

OFFICIAL COORDINATION REQUEST FOR NON-ROUTINE OPERATIONS AND MAINTENANCE

COORDINATION TITLE- 16JDA01

COORDINATION DATE- 22 February 2016

PROJECT- JDA

RESPONSE DATE- 10 March (FPOM meeting)

Description of the problem-

1. Remove Wing Gates: Two wing gates currently sit in the John Day Dam South (JD-S) fishway collection channel (figures 1 and 2) at turbine bay 9. They were constructed with the dam in 1964 in order to facilitate a partial closure or restriction of the collection channel (CC) in an emergency situation. However, they have never been used and due to the reduction in the number of floating orifice gates (FOGs) in 2005 (from ten to four), they are currently obsolete. According to the 2004 Hydraulic Evaluation of Lower Columbia River Adult Bypass Systems (HELCRABS) report, the wing gates actually impede hydraulic conditions (flows) within the CC during regular operations, and the report recommended their removal in order to improve hydraulic conditions and fish passage (Recommended Structural Improvements, page viii).

2. Remove Weirs 156-158: This action is symmetrical to the already accomplished and successful removal of the same weirs (156-158) at the JD-North fishway in 2011. These weirs (figure 3) are continuously submerged and therefore provide no hydraulic benefit to adult salmonids, and may be impeding adult lamprey passage. Telemetry studies conducted by the University of Idaho have indicated that some adult salmon slow down in that area, mill, and in some cases leave the fishway altogether (personal communications). Removal of these weirs was also recommended by HELCRABS (page viii). These weirs are only three of five lower fishway weirs that remain submerged year-round; hence weirs 159 and 160 will remain to provide sufficient coverage for any unexpected, future low tailrace conditions.

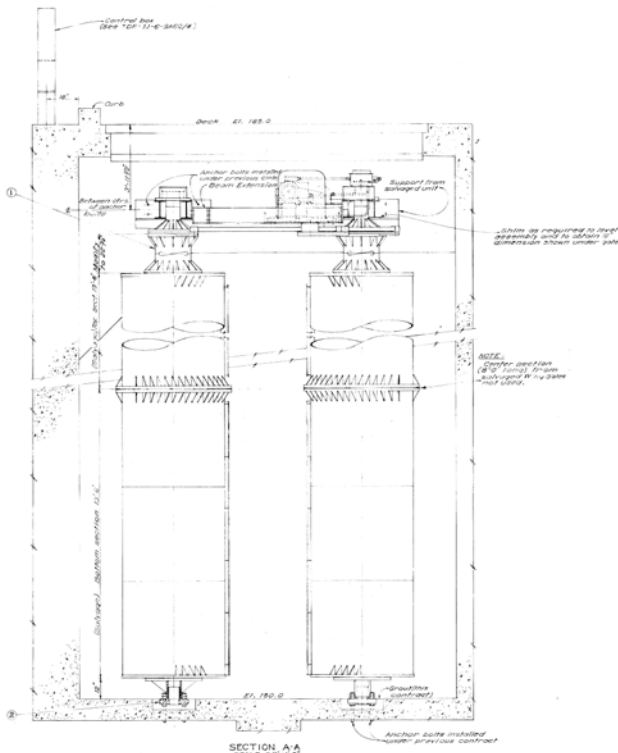


Figure 1: Diagram (left, closed position) and photograph (right, open position) of the wing gates within the JD-S CC.



Figure 3: Lower three weirs at the JD-S fish ladder during winter maintenance (dewatered) on left, and during operation (watered up) on right. Yellow arrows show the same seam in the fishway wall, red circles indicate same water stains. The blue arrows show the location of the third weir proposed for removal. The high water line (not the same as the current water depth), along the wall, can also be used as an indicator.

Type of outage required – None.

Impact on facility operation – None. Both removals will occur during one winter maintenance season.

Dates of impacts/repairs – Removal could occur as early as in 2016/2017 winter maintenance season, dependent on funding and labor availability.

Length of time for repairs – All work will be completed during one winter maintenance season.

Expected impacts on fish passage – None during de-construction. Improved fish passage is anticipated as a result of these removals.

Comments from agencies –

Final results

3-10-2016 FPOM was ok with the weir removal before and still are as long as there are no plans to operate at the low levels anymore. ACTION: Grosvenor and Cordie will figure out the lowest TDA forebay possible that still allows JDA-S to operate in criteria.

Please email or call with questions or concerns.

Thank you,
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