



**GUIDE FOR FISHERIES RESEARCH AT THE DALLES/
JOHN DAY/WILLOW CREEK PROJECT.**

JANUARY, 2003

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INTRODUCTION

This document is a guide for researchers to follow when conducting research on and around The Dalles and John Day Dams. With ever-expanding fisheries research, special attention must be given **to coordination and communication of all such activities** with the dams' Operations to prevent conflict. Researchers have to understand that they are not the only crew working on the project and that they will be expected to cooperate with the other scientists, dam Operations, Maintenance and new facilities construction personnel. **The safety concern can not be overemphasized and it will be the primary factor in allowing you to continue your work.** The following requirements are to enhance safety, security and efficiency, but please be aware that they can change at any time.

COORDINATION

A. Coordination at the Portland District level.

The first step required in conducting fisheries research involves a formal letter to the Chief of Operations Division requesting access to the project. The letter should include a general description of proposed research, including the work plan and amount of coordination that has been already accomplished.

Address: Deborah Chenoweth
Chief, Operations, Constructions and Readiness Division
Portland District
U.S. Army Corps of Engineers
P.O. Box 2946
Portland, OR 97208-2946

The following items are required in the letter, and are to be provided to the Project Research Coordinator prior to commencing research activity:

- Project work plan including a schedule of your activities.
- Project impact statement.
- Job hazard analysis.
- Material Safety Data Sheet (MSDS).
- ESA documents (when applicable.)
- State collectors permit (when applicable).
- Funding arrangement for project support (if necessary.)

PROJECT WORK PLAN

A project work plan should include detailed description of all planned activities and work to be performed. This should involve any installations of mechanical or electrical devices on the project.

PROJECT IMPACT STATEMENT

The project impact statement should include effects the research work may have on normal project operations, maintenance and safety.

JOB HAZARD SAFETY ANALYSIS

In accordance to the Corps' Safety Manual, all activity groups are required to provide a Job Hazard Safety Analysis prior to starting work. A new hazard analysis must be provided for review each year.

MATERIAL SAFETY DATA SHEET (MSDS)

MSDS's must be obtained for all hazardous materials brought on the project. To acquire the proper forms and information, contact Jerry Balcom, Environmental Protection Specialist, at (541) 298 - 7415. First aid kits must also be supplied as specified in the MSDS. Researchers must dispose of their own hazardous chemical unless otherwise agreed upon by the Project.

FUNDING ARRANGEMENTS

Research related work, which require project support needs funding arrangements, before assistance can be provided. One week to several months advance notice is necessary, depending on the amount of project support. This support must be cleared through the Research Coordinator.

B. Additional coordination at the Project level.

SECURITY AND IDENTIFICATION

Restricted access is necessary for The Project security and safety. All research groups are required to fill out and send via email the "Contractor Employee" information sheet to MiroslawA.Zyndol@usace.army.mil Personnel must be identified through the full name, social security number, home address and phone and business affiliation. Additionally, all researchers must submit a digital picture of each individual to be kept on file by the Project management (email to Miro as well.) Vehicles must be identified through manufacturer, color, make, and year and license number. Boats used in the Boat Restricted Zone (BRZ) must be identified through size and registration number.

All research personnel are required to contact the security guard station upon entering and leaving the project each time, including the multiple entries during the same day. A Personal Identification will be requested by the guard upon entry on the Project for all personnel, not just a supervisor.

Additionally, identification with hard-hat insignia is preferred for ease of group recognition. Pike-minnow anglers are required to wear uniform identification while working in public view.

Volunteer services for fish related activities must be approved through the Research Coordinator, a special event permit will be issued. All other visitations of fish related areas not open to the general public will be approved through the Research Coordinator. Foreign Nationals must obtain special security clearance for these areas through the NPP security office.

Keys will be provided where deemed necessary; they will be issued at the lowest security level necessary to accomplish your work. A number of keys requested should be kept to a minimum due to the security and safety concerns. Issued keys are expected to be returned to the Research Coordinator immediately after completion of the research activity.

GENERAL SAFETY

- ⇒ Weekly safety meetings are required to increase safety awareness and a schedule of their topics needs to be provided to the Research Coordinator.
- ⇒ All employees must have CPR and FirstAid training and certification provided to the Research Coordinator.
- ⇒ All reportable accidents are to be immediately reported to the Control Room, Research Coordinator and Project Manager.

PAGERS

While working on the project **all research crews must have pagers**; this is an OSHA requirement and it is design to provide means for informing all personnel of emergencies. The pagers are issued by the project Research Coordinator to all AFEP supported studies. Otherwise, it is the responsibility of researchers to buy their own pagers which are capable to be tuned to the project frequencies.

SAFETY WEAR

When on the project, with the exception of office areas, all research personnel must wear hard-hats, safety footwear, safety glasses, long pants and a shirt (no

tanktops.) Researchers working on boats must wear coast guard approved Personnel Floatation Devices (PFD.)

VEHICLE SAFETY

Vehicle speed limits are posted throughout the project and must be obeyed. Extra caution is required around crane operation and the crane operator must be aware of your passage. Please stop and proceed only if waved through by him. There may be times when passage of the forebay deck will not be possible due to crane work. In this case researchers will have to find an alternate route to the other side of the project or wait until the crane work is finished.

BOAT SAFETY

Boats must meet all Coast Guard requirements before entering the projects Boat Restricted Zone (BRZ.) Hard-hats and safety footwear are not required when working from a boat. A red and white triangular research flag must be flown at all times while in the BRZ for identification.

The control room must be contacted upon entering and leaving the BRZ each time, including the multiple entries the same day. Radio contact must remain open at all times when in the BRZ. The project does not allow entrance into the special restricted areas indicated on the maps (Fig.1). There is to be no activity within 100' of an entrance or exit, directly in, adjacent to or above a fish ladder unless coordinated through regional fisheries managers through the Endangered Species Act (ESA).

There is to be no entrance within 600' of an open sluiceway or open spillway. The degree of spill may determine the allowable distance of safe entry. A second boat must be present at all times when conducting research in the BRZ for emergency purposes (engine failure or persons overboard). Caution should be practiced when in the vicinity of avian lines because these lines give little clearance for boat traffic. The location of the avian lines is located on the following map (Fig.1).

Boat work and operations are covered in detail by the Project Boat Restricted Zone Policy which due to its length, is attached as a separate document. You will get a copy if you are planning to work from a boat.

OTHER HAZARDOUS AREAS

Shoreline rip rap areas are common around the projects and caution should be exercised for slipping hazards, especially when wet. Public fishing areas pose a danger when sturgeon fisherman cast heavy weights long distances. Boat researchers must be aware of the navlock area for incoming and outgoing barge and miscellaneous traffic.

REFERENCES

Detailed guidance can be found in the following documents:

- * OSHA safety requirements can be found in 29 CFR 1910, 1926 and 1960.
- * Corps of Engineers requirements can be found in the 'Corps Safety Manual' # EM 385-1-1. Dated October 1992. The Dalles/John Day has supplements for the control of hazardous energy and confined space entry.
- * General rules and regulations are provided in the Corps pamphlet EP 1165-2-316 for May 1986.
- * Guidance concerning fisheries operations can be found in the NPD Fish Passage Plan.

Research cannot conflict with the requirements from the Fish Passage Plan. To ensure full compliance, the coordination of all fish related activities must be conducted through the Research Coordinator.

ORIENTATION

An orientation meeting with the Research Coordinator is required prior to each activity to clarify work plans and project safety requirements. A 'walk through' tour of the project will be conducted to further clarify the procedures of research activity.

POINTS OF CONTACT

The following is a list of project personnel and their phone numbers. The four digit numbers are internal project phone numbers.

The Dalles Control Room (non-emergency)	3211	
John Day Control Room (non-emergency)	4211	
Project Fish Biologist (Bob Cordie)	3406	(541) 298 - 7406
Project Research Coordinator (Miro Zyndol)	3823	(541) 506 - 7823
Project Superintendent (Dennis Stocks)	3276	(541) 298 - 7502
Administrative Office (TD / JD)	3000	(541) 296 - 1181
The Dalles Maintenance Chief	3404	(541) 298 - 7404

John Day Maintenance Chief
THE DALLES EMERGENCY
JOHN DAY EMERGENCY

4550 (541) 298 - 7550
3333
4333

**In case of any emergency, please call the appropriate control room first !!!
An operator on duty will then assist you with making the 911 call.**

