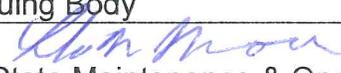




Highway Division Maintenance Leadership Team Operational Notice

Number	Supersedes	Effective Date	Cancellation Date
MG 123-1	New	March 16, 2015	Until further notice
Subject		Issuing Body	
Culvert Repair Fish Passage Exception		 State Maintenance & Operations Engineer	

PURPOSE:

This Operational Notice provides guidance on when and where Maintenance may avoid full fish passage requirements for culvert repairs.

BACKGROUND:

In most waterways where fish are present, state law requires that most culvert repair activities 'trigger' the need to ensure full fish passage criteria be met at the repair location (OAR 635-412). Typically, meeting full fish passage increases the scope of the repair beyond that needed for the identified issue, and in many cases is cost prohibitive.

ODOT has worked with the Oregon Department of Fish and Wildlife (ODFW) to develop a 3-year pilot agreement to allow ODOT to implement repairs without meeting full fish passage. The goal of the agreement is to allow ODOT to make necessary infrastructure repairs while improving fish passage but not to the extent typically required.

The pilot is limited in scope geographically and repairs under the pilot must meet certain conditions in order to avoid meeting full fish passage.

GUIDELINES:

Routine maintenance such as culvert cleaning and debris removal, and certain minor repairs do not trigger fish passage review and may continue to be completed statewide as usual.

Culvert repairs that would otherwise trigger fish passage but under the agreement may be avoided must:

- Occur west of the Cascade Range Summit, exclusive of the ODFW North Coast District (attached) where a fish passage banking pilot project is being implemented.
- Occur on culverts not rated high on ODFW fish passage priority list (2006 or latest version).
- Result in fish passage improvement compared to pre-repair conditions.

- Use an approved repair method such as: strip lining, spot and localized repairs and spray coatings, cured in place technologies, spiral wound repairs, paving or patching culvert bottoms, add or extend end treatment.
- Not extend the life of the culvert beyond an additional 25 years.
- Not consist of a slip-line treatment or full replacement.

All repairs proposed under the pilot agreement must be provided to ODOT Geo Environmental to be reviewed and approved by the GE Fish Passage Program Coordinator and ODFW prior to construction.

DOCUMENTATION:

Documentation of each repair that falls under the pilot agreement must be completed and provided to the Geo-Environmental Services (GE) Fish Passage Program Coordinator. Documentation requirements are outlined in GE guidance titled, "Culvert Repair Pilot Project Implementation Process."

ROLES/RESPONSIBILITIES:

Responsibility

Action

District Managers

- Be aware of the pilot agreement with ODFW, and where/when it applies
- Ensure appropriate coordination with the REC to distinguish culvert repairs that require full fish passage or meet the exception agreement
- Be familiar with the various repair techniques or technologies that are feasible
- Ensure appropriate documentation is provided to the GE Fish Passage Program Coordinator

Transportation
Maintenance Managers
(TMM)

- Be aware of the pilot agreement with ODFW and where/when it applies
- Be familiar with the various repair techniques or technologies that are feasible
- Coordinate with the REC on potential culvert repair sites.

Maintenance and
Operations Branch:
Environmental Program
Manager

- Facilitate discussions, or seek clarification, with GE Fish Passage Program Coordinator and others at ODOT as needed in support of District implementation.

Culvert Repair Geographic Area

