

Table 9. Pertinent Data for Fish Facility Inspections in 2006 at PRIEST RAPIDS DAM.

CRITERIA ITEMS	DATE OF INSPECTION							
	27-Apr	17-May	21-Jun	13-Jul	15-Aug	13-Sep	18-Oct	
LEFT BANK FISHWAY								
<i>Left Bank Entrance:</i>								
Head at main entrances (Criteria = 1-2 ft)								
LSE-2 (1.2 ft target)	ft	1.6	1.6	1.6	1.5	1.7	1.2	1.3
LSE-4 (1.5 ft target)	ft	1.4	1.3	1.6	1.5	1.5	1.4	1.5
Depth over ladr. weir (Crit. = 1-1.2 ft)	ft	1.1	1.1	1.1	1.0	1.0	1.0	1.0
Water velocity (Crit. = 1.5-4 fps)	fps	1.8	1.9	2.5	2.0	2.2	1.1	1.0
Ladder exit clean (Crit. = yes or no)		yes	yes	yes	yes	yes	yes	yes
Staff gages clean (Crit. = yes or no)		yes	yes	yes	yes	yes	yes	yes
Picket leads clean (Crit. = yes or no)		yes	yes	yes	yes	yes	yes	yes
RIGHT BANK FISHWAY								
<i>Right Bank Entrance:</i>								
Head at Entrance (Criteria = 1-2 ft)								
RSE-1 (1.5 ft target)	ft	1.4	1.4	1.4	1.4	1.5	1.4	1.4
Depth over ladr. weir (Crit. = 1-1.2 ft)	ft	1.0	1.0	1.0	1.1	0.9	1.0	1.0
Ladder exit clean (Crit. = yes or no)		yes	yes	yes	yes	yes	yes	yes
Staff gages clean (Crit. = yes or no)		yes	yes	yes	yes	yes	yes	yes
Picket leads clean (Crit. = yes or no)		yes	yes	yes	yes	yes	yes	yes
Comment number (if applicable)		1	2		3	4	5	
Comments:								
<p>1. Depth over rightbank ladder weirs were too low, requested that project reset check pts. for RSW-3. Collection channel water surface elevation differential was too low (should be 0.3 ft). Note: In 2006, both LV-5 & LV-6 were stuck open and caused a slight backwater which caused collector channel differential to be low.</p> <p>2. LSE-4 was below the target of 1.5 feet, but within criteria.</p> <p>3. Depth over right bank weir was 0.1 feet out of criteria</p> <p>4. Fish pump #2 down until winter maintenance, collection channel velocities low averaged 1.1 ft/s at 10:30 AM, 1.4 ft/s at 11:30 AM and 2.1 ft/s at 3:00 PM</p> <p>5. Collection channel velocity was low, GCPUD increased auxiliary water supply differential from 6.5 feet to 6.8 feet, another reading was taken later in the day and was 1.4 ft/s- all reading taken by "bubble" timing as velocity meter was not working- GCPUD followed up later that LV-5 is stuck open at the end of the channel- this puts too much water at the end of the channel during low tailwater - and reduces the hydraulic gradient through the channel.</p>								