

COMMONWEALTH OF KENTUCKY  
BEFORE THE KENTUCKY STATE BOARD ON ELECTRIC GENERATION  
AND TRANSMISSION SITING

In the Matter of:

*Electronic* Application of Unbridled Solar, )  
LLC for Certificates of Construction for an )  
approximately 160 Megawatt Merchant )  
Electric Solar Generating Facility and )  
Nonregulated Electric Transmission Line in )  
Henderson and Webster Counties, Kentucky )

Case No.  
2020-00242

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**Response to Siting Board Staff's Third Request for Information**

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Applicant, Unbridled Solar, LLC, herewith submits responses to the Siting Board Staff's Third Request for Information. A signed certification of this Response on behalf of Unbridled Solar, LLC appears on the following page.

Respectfully submitted,

/s/ Kathryn A. Eckert

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**COMMONWEALTH OF KENTUCKY**  
**BEFORE THE KENTUCKY STATE BOARD ON ELECTRIC GENERATION**  
**AND TRANSMISSION SITING**

**In the Matter of:**

<b>Electronic Application of Unbridled Solar, LLC</b>	)	
<b>For Certificates of Construction for an</b>	)	
<b>Approximately 160 Megawatt Merchant Electric</b>	)	
<b>Solar Generating Facility and Nonregulated Electric</b>	)	<b>Case No.</b>
<b>Transmission Line in Henderson and Webster</b>	)	<b>2020-00242</b>
<b>Counties, Kentucky</b>	)	


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**Certification of Response to Staff’s Third Request for Information**

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This is to certify that I have supervised the preparation of the response to the Siting Board Staff’s Third Request for Information to Unbridled Solar, LLC on behalf of the corporate respondent and that the responses are true and accurate to the best of my knowledge, information, and belief after reasonable inquiry.

DATE: March 12, 2021

  
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Courtney Pelissero, Permitting Associate

## Request

1. Unbridled Solar's response to Siting Board Staff's First Request for Information, Item 14, Unbridled Solar stated that it expected the heaviest and largest equipment requiring transportation to the site would be two Main Power Transformers (Transformers), each weighing between 400,000 and 600,000 pounds.
    - a. Please confirm that Unbridled Solar expects to primarily use rail cars to bring this equipment close to the site, and state specifically where Unbridled Solar expects to offload the Transformers from the rail car(s).
    - b. State whether Unbridled Solar intends to use a Schnabel rail car to bring the equipment to the vicinity of the site or some other type of rail car.
    - c. Please describe the road equipment (type of truck) that will be used to move the Transformers from the rail car to the proposed substation location. Provide the estimated length of the truck and trailer, the number of axles, and the width of the load.
    - d. Please specifically describe the anticipated road route from the location where the Transformers will be offloaded from the rail car to the proposed substation location.
    - e. Please describe how much time the road transportation of the Transformers to the substation location will require, the anticipated effects on local traffic flow from the transportation of the Transformers, and any plans to manage or mitigate these effects.
    - f. Please describe Unbridled Solar's current plans to avoid or mitigate damage to state highways or county roads from the transportation of the Transformers.
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## Response

In a Supplement to Response to Siting Board Staff's First Request for Information filed March 2, 2021, Unbridled lowered the stated weight range for the heaviest expected loads to the site from between 400,000–600,000 lbs. to between 250,000–450,000 lbs. The full updated and supplemented response to ESB 14, replacing the one filed on February 2, 2021, is attached hereto.

- a. Rails are typically used for oversized/overweight loads like the Main Power Transformer. The supplier is responsible for creating and managing a transportation plan to bring equipment to the project site from their manufacturing facility. The supplier is

responsible for obtaining all required oversized/overweight permits as well. Delivery of equipment is currently too far out in schedule for any Supplier to provide any commitment on rail use or a railhead location.

- b. Delivery of equipment is currently too far out in schedule for any Supplier to provide any commitment on rail car type.
- c. Delivery of equipment is currently too far out in schedule for any Supplier to provide a commitment on truck and trailer configuration.
- d. Delivery of equipment is currently too far out in schedule for any Supplier to provide commitment on a railhead location or delivery route to the proposed substation location.
- e. Delivery of equipment is currently too far out in schedule to provide the details requested until the supplier identifies a delivery route to the project site. The Supplier will follow all state and local permitting requirements as well as follow any requirements agreed to between the local Road Authorities and the Project.
- f. The Supplier will follow all state and local permitting requirements as well as follow any requirements agreed to between the local Road Authorities and the project. Once the Supplier determines the best travel route to the project site, the Supplier will work with the Road Authorities to evaluate the trailer configuration to obtain the required haul permits.

## **Request**

14. Identify the expected maximum weight of the largest vehicles (including any materials or equipment that the truck is hauling).
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## **Supplemental Response**

In Unbridled's February 2, 2021 Data Request response to ESB 14, Unbridled stated in full: "The largest delivery will be of the Main Power Transformers (MPT). There will be (2) units that come in via rail to a spur yard and off-load on to a specialized trailer for safe transport site. The typical unit that is planned for this site weighs between 400,000-600,000 lbs."

After further review, Unbridled would like to update and supplement this response, replacing the response initially given with the following:

The largest delivery will be of the Main Power Transformers (MPTs). There will be (2) units that come in via rail to a spur yard and off-loaded on to a specialized trailer for safe transport site. The typical unit that is planned for this site weighs between 250,000-450,000 lbs.

During the Unbridled site visit on February 19, 2021, BBC Consulting and Commission staff asked for more information regarding the heaviest expected loads to the site. As described above, the heaviest loads are expected to be 250,000-450,000 lbs. Unbridled anticipates these loads will require oversized and/or overweight permits from the local and state road authorities, based on the roads to be used. These permits will allow the road agencies to review the trailer configuration and loads that will be applied. The trailers will be configured with multiple axles and wheels to distribute/

reduce the concentrated load of the transformer over the road. The party handling the transportation of the MPTs to the substation will be responsible for meeting the required oversized/overweight permit requirements.