

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

COORDINATION TITLE- 17 LMN 03 Barge dock
COORDINATION DATE- 4-18-17 revised 4-27-17
PROJECT- Lower Monumental
RESPONSE DATE- TMT meeting 4-19-17

Description of the problem

The fish barge dock floating mooring bits at the Juvenile Fish Facility (JFF) have are damaged to a point that they are not usable. The Guides on the upstream and middle floating mooring bits are damaged, and the downstream floating mooring bit is stuck in its lower position and cannot be raised. The repairs are necessary to be completed prior to the 1 May 2017 in order to begin transporting the juvenile fish from the JFF.

The Corps is currently putting working towards a sole source contract action to replace the floating mooring bits with a steel bracket assembly with fixed mooring cleats that will be bolted in the existing guide slots. The downstream most floating mooring bit is stuck in its lower position and will remain in place. The upstream two bits will be removed and floated over to the navigation lock for the Corps to remove. The new mooring cleats will be installed in the dry about 5 feet above the highest expected water level during the work window.

Our contracting office has been working with a vendor as the scope of work is being developed and there two different possibilities that they are considering to complete the work. If possible they will be using a floating work platform that they will either launch from a boat ramp 2 miles downstream (or just upstream of the dam and lock thru). This work platform would be secured to the existing structure. The second option would, if they could not remove the floating moorage bits with the corps provided 3 ton hoists they would need to use a larger barge with a heavier crane that would need to place their spuds to secure the barge prior to completing the work.

Ben Tice has indicated that "there should not be a problem putting spuds down in that location at this time of year. The spawning habitat quality in that areas is low so no redds are likely to be found there. Further fall Chinook fry should be out of any redds by now if any redds happened to be there. "

The contract is anticipated to be awarded this week, requiring the contractor to commence work within 10 calendar days and all work completed by 30 April 2017. The first barge is scheduled on 1 May 2017. I am unclear at this time if they used that if the larger barge and had to place the spuds if they would have to reposition the barge at all in order to reposition for the three different locations.

Type of outage required

Impact on facility operation (FPP deviations)= none

Impact on unit priority= none

Impact on forebay/tailwater operation= none

Impact on spill = Wave action coming from the spill is prohibiting the contractor from safely transferring the new mooring bits from the work platform to the guides. The contractor is requesting two approximately 30 minute windows without spill on April 28th at 10:00 and April 29th at 10:00 to permit the safe lifting of the mooring bits from their work platform onto the downstream guide and the guides on the upstream dolphin to keep the project on its scheduled

Dates of impacts/repairs =4/17-5/1

Length of time for repairs ~ 2 weeks

Analysis of potential impacts to fish

1. 10-year average passage by run during the period of impact for adults and juvenile listed species, as appropriate for the proposed action and time of year;
Final 10% of adult steelhead run may be passing LMN during this time interval based on 10 yr average. Juvenile yearling Chinook with 25-75 percentile of the run are expected to be passing during this time interval. Juvenile steelhead will be passing as well with the bulk of run passing throughout this work period interval.
2. Statement about the current year's run (e.g., higher or lower than 10-year average); =35% below 10 yr average, late entering river due to high flows
3. Estimated exposure to impact by species and age class (i.e., number or percentage of run exposed to an impact by the action); = > 1% as juveniles are largely passing thru spill and those collected are released via bypass outfall downstream of the work area
4. Type of impact by species and age class (increased delay, exposure to predation, exposure to a route of higher injury/mortality rate, exposure to higher TDG, etc.); = exposure to vibration or noise associated with spudding to secure a work barge

Summary statement - expected impacts on:

Downstream migrants= none area is off channel along shore below powerhouse

Upstream migrants (including Bull Trout)= none expected as there are few adults in the river at this time this year

Lamprey

Comments from agencies

Due to short suspense, this was briefly discussed at 4/19/17 TMT meeting. Paul Wagner, NOAA Fisheries stated there were no concerns as long as no extended spill outage would occur.

Final coordination results

From: Trevor Conder - NOAA Federal

Sent: Friday, April 28, 2017 8:30 AM

To: Setter, Ann L CIV USARMY CENWW (US)

Cc: Paul Wagner

Subject: Re: [Non-DoD Source] Re: re-coordination- short suspense 17 LMN 03 barge dock repairs

Ann,

This appears to be within the range of what was originally coordinated, and within the range of impact associated with spill cessation for barge docking. My understanding is this is one of the last steps in the process so we are ok with it for now. That said, any additional shutdowns will be concerning for reasons stated in my last email.

Trevor

From: Wilson, Sarah J CIV USARMY CENWW (US)

To: Setter, Ann L CIV USARMY CENWW (US); Barnes, Charles A Jr CIV USARMY CENWW (US)

Subject: RE: [Non-DoD Source] Re: re-coordination- short suspense 17 LMN 03 barge dock repairs

Date: Thursday, April 27, 2017 3:34:35 PM

Ann,

Here are our responses to Trevor on the first three questions:

1. Did the project reduce spill already to get the barge across the tailrace as originally requested and do they expect a shutdown to get back across? Thus far, there has been no reduction in spill to accommodate any of the contract work. The contractor has been able to routinely enter and exit the boat restricted zone below the dam with very few problems.
2. How far along is the mooring bit repair, is this the very last step or do they have additional work to do? The contractor has placed the first replacement mooring bit and will soon finish installation of the bolts on the center mooring bit. The modified request is to permit the contractor to safely unload the remaining mooring bits at each location safely.
3. In other words, is there a good chance they will they be requesting additional spill outages beyond this to complete the work? While we cannot guarantee 100% that these are the only requests for spill outages, we do not anticipate there being a bona fide need to do so.

Regarding his questioning on the fish impacts, Chuck spoke with him (Trevor) and I believe that they came to the conclusion that for the two 30 minute outages it would be difficult to quantify a quantity.

Please let us know if you need anything clarified.

Thanks,

Sarah

From: Trevor Conder - NOAA Federal <trevor.conder@noaa.gov>

Sent: Thursday, April 27, 2017 1:51 PM

To: Setter, Ann L CIV USARMY CENWW (US)

Cc: Paul Wagner; Bill Hevlin

Subject: [Non-DoD Source] Re: re-coordination- short suspense 17 LMN 03 barge dock repairs

Ann,

We need some more detail on this MOC. Did the project reduce spill already to get the barge across the tailrace as originally requested and do they expect a shutdown to get back across? How far along is the mooring bit repair, is this the very last step or do they have additional work to do? In other words, is there a

good chance they will they be requesting additional spill outages beyond this to complete the work? This point is important to get accurate info on since the benefits of transport at LMN are not large and even lower for wild fish, so the survival impact of substantial outages of spill could outweigh the minimal spring transport benefits. If we expect more spill outages to complete this project, it may be best to wait until after the freshet to complete this. This request was fairly predictable from our understanding of the LMN tailrace, so please provide the most accurate information possible on the likelihood of additional spill outages beyond the two 30 minute outages requested. Also, the fish impact section seems incomplete and does not seem to reflect the changes outlined in the MOC. Using collection counts in the current JBS system along with our robust JSATs survival study data set, somebody could fairly easily calculate the likely direct mortality impact from this request so we can more accurately weigh the cost benefit, without having to guess so much.

-Trevor

After Action update

As scheduled, spill was reduced to 0 kcfs at 1005 hours on 28 April. This outage allowed contractor to safely place the mooring bracket on to the dolphin; spill was fully returned to 55 kcfs by 1040 hours on 28 April. The downstream mooring bit was set into place without reducing spill. Therefore, work was completed using only one of the two planned spill outage periods. Installation of the mooring bit brackets was completed on 29 April and contractor is currently several miles downstream of project demobilizing their equipment at Wind Dust Park.

The temporary fixed mooring bits are fully installed and ready for the barge to arrive on 2 May.