

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

COORDINATION TITLE- 15TDA05 railroad rail replacement

COORDINATION DATE- May 21, 2015

PROJECT- The Dalles Dam

RESPONSE DATE- June 11, 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 2016. The remaining railroad rail removal over the exit of the east fishway will occur during the IWWP of 2017-2018.

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 – This project is phased over two years; 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 will be adjusted as rail removal proceeds across the deck. The open gates will be kept as close to the priority unit as seems reasonable, depending on noise and vibration generated by the rail removal.

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

Final results –

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.

11 June 2015 FPOM – concurred with this work.

Please email or call with questions or concerns.

Thank you,

Bob Cordie

TDA Project Fisheries

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Tammy Mackey

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