

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.

For Avangrid Renewables Use Only			
Additional Surveys Required	Surveyed Corridor Description	Additional Surveys Completed	
Cultural Survey ☐ Yes ☒ No T & E Survey ☐ Yes ☒ No	VAR-016 does not include additional areas beyond the approved disturbance limits and is within the existing survey boundary. No additional surveys were conducted for this variance.	☐ Yes ☒ No ☐ Yes ☒ No	
Report Document Survey:			
Sign-Off (as appropriate)	Name (print)	Approval Signature	Conditions (see attached)
Avangrid Permit Manager	Kristen Goland		☐ Yes ☒ No
Lead Environmental Inspector	Talía Haley		☐ Yes ☒ No
Designated Biologist	James Hickman	N/A	☐ Yes ☒ No
Cultural Resource Specialist	Brian Williams	N/A	☐ Yes ☒ No
For BLM Project Manager or Compliance Contact Use Only			
Variance Approved: ☐ Variance Denied: ☐ Date:			
Signature:			
For Compliance Manager and Monitor Use Only			
Variance Approved: ☐ Variance Denied: ☐ Date:			
Signature:			
Stipulations:			
Spread: OPPC Variance Request No.: VARIANCE CONDITIONS Name: Conditions: Title: Organization:			

Name:

Title:

Organization:

Conditions:

Name:

Title:

Organization:

Conditions:

Attachment A

Figures



Designed:	
dyf	
Checked:	
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DW	
Record Drawing by/date:	
Revises	DISCUSSION
DATE	

Prepared for:



**IBERDROLA
RENEWABLES**

LEGEND:

- | | |
|--|---|
| | PROPOSED ACCESS ROAD |
| | PROPOSED OVERHEAD ELECTRICAL |
| | PROPOSED UNDERGROUND ELECTRICAL |
| | PROPOSED 10' CONTOUR |
| | PROPOSED 2' CONTOUR |
| | PROPOSED DISTURBANCE LIMIT |
| | PROPOSED STAGING AREA |
| | OUTSIDE PROJECT BOUNDARY |
| | ENVIRONMENTALLY SENSITIVE AREA |
| | EXISTING PARCEL LINE |
| | EXISTING 10' CONTOUR |
| | EXISTING 2' CONTOUR |
| | EXISTING FIELD DELINEATION |
| | EXISTING DRAINAGE |
| | EXISTING ROCK OUTCROPPING |
| | EXISTING ROAD/TRAIL |
| | EXISTING EASEMENT |
| | EXISTING RIGHT-OF-WAY |
| | EXISTING OVERHEAD POWER |
| | EXISTING FENCE LINE |
| | EXISTING TREE LINE |
| | PERIMETER SEDIMENT CONTROL |
| | PROPOSED DITCH |
| | PROPOSED CULVERT |
| | PROPOSED GATE |
| | OVERHEAD POWER POLE |
| | EROSION/SEDIMENT CONTROL DETAIL REFERENCE |

Tule Wind Project

McCain Valley Road Improvements

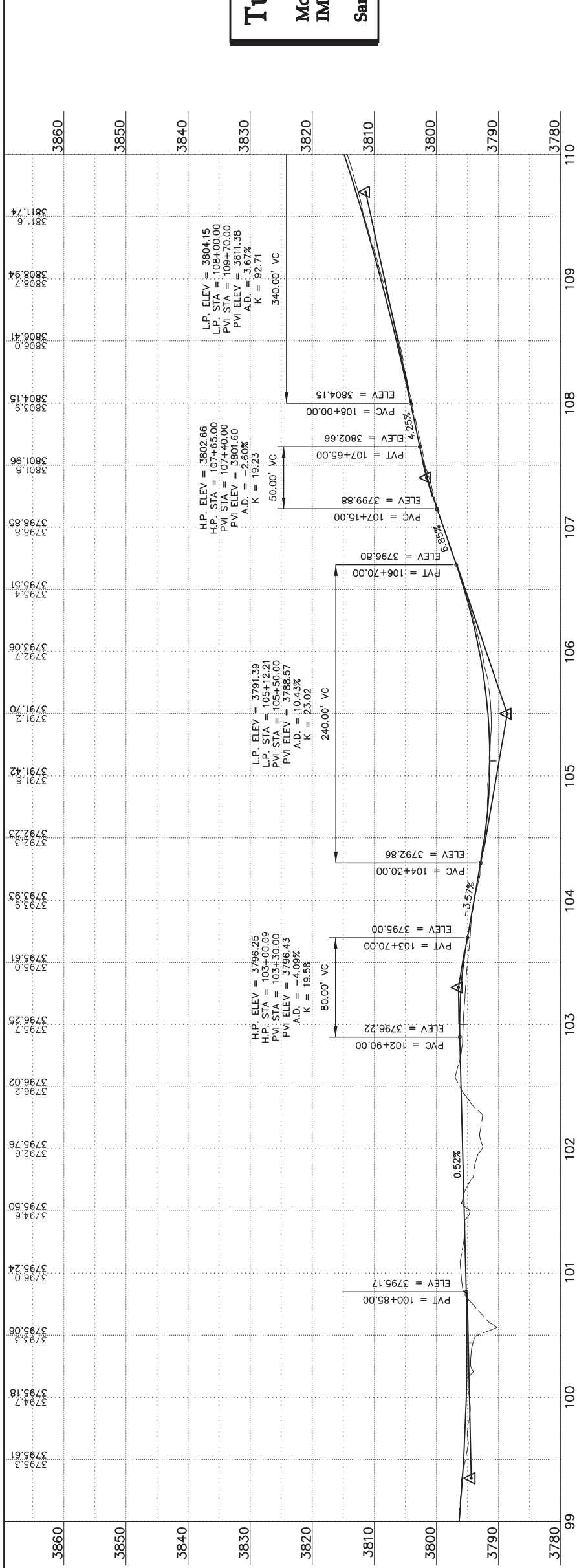
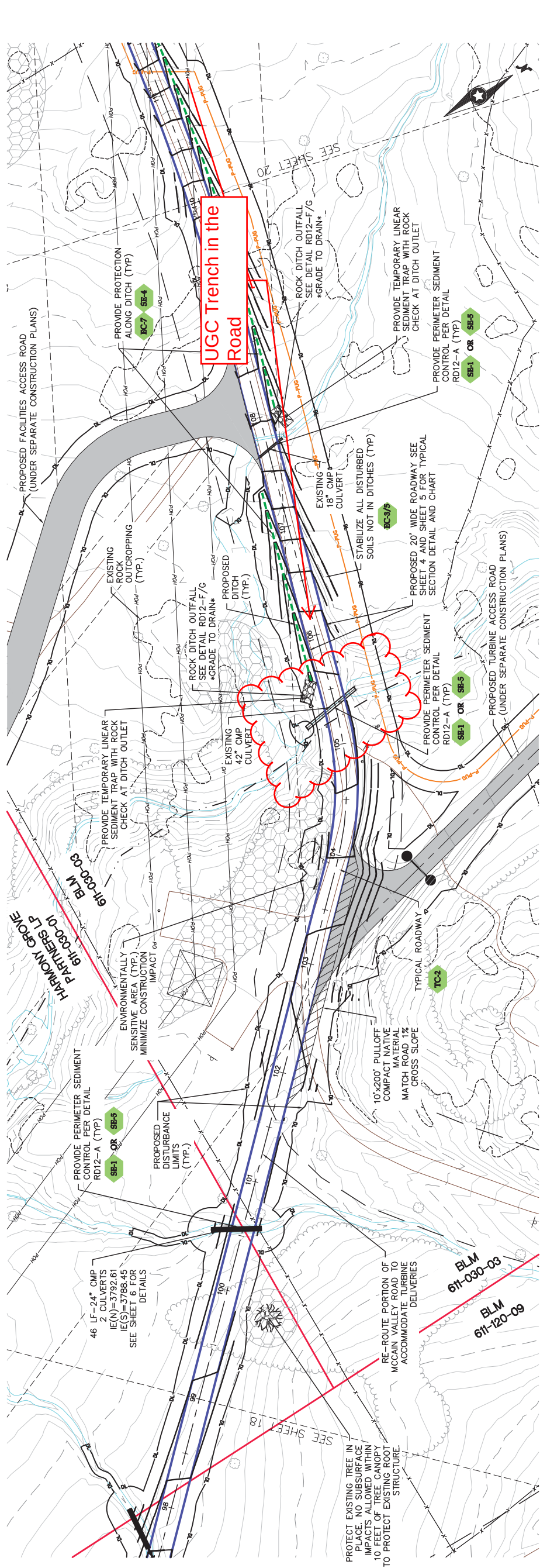
San Diego County, California

Sta. 99+00 to 110+00

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Date: 11/11/16

Sheet: 19 OF 62





<u>D</u>	<u>JW</u>	<u>CJC</u>	<u>DJW</u>
<u>Drawing by/date:</u>			
<u>S</u>	<u>E</u>	<u>R</u>	<u>L</u>
<u>DATE</u>	<u>DESCRIPTION</u>		

ed for:

IBERDROLA
RENEWABLES

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- | | |
|--|---------------------------------|
| | PROPOSED ACCESS ROAD |
| | PROPOSED OVERHEAD ELECTRICAL |
| | PROPOSED UNDERGROUND ELECTRICAL |
| | PROPOSED 10' CONTOUR |
| | PROPOSED 20' CONTOUR |
| | PROPOSED DISTURBANCE LIMIT |
| | PROPOSED STAGING AREA |
| | OUTSIDE PROJECT BOUNDARY |
| | ENVIRONMENTALLY SENSITIVE AREA |
| | EXISTING PARCEL LINE |
| | EXISTING 10' CONTOUR |
| | EXISTING 2' CONTOUR |
| | EXISTING FIELD DELINEATION |
| | EXISTING DRAINAGE |
| | EXISTING ROCK OUTCROPPING |
| | EXISTING ROAD/RAIL |
| | EXISTING EASEMENT |
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| | EXISTING TREE LINE |
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| | PROPOSED DITCH |
| | PROPOSED CULVERT |
| | PROPOSED GATE |
| | OVERHEAD POWER POLE |
| | EROSION/SEDIMENT CONTROL |
| | DETAIL REFERENCE |

Wind Project

/ALLEY ROAD
MENTS

County, California

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Drawn: DJW

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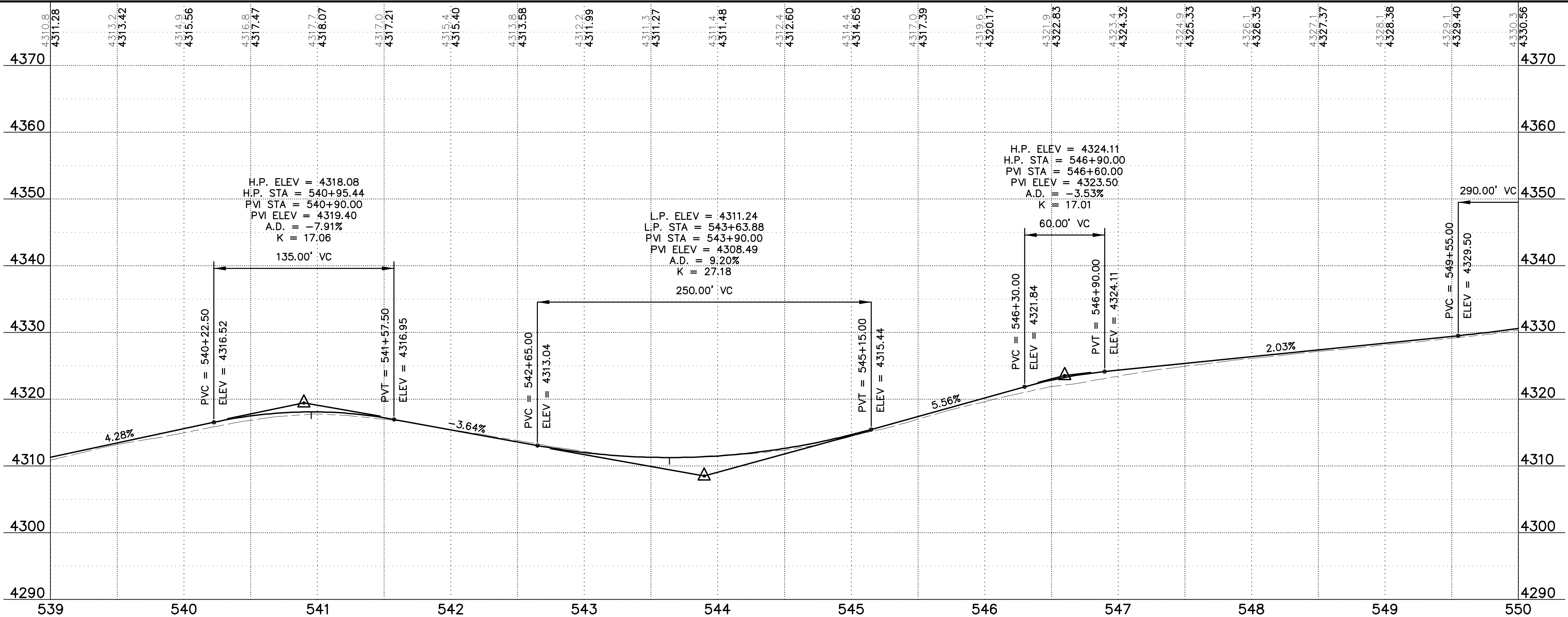
**IBERDROLA
RENEWABLES**

1125 Northwest Couch Street, Suite 700
Portland, OR 97209

LEGEND:

- PROPOSED ACCESS ROAD
- P-POH PROPOSED OVERHEAD ELECTRICAL
- P-UG PROPOSED UNDGRD ELECTRICAL
- 980 PROPOSED 10' CONTOUR
- DL PROPOSED 2' CONTOUR
- PROPOSED DISTURBANCE LIMIT
- PROPOSED STAGING AREA
- OUTSIDE PROJECT BOUNDARY
- ENVIRONMENTALLY SENSITIVE AREA
- EXISTING PARCEL LINE
- 980 EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- EXISTING FIELD DELINEATION
- EXISTING DRAINAGE
- EXISTING ROCK OUTCROPPING
- EXISTING ROAD/TRAIL
- EXISTING EASEMENT
- EXISTING RIGHT-OF-WAY
- POH EXISTING OVERHEAD POWER
- X-X EXISTING FENCE LINE
- EXISTING TREE LINE
- PERIMETER SEDIMENT CONTROL
- PROPOSED DITCH
- PROPOSED CULVERT
- PROPOSED GATE
- OVERHEAD POWER POLE
- EROSION/SEDIMENT CONTROL
- DETAIL REFERENCE

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Tule Wind Project

**McCain Valley Road
IMPROVEMENTS**

San Diego County, California

Sta. 539+00 to 550+00

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Date: 11/11/16

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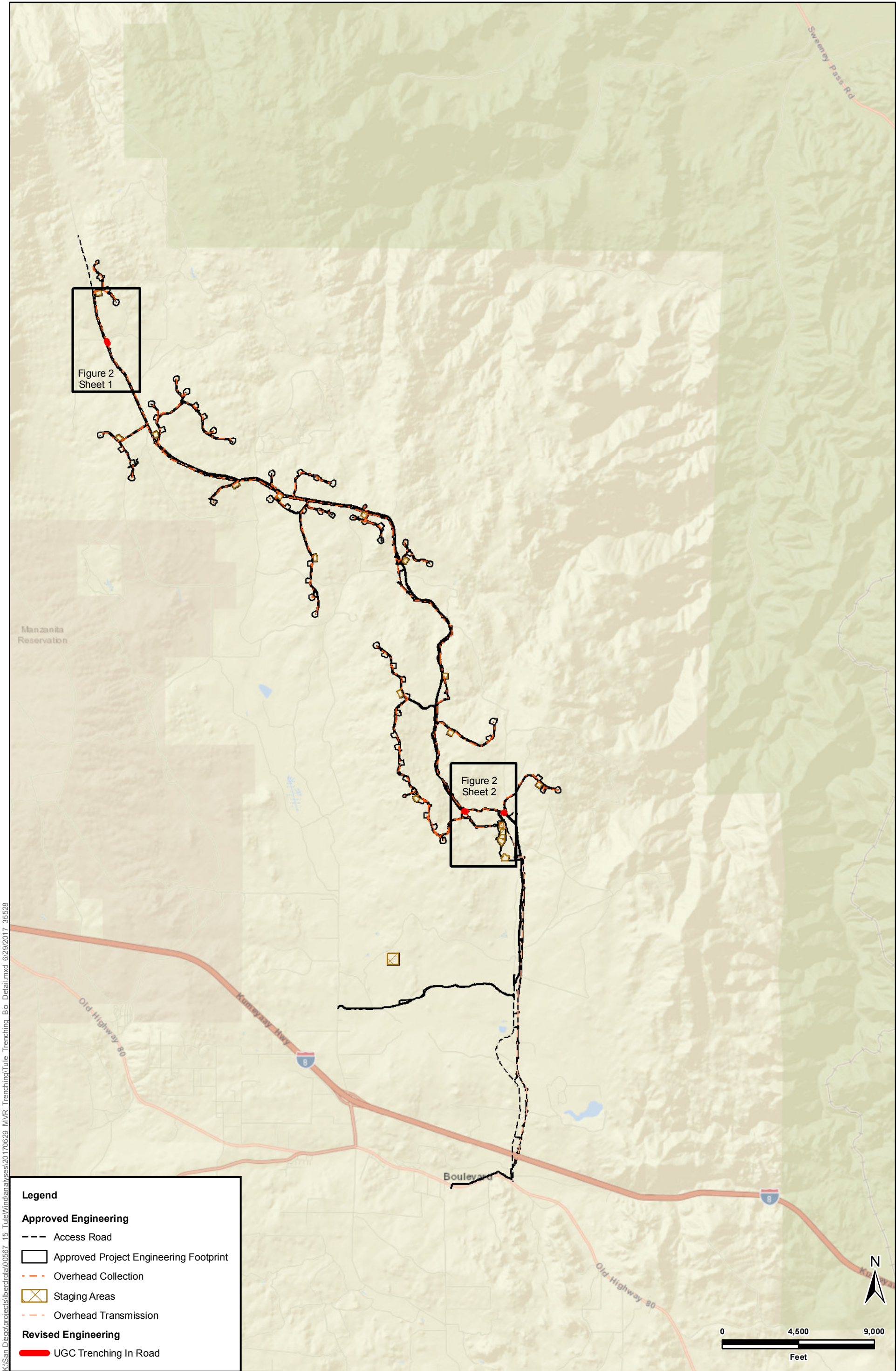
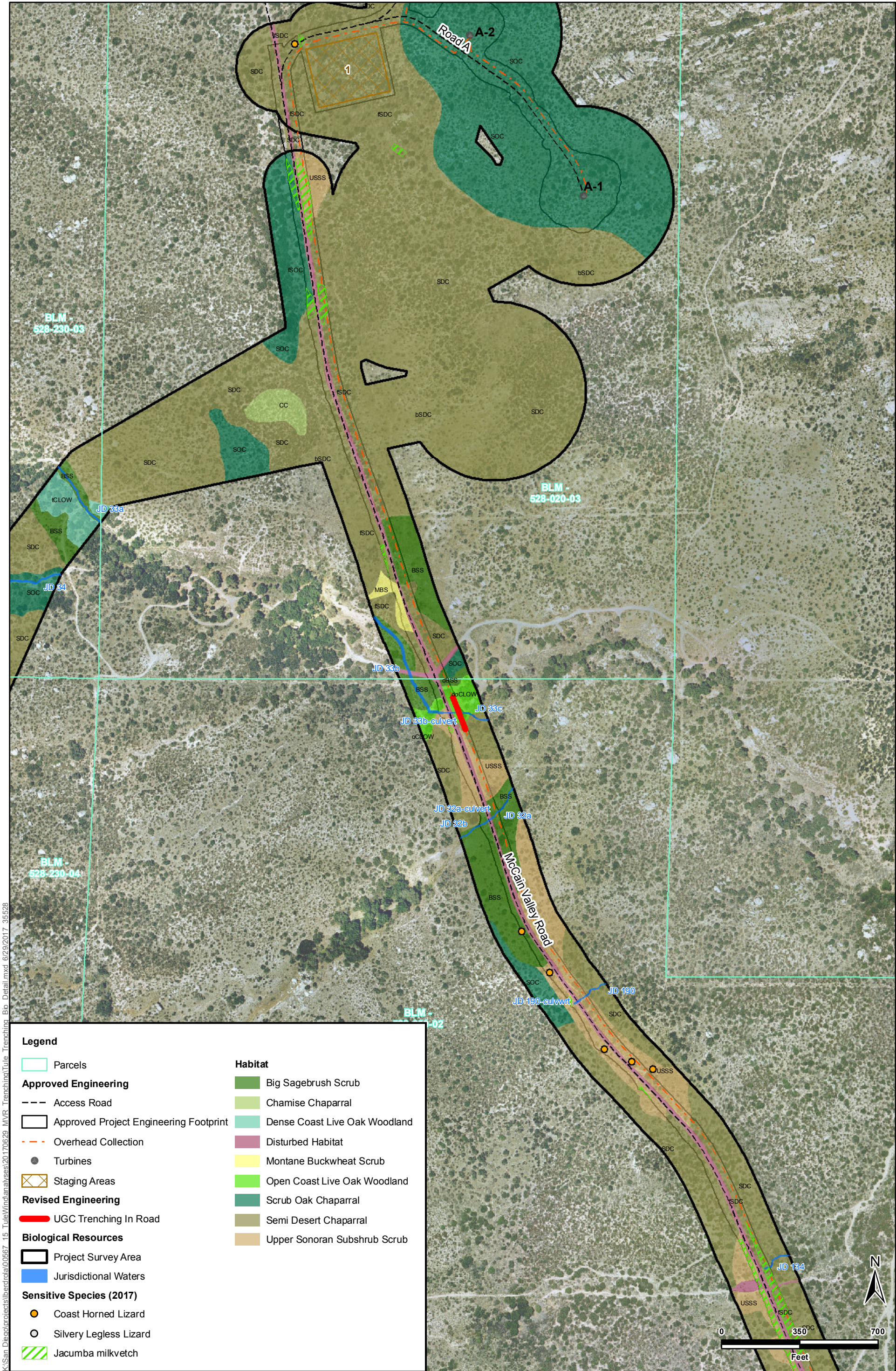


Figure 2 Index
UGC Trenching in McCain Valley Road
Tule Wind Project





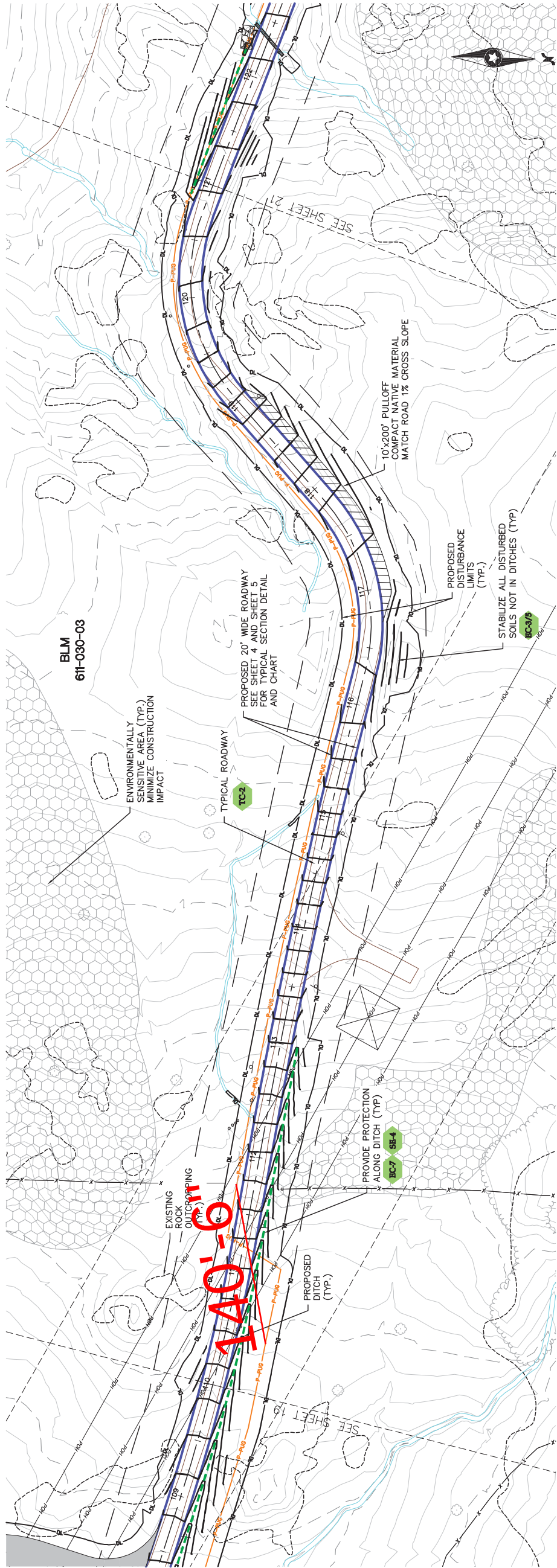
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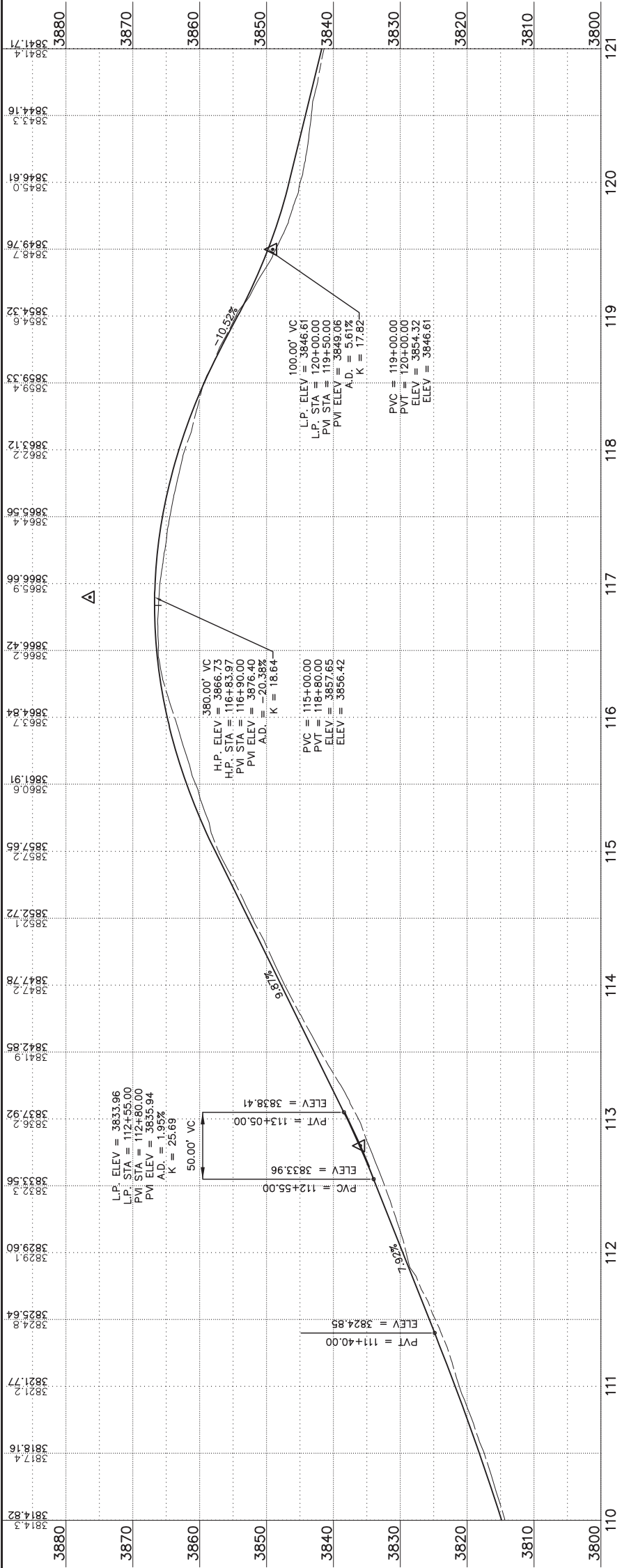
Figure 2 Sheet 1
UGC Trenching in McCain Valley Road
Tule Wind Project

Attachment B

Trenching Process Diagrams



Sta. 110+00 to 121+00



Designed:	DYW
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Prepared for:



**IBERDROLA
RENEWABLES**

1125 Northwest Couch Street, Suite 700
Portland, OR 97209

LEGEND:

- PROPOSED ACCESS ROAD
- PROPOSED OVERHEAD ELECTRICAL
- PROPOSED UNDERGROUND ELECTRICAL
- PROPOSED 10' CONTOUR
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Tule Wind Project

**McCain Valley Road
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RENEWABLES**

1125 Northwest Couch Street, Suite 700
Portland, OR 97209

LEGEND:

- PROPOSED ACCESS ROAD
- PROPOSED OVERHEAD ELECTRICAL
- PROPOSED UNDERGROUND ELECTRICAL
- P+200
- P+400
- 980
- PROPOSED 10' CONTOUR
- PROPOSED 2' CONTOUR
- PROPOSED DISTURBANCE LIMIT
- DL
- PROPOSED STAGING AREA
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- ENVIRONMENTALLY SENSITIVE AREA
- EXISTING PARCEL LINE
- 980
- EXISTING 10' CONTOUR
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Tule Wind Project

**McCain Valley Road
IMPROVEMENTS**

San Diego County, California

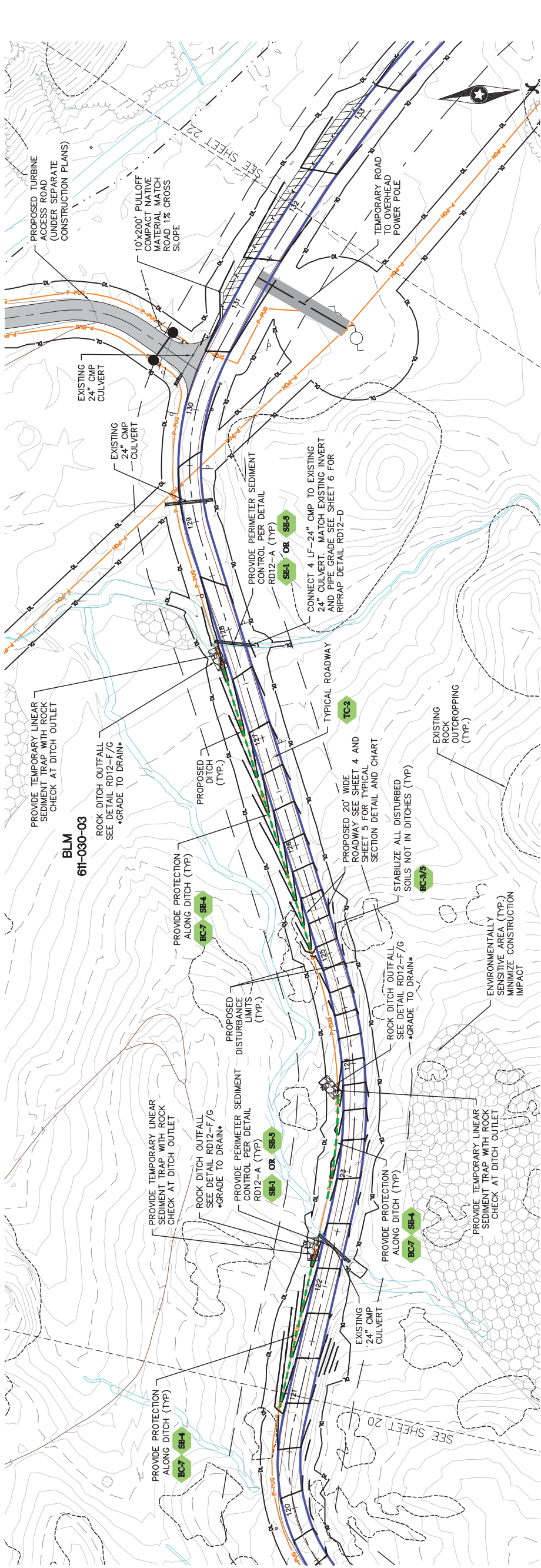
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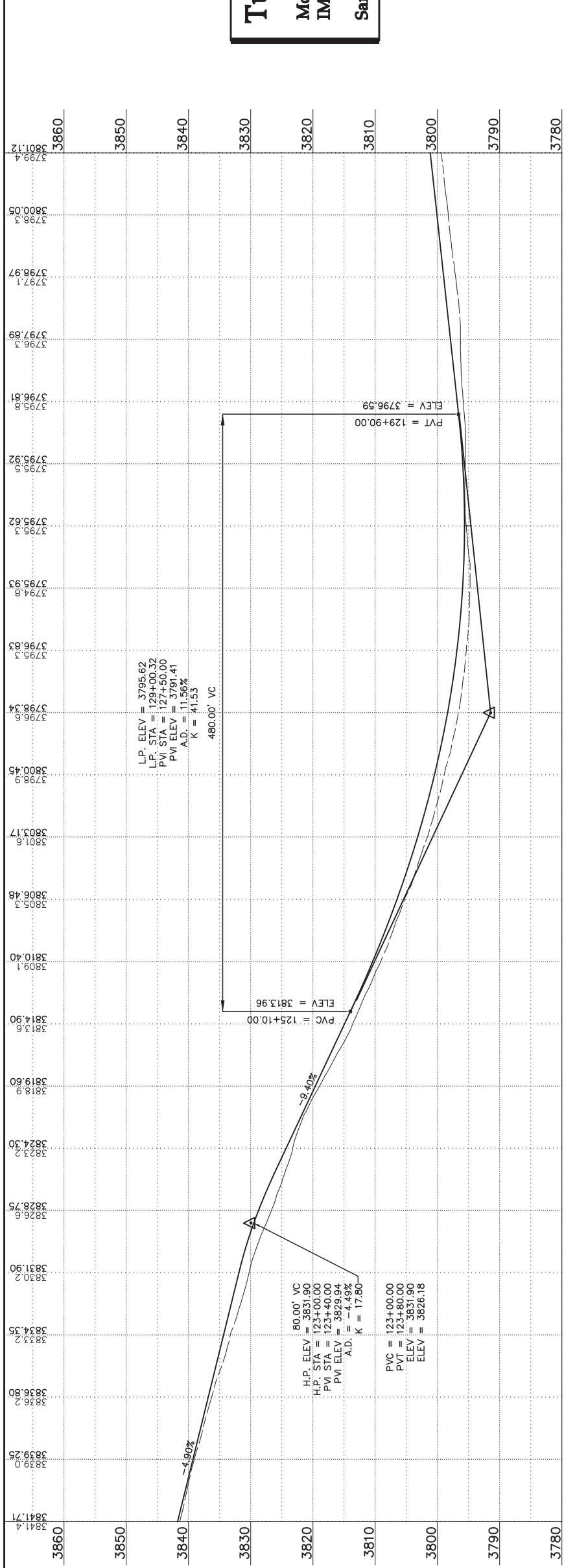
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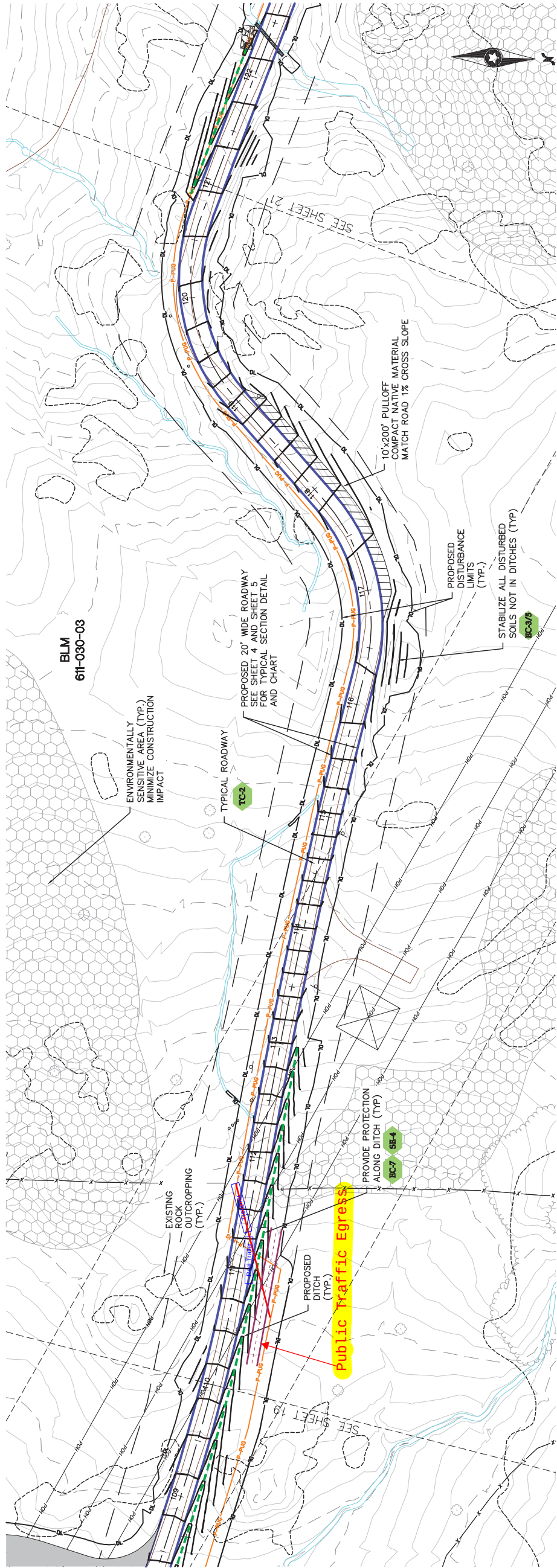
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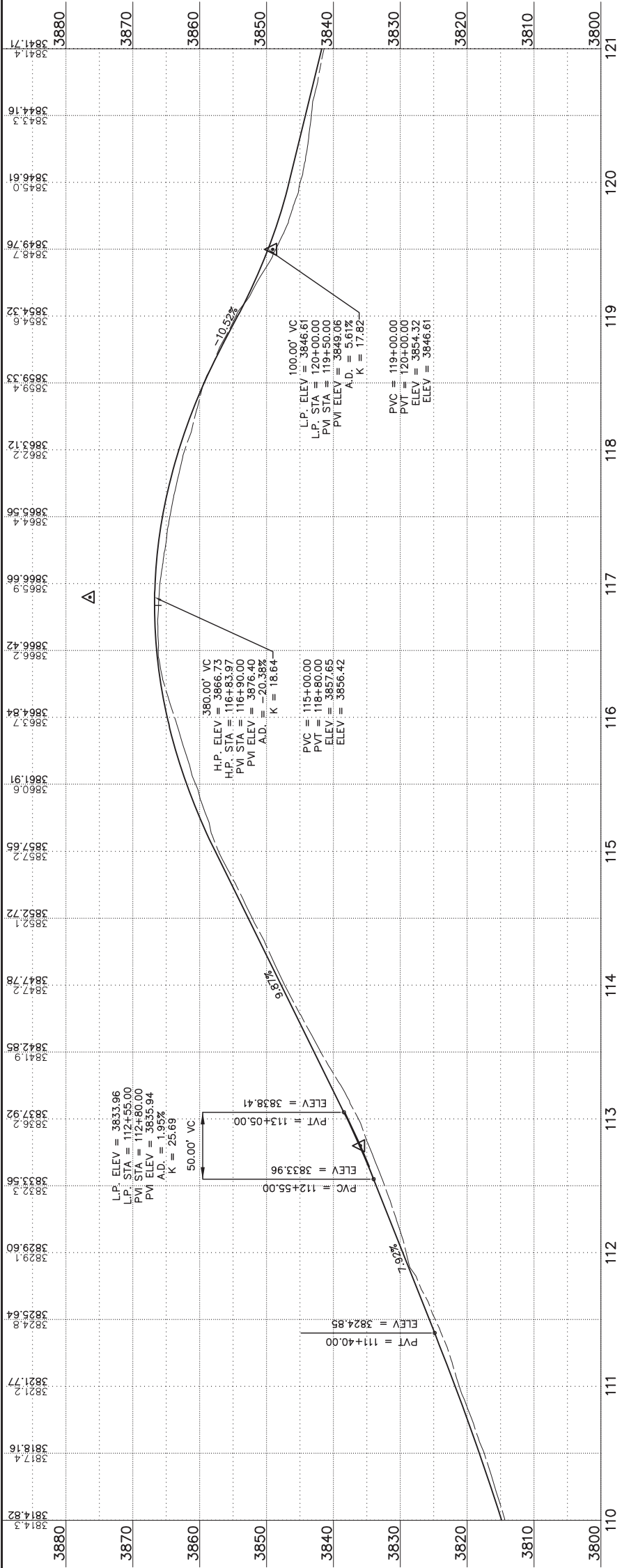


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1125 Northwest Couch Street, Suite 700
Portland, OR 97209

LEGEND:

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- PROPOSED UNDERGROUND ELECTRICAL
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Sheet: 20 of 62



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Portland, OR 97209

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Tule Wind Project

**MCCAIN VALLEY ROAD
IMPROVEMENTS**

San Diego County, California

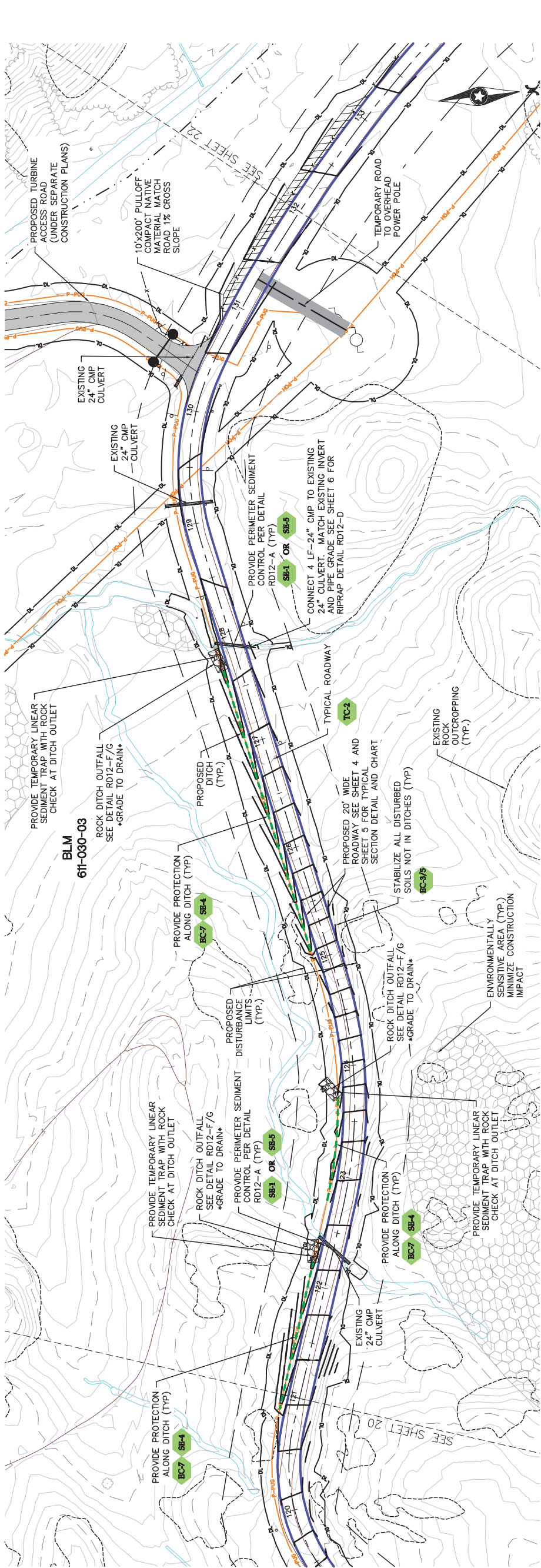
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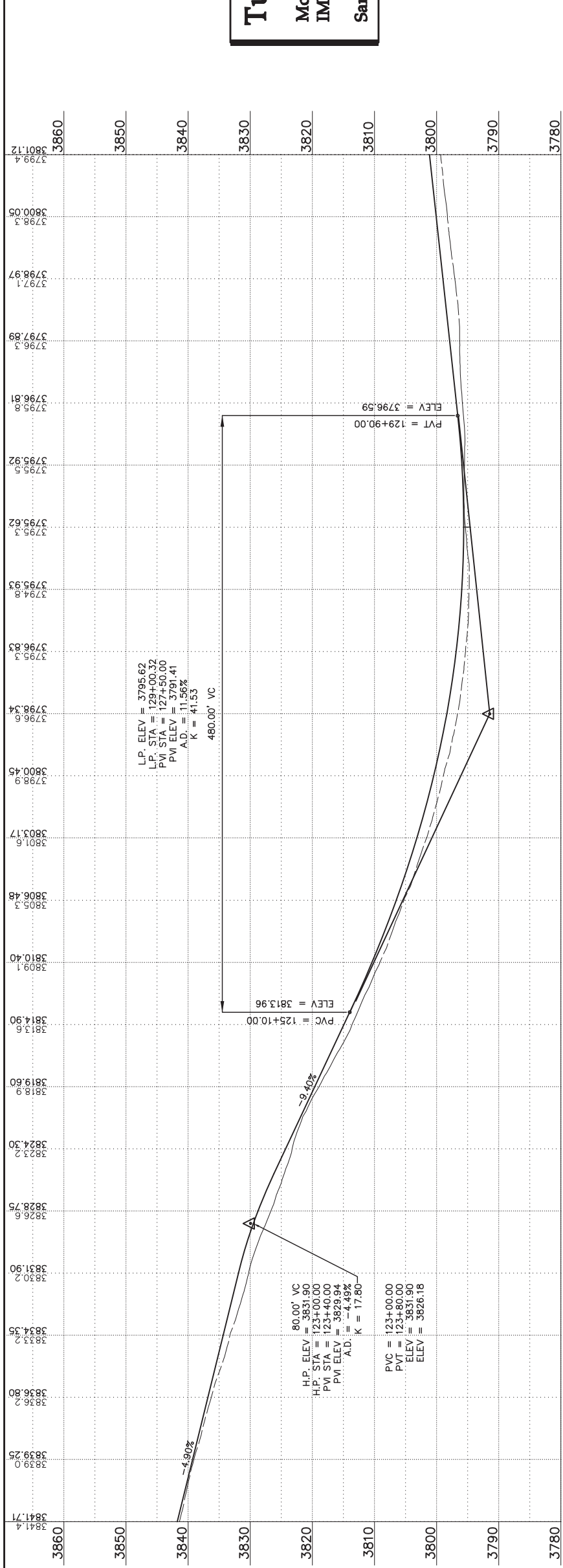
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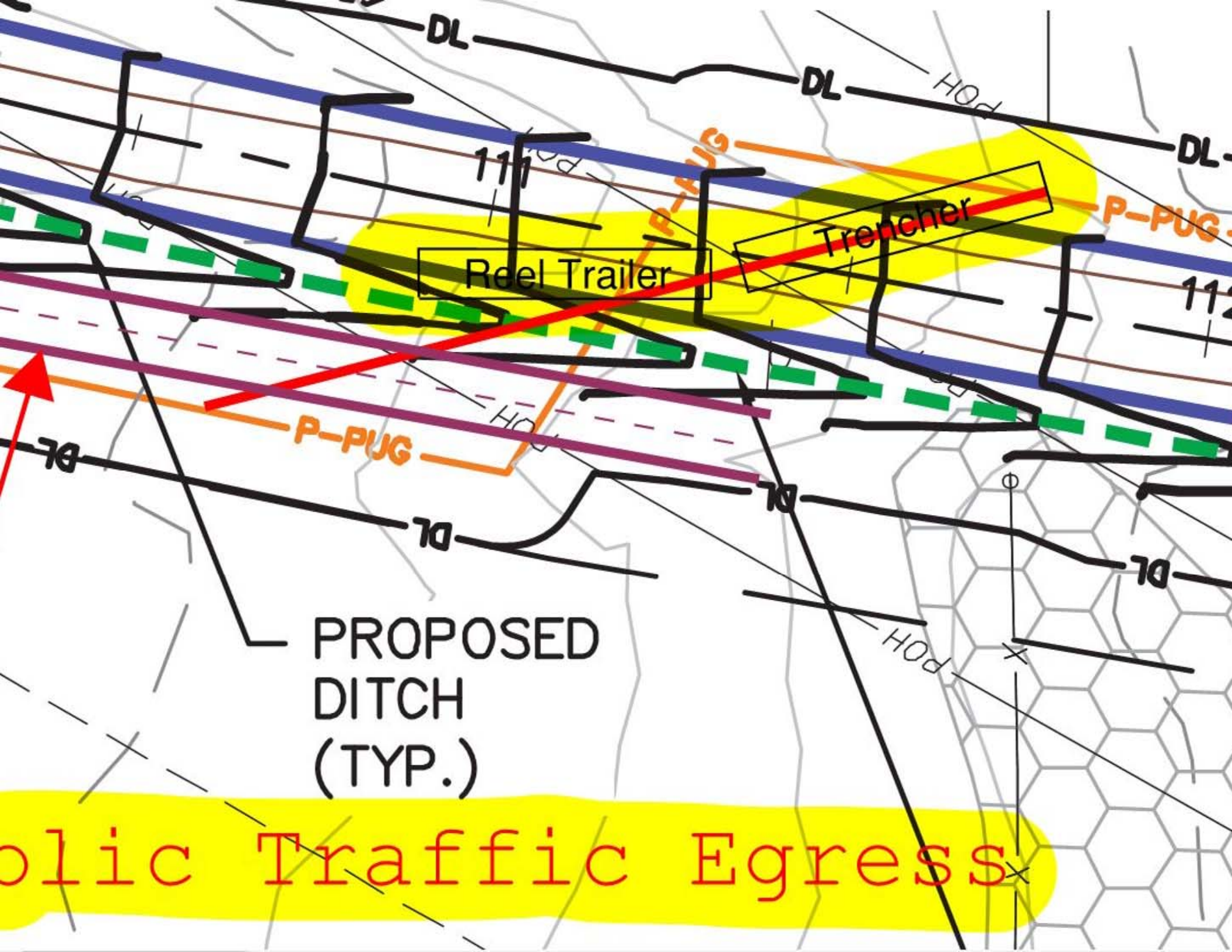
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Reel Trailer

Trencher

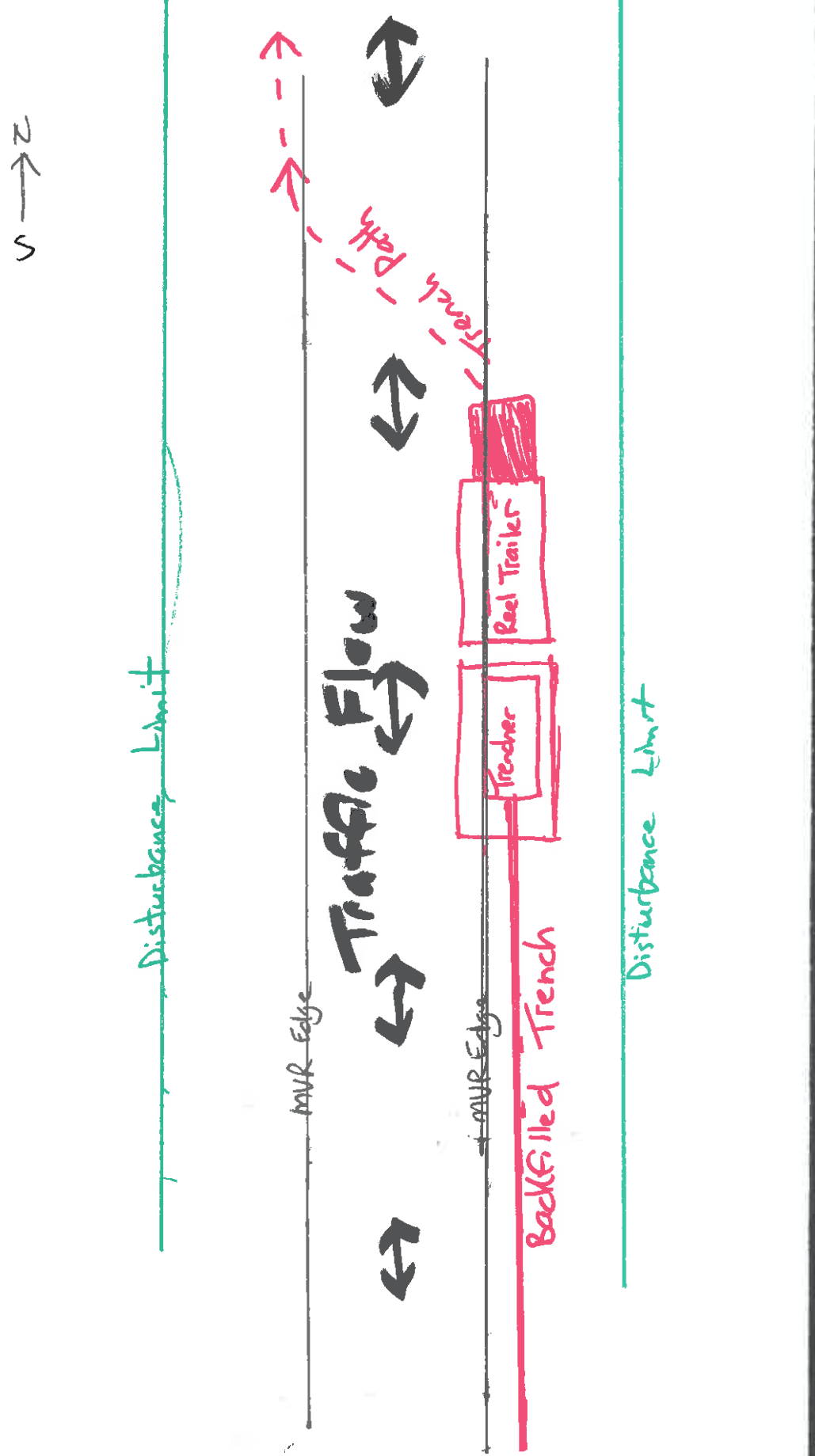
P-PUG

P-PUG

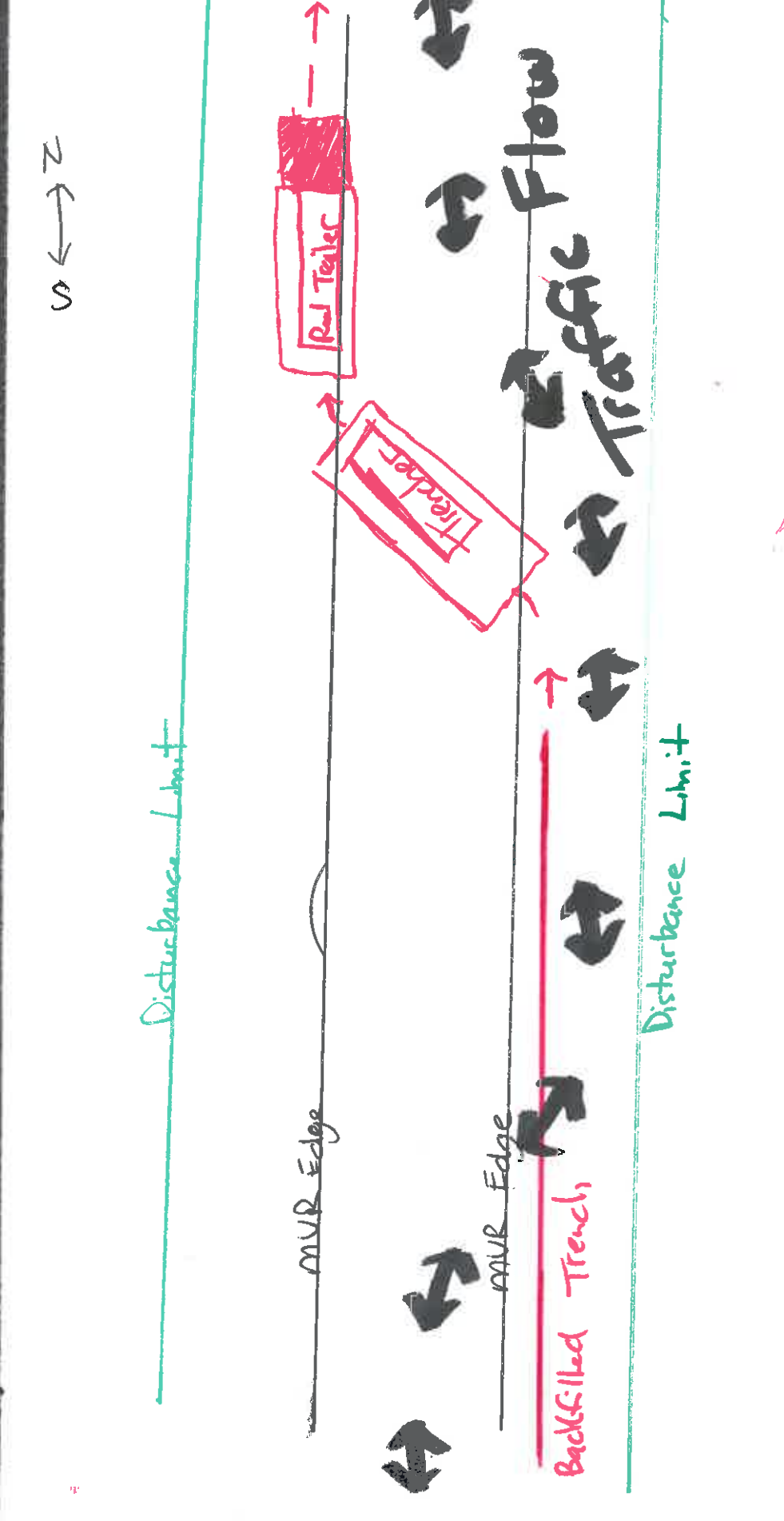
PROPOSED
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Public Traffic Egress

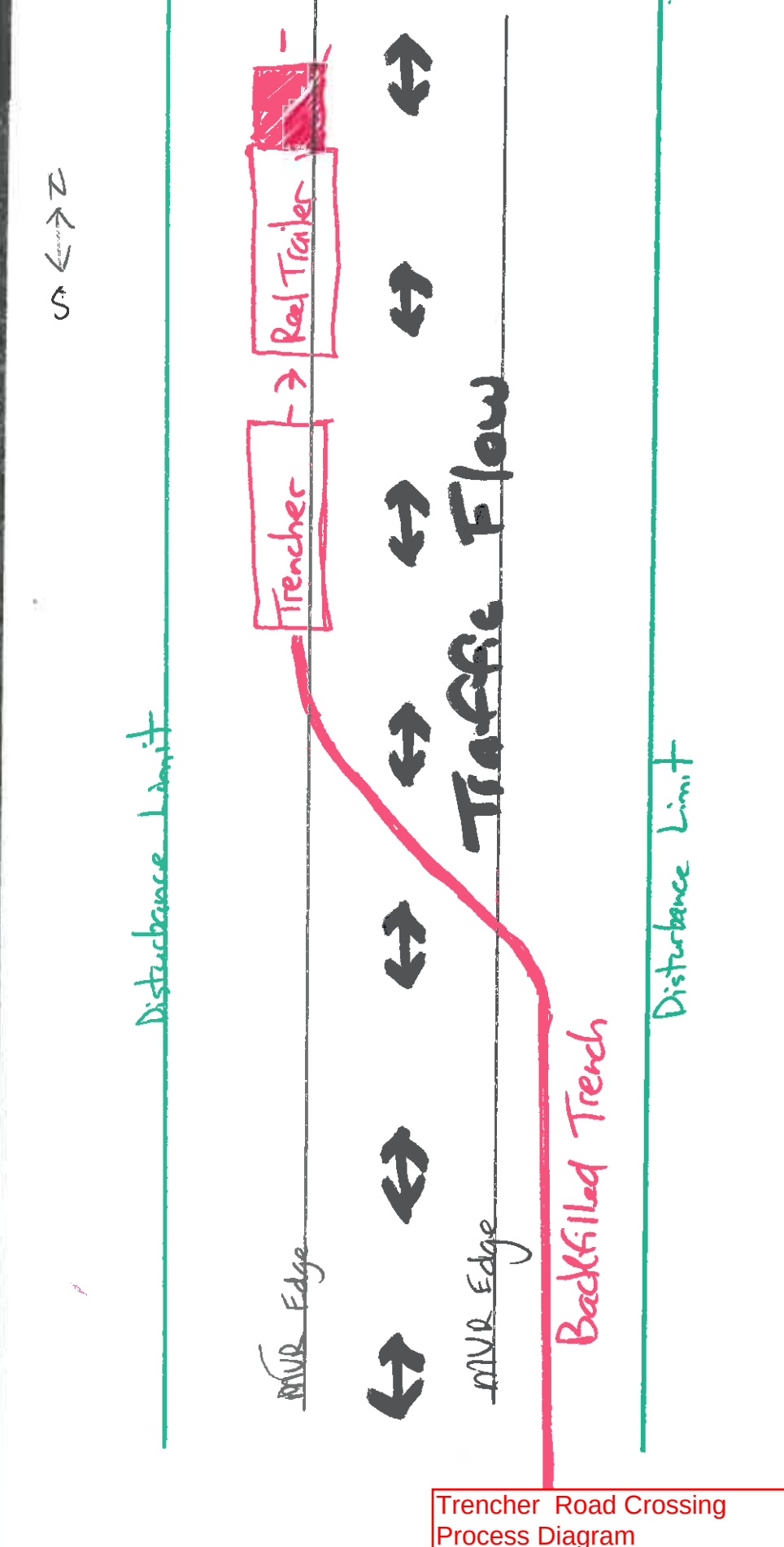
Step One: Stop short of crossing MVR and allow backfill to create crossing spot over trench for egress.



Step Two: Trench across MVR with altered traffic pattern.



Step Three: Normal traffic flow resumes once trench backfilled.



Trencher Road Crossing Process Diagram