

Variance Request Form



Company: Avangrid Renewables
Address: 1125 NW Couch Street, Suite 700
City, State, Zip : Portland, OR, 97209

Variance: VAR-016
Request No.: Rev 0
Date Submit: 07/07/17
Date Agency Received:
Agency Reference No.:

Request Prepared by: Kamber McAllister (ICF)
Spread/Location (Milepost): N/A
Alignment Sheet/Sta. No.:
Landowner: BLM
Current Land Use/Vegetative Cover: NA

Net Acreage Affected: No Additional
Tract No.: N/A
In or Within 50ft of a Wetland: ☐ Yes ☒ No
Within 50ft of a Water Body: ☒ Yes ☐ No

Nearby Features (Water body, T&E Habitat, Wetlands, Noxious Weed): NA

Area, Residence, Cultural Resource Site (distance, etc.):

Variance Level: ☒ Level 1 ☐ Level 2 ☐ Level 3 (To Be Assigned by Designated Representative)

Variance From: ☐ Permit ☐ Plan/Procedure ☐ Specification ☐ Drawing ☒ Mitigation Measure ☐ Other

Detailed Description of Variance: Attachments ☒ Yes ☐ No Photos? ☐ Yes ☒ No

Variance 16 (VAR-016) is requesting a change in the means for installing underground (UG) collector line under McCain Valley Road (MVR) from boring to trenching in order to utilize the most efficient method and avoid the need for additional areas all while maintaining egress. Boring-and-jacking is specified in Mitigation Measure TRA-1 and in the Project's Traffic Control Plan when installing project components under an existing road. Boring is better suited for installation of the underground collector line under the paved portions of MVR under County jurisdiction, than along the portions of MVR under the BLM's jurisdiction where MVR has already been altered per the projects plans.

The proposed trenching method utilizes a PLC trencher, which digs the trench and lays the wire in one pass. A backhoe will dig a starter trench on one side of the road. The trencher will then trench ahead to the centerline of the road at an angle, which allows egress in front of the trencher. Once the trencher has trenched to this point and the wire is installed, the backfill equipment (skid steer, dozer and vibratory trench compactor) will backfill the open trench and egress will be allowed behind the machine. Once the installed section is completely backfilled and egress is provided over the backfilled trench, the trencher will then trench ahead to complete the road crossing. This process should take no longer than 30 minutes for each side of this crossing. Traffic will be slowed in the area where the work is being performed and flaggers will be used to direct traffic. See Attachment B for a diagram of this process. The scenario included in Attachment B is the narrowest of the MVR crossings and a similar set-up will be used for all other crossings. In some locations traffic may be stopped for a short period of time (10 minutes) as the trencher moves across the road and compaction is occurring. In the event of an emergency equipment will be moved and vehicles associated with the emergency situation will be allowed to cross. This change in methodology would take place at the locations previously identified for crossings in the approved plans and the additional locations identified on Attachment A, Figure 1..

Where underground collection line needs to be installed beneath MVR to avoid sensitive resources, trenching using the PLC will install the UG collector line parallel with the road, staying on the road's edge. The trencher's dimensions are 8 feet, 2 inches in width by 45 feet in length and will be installed along one of the road, therefore allowing egress on the opposite side of MVR. This type of trenching takes approximately one hour per 100 linear feet, and would occur at three locations including two sections between J & G and one between A and B (Attachment A, Figure2).

Flaggers will be present to direct traffic during work conducted within portions of MVR. All crossings will be conducted so work at a site can be performed in the same day, therefore eliminating any open trenches being left open overnight.

Soil and compaction testing will be performed following compaction to ensure a 95% density based on the soil type.

Variance Justification:

The change in construction method from boring to trenching, as described above, will allow installation to occur within the existing project footprint and maintain egress along MVR. Typically jacking and boring requires approximately two, 50 square foot work areas for staging and spoils, and a sending and a receiving pit on either side of the road at each road crossing (each approximately 20 feet x 30 feet, and approximately 10 feet deep). These areas are not included in the approved engineering. Rather than impacting these additional areas, VAR-016 proposes a change in construction methodology.

The boring-and-jacking method was called out in the mitigation measure to minimize delays on McCain Valley Road associated with trenching. The proposed trenching methods, as described above, will be conducted to keep a portion of the road open for egress and flaggers will be onsite during work within MVR to ensure safety and limit potential delays. In addition, construction personnel will coordinate to limit construction traffic through the portions of MVR where work is occurring within the road.

The proposed trenching will occur within the approved disturbance limits will not have any additional impacts to listed species habitat.

Name:

Title:

Organization:

Conditions:

Name:

Title:

Organization:

Conditions:

Attachment A

Figures



Category	1977	1978	1979
General			
Chassis			
Engine			
Body			
Paint			
Interior			
Electrical			
Exhaust			
Brakes			
Steering			
Suspension			
Wheels			
Tools			
Accessories			
Other			



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1225 Marlborough Court, Denver, CO 80202
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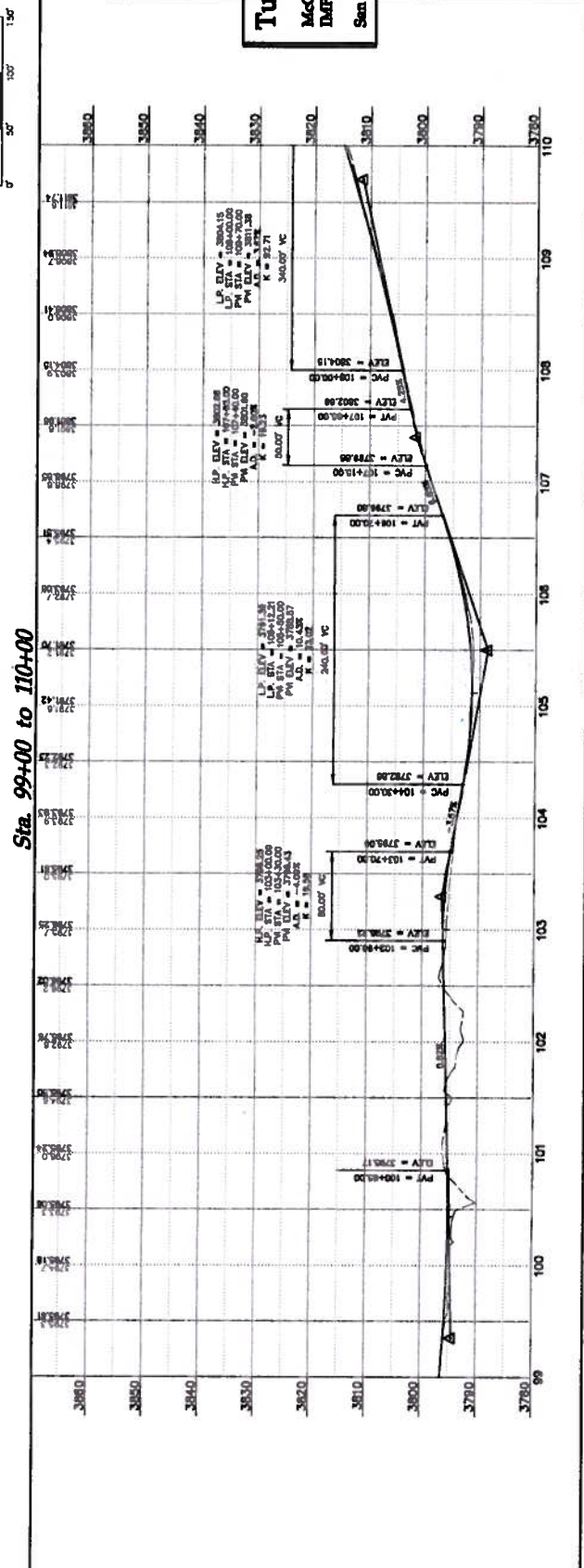
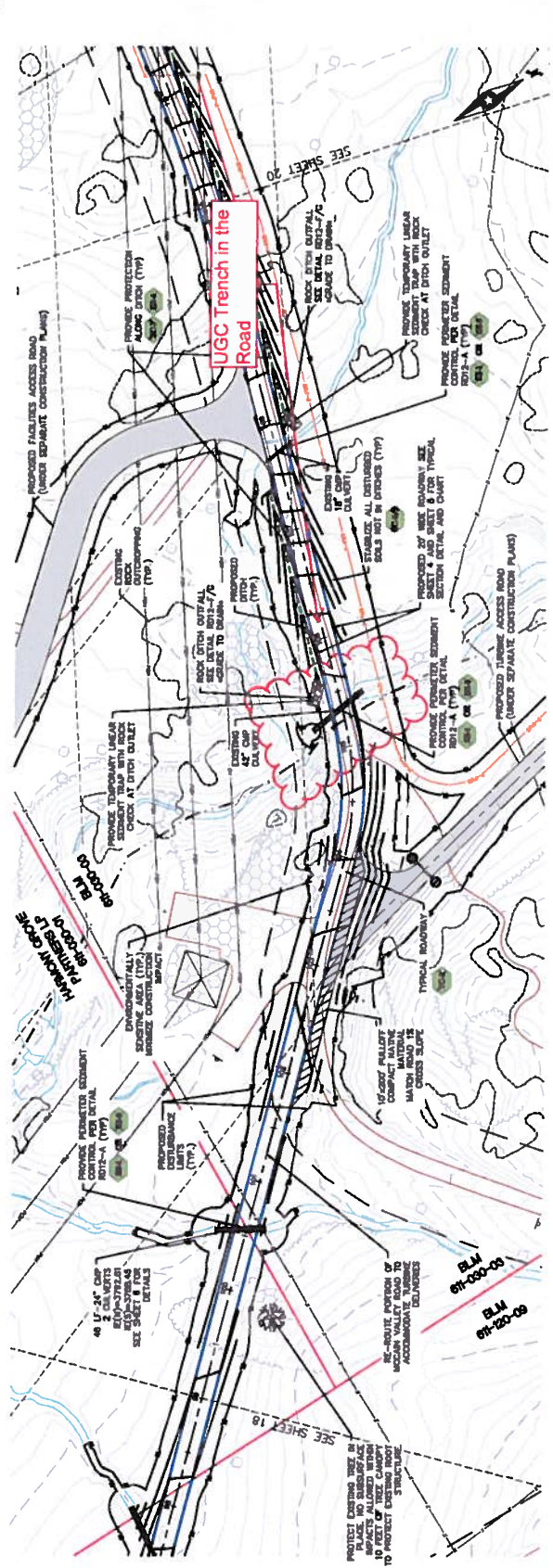
Tule Wind Project
MCCAIN VALLEY ROAD
IMPROVEMENTS

San Diego County, California

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Product	127
Class	6
Owner	127
Special Drawing Rights	
Product	127



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Portland, OR 97219

205 Northwest Couch Blvd., Suite 200
Portland, OR 97209

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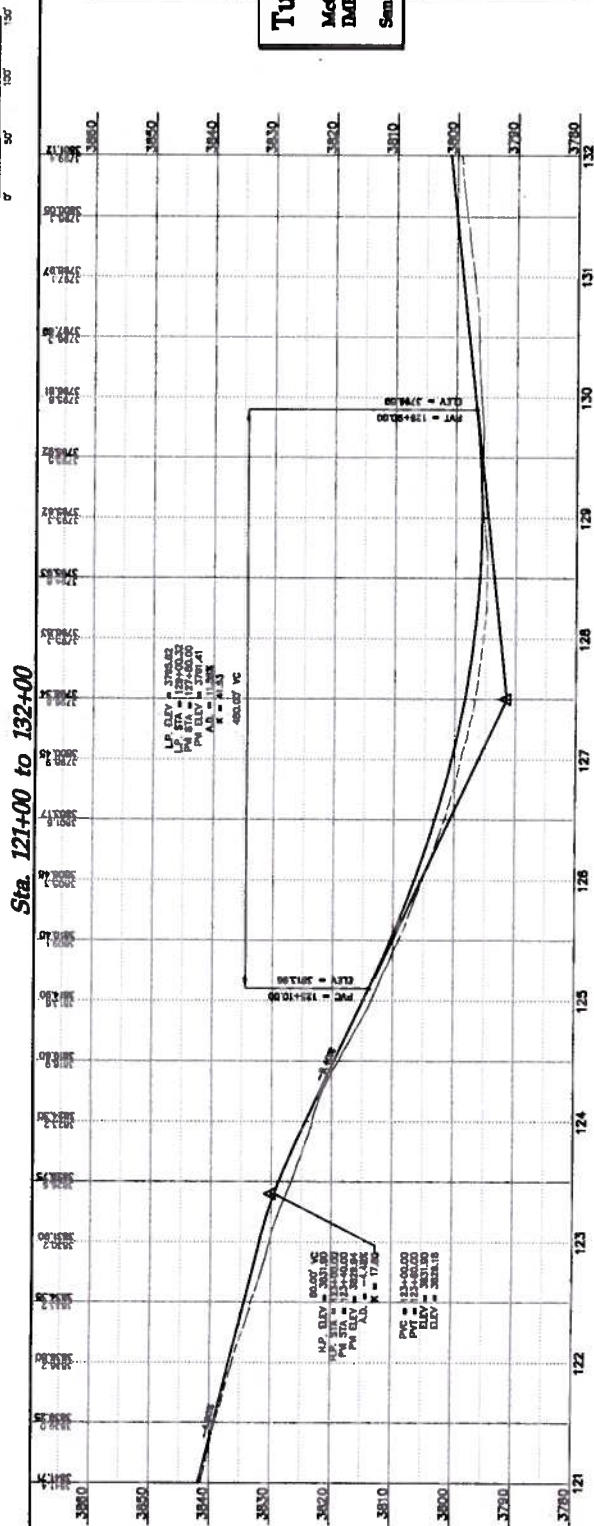
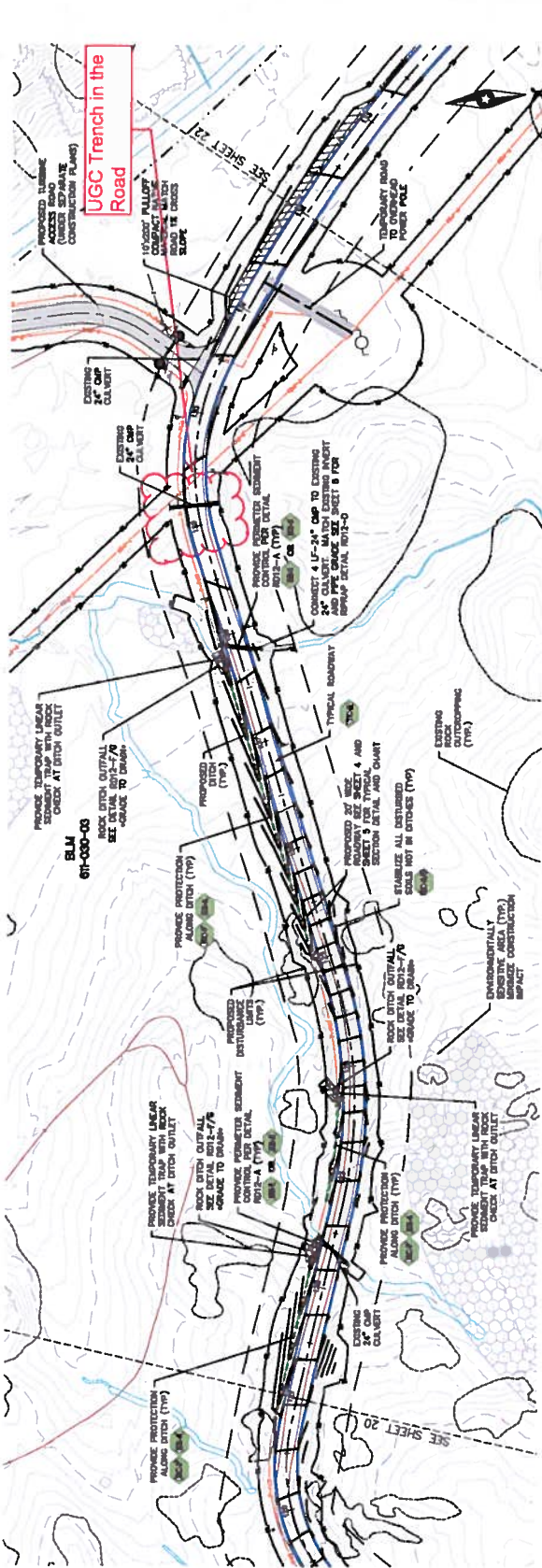
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San Diego County, California

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Math	CR
Reading	CR
Writing	CR
Science	CR
History	CR
Art	CR
Music	CR
Physical Education	CR
Health	CR
Language Arts	CR
Foreign Languages	CR
Computer Science	CR
Environmental Studies	CR
Business	CR
Law	CR
Medicine	CR
Engineering	CR
Architecture	CR
Design	CR
Journalism	CR
Public Relations	CR
Marketing	CR
Management	CR
Finance	CR
Accounting	CR
Information Systems	CR
Operations Management	CR
Human Resources	CR
Project Management	CR
Quality Management	CR
Supply Chain Management	CR
Logistics Management	CR
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Marketing Management	CR
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Advertising Management	CR
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Trade Shows Management	CR
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Shows Management	CR
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Tule Wind Project
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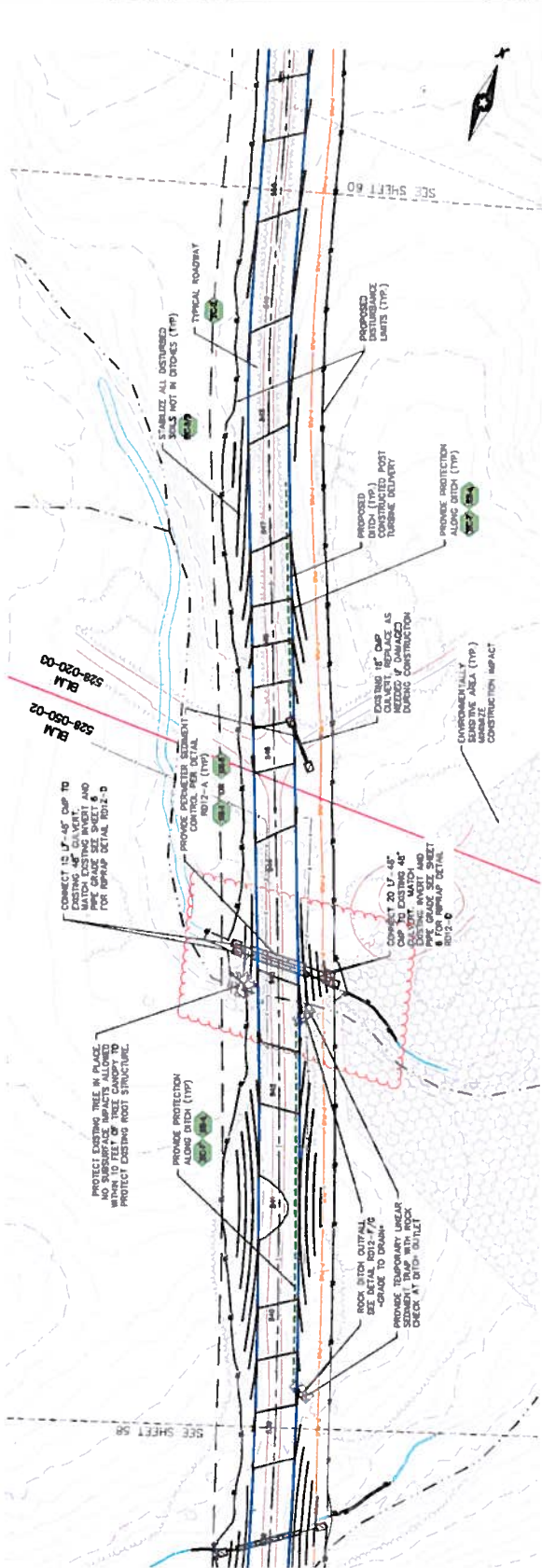
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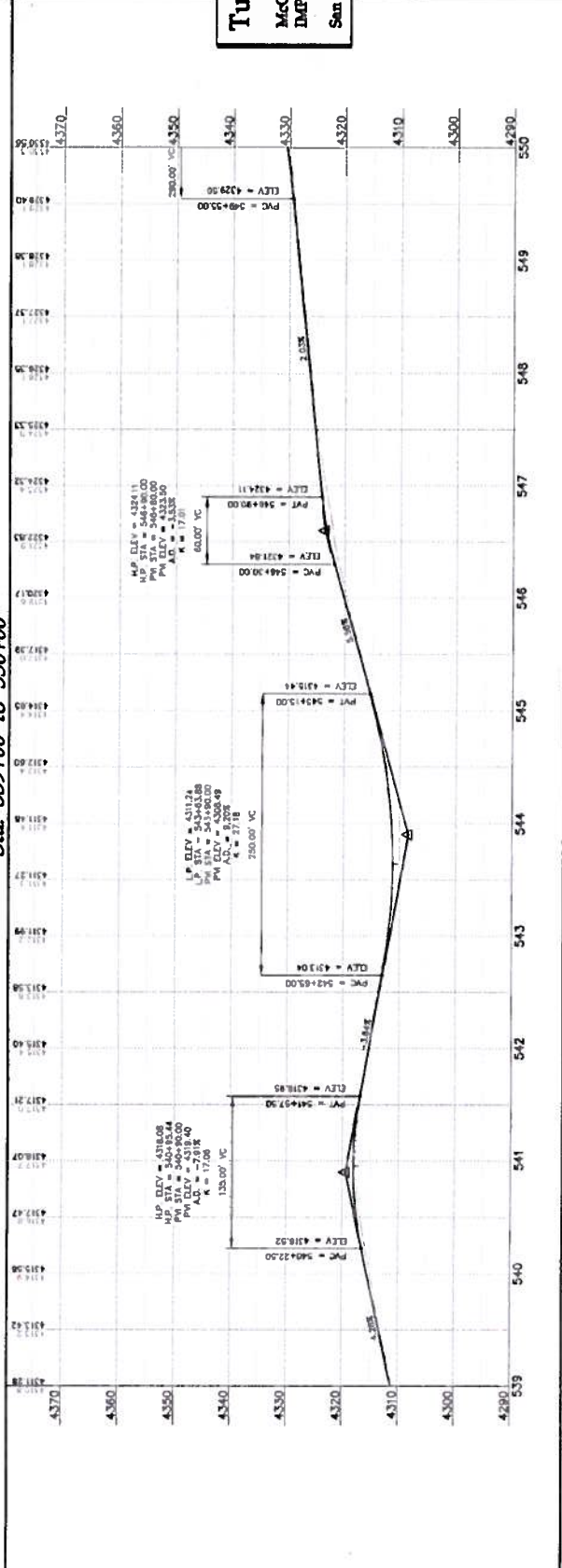
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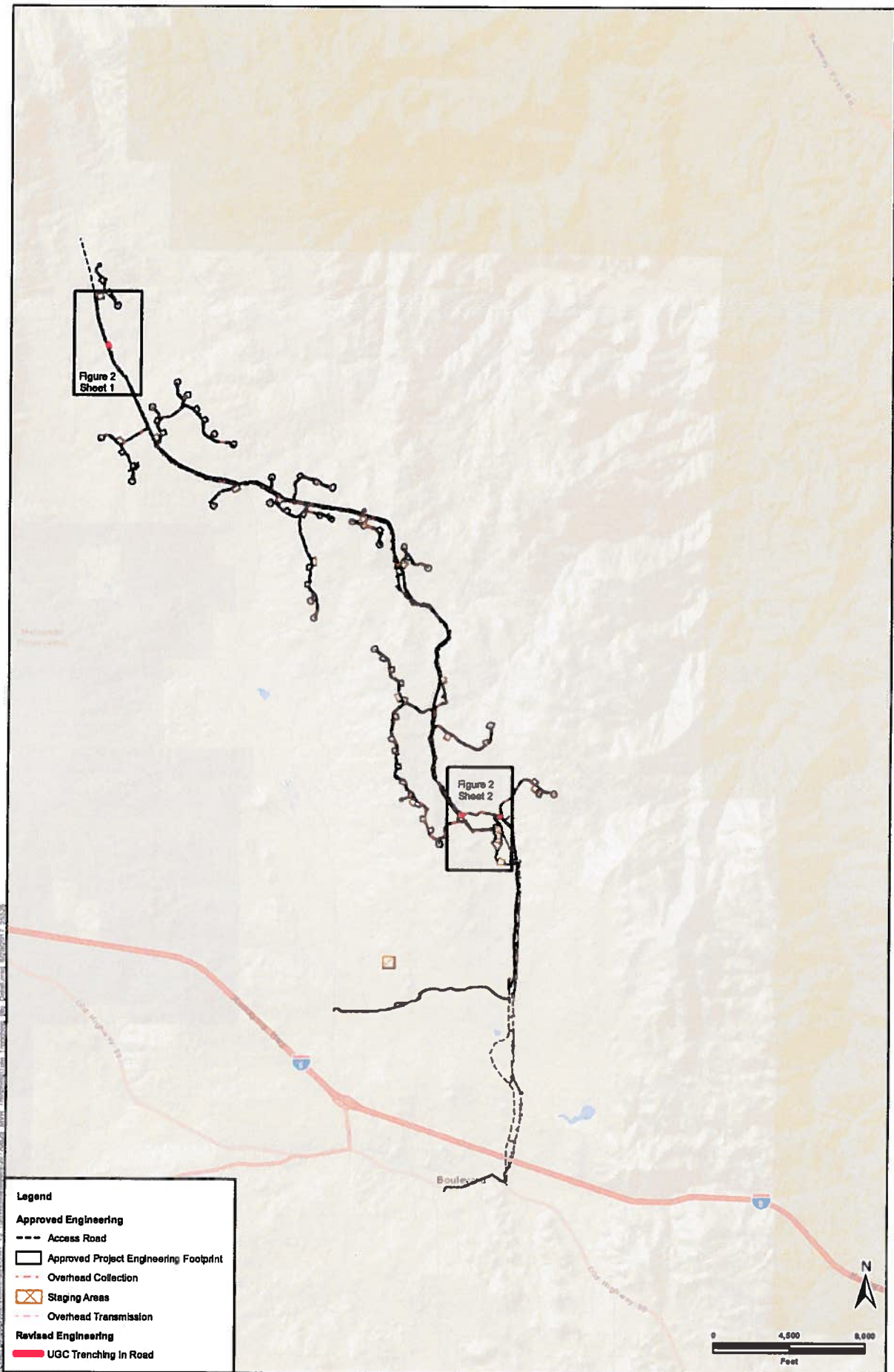


Figure 2 Index
UGC Trenching in McCain Valley Road
Tule Wind Project

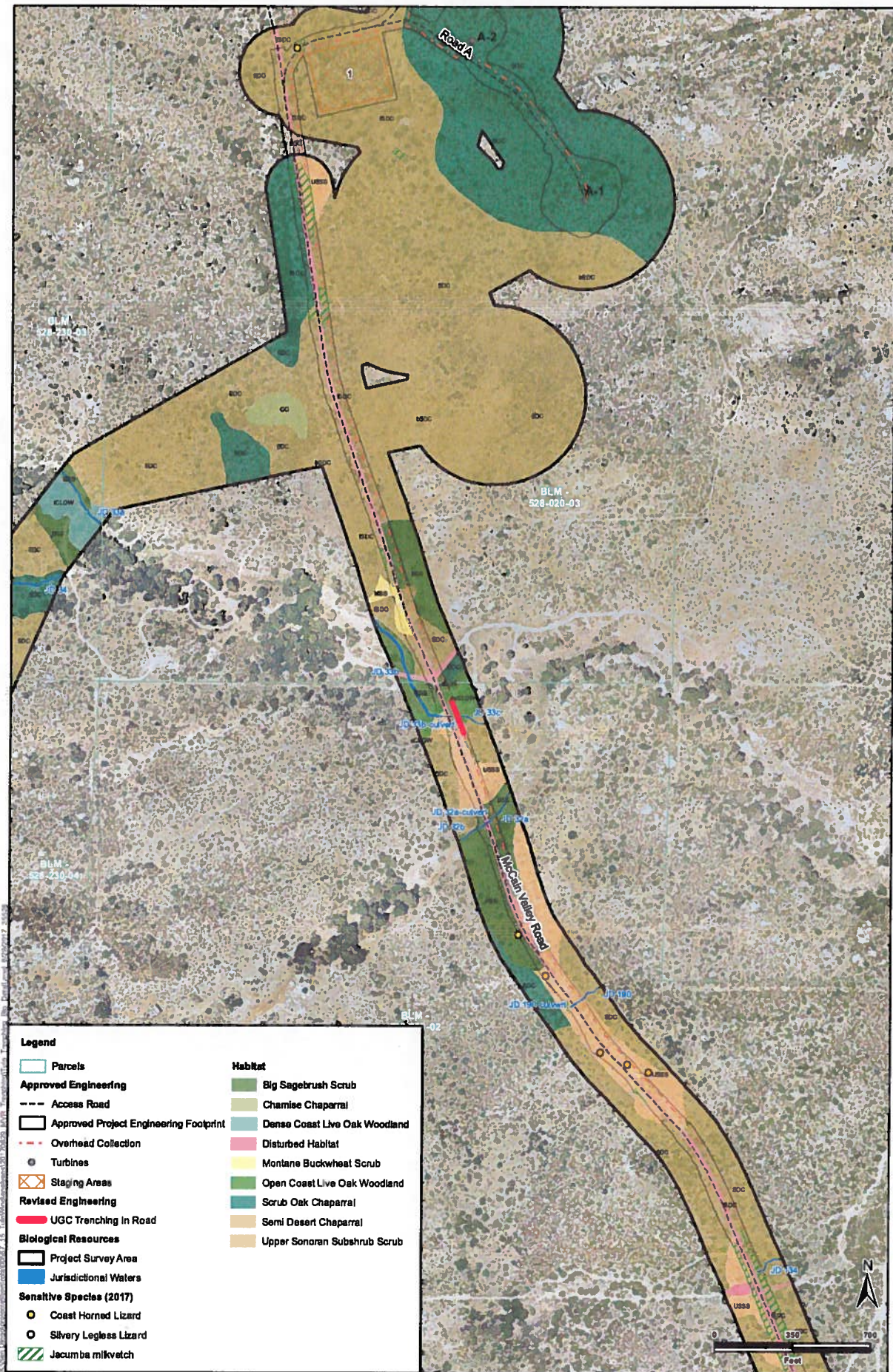
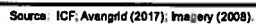


Figure 2 Sheet 1
UGC Trenching in McCain Valley Road
Tule Wind Project



Attachment B

Trenching Process Diagrams



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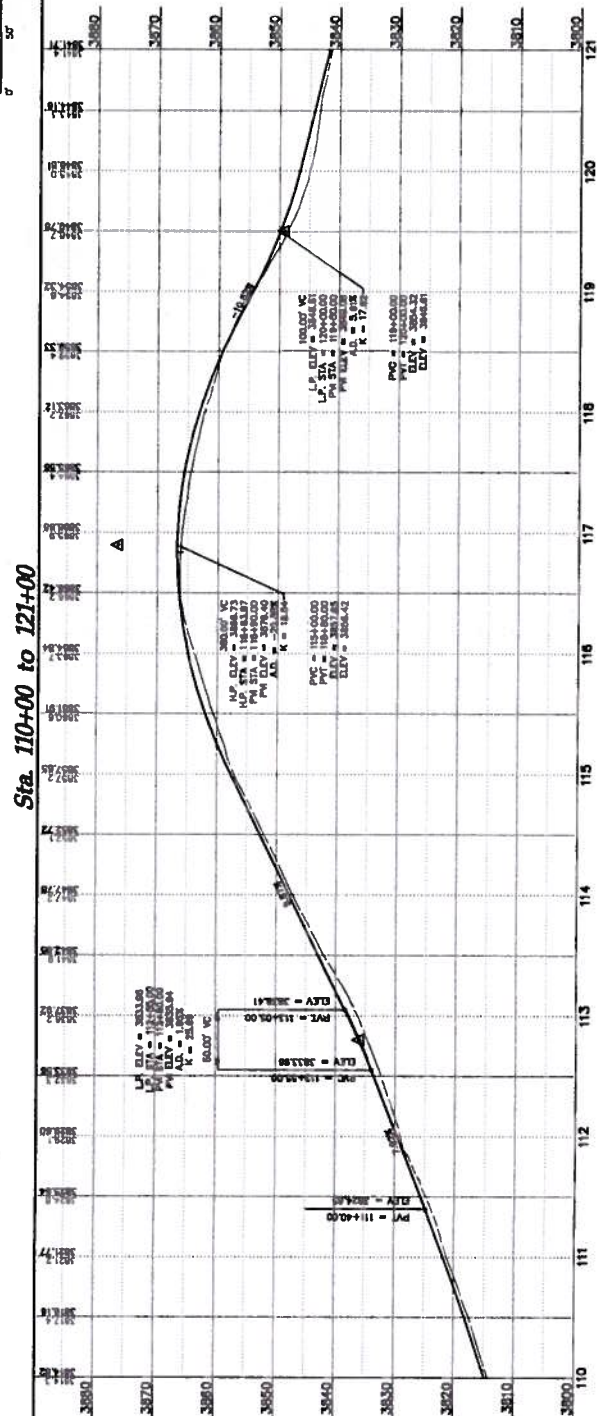
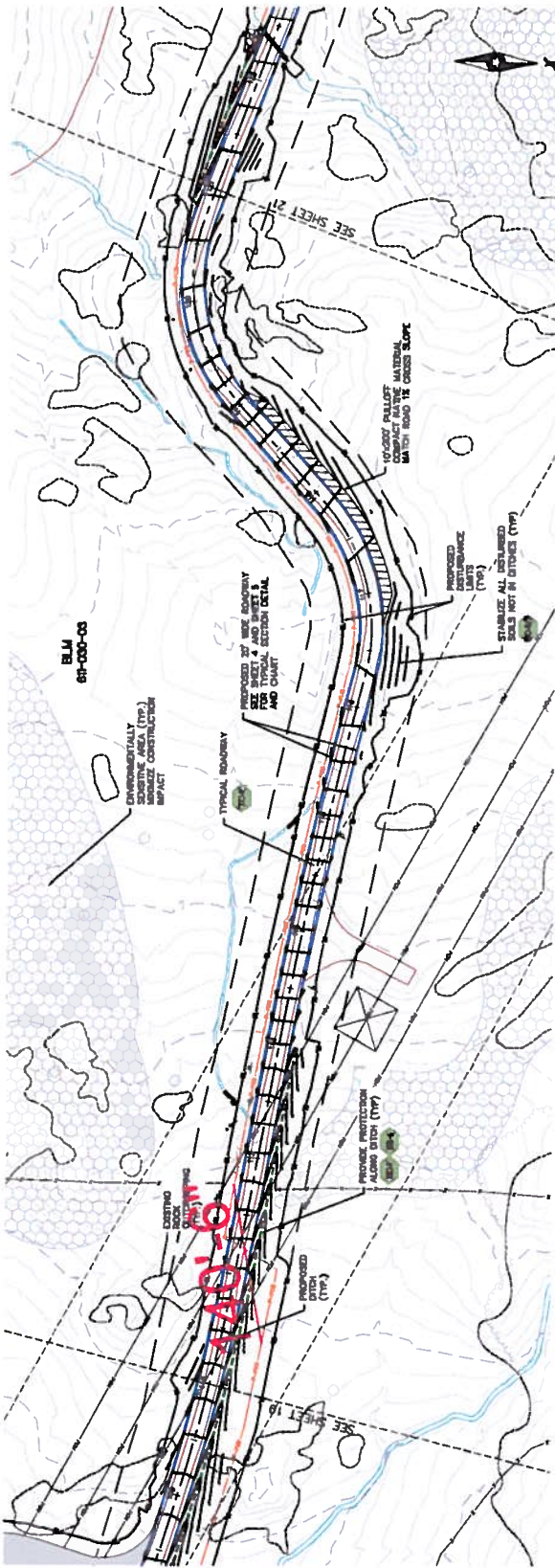
McCain Valley Road Improvements

San Diego County, California

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Checked	05
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Second Reading System	
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Tule Wind Project

McCain Valley Road Improvements

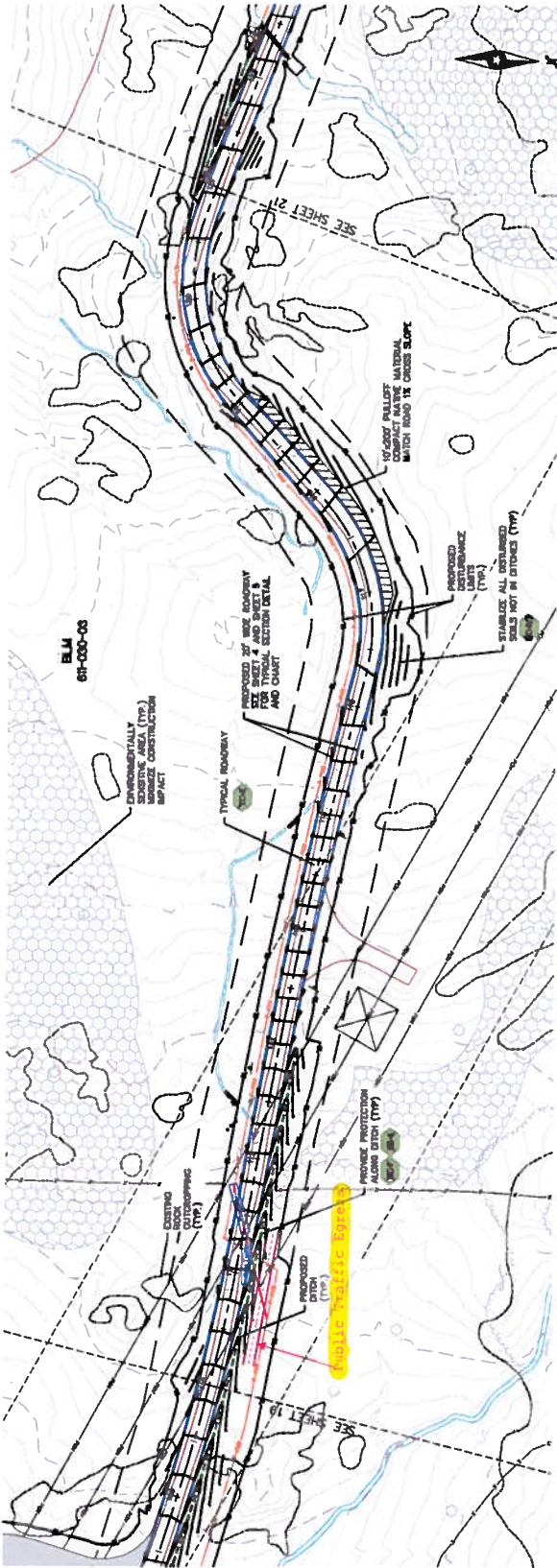
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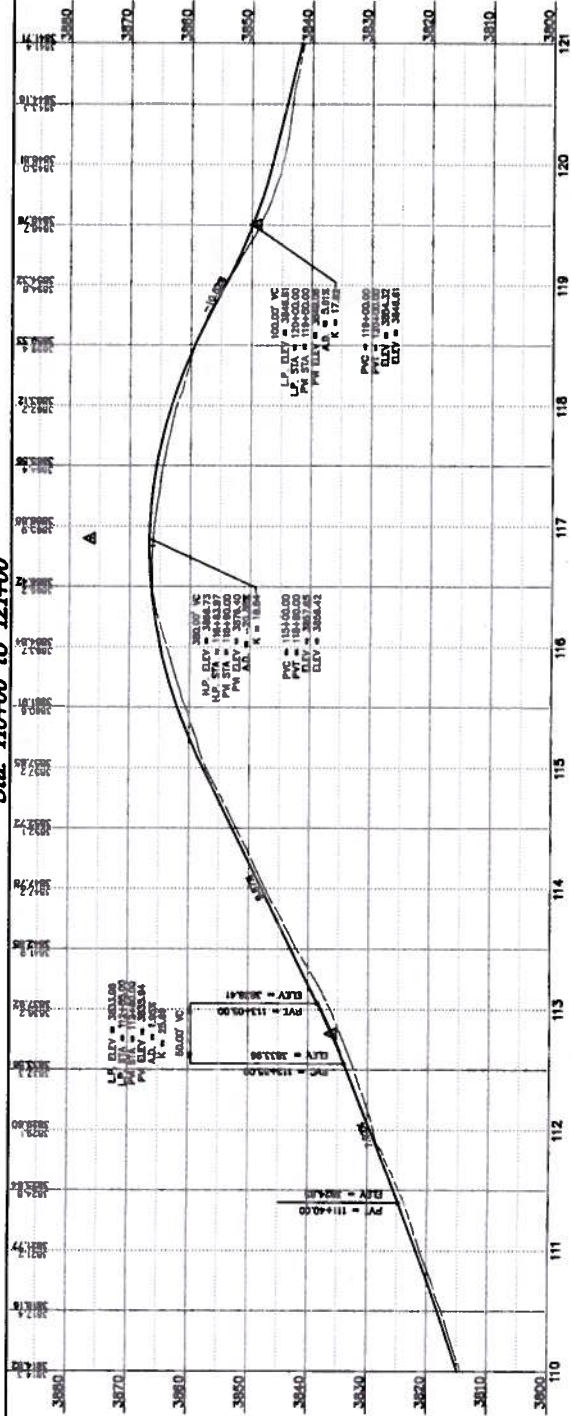
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Project No.	15-000-03
Client	IBERDROLA RENEWABLES
Project Name	Tule Wind Project
Location	McCaun Valley Road, San Diego County, California
Scale	As Shown
Drawn By	J. Westwood
Checked By	J. Westwood
Approved By	J. Westwood
Date	11/16/15

IBERDROLA RENEWABLES
1225 Northside Drive, Suite 700
San Diego, CA 92108
Tel: 619.594.8800
Fax: 619.594.8801
www.iberdrola.com

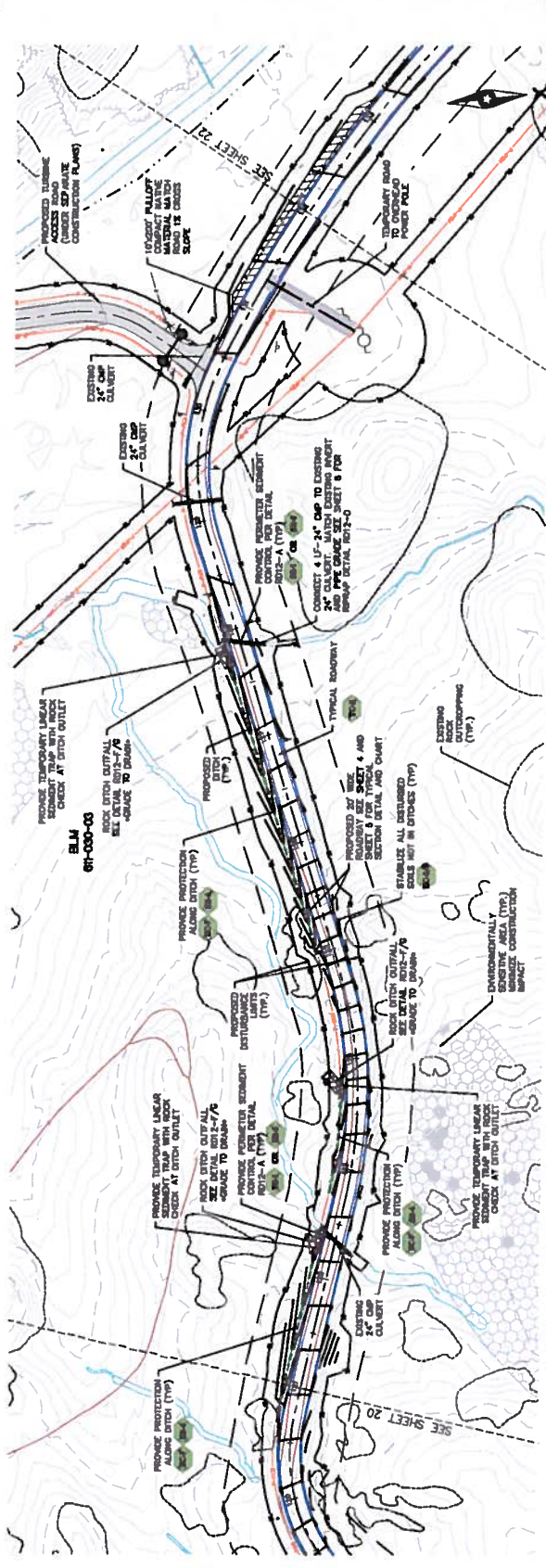
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	PROPOSED OVERHEAD ELECTRICAL
	PROPOSED UNDERGROUND ELECTRICAL
	PROPOSED 2' CONDUIT
	PROPOSED 4' CONDUIT
	PROPOSED 6' CONDUIT
	PROPOSED DISTURBANCE LIMIT
	PROPOSED STAGING AREA
	OUTSIDE PROJECT BOUNDARY
	EXISTING PROJECT BOUNDARY
	EXISTING FENCE LINE
	EXISTING 2' CONDUIT
	EXISTING 4' CONDUIT
	EXISTING FIELD DELINEATION
	EXISTING DRAINAGE
	EXISTING ROAD/PAVEMENT
	EXISTING EASEMENT
	EXISTING RIGHT-OF-WAY
	EXISTING TRACK LINE
	EXISTING FREE LANE
	PROPOSED STAGING CONTROL
	PROPOSED GATE
	PROPOSED GATE
	OVERHEAD POWER POLE
	OVERHEAD POWER CONTROL
	OVERHEAD POWER CONTROL

Tule Wind Project **MCCAUN VALLEY ROAD** **IMPROVEMENTS** **San Diego County, California**

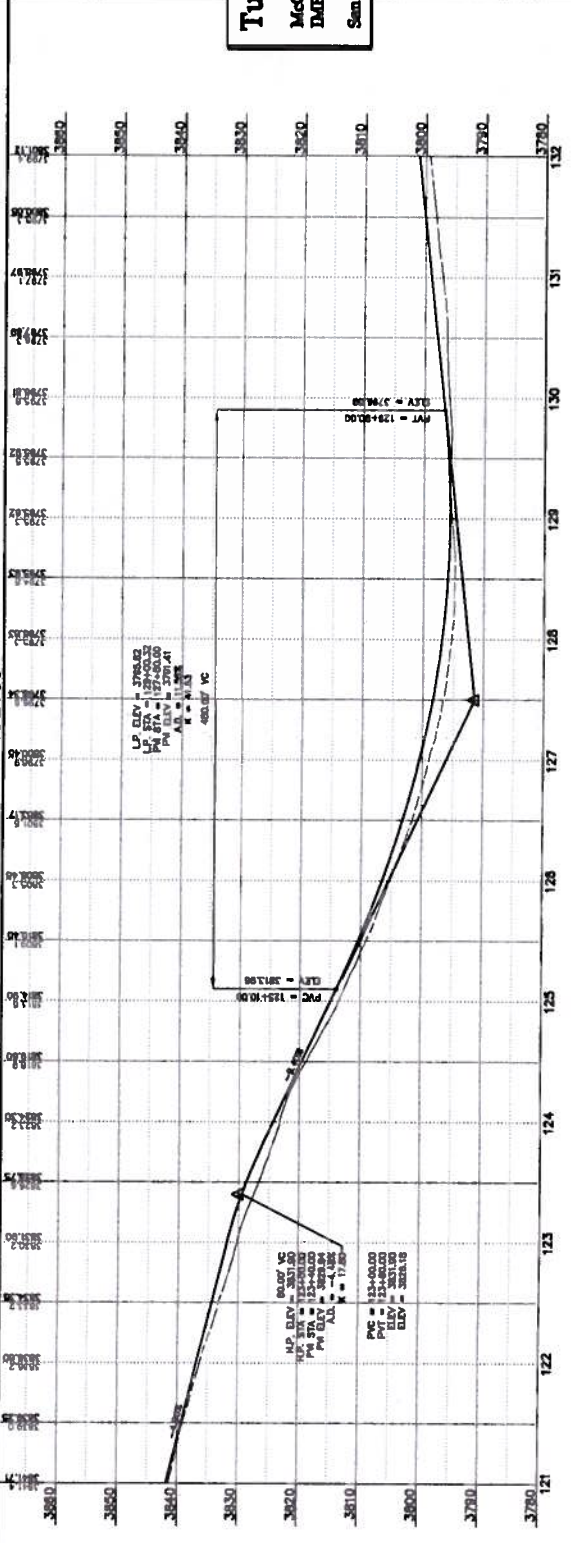
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Date: 11/17/15
Sheet: 21 of 62



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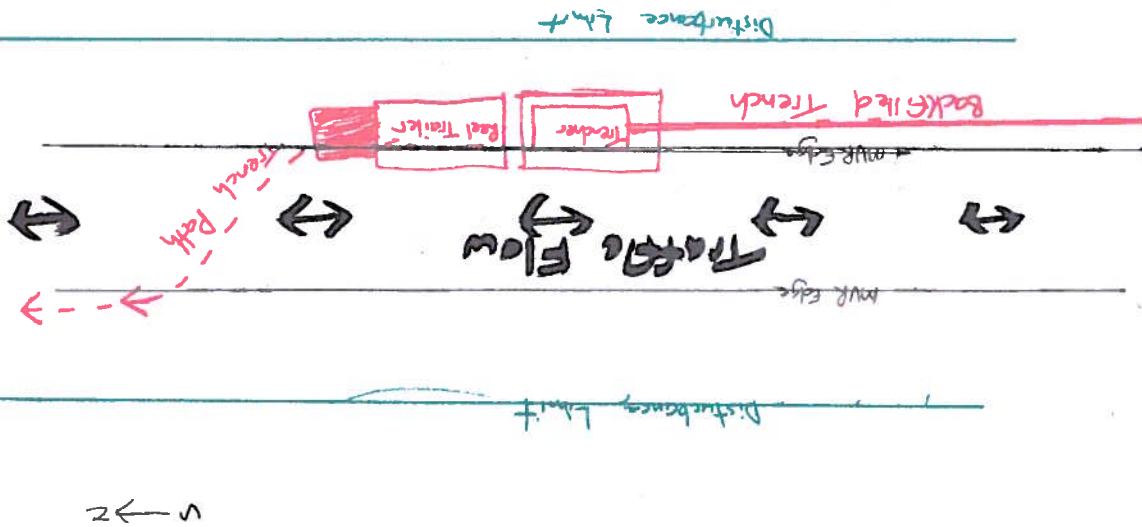




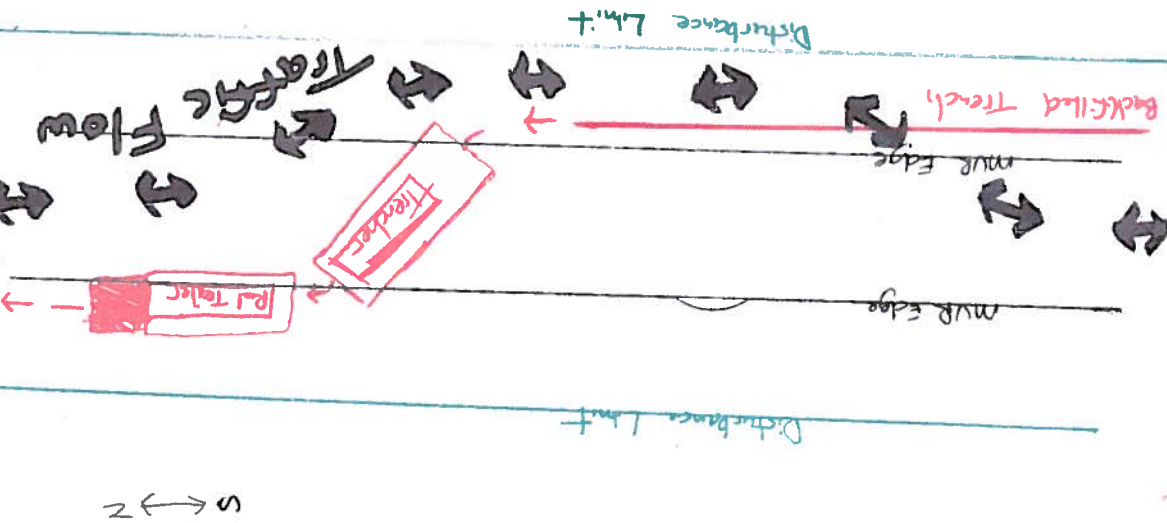
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Public Traffic Egress

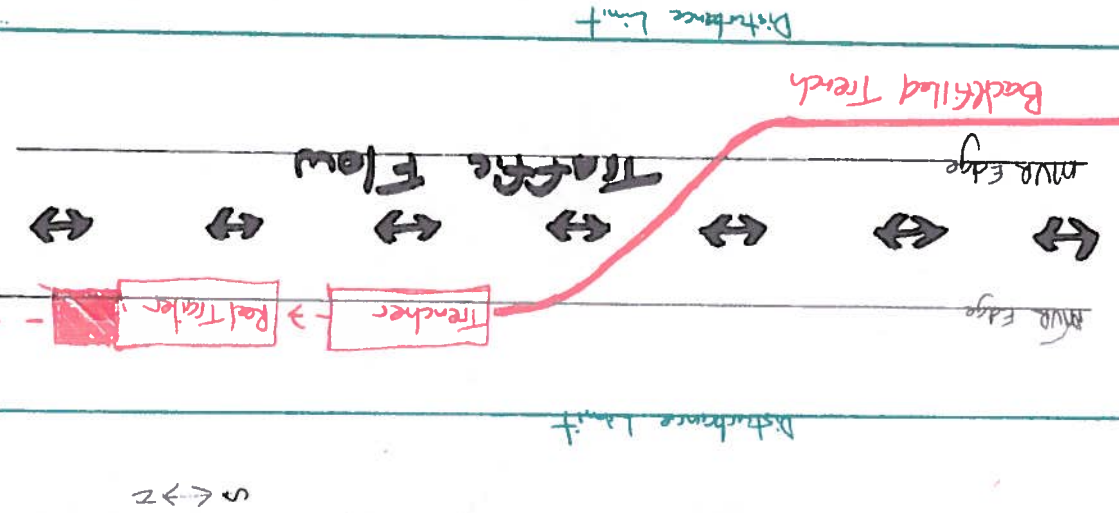
Step One: Stop short of crossing MVR and allow backfill to create crossing spot over trench for egress.



Step Two: Trench across MVR with altered traffic pattern.



Step Three: Normal traffic flow resumes once trench backfilled.



Trench Road Crossing
Process Diagram