Horse Heaven Wind Project EFSEC Review
Data Request No. 6 (received January 6, 2022) –Response Package No. 1 (February 7, 2021)

The following table provides Scout's responses to EFSEC's Data Request Number 6 dated 1/6/22. We have provided full responses where possible; however, supporting materials for request Transportation-4 will require additional time to prepare. In this instance, we have indicated that additional information (i.e, the revised Transportation Study) will be provided under separate cover at a later date.

Data Request 6 Item ID	**Application Section**	**Item**	**Question or Information request.**	**Applicant Response** *(bold text indicates response conclusion and Applicant commitments, including commitments to provide supplemental materials).*
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?	The ASC Section 2.6.1.1 addresses construction phase water requirements. It states *"Water Intake and Conveyance Construction Water Use During construction, water would be used to mix concrete for structural foundations and to suppress fugitive dust during grubbing, clearing, grading, trenching, and soil compaction. Based upon these parameters and the anticipated schedule presented in Section 2.15, the total construction water demand for the proposed Project is estimated to be 120 million gallons."* Also stated in 2.17.3 which addresses foundation construction states *"The EPC contractor, in consultation with the Applicant, would determine the need for an on-site concrete batch plant, rock quarries, and rock crushers, which would be permitted in accordance with local processes."* **Thus, it does include concrete batch plant water, in the event these are deployed during construction.**
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?	The ASC Section 2.17.3 which addresses foundation construction states *"The EPC contractor, in consultation with the Applicant, would determine the need for an on-site concrete batch plant, rock quarries, and rock crushers, which would be permitted in accordance with local processes."* **In the event rock crushers are deployed during construction, they typically do not require a wash plant as the fines are an important element in binding and compaction of the road base.**
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.	The report cited in Appendix V was preliminary in nature and reviewed information available at the time of the review. This review presumed wind turbine configurations being considered at that time, as well as the preliminary layout being planned. Changes to the turbine layout made since the time of the Appendix V report were relatively minor and do not alter the transportation routes needed to access the site. As noted in the ASC, the actual configuration will be determined once the wind turbine manufacturer/model is selected. **This study must be re-performed for the final turbine layout by the wind turbine manufacturers representative for the selected model.** However, the transportation routes identified in the existing report are likely to be the same routes that will be required for any selected wind turbine. **Future Deliverable:** Transportation Study update once the manufacturer/model is selected, anticipated in late 2023.
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.	The assessment presented in ASC Table 4.3.2 is consistent with similar assessments at this stage of Project development. It represents best available information in anticipation of a more detailed assessment that will be required prior to construction as part of an anticipated Oversized Load Permit from Benton County that will be required for transportation of oversized or overweight loads on County Roads. Tetra Tech has reviewed the current *Benton County Six Year Transportation Improvement Plan* and found that the only road improvement that does fall within the Project boundary is the improvement (asphalt paving) of County Well Road on the

Data Request 6 Item ID	Application Section	Item	Question or Information request.	Applicant Response *(bold text indicates response conclusion and Applicant commitments, including commitments to provide supplemental materials).*
			Has the Applicant considered the improvements (e.g. roundabouts) authorized by Benton County in their Six Year Transportation Improvement Plan?	west side of the Project. If the final Project construction schedule coincides with the final timing of the County's paving operation, the Applicant will coordinate its construction and transportation activities with Benton County Public Works to avoid conflicts between the two actions. Benton County's roundabout construction activities are not planned for any transporter routes proposed for the Project. **Therefore, the County's planned road improvements and schedule do not conflict with anticipated road improvements or road use for the proposed Project.**
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)?	Should the Project be constructed in one phase instead of two phases, **Project components would be constructed substantially as described in the ASC, but construction of certain elements of Phase I may overlap with construction of certain elements of Phase II.** A detailed schedule for this approach has not been developed but generally, construction of WTGs would happen in sequence (e.g. from east to west) and would not result in a significant increase in estimated delivery truck traffic at a given time or on any individual transportation route. In terms of transportation routes, there is some overlap between roads used to access Phase I and roads used to access Phase II areas, but many of the project access roads are different between the two phases. Phase I is primarily being constructed east of Interstate 82 (with some portions immediately west of Interstate 82) while Phase II is entirely west of Interstate 82. The one access road common to both phases is Locust Grove Road with relatively less use of this road during Phase I. In addition, the peak period for worker vehicles is not expected to overlap between the two phases even if they are conducted as one overall "construction phase". For example, the foundation civil work and WTG construction for both phases would be conducted sequentially and not overlap. Some increase in daily worker trips may be expected during certain periods if the schedule is consolidated and construction of the two phases overlaps, but workers would be accessing different portions of the site and traffic to individual areas would not be significantly different from the phased approach. For Phase I the primary access roads off I-82 would be S.R. 397 with only minimal use of Locust Grove Road. For Phase II, the primary access roads to access the site would be Locust Grove Road (from the east) and S.R. 221 (from the west). **In summary, any construction traffic volume increases from combining the two phases are expected to be minimal and unlikely to affect the LOS levels calculated for the phased approach.**
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.	**Tetra Tech has attached PDFs of the sources used to estimate the ADT/AADT for roads referenced in Table 4.3-6 (See "Attachment Transportation-7").** We could not reproduce or obtain the 2019 data for traffic monitoring counter P09 on Interstate 82, S.R. 221 or S.R. 397 but have attached the 2020 data. Since these values are less than that reported on Table 4.3-6, the computed ADT/AADT on Table 4.3-6 for Interstate 82, S.R. 221 and S.R. 397 are conservative. As noted, a 3 percent annual increase was used to forecast 2022 ADT counts.

Attachment Transportation-7

Traffic Counts

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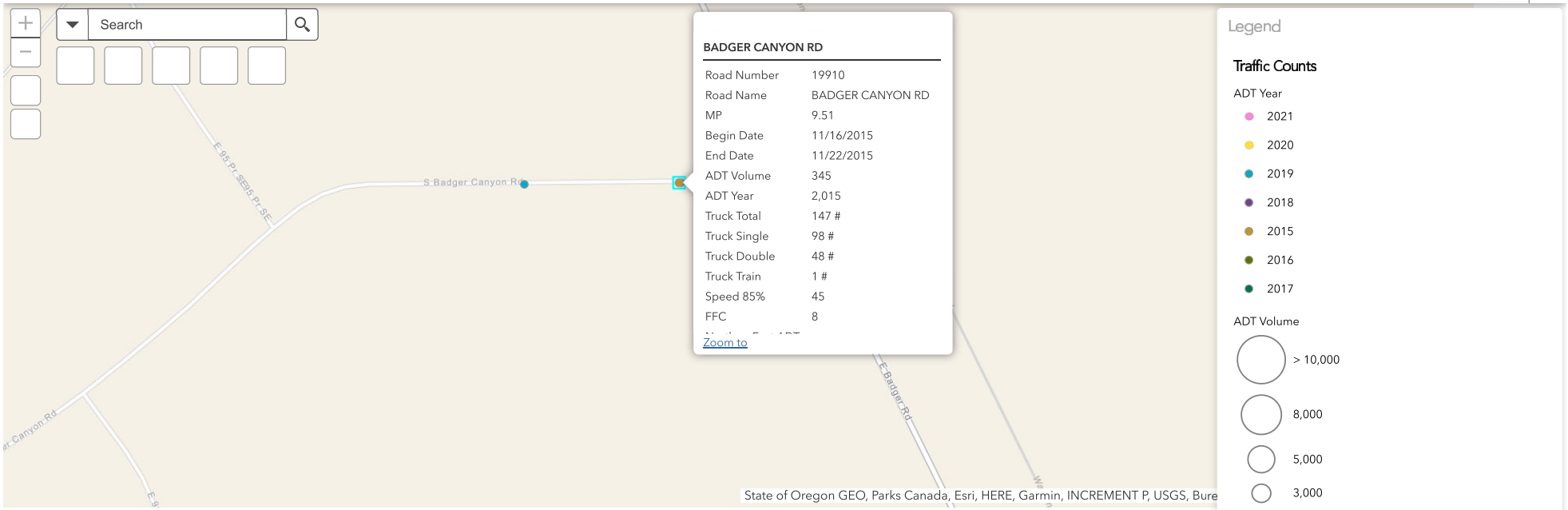

Traffic Counts

Options | Filter by map extent | Zoom to | Clear selection | Refresh

Road_Number	Road_Name	MP	Begin_Date	End_Date	ADT_Volume	ADT_Year	Truck_Total	Truck_Single	Truck_Double	Truck_Train	Speed_85%	FFC	North or East ADT	South or West ADT
19910	BADGER CANYON RD	9.51	11/16/2015	11/22/2015	345	2015	147 #	98 #	48 #	1 #	45	8		

1 features 0 selected

Traffic_Data									
OBJECTID	**Route ID**	**AADT**	**Single Unit Truck Percent**	**Double Unit Truck Percent**	**Triple Unit Truck Percent**	**Direction Of Travel**	**Location**	**SHAPE**	**ReportingYear**
5562	082	19,000	5.26	16.1	2.26	Bothways	At Milepost 121.42 A: PERMANENT TRAFFIC RECORDER P09	Point	2020
3453	082	19,000					From Milepost 114.94 A to Milepost 122.31 A	Polyline	2020

Traffic Counts

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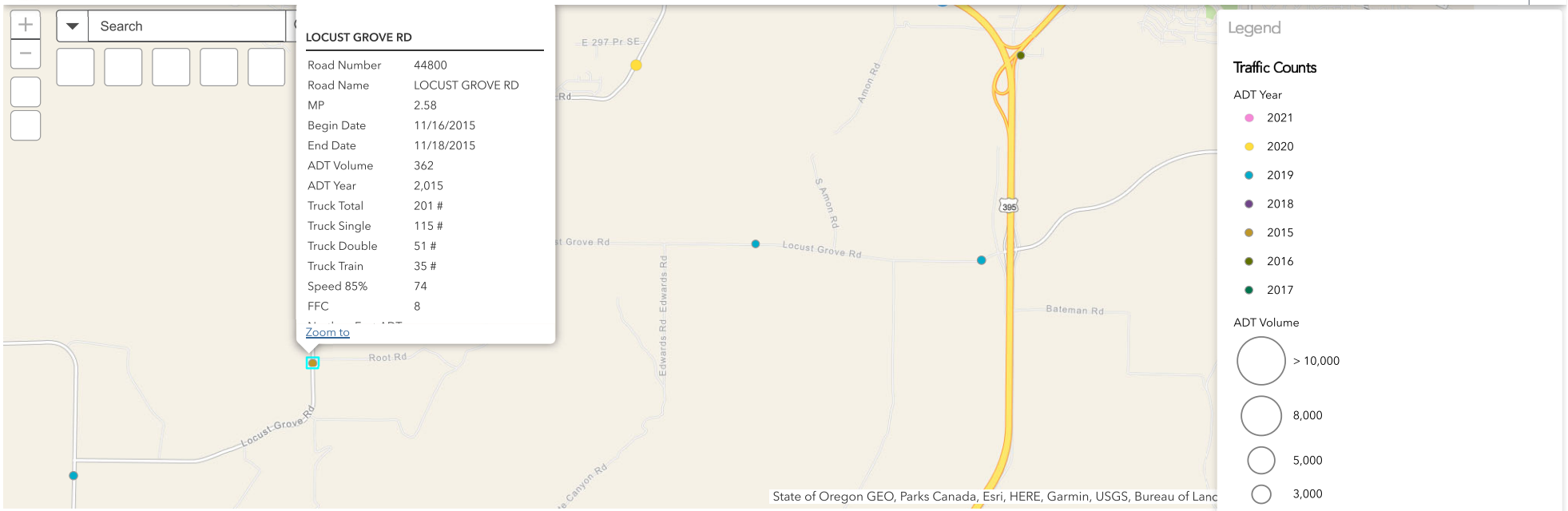

Traffic Counts

Options | Filter by map extent | Zoom to | Clear selection | Refresh

Road_Number	Road_Name	MP	Begin_Date	End_Date	ADT_Volume	ADT_Year	Truck_Total	Truck_Single	Truck_Double	Truck_Train	Speed_85%	FFC	North or East ADT	South or West ADT
44800	LOCUST GROVE RD	2.58	11/16/2015	11/18/2015	362	2015	201 #	115 #	51 #	35 #	74	8		

1 features 0 selected

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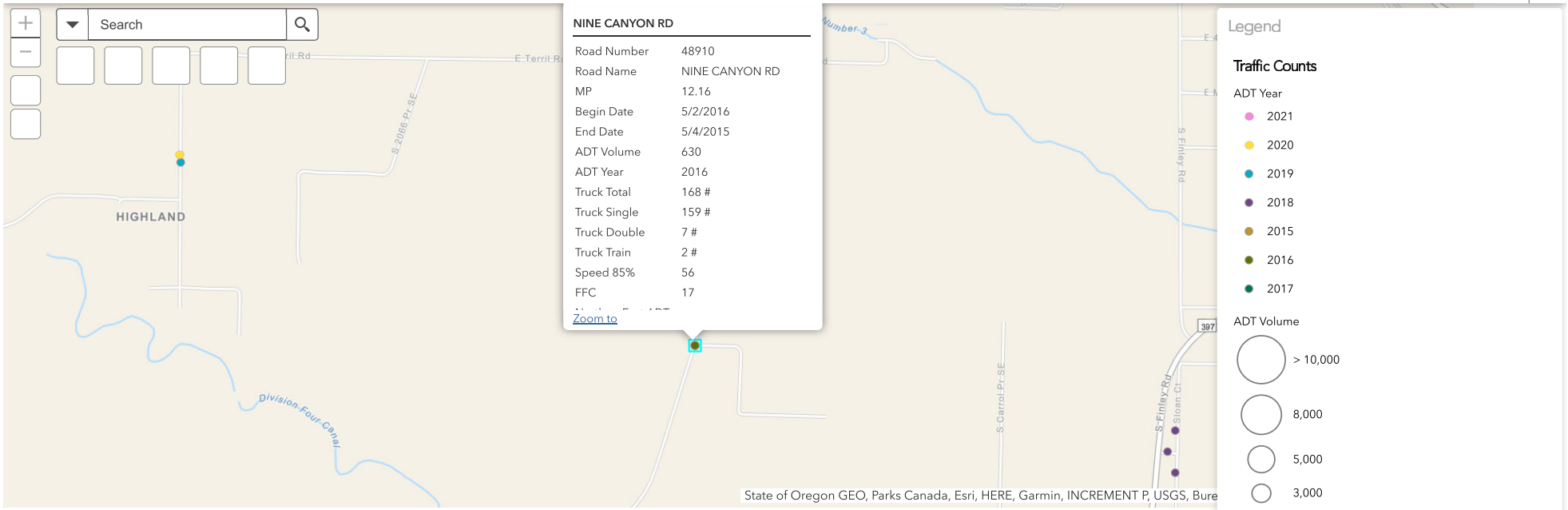

Traffic Counts

Options | Filter by map extent | Zoom to | Clear selection | Refresh

Road_Number	Road_Name	MP	Begin_Date	End_Date	ADT_Volume	ADT_Year	Truck_Total	Truck_Single	Truck_Double	Truck_Train	Speed_85%	FFC	North or East ADT	South or West ADT
48910	NINE CANYON RD	12.16	5/2/2016	5/4/2015	630	2016	168 #	159 #	7 #	2 #	56	17		

1 features 0 selected

Traffic Counts

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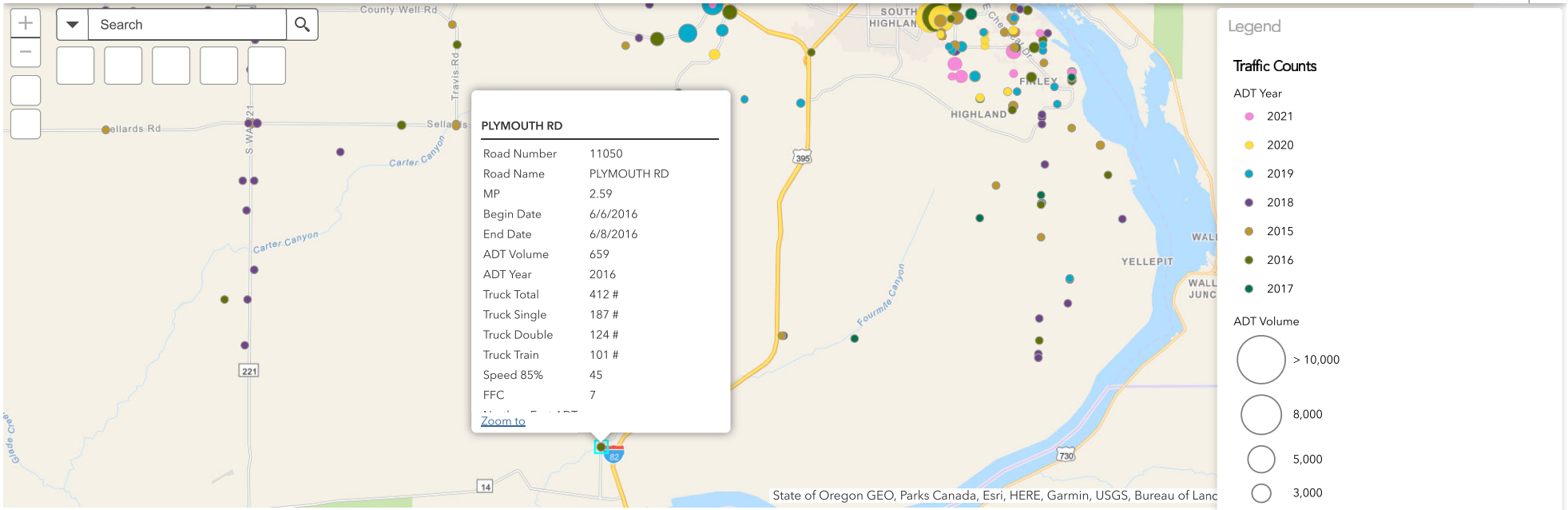

Traffic Counts

Options | Filter by map extent | Zoom to | Clear selection | Refresh

Road_Number	Road_Name	MP	Begin_Date	End_Date	ADT_Volume	ADT_Year	Truck_Total	Truck_Single	Truck_Double	Truck_Train	Speed_85%	FFC	North or East ADT	South or West ADT
11050	PLYMOUTH RD	2.59	6/6/2016	6/8/2016	659	2016	412 #	187 #	124 #	101 #	45	7		

1 features 0 selected

Traffic_Data

OBJECTID	Route ID	AADT	Single Unit Truck Percent	Double Unit Truck Percent	Triple Unit Truck Percent	Direction Of Travel	Location	SHAPE	ReportingYear
2235	221	2,000	6.14	26.6	4.57	Bothways	At Milepost 13.10 A: PERMANENT TRAFFIC RECORDER P17	Point	2020
179	221	2,000					From Milepost 11.56 A to Milepost 18.79 A	Polyline	2020

PTR_Sites

OBJECTID	Ahead Back Indicator	ARM	State Route ID	Site ID	SRMP	WeighInMotion	Shape	Site Location
25	A	12.98	221	P17	13.1	Yes	Point	On SR 221 at milepost 13.10 A: S/O SELLARDS ROAD - PROSSER

Traffic_Data

OBJECTID	Route ID	AADT	Single Unit Truck Percent	Double Unit Truck Percent	Triple Unit Truck Percent	Direction Of Travel	Location	SHAPE	ReportingYear
4500	397	1,600	6.5	4.24	0.54	Bothways	After Milepost 0.09 A: RIGHT INTERSECTION BATEMAN RD, LEFT INTERSECTION BOFER CANYON RD	Point	2020
1146	397	1,600					From Milepost 0.00 A to Milepost 7.23 A	Polyline	2020

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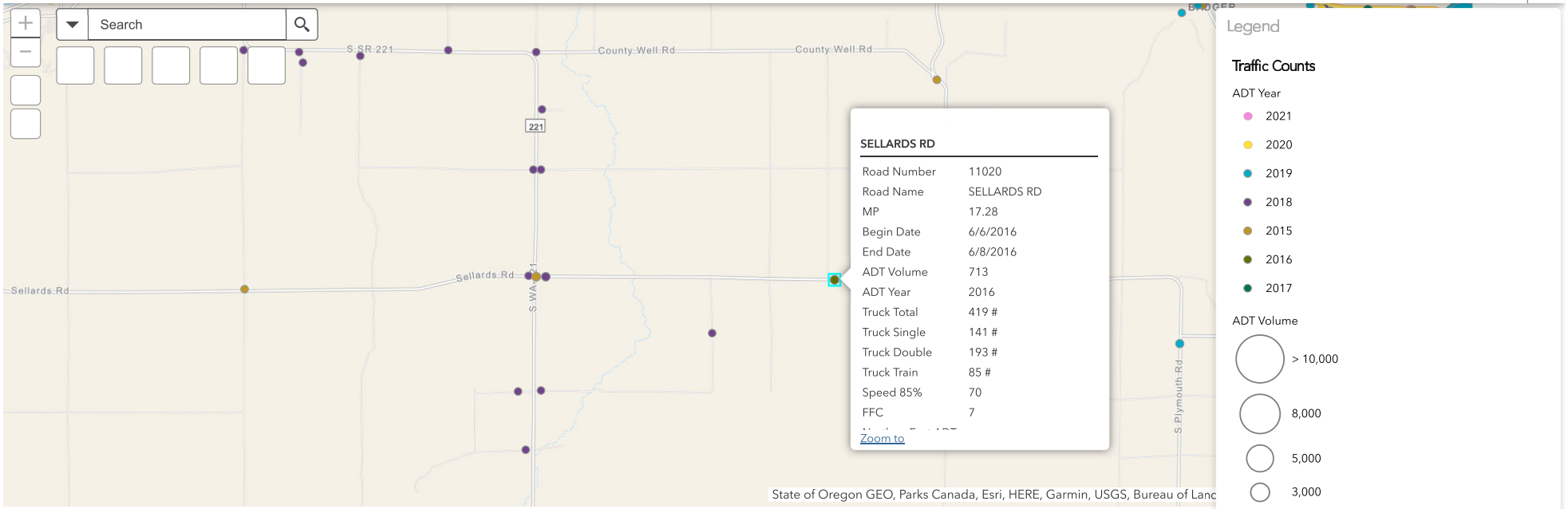

Traffic Counts

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Road_Number	Road_Name	MP	Begin_Date	End_Date	ADT_Volume	ADT_Year	Truck_Total	Truck_Single	Truck_Double	Truck_Train	Speed_85%	FFC	North or East ADT	South or West ADT
11020	SELLARDS RD	17.28	6/6/2016	6/8/2016	713	2016	419 #	141 #	193 #	85 #	70	7		

1 features 0 selected

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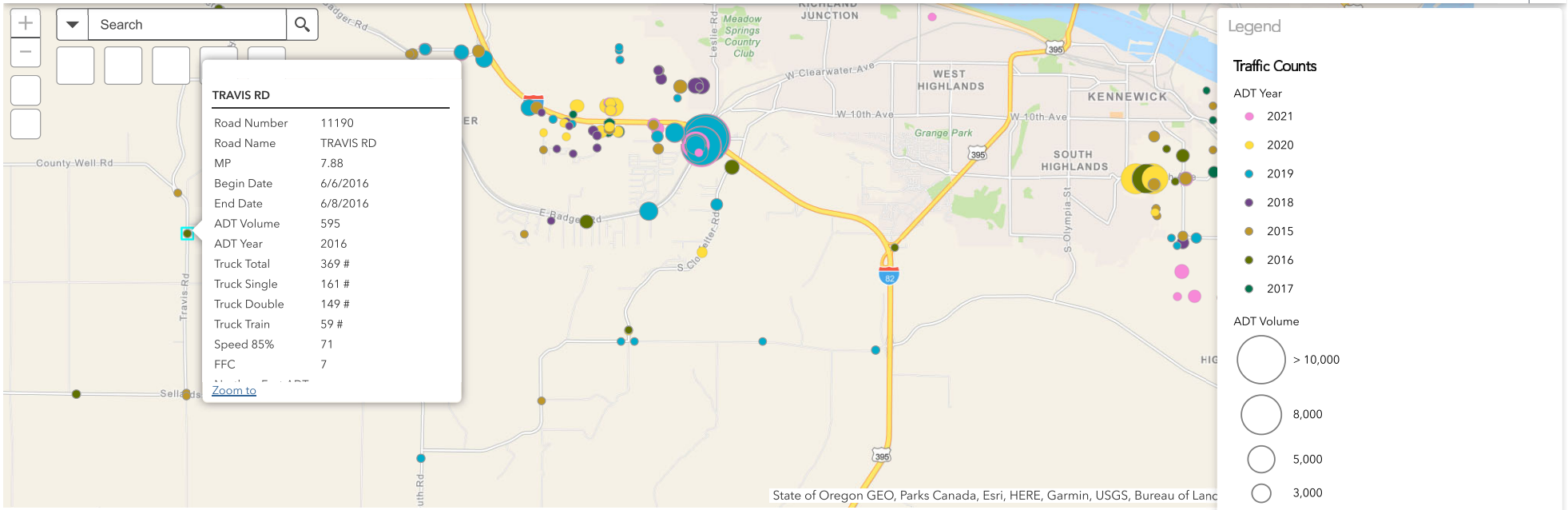

Traffic Counts

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Road_Number	Road_Name	MP	Begin_Date	End_Date	ADT_Volume	ADT_Year	Truck_Total	Truck_Single	Truck_Double	Truck_Train	Speed_85%	FFC	North or East ADT	South or West ADT
11190	TRAVIS RD	7.88	6/6/2016	6/8/2016	595	2016	369 #	161 #	149 #	59 #	71	7		

1 features 0 selected