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April 9, 2021

VIA E-MAIL AND FIRST CLASS MAIL

Emma Rodvien, Coordinator
Energy Facility Siting Board
89 Jefferson Boulevard
Warwick, Rhode Island 02888

Re: Docket No. SB-2021-01 – In Re: Revolution Wind, LLC’s Application to Construct and Alter Major Energy Facilities in North Kingstown, Rhode Island

Dear Ms. Rodvien:

Enclosed for filing in the above-referenced docket are an original and ten (10) copies of Revolution Wind, LLC’s Notice of Refinement of Project Scope.

Thank you for your attention to this matter.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Adam M. Ramos'.

Adam M. Ramos

AMR:cw
Enclosures

60890922 (77086.184111)

RevWind Exhibit 3

Notice of Refinement of Project Scope

**STATE OF RHODE ISLAND
ENERGY FACILITY SITING BOARD**

**IN RE: REVOLUTION WIND, LLC’S
APPLICATION TO CONSTRUCT AND
ALTER MAJOR ENERGY FACILITIES IN
NORTH KINGSTOWN, RHODE ISLAND**

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) **Docket No. SB-2021-01**
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REVOLUTION WIND, LLC’S NOTICE OF REFINEMENT OF PROJECT SCOPE

Revolution Wind, LLC (“Revolution Wind”) submits this Notice of Refinement of Project Scope (“Notice”) to provide clarity on the administrative record and memorialize Revolution Wind’s project scope selections from certain alternatives included in its Application to Construct and Alter Major Energy Facilities (the “Application”), filed with the Energy Facility Siting Board (“EFSB”). This Notice memorializes Revolution Wind’s selection of: (1) the alternative route for the onshore transmission cable traversing private property owned by 135 Circuit Drive LLC (the “Parking Lot By-Pass” previously referred to as the Emissive Energy Route)¹ instead of the route traversing Circuit Dr. to Camp Ave. (the “Circuit Dr. Route”), and (2) the Horizontal Directional Drill (“HDD”) Landfall Construction method for the installation of the offshore transmission cable rather than the Open Cut Landfall Construction method. To support these selections, this Notice identifies the portions of the record that pertain only to the Circuit Dr. Route and the Open Cut Landfall Construction method, which can be disregarded in the evaluation of the Application.

On December 30, 2020, Revolution Wind submitted the Application, which has been admitted as Exhibit 1 in this docket. As part of the Application, Revolution Wind included an

¹ The Environmental Report included as Appendix A to the Application, used the term “the Emissive Energy Route” for the route selection. For greater precision and accuracy, Revolution Wind now refers to this route as the Parking Lot By-Pass, and all references to the Emissive Energy Route in the Environmental Report should now be understood as references to the Parking Lot By-Pass.

Environmental Report, which is identified as Exhibit 1(A) in this docket. The Environmental Report includes specific information about the scope of the project and its components. The Environmental Report also included seven appendices, which have been identified as Exhibits 1(A)(i) through 1(a)(vii) in this docket.

The information contained in the Environmental Report identified that Revolution Wind was considering alternative options for: (1) the route of the onshore transmission cable, and (2) landfall construction methods for the installation of the offshore transmission cable. Appendix A to the Environmental Report also included site plans reflecting these alternative options.

The EFSB held a Preliminary Hearing in this docket on March 22, 2021. At the Preliminary Hearing, Revolution Wind advised the EFSB that it had refined its project scope and made selections about the route for the onshore transmission cable and the landfall construction method. Specifically, Revolution Wind advised the EFSB that it had selected the Parking Lot By-Pass for the onshore transmission cable and the HDD Landfall Construction method for installation of the offshore export cable.

Through these selections, the scope of the Revolution Wind project has been refined and certain parts of the Environmental Report and Appendix A are no longer applicable. Revolution Wind's selection of the Parking Lot By-Pass renders the portions of the Environmental Report and Appendix A that reference and discuss only the Circuit Dr. Route no longer applicable. Similarly, Revolution Wind's selection of the HDD Landfall Construction method rendered the portions of the Environmental Report and Appendix A that reference and discuss only the Open Cut Landfall Construction method no longer applicable.

The purpose of this Notice is to provide clarity on the record in this docket as to the scope of the project and orient the EFSB, any agency directed to provide an advisory opinion, and any other

interested party or stakeholder with a clear identification of the portions of the Environmental Report and Appendix A that can be disregarded in light of the selections of the Parking Lot By-Pass and the HDD Landfall Construction method. The tables below identify the specific portions of the Environmental Report and Appendix A that relate only to the Circuit Dr. Route and the Open Cut Landfall Construction method and therefore need not be considered as a part of the evaluation of Revolution Wind’s Application.

REFERENCES TO THE CIRCUIT DR. ROUTE	
Document and Page Reference	Notes
Environmental Report, Page 11, Figure 2.3	Figure 2.3 depicts both the selected Parking Lot By-Pass and the Circuit Dr. Route. Based on the selection of the Parking Lot By-Pass, the portion of this figure that can be disregarded is the portion of the blue line identified as the “Onshore Transmission Cable” that traverses up Circuit Dr. and turns left on to Camp Ave. The applicable route for the Parking Lot By-Pass traverses the yellow line identified as “Alternative Cable Route Segment.”
Environmental Report, Page 108, Section 5.4.2	The last paragraph of Section 5.4.2 is no longer applicable; the onshore cable route has been determined.
Environmental Report, Page 113, Figure 6-1A	Figure 6-1A depicts both the selected Parking Lot By-Pass and the Circuit Dr. Route. Based on the selection of the Parking Lot By-Pass, the portion of this figure that can be disregarded is the portion of the blue line identified as the “Onshore Transmission Cable” that traverses up Circuit Dr. and turns left on to Camp Ave. The applicable route for the Parking Lot By-Pass traverses the yellow line identified as “Alternative Cable Route Segment.”

REFERENCES TO THE CIRCUIT DR. ROUTE	
Document and Page Reference	Notes
Environmental Report, Page 131, Figure 6-3	Figure 6-3 depicts both the selected Parking Lot By-Pass and the Circuit Dr. Route. Based on the selection of the Parking Lot By-Pass, the portion of this figure that can be disregarded is the portion of the blue line identified as the “Onshore Transmission Cable” that traverses up Circuit Dr. and turns left on to Camp Ave. The applicable route for the Parking Lot By-Pass traverses the yellow line identified as “Alternative Cable Route Segment.”
Environmental Report, Page 142, Figure 6-4A	Figure 6-4A depicts both the selected Parking Lot By-Pass and the Circuit Dr. Route. Based on the selection of the Parking Lot By-Pass, the portion of this figure that can be disregarded is the portion of the blue line identified as the “Onshore Transmission Cable” that traverses up Circuit Dr. and turns left on to Camp Ave. The applicable route for the Parking Lot By-Pass traverses the yellow line identified as “Alternative Cable Route Segment.”
Environmental Report, Page 151, Figure 6-5	Figure 6-5 depicts both the selected Parking Lot By-Pass and the Circuit Dr. Route. Based on the selection of the Parking Lot By-Pass, the portion of this figure that can be disregarded is the portion of the blue line identified as the “Onshore Transmission Cable” that traverses up Circuit Dr. and turns left on to Camp Ave. The applicable route for the Parking Lot By-Pass traverses the yellow line identified as “Alternative Cable Route Segment.”

REFERENCES TO THE CIRCUIT DR. ROUTE	
Document and Page Reference	Notes
Environmental Report, Page 169, Section 7.3.1	The first paragraph of Section 7.3.1 contains a description of the Circuit Dr. Route that is no longer applicable. The language that should be disregarded is stricken through in the following quoted passage: “The route for the RWEC-RI and the Onshore Transmission Cable runs north from the MHWL to Burlingham Avenue to Circuit Drive, and then follows Circuit Drive in a northerly direction until it reaches Camp Avenue. The proposed route follows Camp Avenue in a westerly direction before turning north to the OnSS. An alternative route cuts across an industrial property along Circuit Drive (135 Circuit Drive) prior to the intersection of Circuit Drive and Camp Avenue to reach Camp Avenue. Similar to the proposed route, the alternative route follows Camp Avenue in a westerly direction before turning north to the OnSS.”
Environmental Report, Page 171, Figure 7-1	Figure 7-1 depicts both the selected Parking Lot By-Pass and the Circuit Dr. Route. Based on the selection of the Parking Lot By-Pass, the portion of this figure that can be disregarded is the portion of the blue line identified as the “Onshore Transmission Cable” that traverses up Circuit Dr. and turns left on to Camp Ave. The applicable route for the Parking Lot By-Pass traverses the yellow line identified as “Alternative Cable Route Segment.”
Environmental Report, Page 221, Figure 8-1	Figure 8-1 depicts both the selected Parking Lot By-Pass and the Circuit Dr. Route. Based on the selection of the Parking Lot By-Pass, the portion of this figure that can be disregarded is the portion of the purple line identified as the “Cable Route” that traverses up Circuit Dr. and turns left on to Camp Ave. The applicable route for the Parking Lot By-Pass traverses the dashed red line along the parking lot at 135 Circuit Dr. identified as “Route (Alternative).”
Environmental Report, Appendix A, Revolution Wind Onshore Cable Route Key Map, Page 12 of the PDF of Appendices A(i)- A(vii)	The line labeled “Alternative Route 1” on Page 12 in Appendix A(i)-A(vii) identifies the Circuit Dr. Route and can be disregarded.

REFERENCES TO THE CIRCUIT DR. ROUTE	
Document and Page Reference	Notes
Environmental Report, Appendix A, Revolution Wind 275-kV Onshore Cable Double Circuit Plan and Profile, Page 16 of the PDF of Appendices A(i)- A(vii)	The line labeled “Alternative Route 1” on Page 16 in Appendix A(i)-A(vii) identifies the Circuit Dr. Route and can be disregarded.
Environmental Report, Appendix A, Revolution Wind 275-kV Onshore Cable Double Circuit Plan and Profile, Page 17 of the PDF of Appendices A(i)- A(vii)	The diagram on Page 17 in Appendix A(i)-A(vii) depicts the Circuit Dr. Route and can be disregarded.
Environmental Report, Appendix A, Revolution Wind 275-kV Onshore Cable Double Circuit Plan and Profile, Page 18 of the PDF of Appendices A(i)- A(vii)	The diagram on Page 18 in Appendix A(i)-A(vii) depicts the Circuit Dr. Route and can be disregarded.
Environmental Report, Appendix A, Revolution Wind 275-kV Onshore Cable Double Circuit Plan and Profile, Page 25 of the PDF of Appendices A(i)- A(vii)	The line labeled “Alternative Route 1” on Page 25 in Appendix A(i)-A(vii) identifies the Circuit Dr. Route and can be disregarded.
Environmental Report, Appendix A, Revolution Wind 275-kV Onshore Cable Double Circuit Plan and Profile, Page 26 of the PDF of Appendices A(i)- A(vii)	The line labeled “Alternative Route 1” on Page 26 in Appendix A(i)-A(vii) identifies the Circuit Dr. Route and can be disregarded.

REFERENCES TO THE OPEN CUT LANDFALL CONSTRUCTION METHOD	
Document and Page Reference	Notes
Environmental Report, Pages 51-52, Section 4.4.2.1	Subsection 4.4.2.1 depicts the Open Cut Landfall Construction method and can be disregarded.
Environmental Report, Page 194, Section 8.1.1	The following language in the second and third lines of the first full paragraph of Section 8.1.1 on page 194 depicts the Open Cut Landfall Construction method and should be disregarded: “If open cut is used, the cables will be installed approximately 10 feet (3 m) below the seabed and the trenches would temporarily disturb 4.6 acres (1.9 ha).”

REFERENCES TO THE OPEN CUT LANDFALL CONSTRUCTION METHOD	
Document and Page Reference	Notes
Environmental Report, Page 194, Section 8.1.2	The following language in the second and third lines of the second paragraph of Section 8.1.2 depicts the Open Cut Landfall Construction method and should be disregarded: “ If open cut is used as the installation method, it will require an approximate 8,000 square foot trench that will be excavated to a depth of up to approximately 14 feet (4.2 m). Each TJB (one per cable for the RWEC-RI) will be up to 67 by 10 feet (20 by 3 m), for a total of approximately 1,320 square feet (122.6 m) of impacts and will be installed down to a depth of 10 feet”
Environmental Report, Page 220, Section 8.15.1.1 and Table 8-13	The first full paragraph of Section 8.15.1.1 on page 220 and the entirety of Table 8-13 depicts the Open Cut Landfall Construction method and can be disregarded.
Environmental Report, Page 244, Table 9-1	The second bullet of Table 9-1 under “Landfall Location” on page 244 depicts the Open Cut Landfall Construction method and can be disregarded.
Environmental Report, Appendix A, Orsted - Revolution Wind Open Cut Landfall Design, Pages 43-49 of the PDF of Appendices A(i)- A(vii)	Pages 43-49 of Appendix A(i)-A(vii) depicts the Open Cut Landfall Construction method and can be disregarded.

Respectfully submitted,

Revolution Wind, LLC,
By its attorneys,



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CERTIFICATE OF SERVICE

I hereby certify that on April 9, 2021, I sent a copy of the foregoing to the service list below by electronic mail.

/s/ Adam M. Ramos

SB-2021-01 Revolution Wind, LLC Application for Major Energy Facility: Service List (as of 03/26/2021)

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