Prior to March 2018 shutdown:
Funding had been put in place under the CRLP agreement for compressor tie in work, which included modifications to piping, valves, and controls. The work was planned to coincide with the March shutdown, which was required due to CHEU critical safety device preventative maintenance that had already been pushed back. This work was completed as planned during the shutdown.

However, in February Air Products was on site preparing for the shutdown work and identified additional issues needing to be resolved before CRLP approval to tie into CHEU equipment. The major issues included:

- Isolation of a common drain connecting Class 1 Div 2 compressor building with unclassified utility building
- Engineering review of relay settings and electrical design due to lack of documentation from construction
- Develop startup procedures
- Develop and implement MI / PM program

BLM pursued adding this work to the shutdown scope under the agreement. However, since the CRLP agreement was to be closed out by end of March and there was a broad push to replace all agreements with contracts within the Department of Interior, funding was not allowed to be added to the agreement for this additional work.

BLM started the contracting process at the end of February to bring a third party contractor in to complete the additional work identified.

March 19-23, 2018:
CHEU Maintenance shutdown and CRLP tie-in modifications. Contract awarded March 19 to BLM contractor.

March 28, 2018:
BLM contractor on site to collect information for planning, scheduling, and procurement.

April 16-20, 2018:
Contractor returned to perform the work.

- Isolation of common drain, reroute air compressor drainage
- Heat tracing
- Relay test and inspection, electrical single line drawings

May 3, 2018:
Discussion between BLM and CRLP that proposal and funding would be required to perform the ORI and commissioning/startup support.

May 16, 2018:
ORI proposal provided by CRLP to BLM.
May 28-31, 2018:
Contractor on site to perform:
- Pre-startup safety review (PSSR)
- Nitrogen system modifications
- Electrical Preventative Maintenance
- Control drawings
- Develop Mechanical Integrity scope

June 5-7, 2018:
Operational Readiness Inspection (ORI) performed. Additional issues not previously identified:
- Gasket replacement
- Conduit seals not poured
- Additional grounding of equipment
- Signage/labeling/valve tagging
- P&ID redlining and flowcheck
- N2 tie-in and instrument air specifications

Work still outstanding / not satisfactory from before ORI:
- Startup/operating procedures
- MI/PM program (in progress, to be completed in 1-2 weeks)
- Engineering review of relay settings and electrical design (in progress, 1-2 weeks)
- Instrument function checks/validation (to be performed during startup)
- Heat tracing

June 13, 2018:
ORI summary list received by BLM.

June 14-August 23, 2018:
BLM review of ORI punch list, and execution strategy developed to address all work necessary to support operational release/start-up. BLM development and review of contract scope, cost estimate, administrative documents and Request for Quotation (RFQ) document preparation.

August 24, 2018:
RFQ issued.

August 25-November 29, 2018:
FAR-based Contract actions; publication of further detail pending BLM Legal review. This section will be updated to provide further detail as permitted by Law.

November 30, 2018:
February 19, 2019:
Contract work is underway and completion has been delayed by discovery of latent defects that need to be corrected, and a differing site condition requiring contract modification to address. Differing site condition of pipe stress required updated scope to complete cutting and welding of joints to relieve stress and align pipe flanges for the central compressor. While completing this work, three cuts were made at existing welded pipeline joints, and the cross section showed cold lap in all three welds. As a result of discovery of this latent defect, BLM ordered x-rays on all welds for piping related to the Central Compressor. While there are still some x-rays that have not yet been completed, majority of results indicate a major quality concern that will require extensive repair/rework to meet safety/quality requirements. As a result, the startup schedule will be delayed and due to the location of some of the welds needing repairs, a plant outage to perform the repairs is required before startup. Schedule for the weld repair work is being developed and will impact the outage date, but the outage is tentatively planned for mid to late March 2019.