries would probably occur primarily in the morning hours, between 7 a.m. and noon. For the purpose of analysis, 80% (15) of the deliveries are anticipated in the morning, with five entries and no exits in the a.m. peak hour. Two deliveries would probably occur in the p.m. peak period with both arrival and departure within the hour.

Employment is estimated at 520 workers for Month 17. They would work a 10-hour shift and would start work between 7 a.m. and 8 a.m. in half-hour increments. Because of access limitations and the distance to the project site, employee vehicle occupancy is assumed to be 1.2 employees per vehicle, resulting in a total of 433 employee vehicles. This estimate is based on several factors, including

- the distance of the project site from the Tri-Cities area,
- the point of origin of the majority of workers from the Tri-Cities area,
- a single route to the project site,

- existing social/professional relationships of workers and contractors, and
- the cost of gasoline.

Table 3.15-5 summarizes the estimated peak period labor traffic generation for construction of the project site.

**Table 3.15-5. Employee Arrival/Departure Estimate, Peak Construction Period**

Time of Day (Shift Start/End)	Arriving		Departing	
	People	Vehicles	People	Vehicles
7:00 a.m.	110	91		
7:30 a.m.	300	250		
8:00 a.m.	110	92		
5:30 p.m.			110	92
6:00 p.m.			300	250
6:30 p.m.			110	91

Source: Data provided by Wallula Generation.

All workers and deliveries would presumably arrive from the north from the nearest source of workers and materials in the Tri-Cities. Concrete would arrive from either Pasco or an on-site batch plant. Table 3.15-6 summarizes the estimated total peak hour trips during the heaviest month of construction. Scenario assumes an on-site batch plant.

**Table 3.15-6. Total Peak Hour Construction Trips during Heaviest Month of Construction (Employees plus Deliveries)**

Source	a.m. Peak Hour (6:00 a.m.–7:00 a.m.)		p.m. Peak Hour (2:15 p.m.–3:15 p.m.)	
	Arrivals	Departures	Arrivals	Departures
Deliveries (Large Trucks)	5	0	2	2
Employees (Passenger Vehicles)	341	0	0	0
<b>Total</b>	<b>346</b>	<b>0</b>	<b>2</b>	<b>2</b>

Source: Data provided by Wallula Generation.

Using the peak period data for U.S. Highway 12, as cited above, the worst-case level of service was calculated for the peak construction month in two scenarios: one without the proposed temporary construction access and one including it. Because the construction peak is anticipated in Month 17, improvements intended to widen U.S. Highway 12 will presumably be in place. Figures 3.15-3 and 3.15-4 present projected turn movement volumes with and without the proposed project. Table 3.15-7 summarizes construction peak LOS for the two access scenarios.

**Table 3.15-7. Construction Peak LOS/Delay**

Access Location	a.m. Peak	p.m. Peak
U.S. Highway 12/Dodd Road (without Temporary Access)	C/18.0	C/19.3
U.S. Highway 12/Temporary Access	A/10.0	B/13.5
U.S. Highway 12/ Dodd Road (with Temporary Access)	B/10.8	C/19.2

Source: Data provided by Wallula Generation.

For the p.m. peak cases at Dodd Road without the temporary access road, the worst LOS occurs for the left turn from Dodd Road to U.S. Highway 12. In the a.m. peak at Dodd Road, the worst-case delay occurs for left turns from south U.S. Highway 12.

The critical movement at the temporary access would be the left turn from the access road to U.S. Highway 12. In the p.m. peak, construction traffic exiting Dodd Road would occur after the peak hour and would not create long queues. Delays in excess of 30 seconds at unsignalized intersections usually result in drivers taking risks and making potentially unsafe turns.

### *Parking*

All parking for construction workers would be accommodated in a designated parking area on-site that would include office trailers and other temporary structures used during construction. The main road onto the site would provide access to the parking area.

The parking area would cover approximately 4.45 acres and would provide space for as many as 550 passenger vehicles. In special circumstances, workers may be asked to park vehicles adjacent to the actual work location. As a result, not all workers may be using the parking area at a given time.

### *Movement/Circulation of People and Goods*

The applicant proposes to construct the temporary access road intersecting U.S. Highway 12. The analysis suggests that only minor traffic delays on U.S. Highway 12 would result when access occurs from this road.

### *Construction and Operational Delay*

As indicated on Table 3.15-7 the project's transportation plan with the temporary access road would have little impact on the flow of traffic.

### *Fuel and Waste Transport*

During construction, diesel oil and gasoline for construction vehicles would be delivered from the north from U.S. Highway 12 by tanker truck from a bulk fuel terminal located in the Tri-Cities area. There would be no impact on the flow of traffic.

### *Road Maintenance*

The preferred access to the project site during construction would be via U.S. Highway 12 and the new temporary access road. The improved county road would be built prior to construction of the project. This road would be built to county standards and would include an outbound left-turn lane. The construction activities are not anticipated to increase the need for road maintenance, because county road and U.S. Highway 12 improvements would be finished during the later stages of construction.

Reconstruction of Dodd Road is planned during 2002 to improve the driving surface for heavy trucks and to reduce county maintenance requirements.

## *Bridges*

Bridges in the area are generally without load restrictions. The exception is the Snake River Bridge, at the community of Burbank. The westbound bridge is limited to 45,000 pounds per axle on two-axle vehicles. The load limit for five-axle (or larger) combinations and three- or four-axle single unit trucks is 21,500 pounds per axle. Because most of the loaded trucks serving the project site would be empty on the westbound trip, this load limit should not be problematic.

## *Air Traffic*

Construction materials or equipment would not be transported by air; however, project team members may travel to the project site by air.

## *Rail Traffic*

Approximately 80 rail shipments of equipment are projected for delivery to the project site. Estimated delivery details (equipment and estimated construction month) include

- steam turbine and condenser: shipments at Months 9 and 13;
- combustion gas turbine 1A, 1B, 2A, and 2B, 2: shipments at Months 15 and 16;
- Unit 1 HRSGs: four shipments each in Months 4 and 8, eight shipments each in Months 5 through 7; and
- Unit 2 HRSGs: four shipments each in Months 8 and 12, eight shipments each in Months 9 through 11.

## *Waterborne Traffic*

No barge shipments are planned for the construction of the project.

## ***Transmission Line and Associated Facilities***

To the extent practical, existing public and private roads would be used for access during construction of the transmission line. County roads would probably be of sufficient quality to accommodate movement of equipment and personnel to the construction sites without significant road improvement. Any damage to county roads caused by equipment movement or operations would be repaired to county standards prior to equipment demobilization. Some improvements to agricultural roads would be required. Improvements to existing roads would generally be limited to a zone 20 feet wide (for a 16-foot roadbed and adjacent ditches). No permanent access road construction would be allowed in cultivated or fallow fields. Any roads in cropland would be removed and the ground may be restored to its original contour when the transmission line is completed, depending on the landowner's needs. Dips and culverts would be installed within the access roadbeds to provide drainage. If the road were temporary, any disturbed ground would be repaired and reseeded with grass or other appropriate seed mixtures.

Five existing access roads would be utilized from U.S. Highway 12. An existing road just south of the community of Wallula would be utilized to access the new switchyard and would require the acquisition of a new easement.

Five existing access roads would be utilized from U.S. Highway 730. Two of these roads would require the acquisition of new easements for Bonneville. One of these roads is just east of Hat Rock State Park access road and the other is just east of where Juniper Canyon drainage crosses U.S. Highway 730.

One existing and one new access road would utilize State Highway 207 as a starting point. Both access roads would require the acquisition of a new easement from the property owners. Two existing access points would be used from State Highway 37.

### *Wallula-Smiths Harbor Segment*

General access to the Wallula-Smiths Harbor segment would primarily occur from U.S. Highway 12 and along existing county and agricultural roads. The section line road to the south of the community of Wallula (along the boundary of Sections 13 and 24, Township 7 North, Range 31 East) would be improved to a two-lane road, 24 feet wide with a gravel top course to allow access for vehicles used in construction of the switchyard and transmission towers. The zone of disturbance for road construction would be approximately 30 feet wide. This would be the main access road to the Smiths Harbor Switchyard and an access point to the existing Lower Monumental-McNary access road. A new 16-foot-wide access road within the right-of-way paralleling the transmission line and 25 feet to the east of the centerline would be constructed near the northeast corner of Section 23, Township 7 North, Range 31 East, to the northeast corner of Section 2, Township 7 North, Range 31 East. A new 16-foot-wide access road would be built from the northeast corner of Section 2, Township 7 North, Range 31 East to a point midway into Section 3, Township 7 North, Range 31 East within the right-of-way and 25 feet from the right-of-way centerline.

### *Smiths Harbor-McNary Segment*

Proposed access along each of the various stretches of the segment is presented in the following paragraphs.

**New Switchyard to Burlington Northern Railroad Crossing.** In this 1-mile-long segment, the access would be from U.S. Highway 12 on the road that would access the switchyard. Once on the right-of-way, new segments of road would be built from the existing transmission line access road to access new tower locations.

**Burlington Northern Railroad Crossing to U.S. Highway 12 Crossing.** This section includes the Madame Dorion Park, the Walla Walla River crossing (and associated wildlife management unit), and the land up to U.S. Highway 12. Existing roads in the area would be used with no need for road improvements. It is estimated that about 300 feet of new access road would be needed to access the three new transmission structure sites in this area.

**U.S. Highway 12 Crossing to Washington-Oregon Border.** This section would be approximately 4 miles long and would climb over 600 feet in elevation within .75 mile of the U.S. Highway 12 crossing. Construction activities would utilize an existing jeep road that extends uphill along the right-of-way. The jeep road would be reshaped and widened. Approximately 2,500 feet of tractor work would be needed to access new

structure sites along the right-of-way. Road building would occur on rocky, sloping terrain covered in sagebrush. The right-of-way along the transmission line travels through gently rolling terrain used for dryland wheat farming. Existing county and farm roads would be used to access the transmission line. Road building between structures would occur through farmland. At the completion of transmission structure construction, these roads would be obliterated over the next few farming cycles. No new road building would occur in Spring Gulch.

**Washington-Oregon Border to Juniper Canyon.** This section of approximately 4 miles traverses dryland wheat farming terrain. The transmission line would cross gently rolling terrain up to Juniper Canyon. Existing farm roads would be used to access the right-of-way. These roads are under permit as existing Bonneville access roads and would require minor improvements, including new gates, widening, blading, and shaping. Approximately 1.5 miles of new road system would be required along the edges of existing fields to support construction and future maintenance activities. Road building between most of the structures would occur on existing farmland. After transmission structure construction, these roads would be obliterated over the next few farming cycles. No road building would occur in Juniper Canyon.

**Juniper Canyon to Highway 37 Crossing.** This section of approximately 7 miles is very arid, sandy, flat, and covered with sagebrush. Land use activities appear to be limited to seasonal cattle grazing. Construction access for this section originates from State Highway 37. The existing Lower Monumental–McNary right-of-way roads would be utilized for only about 20% of the section as a result of the position of the existing 230 kV PacifiCorp wood pole transmission line on the north side of the existing Bonneville transmission line. This condition necessitates the construction of approximately 5.5 miles of new right-of-way road approximately 125 feet to the north of the PacifiCorp transmission line, and two crossings of the PacifiCorp transmission line by the new Bonneville transmission line. The wood pole line also creates the need for a new access road to the east of the second crossing of the PacifiCorp transmission line. These two roads would generally traverse flat sandy sagebrush terrain. Because brush is scarce, only minor clearing activities would be needed. Road construction in this section would likely require filter fabric installation and crushed rock top course in areas where underlying sand is too thick to accommodate construction vehicles.

**State Highway 37 Crossing to Highway 207 Crossing.** This section traverses sand and sagebrush terrain, as well as a Bureau of Reclamation irrigation water conveyance canal and the UPRR track and grade. Access to the right-of-way would be accomplished by using State Highway 37, State Highway 207, and an existing 0.8-mile road not currently owned by Bonneville. Road quality is generally fair to good. Existing Bonneville right-of-way roads would provide access for about 35% of this section. Because of the position of the PacifiCorp wood pole transmission line to the north of the existing Bonneville transmission line, approximately 2 miles of new right-of-way roads would be needed along the new transmission line. Most of the road building would occur through rocky sagebrush terrain with grades up to 10%. The last 0.5 mile would traverse pasture and crop land.

**State Highway 207 Crossing to Craig Road (County Road 1259) Crossing.** This section is approximately 2 miles long and traverses flat farmland. The transmission line

right-of-way would be approximately 600 feet south of State Highway 14 in this section as the new line approaches the City of Umatilla. The new right-of-way would cross an existing Umatilla Electric Cooperative (UEC) 7.2 kV transmission line and a UEC 12.5 kV underground electric power cable. Roads accessing the right-of-way in this section are in good repair. The new transmission line right-of-way would, for the most part, be just off the edge of cultivated farmland. In one location, it would cross about 2,000 feet of active crop fields. Approximately 1.5 miles of new right-of-way road would be needed in this section. Most of the road building would avoid the farmland and would travel through flat sagebrush ground dotted with wet uneven areas. Road grades would not exceed 5%.

**Craig Road to Irrigation Canal (Wanaket Wildlife Area).** This 3-mile section traverses the Wanaket Wildlife Area, a wildlife unit managed by the CTUIR. The land is flat with interspersed small round pothole lakes within and adjacent to the transmission line right-of-way. The ground is stable and somewhat rocky. Four-wheel-drive tracks along the existing Lower Monumental–McNary transmission line right-of-way would be used for construction access for the new transmission line for about 80% of the length of this section. About 0.5 mile of new right-of-way road and twelve 300-foot spur roads would be required within this section. When construction was completed, roads not needed for maintenance access would be closed and the native vegetation would be reestablished in all disturbed areas.

**Irrigation Canal to McNary Substation.** Most of this section is in existing pastureland or flat grass fields with easy access to the right-of-way. Temporary right-of-way roads would need to be built through the pastures. An estimated 11 permanent gates would be needed at fence lines.

Mitigation measures associated with the construction of the transmission lines would include the following.

- Gates would be installed on access roads to reduce unauthorized use.
- During construction, manual traffic control would be used to direct truck movements and protect existing traffic from construction traffic.
- The construction contract would include a transportation management plan to enhance safety for construction workers, pedestrians, and motorists. This plan would help avoid congestion during construction. Part of this plan would be a requirement to avoid public road access during the morning and midafternoon peak hours as much as possible. Blockage or closures of roads could be avoided or minimized where possible, and coordinated with periods of low traffic volumes (off-peak hours).
- Bonneville would notify property owners whose access may be blocked or constricted during construction in advance of the interruption.
- Damage to road surfaces would be repaired as soon as possible following construction.
- To reduce interference with use of property during construction, Bonneville would coordinate construction activities with property owners.

### 3.15.2.2 Operation and Maintenance

#### **Generation Plant, Pipelines, and Access Road**

The project would be manned 7 days a week, 24 hours per day. Approximately 32 people would be employed at the project site, as shown in Table 3.15-8. The number of employees during the main shift would include 5 operations personnel and an additional 12 administrative and maintenance staff. Remaining shifts would include up to five operations personnel.

Morning peak hour trips associated with the power plant would be the 13 main shift employees arriving and the 5 graveyard shift employees leaving. All trips are assumed to cycle from the north.

Weekly operations truck traffic would include 18 trips, including

- four light van trips for miscellaneous office and operating supplies,
- five ammonia tankers,
- five 40-foot semi-trailers,
- three trucks for removal of mineral sludge from the brine concentrator, and
- one trash removal truck.

Haulers and suppliers would likely originate from north of the project site. The mineral sludge would be taken to a permitted landfill either in the vicinity of the City of Walla Walla or the City of Pasco.

Access along the natural gas pipeline and the makeup water supply pipeline would occur along the rights-of-way or existing dirt roads for each pipeline. Traffic over the rights-of-way would be restricted to vehicles needed for periodic inspection of the facilities and any repair work that would be required. For the makeup water supply pipeline and associated pumps, the project operator would conduct inspections on an as-needed basis. The natural gas pipeline would be inspected by GTN as needed.

**Table 3.15-8. Power Plant Employment Profile**

Type	Total Employees
Plant/Site Manager	1
Operations Manger	1
Lead Operating Technicians	5
Operating Technicians	15
Maintenance Manager	1
Maintenance Technicians	4
Electrical Instrument Technicians	2
Compliance Engineer	1
Administrative Manager/Assistant	2
<b>Total</b>	<b>32</b>

Source: Data provided by Wallula Generation.

### *Forecasted Traffic Volumes*

For the purpose of the analysis, 2004 is selected as the horizon year for forecasting future traffic conditions. By the third quarter of 2004, the generation plant would presumably be fully operational. The project site would be accessed from a new permanent access road intersecting Dodd Road.

The proposed project is anticipated to have several secondary impacts because the generation plant may be seen as a potential industrial anchor. The presence of an energy facility makes the surrounding vacant industrial land more desirable for certain types of industry. Possible construction of an off-highway road network would also encourage future industrial development.

As discussed above, U.S. Highway 12 is currently under partial access control north of milepost 303.14. The existing Attalia Road intersection is centered at milepost 303.54, approximately 2,110 feet south of the current access management change point. The proposed temporary access location is at approximately milepost 302.90, within the partial access control area. It is proposed to be approximately 1.3 miles south of the Dodd Road intersection, and 0.25 mile north of Attalia Road. Under partial access control, new intersections may only occur at 0.5-mile to 1-mile intervals, and private access points on U.S. Highway 12 are generally disallowed. Once WSDOT completes the U.S. Highway 12 reconstruction project, partial access control would apply to the roadway segment from McNary Pool to south of the Boise Cascade Corporation Wallula Mill.

The Port of Walla Walla property in the vicinity of the project site currently lacks road access. This problem would be solved once easements and rights-of-way are established to create an off-highway street network similar to what is shown in the Attalia Industrial UGA segment of the county comprehensive plan.

The applicant currently owns an undeveloped strip of land in the shape of a panhandle extending north to Dodd Road along the UPRR right-of-way, which provides legal access to the project site. The applicant is negotiating the exchange of the panhandle portion of the project site for an ingress-egress easement across the adjacent property located to the north of the project site to Dodd Road. Existing congestion on Dodd Road, combined with significant topographic issues, suggests that this existing access is not safe for construction of the proposed generation plant, nor would it support any secondary development induced by the project. The applicant is planning a new road extension between its project site and Dodd Road to create a new road, designed to county collector or arterial standards. This road would be the primary project site access for operation and would serve as a northern link in a future county collector roadway through the IUGA. The road would provide the first link in a network of off-highway roads to provide access to other properties in the area as well as to the power plant.

The applicant would assist the county and WSDOT in identifying design standards and a conceptual layout plan for an off-highway road network. This network would be supportive of WSDOT's plans to convert at-grade intersections to future interchanges near Dodd Road and near the Boise Cascade Corporation Wallula Mill.

Future traffic conditions are composed of three elements: existing traffic, traffic generated by the proposed action, and growth of nonproject related traffic. For this discussion one projected scenario is as follows:

The only permanent safe project site access, consistent with state access management rules, is an alignment south from Dodd Road, either in the existing easement or a new alignment. All trips to the generation plant would use Dodd Road and this roadway. No employment growth is anticipated at Iowa Beef Processors or J.R. Simplot, and no additional land development projects are foreseen in the project vicinity. No additional roads have been permitted at this time to access other properties within the UGA from U.S. Highway 12.

The planned improvements to U.S. Highway 12 are assumed to be accomplished from Lake Wallula to the Dodd Road area. Traffic growth along U.S. Highway 12 continues at the historical 5-year growth rate of 1.87% in the vicinity north of the Dodd Road intersection into the horizon year of 2004. A growth rate of 1.43% between Dodd Road and the Attalia Road intersection and a 0.37% growth rate in the vicinity south of the Attalia Road intersection also continue.

### *Project Generated Traffic Volumes*

Operation of the generation plant would employ a maximum of 32 people. Of these, 13 would be working a typical day shift and depart during the p.m. peak. The remaining employees would work 8-to 10-hour shifts and arrive or depart outside of the typical peak periods.

Service trips for ammonia, fuel oil, mineral sludge, and refuse pickup would presumably be distributed throughout the week. There would be roughly 2 to 3 trips per day, for a total of 18 trips per week. Typically, these trips would be made outside of the peak periods and are not included in the peak period analysis.

Employee trips would likely be single-occupancy vehicle trips to and from population centers to the north. Although carpooling might occur, it would not significantly reduce the already low number of trips generated by the plant operation.

Maintenance trips associated with the water supply pipeline and natural gas pipeline would be infrequent and would not likely occur during peak travel times.

### *Traffic Assignment And Distribution*

Figures 3.15-5 and 3.15-6 show the traffic assignment for the operations phase of the project.

### *Levels of Service*

LOS analysis for the Dodd Road intersection shows traffic conditions in 2004 with and without the project. Analysis results are shown in Table 3.15-9. Both LOS and delay remain unchanged during either peak, with or without the contribution of plant operation traffic.

**Table 3.15-9. Future Levels of Service/Delay (2004)**

	<b>a.m. Peak</b>	<b>p.m. Peak</b>
U.S. Highway 12/ Dodd Road, No Project	B/10.3	C/20.4
U.S. Highway 12/ Dodd Road, with Project-Scenario 1	B/10.2	C/20.4
Source: Data provided by Wallula Generation.		

### *Safety Conditions*

Accident rates at both intersections are not anticipated to change significantly as a result of the proposed project.

There is currently no methodology for accurate prediction of future traffic accident rates. It is generally assumed that accident frequency increases as traffic volumes increase. Using this assumption, no increase in accidents is anticipated because of the small addition of overall traffic contributed by project operations. No project-specific mitigation to improve safety along this corridor is proposed.

### *Signalization*

When installed under conditions that justify its use, a traffic signal is an effective traffic control device. Conversely, an unwarranted or poorly designed signal is ineffective, inefficient, and a potential danger to motorists and pedestrians. To help communities in the United States determine when and where signals might be necessary, the Federal Highway Administration (FHWA) has published The Manual on Uniform Traffic Control Devices (MUTCD) (FHWA 2001), which contains guidelines (warrants) for determining when a signal is necessary. The MUTCD is the federal standard governing traffic control devices in the United States. WSDOT follows the guidelines outlined in the MUTCD.

To preclude the indiscriminate use of traffic signals, the MUTCD recommends that traffic signals be installed only when at least one of the signal warrants in the manual is met. But satisfying a warrant or warrants is not in itself justification for a signal, as stated in the MUTCD. WSDOT also requires engineering studies and safety analysis to compare with the requirements set forth in the warrants. Table 3.15-10 summarizes the warrant requirements as appropriate for the four-lane U.S. Highway 12 intersection with Dodd Road.

Volumes for use in this assessment for the project were obtained for approximately 4 hours during weekdays (a.m. and p.m. peak periods). Estimated peak hour volumes for future conditions were also reviewed. Table 3.15-11 summarizes how existing and future conditions may warrant signalization.

Based on currently available information, the Dodd Road intersection would likely meet signal warrants in the timeframe for the analysis. Additional development or a variation in work shift patterns at either the existing or future industrial users (other than the generation plant) could increase volumes at this intersection to a level that would meet warrants.

**Table 3.15-10. MUTCD Signal Warrants**

Warrant	Factor
1	Minimum vehicle volume. Intended for application where the volume of intersecting traffic is the principal reason for considering installing a traffic signal (600 total hourly mainline/150 on one direction of side street for 8 hours).
2	Interruption of continuous traffic. Applies to operating conditions where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or hazard in entering or crossing the major street (900 total hourly mainline/75 on one direction of side street for 8 hours).
3	Minimum pedestrian volume. Not considered. Pedestrian volumes are low in the study area.
4	School crossing. Not considered because there are no schools in the area.
5	Progressive movement. Appropriate when it is desirable to maintain proper grouping of vehicles and effectively regulate vehicle speed. This warrant is not applicable to the study area.
6	Accident experience. For intersections with high accident rates and where the signal installation will not seriously disrupt progressive traffic flow.
7	Systems. To encourage the concentration and organization of traffic flow networks. May be applicable to the study area.
8	Combination. When no single warrant is satisfied, but where warrants 1 and 2 are at least 80% satisfied.
9	Four-hour volumes. For relatively high volume or high-speed intersections (based on a numeric curve in MUTCD).
10	Peak-hour delay. Intended for application where the minor street traffic suffers undue delay in entering or crossing the major street during at least 1 hour each day (4 or 5 vehicle hours of delay on stop street, and 100 or 150 vehicles on stop street, and intersection volume = 650 + for Dodd Road).
11	Peak-hour volume. Intended for application when the minor street traffic suffers undue traffic delay in entering or crossing the major street during at least 1 hour each day (based on numeric curve in MUTCD).

Source: FHWA (2001).

**Table 3.15-11. Possible Signal Warrant Attainment**

Scenario	Location	Total U.S. Highway 12 Volume	Entering Volume	Warrants Possibly Met
2000 a.m.	Dodd Road	472	68	No warrant is met
2000 p.m.	Dodd Road	542	361	1 (minimum vehicle volume) <sup>1</sup> , 9 (4 hour), 11 (peak hour volume)
2002 a.m./ Construction/No Temporary Access	Dodd Road	837	70	2 (interruption of continuous traffic) <sup>1</sup> , 9 (4 hour)
2002 p.m./ Construction/No Temporary Access	Dodd Road	560	374	1 (minimum vehicle volume) <sup>1</sup> , 9 (4 hour), 11 (peak hour volume)
2002 a.m./ Construction/ Temporary Access	Dodd Road	837	70	2 (interruption of continuous traffic) <sup>1</sup> , 9 (4 hour)
2002 p.m./ Construction/ Temporary Access	Dodd Road	562	372	1 (minimum vehicle volume) <sup>1</sup> , 9 (4 hour), 11 (peak hour volume)
2004 a.m./ Operation/Close Temporary Access	Dodd Road	515	76	No warrant is met
2004 p.m./ Operation/Close Temporary Access.	Dodd Road	577	382	1 (minimum vehicle volume) <sup>1</sup> , 9 (4 hour), 11 (peak hour volume)

<sup>1</sup> Where 85th percentile speed is over 40 mph, warrants may be 70% of stated value. It is assumed that the 85th percentile speed on U.S. Highway 12 is over 40 miles per hour.  
Source: Data provided by Wallula Generation.

The Dodd Road intersection may currently meet warrants. Further analysis is needed to provide the level of detail required by WSDOT for installation of a signal on a rural state highway. There may be additional factors, such as the high level of southbound-to-eastbound left turns at Dodd Road, that contribute to the more qualitative warrants, such as the progressive movement or systems warrant. In any event, WSDOT would decide whether to install a signal at Dodd Road.

While the operational characteristics of trucks (e.g., slow acceleration, truck size as compared to the planned median) were not taken specifically into account, these characteristics may provide another consideration to support the installation of a temporary signal at Dodd Road to facilitate clearing of the left-turn lanes during construction.

### *Fuel and Waste Transport*

Diesel oil and gasoline for operation of the generation plant vehicles and the emergency diesel fire pump and generator would require one to two tanker truck deliveries per month. These deliveries would be made from the north via U.S. Highway 12 and would originate from a bulk fuel terminal in the Tri-Cities area. This nominal number of trucks would have no significant impact on traffic. Natural gas fuel would be delivered to the project site via a buried natural gas pipeline and would therefore have no impact on the flow of traffic.

The Wallula Power Project would generate minimal waste. Water available at the project site has a high mineral content and would be processed to remove excess minerals resulting in a "mineral sludge." This nonhazardous material would be transported in a semi-liquid form to a licensed landfill that will probably be located to the north in the Tri-Cities area. Waste material from operations, including office paper, employee food waste, and other minor items, would enter the domestic waste handling cycle and would be hauled from the project site on a weekly basis. Any hazardous waste generated would be transported via licensed hazardous materials transporters to licensed disposal facilities. It is anticipated that fewer than two trucks per day would leave the project site carrying waste materials and mineral sludge. No impact would be made on the flow of traffic. The likely route for ammonia would be south on U.S. Highway 12 from the Tri-Cities area.

### *Parking*

Three paved parking areas with space for approximately 10 to 12 vehicles each are proposed for the operating layout. A total of 32 spaces would be provided, with 6 spaces designated as handicapped accessible.

The parking area for the generation plant during operation would be designed to accommodate plant staff and occasional visitors.

### *Operational Delay*

As indicated on Table 3.15-9, with the use of the project's temporary access road there would be no impact on intersection LOS.

### *Road Maintenance*

During project operation, access would be via Dodd Road and the new permanent access road built and maintained to county standards. Because of the low volume of traffic, the impacts during operation would cause minimal impact on road construction on both U.S. Highway 12 and the new county road. Additional road maintenance because of project operation would likely be minimal. The traffic flow to the generation plant would be relatively low and the weight of any truck loads would be well within the limits of the newly resurfaced county road.

### *Rail Traffic*

No rail shipments are anticipated for project operations. However, if replacement of major generation plant components becomes necessary, the components could be shipped via rail as was accomplished during the construction phase.

### *Waterborne Traffic*

No barge shipments are planned for the operation and maintenance of the project.

### *Pipelines*

Operation of the pipelines, along with the operation of the generation plant, is considered as one activity. Therefore, the pipeline impacts are included with the above discussions.

### *Transmission Line and Associated Facilities*

Access roads associated with construction would likely be used for transmission line and switchyard maintenance. Fences, gates, cattle guards, and additional rock would be added to access roads when necessary. Bonneville would perform routine, periodic maintenance and emergency repairs on structures and other equipment. These activities could include replacing insulators or repairing damaged conductors. Bonneville may also need to replace equipment in the switchyard periodically. Bonneville would utilize access roads and spur roads to perform repairs and routine maintenance. Maintenance activities on roads could include road grading, clearing of vegetation, and repairing ditches and culverts.

Mitigation associated with the operation and maintenance of the transmission lines and switchyard would include the following.

- Gates would be installed on access roads to reduce unauthorized use.
- If required by the FAA, yellow marker balls would be placed on the ground wire at the Walla Walla River crossing to enhance aviation safety.

### **3.15.3 Impacts of Alternatives**

#### **3.15.3.1 Alternative Tower Height and Longer Span Design**

Longer spans would require a fewer number of structures, but each of the taller structures would require more steel (weight). The number of trips is based on the weight of construction materials being delivered, so the number of construction trips may be slightly different, but not significantly so. The number of access points from federal and state highways and county and agricultural roads would not be substantially different.

#### **3.15.3.2 Alternative Access near McNary Substation**

The amount of access road would not be different between the two options. However, they would be in different locations. Access points would be from existing roads in the Power City area.

#### **3.15.3.3 No Action Alternative**

The No Action Alternative would lead to no changes on the existing traffic patterns in the project area.

### **3.15.4 Mitigation Measures**

#### **3.15.4.1 Construction**

No mitigation measures beyond those committed to in the project description and in Appendix A are required to reduce impacts on transportation related to the construction of the proposed project and transmission facilities.

In discussions with WSDOT-South Central Region personnel (November 2, 2001), WSDOT has indicated they do not concur with the applicant's proposal to create a new temporary access on U.S. Highway 12 at approximately milepost 301.9. WSDOT has stated that this temporary access is in violation of established U.S. Highway 12 access control restrictions and that the temporary access is not needed.

Table 3.15-7 indicates that the U.S. Highway 12/Dodd Road intersection will operate at LOS C or above during construction with or without the temporary access. This existing intersection is already in place with adequate provisions for trucks turning onto and off of Dodd Road. Because the existing U.S. Highway 12/Dodd Road intersection is capable of safely handling the proposed construction traffic, WSDOT indicated that a new access point off of U.S. Highway 12 is not warranted. WSDOT also indicated that if the applicant requests FHWA approval to revise the U.S. Highway 12 access control, that request would not be supported by WSDOT. This section of the EIS concurs with WSDOT that a new temporary access on U.S. Highway 12, at approximately milepost 301.9, is not needed.

#### **3.15.4.2      *Operation and Maintenance***

No mitigation measures beyond those committed to in the project description and in Appendix A are required to reduce impacts on transportation related to the operation and maintenance of the proposed project and transmission facilities.

#### **3.15.5    *Significant Unavoidable Adverse Impacts***

There are no significant unavoidable adverse impacts associated with the transportation element of the proposed project.