



US Army Corps  
of Engineers  
Pittsburgh District

# Notice to Navigation Interests

In reply refer to  
Notice No. below

US Army Corps of Engineers, Pittsburgh District  
1000 Liberty Avenue, Pittsburgh, PA 15222-4186  
(412) 395-7183

---

Notice No. 13-33

Date: September 12, 2013

---

## Emsworth L/D, Ohio River, Mile 6.2

### 39-Day Closure of the 56-ft x 360-ft Auxiliary Lock Chamber 105-Foot Tow Width Restriction to 110-ft x 600-ft Primary Lock Chamber

1. To All Whom It May Concern: Notice is given that the U.S. Army Corps of Engineers will make repairs to the filling valves for the 110-ft x 600-ft primary lock chamber at Emsworth L/D, Ohio River. The filling valves are located on the upper end of the middle wall. An open bulkhead positioned on the riverside of the middle wall and a flat bulkhead on the landside of the middle wall will be used to dewater each valve culvert. The Government Repair Party will be working on two (2) valves at a time with this procedure. Work is scheduled to begin at 1:00 A.M. on October 15, 2013 and be completed by 11:00 P.M. on November 22, 2013.

2. The bulkhead placement procedure will affect the use of both lock chambers for river traffic.

a. The 56-ft x 360-ft auxiliary lock chamber will be closed to traffic during the work period.

b. The 110-ft x 600-ft primary lock chamber will be restricted to a maximum tow width of 105 feet. In addition to the width restriction, the lock chamber will be closed intermittently during the work period. The closures are expected to average 32 hours per week. The intermittent closures are necessary in order to place the valve bulkheads with divers. Each closure period of the lock chamber is expected to be 4 to 8 hours in duration.

3. A suspended frame will be positioned on the middle wall inside the land lock chamber to mark the location of the valve bulkheads. Vessels are directed to stay on the land side of the chamber and should not make any contact with the frame because it could result in damage to the bulkhead and the work in progress.

4. During the repairs, the floating mooring bitt will be unavailable for use. Tows with barges will be moored on the land wall side of the

lock chamber. Up bound tows with barges will require two lines on the head and one on the stern.

5. Severe wear and deterioration of the filling valves make it necessary to schedule this work.

6. Navigators should note the location and duration of this work and shall slowly enter and exit the lock chamber with caution.

FOR THE DISTRICT ENGINEER:

//Signed//  
Kathy M. Griffin  
Acting Chief, Operations Division