# Fish Passage Plan (FPP) Change Form

**Change Form # & Title**: 22MCN005 – Reduced Auto Operation of Spillway Hoists & Cranes

**Date Submitted**: 7-June-2022

**Project**: McNary Dam

**Requester Name, Agency**: William Gersbach, USACE McNary Lock and Dam

**Final Action:**

**FPP Section**: MCN section 2.2.1 (Spill Management)

**Justification for Change**:

Testing conducted 2003-2005 showed that McNary Dam spillway hoists have been operated above their rated capacity since installation. Following recent failure of Spillway Hoist 6 and resulting McNary Lock and Dam Spillway Gate Hoist Rehabilitation site inspection, it was recommended that use of all spillway hoists be minimized until hoists have been replaced.

The engineering analysis report on Hoist #6 identified macro pitting on gear contact surfaces that will increase friction as more wear and tear is experienced. Sheave bearings are also showing signs of failure due to being operated in a 100% duty cycle environment, beyond designed operational loading capability, for over 20 years.

This inspection has identified conditions of unacceptable risk to our critical Emergency Action Plan (EAP) response equipment and Project personnel. The risk of continuing to operate all hoists in an auto response mode, is no longer acceptable due to the level of risk to personnel, equipment, and downstream stake holders.

**Proposed Changes**:

2.2. Spill Management

**2.2.1.** Spring and summer spill operations for juvenile fish passage are defined in the *Fish Operations Plan* (FOP), included in the Fish Passage Plan as **Appendix E**. Spill at McNary Dam will be distributed in spill patterns defined in **Tables MCN-7, -8, -9, -10**.

**2.2.1.1. Spillway Hoist Operation - Mitigation for the reduction of unsafe operating practices**. McNary Spillway hoists will be separated into 2 control groups, Macro Spill (manual/dogged) and Micro Spill (Auto).

There are currently 3 spillbays that are manually adjusted, Bays 2, 6, & 16. Two of the 19 remaining spillbays serve TSW1 and TSW2 through early June. This provides 17 spillbays with functioning hoists until early June and 19 spillbays for the remaining of the spill season that can be rotated through Macro/Micro assignments. Four or five (during June) of these spillbays will be operated in auto/micro-adjusted mode each month during the spill season April 10-August 31 according to the rotation schedule shown below. The change will occur during the first full week of the month. Hoists will initially be set to the average openings identified in the applicable spill tables: MCN-7, 8, 9 and 10. Gate operation categories are as follows:

**Macro Gates** – Macro gates will be set at the mid-point of the 50 kcfs spill block associated with the current flow level and manually dogged and will not be adjusted for 30 days or until there is a Delta of 50kcfs (+/- 25 kcfs) of current settings.

All Macro gates will be raised or lowered with a safety observer stationed at the spillway deck, in the event of sustained flow increases more than the difference of designated spill limits, when:

1. Present for more than 72 hours.
2. Or - All Micro Gate openings exceed an increase of 2+ “stops” per Micro Gate beyond normal flow settings of Spillway Gate stops identified in Spill Pattern Table settings and if flows are expected to increase for 72 hours or more.
3. Or - Expected flows are at peak delta and are predicted to rise beyond a max spill delta of 30 kcfs.

**Micro Gates** – Micro gates will be set at the pattern associated with the current spill and flow rate in FPP Tables MCN-7, 8, 9, and 10, and will be left in auto-response mode for approximately 30 days before being rotated to the next spillway gate assignment. (See gate rotation schedule below.)

Rotation schedule for gates in macro and micro adjustment modes:



Spill Pattern Tables for Spring Spill



**COMMENTS**:

**RECORD OF FINAL ACTION**: