OFFICIAL COORDINATION REQUEST
FOR
NON-ROUTINE OPERATIONS AND MAINTENANCE

COORDINATION TITLE: 16 MCN 05 MCN Lock and Dam WASCO Crane and TSW notification
COORDINATION DATE- ~~May 03, 2016~~ Revised May 4, 2016
PROJECT- McNary Lock and Dam

RESPONSE DATE- May 12, 2016 Monthly FPOM

Description of the problem:

WASCO PUD requires a 350 Ton Mobile Crane to be positioned North of Spillbay slot #1 to support their Turbine refurbishment job and the crane is too heavy to drive over the Bascule bridge, even with optional stanchions. One of two TSWs are blocking the roadway gate and the Crane needs to be in place by ~~13~~19MAY16. McNary needs to lower the crane suspended TSW bulkhead below the roadway deck and shut down One of Two TSWs. Once lowered and disconnected from the crane, they'll slab over and allow the 350 Ton Crane to roll past, then un-slab, reconnect to the upper leaf and raise it to restore the TSW to normal operation. We plan on 1-1.5 hours for the entire evolution, shutting down the TSW for approximately 45 minutes, during the ~~1230-1600~~ time frame. Diel PIT tag data suggest 0700 to 1100 would be better at McNary.

Type of outage required:
Short term outage of one of two TSWs on ~~12~~ 18 May 2016. The TSW will not be out of service for more than the time required to accomplish this mobilization of the WASCO Crane. The WASCO Crane will remain in service beyond the scheduled duration of the TSWs operations and will not require any additional outages.

Impact on facility operation:
Time constraints for outage coordination and labor for rigging evolution.

Length of time for operation:
The total length of time required is 1.5 hours.

Expected impacts on fish passage:
Expected negative impacts on fish should be minimized by leaving one of two TSWs fully operational and by performing this work after morning and before evening peak migration periods begin. Diel passage graphs from the Monitoring of Downstream Salmon and Steelhead at Federal Hydroelectric Facilities – 1999 Annual Report for John Day Project (Figure C-3) are attached. McNary Project should be similar. Peak juvenile passage is at night. However, Thomas VanNice, PSMFC, ran PIT tag data from PTAGIS to produce diel graphs for Mc~~n~~Nary which suggest 0700 to 1100 hours would be best. See attached graphs.

Juvenile facility bypass data for the last five years around May ~~12~~ 18 is in the Table 1 A below.

Table 2 below reflects passage over the last five days of 2016 when secondary bypass occurred at McNary. ~~The May 3 data is not yet complete.~~

Smolts appear to be running early this year. The numbers passing May ~~12~~18, 2016, are uncertain. At worst, 50 percent of the smolts that would pass over the TSWs might be delayed 1.5 hours or search for other passage routes with slightly lower survival rates. The later date in an even number year may involve more sockeye smolts.

Table 1. McNary JFF passage last 5 years.

Year	May 11	May 13
2011	108,325	61,170
2012	170,705	105,212
2013	131,367	160,826
2014	300,558	292,281
2015	86, 401	77,902

Table 1A

Year	May 17	May 19
2011	51,631	68,545
2012	181,008	82,711
2013	80,821	66,079
2014	86,312	172,402
2015	47,600	58,302

Table 2. McNary JFF counts last five days.

Apr 25	81,705
Apr 27	155,623
Apr 29	222,007
May 1	208,717
May 3	~~237,000 (Aprox.)~~ 237,321

The benefit of having the PUD crane work begin is having the turbine unit rebuild completed in a timely manner, which should reduce complications with the Washington ladder auxiliary water supply and future ladder outages.

Comments from agencies:

Thank you,
William Gersbach
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