

Extended Navigation Lock Outage Conference Call

Moderator: Scott Clemans

March 01, 2011

Scott Clemans: All right everybody, it's a couple of minutes after one o'clock so let's go ahead and get started. This is the March Extended Navigation Lock Outage Stakeholder conference call – welcome, everybody. This is a reminder – all participants are in listen only mode at this time. After we complete our presentations we will have the usual question and answer session where you can enter the queue and ask your question in turn. This is a reminder – this call is being recorded, and either a audio recording or written transcript will be available on our website, we hope by the end of this week. That website is www.nwp.usace.army.mil, and from the home page there should be a link under “Hot Topics” to the extended navigation lock outage web page. I would like to introduce everyone on the line today. Here in Portland we have Mark Dasso, the John Day gate replacement manager; Matt Cutts, the district's critical infrastructure program manager; and Jon Gornick, the Columbia and Lower Willamette navigation project manager. I am Scott Clemans from Portland District's Public Affairs Office. Over in Walla Walla we have Steve Hartman, the Lower Monumental Gate replacement project manager; Hal Thomas, navigation business line manager; Ann Glassley, the navigation business line coordinator; and Gina Baltrusch from the Public Affairs Office. Walla Walla, is there anybody else over there that we have missed?

Gina Baltrusch: Yes, we have a little change here. Steve Hartman had to step out for a while today, so Hal Thomas will be filling in for him. Also, if anyone has any questions on the Lower Monumental concrete repairs job, we have got Steve Thomas here. Thompson – I am sorry.

Scott Clemans: Okay, great – glad to have you with us, Steve; thanks for joining us. All right, our agenda for today: As in previous calls, we'll basically have each of the project and program managers walk through what's going on in their specific areas. Due to the recent news from Walla Walla regarding their schedule modification, we thought that we would start out there and work our way back into Portland District this time. For those of you who need background on the Extended Navigation Lock Outage program or would like contact information for the respective Public Affairs Offices to get your questions answered, those are also available on our website. With that let's go ahead and introduce Hal Thomas – and Hal, why don't you talk about first of all your schedule modification, and then walk through the work that is going on in all of the projects out there in Walla Walla District, with the help of Steve Thompson and anybody else who wants to chime in there.

Hal Thomas: Okay, thanks Scott. A notice was sent out earlier that the Walla Walla District is modifying our dates that were previously published for returning to service or reopening the navigation locks. And what's happening is previously we had the navlocks returning the service at 23:59 on March 13th – that's a Sunday. 23:59 was basically chosen because under the reporting that we do for locks being open that's the end of the reporting day. So that's why that time was picked. We are changing it now to five o'clock pm -- and five o'clock pm basically reflects the actual end of the work shift -- on 15 March for Ice Harbor, Lower Monumental, Little Goose and Lower Granite navlocks. The return of service date for McNary will be 5:00 pm on March 17th. So again, to reiterate: The dates are March 15 at 5:00 pm for Ice Harbor, Lower Monumental, Little Goose and Lower Granite, and March 17 at 5:00 pm at McNary. A reason that we are doing this is to bring the return to service more in synchronization with that of John Day and The Dalles. In order to be good stewards of the resources that we have and to ensure that we are paying our utmost attention to safety, the plan had originally been to open that late

Sunday evening and work over the weekend and that Friday with overtime. If there is no need to expend those resources or work in the dark because we don't have traffic queued up waiting to come through, we went ahead and changed that, and that's why we have the dates of the 15th and the 17th for McNary. It is not because of problems that have caused us to move it out – mainly so that we have the ability to ensure that we do good quality checks with staff and have the equipment ready to go and return to service on those days. So that pretty much covers that. I'll be ready to answer any questions that people have when we come to the questions sessions in the end. So Scott any -- any further information you think I need to cover on that?

Scott Clemans: I don't think so. However like I said – you said, rather – we will let folks ask questions at the end. Why don't you go ahead and walk us through the status on the work that's taking place on the Walla Walla navigation locks – again, with help from Steve and anybody else there at the table.

Hal Thomas: Okay, thank you all. I'll go in and do that. I'll start downriver and proceed upriver in terms of the routine and non routine work that we have got going on, starting with McNary. Quite a bit going on there. One of the key items, of course, was the five year navigation lock inspection which has been completed with no deficiencies noted, which was significant – we're very appreciative of that. They do have a number of non-routine work going on, replacing some container valve trash racks. These are essentially grates that preclude material from being pulled into the navlock during the watering and dewatering. We have got some more (unintelligible) armor angle repair – this is protective steel on exposed edges of the navlock chamber itself that is being replaced -- and we have got some routine maintenance ongoing in all the equipment, and that is all proceeding on schedule. Again, we don't anticipate any concerns with McNary at this time. Moving upstream to Ice Harbor, Ice Harbor is also having their five-year navigation inspection ongoing. The work

is pretty much complete and we are awaiting the results of that. They have a couple projects that are ongoing there – the non-routine variety one is the downstream gate picking eye attachment. There is some work with the contractor on site on that right now and some discussions in play, and as we get towards the end of the outage we'll be -- we will have a better idea as to what work we will have to perform in the next calendar year, 2012. I'll be prepared to address that if there are any questions as well. We are doing some work on -- again maintenance upstream and downstream. We were fortunate that when we dewatered the -- the Ice Harbor navlock, we did find some unforeseen site conditions in terms of the upstream tainter gate and the laterals for the filling drain valves. However, due to staff onsite and staff here at district, they were able to step in and effect repairs to those areas without any impact to the schedule. So it was one of those things that it was anticipated there could be problems – they were found and they were rectified. We're so appreciative of everybody's efforts in that. Ongoing routine maintenance continues out there in terms of PMs – preventative maintenance on equipment and checks and things along those lines. We do have both commercial and the Army dive teams onsite on the Snake and Columbia River Systems, and they are working during this outage period to do a lot of replacement and repair work, so we are taking advantage of both the outage and the availability of those dive teams to effect that work. Moving upstream to Lower Monumental, I'll cover that in a little more detail here in a second since Steve Hartman is not available, but from the -- excuse me -- from the routine standpoint we have a number of inspections and preventative maintenance items ongoing. That is all on schedule and not anticipated to have any impact on the return to service date of the 15th. I'll go into some specific detail on that project at this time, and that is for the replacement of the downstream gate. The new gate has been installed and all structural welding that connect the three sections was completed on the 24th of February. The installation of the new hoist cables was completed on the 14th of February. Our repairs for the guide slot

bearing plates – this is basically what helps the gate track moving up and down – was complete on the 18th of February. Counterweight modifications were completed on the 24th of February – as you recall, that’s a lift gate function just like a large sash window, and so the counterweights are very key to the proper operation of that gate. The installation of the guide wheels and the end rollers was completed on the 27th of February, and the contractor is currently installing the bearing shoes and gate seals and should have that work -- excuse me -- completed by the end of the weekend. As well as final field painting should be completed by that time also. They are doing final tensioning of the hoist cables and load balancing for the counter weights system, and that should be completed this week. Next week we are going to be out doing operational and seal tests on the system. The contractor is scheduled to demobilize from the lock chamber on the eleventh of March of 2011, with water up of the navlock and final quality assurance checks scheduled for the 14th and 15th. So that project is on schedule at this time.

For the concrete repair project, all the work was completed on the tenth of February 2011. This was some massive repair to some spalled concrete on -- concrete -- excuse me -- on the navlock walls, and demobilization from the navlock was completed on the 12th of February. So that covers the work at Lower Monumental. For Little Goose, work that’s ongoing there is routine preventative maintenance and check work. That is all on schedule and that navlock will be up and operational as planned on the 15th. Lower Granite -- same situation; some non-routine work but all being handled by in-house staff, as well as routine work for preventative maintenance and other aspects, and again that is on schedule for completion for return to service on the 15th.

So that’s a summary of all the work ongoing at in the Walla Walla District, and Steve, I’ll – or excuse me – Scott, I’ll turn it over to you.

Scott Clemans: Thanks very much. I appreciate you standing in for a number of different folks there and giving us a comprehensive report of what's going on in Walla Walla. Let's move a little bit further downriver to John Day Dam. Mark Dasso, the project manager, is here to give us an update on how we are doing there. Go ahead, Mark.

Mark Dasso: Yeah, thank you. The John Day project consisted of replacing the downstream gate, as everyone knows, but also replacing the friction sheaves -- that are also referred to by some as friction drums -- that the wire ropes wrap around and is used to lift and lower the gate. We also were replacing all of the machinery and pinion gears motors and whatnot for -- for lifting the gate, and all the electrical and gate controls and even the gate control software is all new, too. So I am pleased to report that all of the mechanical and electrical works -- that the new machinery motors, pinion gears, electrical conduit, gate controls -- all of that is 100% complete, and the new friction sheaves are installed -- that is 100% completed as well. The wire rope has been installed to the new gate. All four gate sections have been welded together, and actually right now the gate is 70 feet in the air -- the full gate. And what we are doing is -- doing the punch list work. That includes mounting the track wheels -- there is six track wheels, three one each side -- that help guide the gate; the bearing shoes and seals, and doing some miscellaneous welding right at the joints between each of the sections. So, just a number of things that have to be completed before we can say we are 100% done but we already in - - in one respect have an operational gate. And so we anticipate being complete on time, on schedule. The contractor should be done with all of this work about two weeks, and then we'll have a few days to test and operate the gate to make sure everything is working before we reopen. That's all.

Scott Clemans: Great news, Mark -- thank you very much. Pat Duyck, the project manager for The Dalles downstream miter gate replacement -- was not able to be here

today. He did leave me some notes as to the progress that they are making on that. Gate fabrication at Thompson Metal Fab in Vancouver was completed on February 15th, and the two gate leaves were rolled out onto a barge and arrived onsite at The Dalles on February 17th. All lock preparatory work to receive those gates was finished -- concrete replacement, new bearing and new wall blocks included in that work -- and the first gate leaf went into place on February 25th. And the second leaf is scheduled to be in later this week. After the gates are put into position, over the next few weeks the contractor will be tensioning and adjusting the gate, and then after that process of final operational adjustments and testing will begin. And Pat reports that at this time we are still on track to complete our work and have the gates operational by the revised opening date March 23rd. That's all I have on The Dalles. I did want to very briefly let everybody know -- most of you out there probably are already aware -- that of course Bonneville's lock in the system here is going out of service today for its routine two week and a few extra days maintenance outage. 18 days, and it is scheduled like John Day to reopen on March 18. That is it for the reports that we have for you, so at this time we should be ready to start our question and answer session. I'll go ahead and activate that, and just as a reminder if you don't hear what the nice voice says when we start this us up, you will alert us that you have a question by pressing one and then zero. So with that, let me go ahead and get this started and we'll start taking your questions.

Operator: This conference is now in question and answer mode. To alert the speaker that you have a question, press one then zero. Each question will be asked in the order it was received.

Scott Clemans: All right, we are now in question and answer mode, and before we take the first question I would just like to remind everyone -- when it's your turn to ask a question, please do remember to identify yourself by your name and your

organization so that we know who we are talking to. Let's go ahead and get started with the first question.

John Pigott: This is John Pigott out of Tidewater Barge lines. Very nice report, everybody -- thanks for all the good work. My question is on The Dalles: that one leaf that has been hung, did you guys experience -- you know, I am just thinking out -- I am talking you know -- without Pat there, I don't know whether anybody can speak to the details on this. But I'll go ahead and ask the question. I am just curious whether there was anything identified in the hanging of that gate that caused any issues -- any alignment problems or anything else that was unexpected.

Scott Clemans: John, this is Scott, and my best answer to that question is no -- we have not heard of anything with the actual hanging of the gate that has caused any trouble whatsoever. I do understand that they are working an issue -- and I don't have any details on it -- with the gudgeon anchors, and I think that -- that was really the only issue that's being identified with putting that first leaf into position and getting it fully installed.

John Pigott: All right, Scott.

Scott Clemans: Any follow on questions, John?

John Pigott: Not with that, but I -- I don't know how many people are in the queue, but I had one about LoMo in the concrete work.

Scott Clemans: Oh, why don't you go ahead -- while you've got the line, go ahead and give us that question, too, then.

John Pigott: Yeah, just curious as to, you know, what we might be looking forward to once the locks reopen with regard to ongoing concrete work, and how the lock's schedule might be modified. Has anybody kind of got a handle on that, or is that something that needs a little more time to develop?

Scott Clemans: Hal, would you like to address that?

Hal Thomas: Excuse me, John. I have got Steve Thompson, who is the Project Manager, here with me. Let me attempt to start this, and then Steve with his expertise can dive in. We still have a section of the concrete that was removed that needs to be replaced. We didn't receive sufficient funds in FY 10 or 11 to complete that work. Steve has been working with his support staff to figure various ways to get that done with the minimal impact on barge traffic. We have also gone through -- and I'll let him address that in detail from a funding standpoint -- we have asked as a part of both fiscal year 11 and fiscal year 12 the potential of having a million dollars restored back to that project. Our original request for funding was 3.4 million and only 2.4 was provided. If that funding is provided at -- and at what time it's provided -- that will basically set the schedule for how we do the work. Let me go and turn it over to Steve for some -- some of the technical aspects.

Steve Thompson: Yeah, Hal, I think you covered it pretty well. Just to reiterate a couple of things: this -- this fiscal year our goal is to be postured to do some additional plans and specs, have a design ready to go for that phase three effort of the model at 15. With that said, FY 12 is a little bit uncertain until we further those -- those plans and specs as to how and what the durations may be, but our goal and our objectives there are to minimize any impacts and do as much work as we can within the normal outage and -- and to be determined when exactly how that may play out is funding contingent.

Hal Thomas: Steve, is it a fair statement to say that with the work that you accomplished to date, that you don't see any future need for having to dewater the lock to continue the concrete repair?

Steve Thompson: Correct as far as phase three goes. We should be able to do that from a floating working platform to complete the last 90 feet of the concrete replacement.

Gina Baltrusch: Does that help you, John?

John Pigott: Yeah, that's great -- thank you.

Scott Clemans: Any follow on questions, John?

John Pigott: No, that's it.

Scott Clemans: All right, thank you very much. Let's see who else is in the queue here. And the answer is nobody. That was the only set of questions that we had. Well, with that folks, I want to thank you very much for attending. I want to remind you that the future updates of our progress as we come down towards the completion dates will be posted on our website. I won't read you the URL, but you can just look for Portland District, US Army Corps of Engineers on the Web, and on the home page of our website there is a link under "Hot Topics" to the extended navigation lock outage website. Those updates are being refreshed, usually weekly or at least when we are able to get them to you. Be sure also to visit both Portland and Walla Walla districts' social media sites like Facebook, Flickr and YouTube, where we are posting photos and video of the work in progress. I want to let you know that at this point we do not anticipate scheduling any further stakeholder conference calls around this update, and if all goes well we will be wrapping up on the 23rd of March.

We will, of course, be seeing all of you at PNWA conferences, navigation lock users conferences, and other venues, and we look forward to sharing with you our successes and our lessons learned for the -- for the projects and the program overall at that time. If you do have questions for us between now and then, as I have mentioned before, contact information for both Portland and Walla Walla District Public Affairs Office is available on the Extended Navigation Lock Outage website. So, thank you all very much. We hope that these conference calls have done you some good in keeping you updated, and all of our other communications efforts have given you all the information that you need to know, and we look forward to reopening the system for you later this month. Thank you very much, and signing off here in Portland.