**Horse Heaven Wind Project EFSEC Review**

**Data Request No. 6 – Water Supply and Transportation**

**January 13, 2022**

| Data Request Item ID | ASC Section | Item | Question or Information request. | Applicant Response |
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| **Water Supply -9** | 3.3 Water | Concrete batch plant water source and estimated water resources. | The volume of water (120 million gallons) estimated for construction does not include volumes of water required for a concrete batch plant. If a concrete batch plant is used, what would be the estimated water resources required and what would the water source be? |  |
| **Water Supply 10** | 3.3 Water | Rock crushing and wash water. | There is mention of the potential of rock crushing onsite, if needed. If rock crushing does occur, would a wash plant be used? If so, how much water would be required and where would water be sourced from? |  |
| **Transportation - 4** | 4.3 Transportation, Appendix V | Appendix V – TLG Transportation Study Update. | Appendix V (2020) states that the proposed Project was reviewed based on the information provided at the time of the review and that it was known that the design had changed. Provide a summary of changes from the design provided to TLG in 2019/2020 vs. the design included in the ASC. |  |
| **Transportation - 5** | 4.3 Transportation. | Conditional Assessment | The conditional highway and county road characteristic assessment provided in the ASC Table 4.3.2 is a qualitative judgement utilizing available 2018 aerial imagery and is not a detailed characterization of quality based on in-person inspection of pavement or quantitative metrics such as asphalt/gravel depth, age, or design life. Provide a reference identifying the use of aerial imagery appropriate for this level of analysis.  Has the Applicant considered the improvements (e.g. roundabouts) authorized by Benton County in their Six Year Transportation Improvement Plan? |  |
| **Transportation -6** | 4.3 Transportation | Construction Schedule vs. Traffic | The transportation impact analysis relies heavily on the construction schedule provided in Table 2.15-1 of the ASC, including the phasing of specific elements of the Project. The example of the phased approach recognizes the construction of the two BESS (not three as proposed in ASC Table 2.1-1) and the construction of four substations (not five as proposed in ASC Table 2.1-1).  Would the removal of the phased approach and the construction of additional elements increase the estimated traffic counts significantly? For example, 374 worker vehicles are expected during the peak period for Phase I and either 344 worker vehicles for Phase 2a or 330 worker vehicles for Phase 2b.  If completed in one phase, could counts be expected to increase higher than anticipated and increase the volume of traffic, further decreasing the LOS for other routes identified in Table 4.3-7 (possibly below the required standard)? |  |
| **Transportation - 7** | 4.3 Transportation | Sources for ASC Table 4.3-6. | Provide pdfs of the sources used to estimate the ADT/AADT for roads included in ASC Table 4.3-6. The applicant-provided ADT/AADT of 21,000 (WSDOT 2019) correlates to the ADT value included in Table 4.3-6 for Interstate 82 (22,947) if 3 percent growth is assumed, however the source cannot be verified (potentially due to the GeoPortal updating data). The 2016 Annual Traffic Report lists the AADT for I-82 at permanent counter P09 as 20,093. The Traffic GeoPortal (reporting year 2020) lists the AADT for P09 as 19,000. A 3 percent annual growth rate would put those values at 24,712 and 20,761 respectively. |  |