

**OFFICIAL COORDINATION REQUEST  
FOR NON-ROUTINE OPERATIONS AND MAINTENANCE**

**COORDINATION TITLE- 15TDA05 railroad rail removal**

**COORDINATION DATE- Oct 8, 2015**

**PROJECT- The Dalles Dam**

**RESPONSE DATE- Nov 12, 2015 (FPOM)**

**Description of the problem**

**Type of outage required** Derelict railroad rail removal on the Intake and Tailrace Powerhouse decks. Currently tailrace deck work is tentatively scheduled for the 2016/2017 in water work period (IWWP). This will be in conjunction with the expected AWS backup construction work.

Also in the 2016/2017 IWWP is the railroad removal on the intake deck Fish unit bays. However, railroad removal on the rest of the intake deck is schedule to occur in July – November of 2017. The remaining railroad rail removal over the exit of the east fishway will occur during the IWWP of 2017-2018.

Fish coordination issues will be involved with this work

1) Intake deck work will be approximately 10 ft downstream from the downstream edge of the Ice and Trash Sluiceway and would therefore be within 100' of entrances and 50' of other areas of the fishways.

**Impact on facility operation** – There is no direct impact expected to the fishway or fishway operation due to this work. There will be rail removal within 50' of the ITS entrances and channel during the intake deck work.

**Dates of impacts/repairs** – Impacts to the ITS entrances and channel are expected to occur from July – November 2016.

**Length of time for repairs** – July – November 2016 and December 2017 - February 2018

**Expected impacts on fish passage –**

**Upstream migrants.** There are no expected impacts to upstream migrants as the work over TDA-E will occur during the winter maintenance period and coincide with the outages planned for the Back-up AWS work.

**Downstream migrants.** Fish migrating downstream may be impacted by the work over the ITS. It is expected that once fish enter the ITS they will quickly move through and that the derelict railroad rail removal work will not cause an impact to fish once they are in the channel. Open gates may be adjusted as rail removal proceeds across the deck.

**Lamprey** – lamprey passage is not expected to be impacted since work over the fishways will not occur during peak lamprey migration periods.

**Bull Trout** – impacts to Bull Trout are expected to be similar to other upstream migrating salmonids. Very few Bull Trout have been counted at TDA in the last 10 years. *“WDFW and COE provided a list of anecdotal sightings/captures of bull trout in the mainstem Columbia River. From 2000 through 2012 there were eleven bull trout reported. Three were downstream of Bonneville Dam, with two at the mouth of Hamilton Creek (CRM 143) and one in 2005 at the Bonneville Dam Smolt Monitoring Facility (CRM 144). Upstream of the dam, one bull trout was found at Cascade Locks (CRM 149), two at Drano Lake (CRM 162), two at the mouth of the Klickitat River (CRM 180.5), one in 2002 at the John Day Dam Smolt Monitoring Facility (CRM 215), and one sighting at Dog Creek Falls by a reputable WDFW creel sampler who observed 18-24” cuts or dollies*

*working old redds below the splash pool over the course of two weeks. “*

**Comments from agencies**

**NOAA Fisheries** - -----Original Message-----

From: Gary Fredricks - NOAA Federal [mailto:gary.fredricks@noaa.gov]

Sent: Tuesday, May 26, 2015 2:22 PM

To: Mackey, Tammy M NWP

Cc: Trevor Conder - NOAA Federal; Cordie, Robert P NWP; Lorz, Tom; Rerecich, Jonathan G NWP

Subject: [EXTERNAL] Re: FPOM: Official Coordination - TDA MOCs 15TDA04 and 15TDA05

Tammy, After a quick review I really don't see a serious issue with either 15TDA04 or 15TDA05. Also, I think the authors did a good job laying out the issues in both. I agree with Fenton's recommendations for ITS operation in 15TDA05. I would be more concerned with downstream steelhead passage late in the IWW period than anything else, so we should probably talk about that. An early start to the N. Ladder outage in 15TDA04 would have minimal impact. I would like to have a little more detail on the rock cleanup work in 15TDA04. I'm assuming a periodic use of a jack hammer to remove the "protrusions"?? Perhaps we could talk about the timing of this work a bit (space it out, bunch it up, do it at night, a little attraction spill at the N. Ladder, etc.) but overall I suspect the impact to fish passage would be small in early March. More on June 2. Gary

-----Original Message-----

From: Gary Fredricks - NOAA Federal [mailto:gary.fredricks@noaa.gov]

Sent: Tuesday, October 20, 2015 8:40 AM

To: Gibbons, Karrie M NWP

Cc: Mackey, Tammy M NWP; Lorz, Tom; Cordie, Robert P NWP

Subject: [EXTERNAL] Re: FPOM: Official Coordination - MFR15TDA05 railroad rail removal Updated (UNCLASSIFIED)

Karrie, This one is confusing me (again), first the title, is this replacement or removal? Assuming it is the same removal we have been talking about for a few months, then it seems that discussion we had at the October FPOM meeting should be captured here (see draft minutes excerpt below).

4.2. Revised 15TDA05 Railroad rail removal. Pending. Moved by 2 months; (East exit recommendation was Oct-Nov conflicts with AWS mobilization; need to go back to August 2016); Lorz suggest March; Cordie suggests first week of August during ROV inspection; Conder wants to wait for Fredericks. Update: AWS mobilization is on hold. It is on hold until we know more about the AWS. The outage will occur the first week of August unless there is slippage of AWS. Fredericks said he doesn't like it, but there's nothing else we can do. Cordie will let the PDT know this isn't the desired time. Fredericks said if it has to be done during the season, this is the best time. Fredericks asked, can we wait until after AWS is done in November? The project was lumped in with crane repair, the crane rail removal will be in 2020. Cordie will find out more. CANCELED: TDA will write a new MOC when there is a new plan for the AWS.

However, it seems that everything has now changed (again). Based on the statements in this current MOC: "The remaining railroad rail removal over the exit of the east fishway will occur during the IWWP of 2017-2018." and "There are no expected impacts to upstream migrants as the work over TDA-E will occur during the winter maintenance period and coincide with the outages planned for the Back-up AWS work." This is a significant and positive adjustment from what we understood in the

October FPOM meeting. I suggest either capturing the whole history of this discussion in the MOC or just dropping it and starting fresh with a new one.

Given the apparent new east ladder exit work date, I agree there should be no expected impacts to upstream migrants. However, from a downstream migrant perspective, I recommend that the Corps strengthen the language about moving open ITS chaingates as the work progresses across the intake deck from "may be" to "will be" (based on previous discussions in FPOM and assuming this work is done during the juvenile passage season).

Have fun with this one and thanks for the chance to comment (or perhaps you could just send everything to that Fredericks guy and you wouldn't hear anything back at all :^)).

Gary

FPOM met on 2 June to discuss the crane and railroad rail work.

**1. 15TDA05 railroad rail removal – MOC will be modified and has concurrence.**

**1.1. Railroad rail removal.** The derelict rails would be removed during the summer while units are available for service. Fredricks asked if there would be any excessive noise. He recalled the work completed at BON and noted it wasn't much of an issue. Webber suggested a chipping hammer may be used but not a jackhammer. Fredricks asked how noisy and how consistently noisy would the work be. Fredricks expressed concern about the rail removal during the day. He suggested moving the ITS gates to a unit not under the rail removal work. Cordie said it is possible to move the gates to units not under the rail removal work. After the work has moved beyond the normal open gates, return to the FPP criteria. Working at night is another option. Bettin asked if the railroad rail removal was O&M funded. Turaski said rail removal is part of the larger BPA funded project. Fredricks recommended clarifying that there are two rail systems in the MOC. **ACTION:** Cordie will separate the MOCs into two separate MOCs. One will address the railroad rail removal, the other will address the crane rail replacement. FPOM is most concerned about the July/August timeframe for juvenile passage. Fredricks suggested Cordie come up with a plan for whether gates are moved to an adjacent unit or spaced at least a unit away from the priority unit.

**2. 15TDA05 railroad removal – new development with concurrence.**

**2.1** Dates for rail removal over east exit need to occur in July – Nov timeframe. However, due to AWS backup construction activity in the same area, Oct and Nov were not acceptable. Therefore the best option is first 2 weeks of Aug. FPOM preferred late Oct or Nov, but accepted Aug due to the given constraints. The AWS backup project has since been delayed a year, however this agreement still remains due to the fact that AWS construction will occur over 2 in-water work periods.

**Final results – This MOC will not go forward as written. This MOC has been denied. A new MOC will be written once a more concrete schedule has been determined.**

Please email or call with questions or concerns.

Thank you,  
Bob Cordie  
TDA Project Fisheries  
541-506-7800

Tammy Mackey

NWP Operations Division Fishery Section  
Columbia River Coordination Biologist  
[Tammy.m.mackey@usace.army.mil](mailto:Tammy.m.mackey@usace.army.mil)