

**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-  
PROJECT-** May 03, 2016  
McNary Lock and Dam

**RESPONSE DATE-** May 12, 2016

**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. 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 MAY 16. McNary needs to lower the crane suspended TSW (Spillway 19) 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.

**Type of outage required:**

Short term outage of one of the two TSWs on 12 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.

Juvenile facility bypass data for the last five years around May 12 is in the Table 1 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, 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.

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 2. McNary 2016 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.) |

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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