

FPOM Updates & Follow ups:

Bonneville Truck Pad: Modifications to the truck pad were completed August 5. The modifications included a new in ground catch basin so hoses and water lines can be flushed without eroding the gravel pad. For midi-tank (300 gallon tank) users the existing ¾" hose and a new 1.5" hose and hose hanger are available for use. For 3,500 trailer tanker users a revamped 4" hose and new ¾" hose hanger are now suspended from the overhead pipe. All flush hoses have individual shut off valves, and all hoses except for the 4" overhead hose have nozzles. A draft operations procedure that incorporates the modifications has been produced, but the addition of pictures and some editing is needed before the distribution. Procedures are similar to those in the previous Bonneville Truck Pad Manual. The pad was successfully tested Aug 6 with a 3,500 gallon tanker and has been successfully used for every-other day truck releases since August 16.

McNary Elevated Temperatures: The Corps began collecting juvenile fish for transport from McNary Dam on July 15, 2009. The first barge load of fish departed McNary Dam on July 16. Coincidentally, water temperatures and juvenile fish mortality in the McNary Dam bypass and holding facilities increased rapidly during July 16 – 18 along with the hot weather in the area. Project staff reported river temperatures ranging from 64° F. to 71° F. at various points in the bypass system during this time. It is believed that this relatively large temperature range stressed fish acclimated to cooler water, then exposed to warmer water and then held up to 48 hours before being transported. The daily average mortality rate between July 16 and July 21 was 9.3%. The highest mortalities were reported on July 18, with 11,101 mortalities counted in the bypass/collection system. This represented 17.1% of the fish collected that day. Mortalities have dropped substantially since then as a result of stabilized water temperatures, altered turbine operations (implementation of North powerhouse priority), and reduced fish holding times. Fish were bypassed from July 22 until July 23 when collection for daily transport operations began. Facility mortality rates July 23 have been 2% or less. Descaling rates since July 23 have remained less than 2% except on August 18 when the rate was 2.7%.

Little Goose NPE-3 Bulkhead: A cracked bulkhead became more evident at NPE-3 last spring after the start of spillbay 1 weir operations. Fish passage does not appear to be affected even though turbulence is evident in the adult fish collection channel. When the spillbay weir was temporarily taken out of service July 8, water flowed from the collection channel through the crack and out into the spill basin. Previously, water flowed in the opposite direction into the collection channel. Facility personnel anticipate that the condition will again appear with the cessation of spill on August 31. This condition will likely cause parts of the adult fishway to fall out of criteria. Because replacement or repairs will require a fishway outage during peak fish passage periods, Corps biologists propose the postponement of repairs until late October or November after fish have passed. In the meantime, the weirs at the north end of the fishway would be adjusted as outlined in the 2009 Fish Passage Plan for optimal operation. For safety reasons, deteriorated bulkhead at NPE-3 and NSE-3 will need repair or replacement prior to the start of the winter maintenance period.