



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) 395-7171  
[www.lrp.usace.army.mil/or/or-f/navrpt.htm](http://www.lrp.usace.army.mil/or/or-f/navrpt.htm)

Notice No. 07-21

Date: July 10, 2007

## Braddock Locks and Dam, Monongahela River, Mile 11.3 Scheduled Closure of Main (110-ft x 720-ft) Lock Chamber

1. **To All Whom It May Concern:** Notice to Navigation Interests No. 07-10 has been revised to change the start time of the second closure at Braddock L/D, Monongahela River; the start of work will be delayed by 6.5 hours. The schedule for the closure is as follows:

23 July through	BRADDOCK L/D, MONONGAHELA RIVER
1 August 2007	Main Lock Chamber (110' x 720') Closed
(10 Days)	Small Chamber (56' x 360') Open

Closure will begin at **7:00 A.M.** on 23 July 2007 and terminate at 11:30 P.M. on 1 August 2007.

2. During the closure of the large lock chamber, all traffic will be passed through the small 56' x 360' lock chamber.

3. A U.S. Army Corps of Engineers construction contractor will be conducting activities to complete the modification of the downstream emergency bulkhead sill during the closure period. Contract divers and floating plant will be conducting operations in the downstream approach, between the middle wall and land wall of the main chamber, during the closure period. This construction is necessary to complete remaining work that is part of the new Braddock Dam construction.

4. The Corps will institute the following lockage procedure which has been developed in cooperation with the Waterways Association of Pittsburgh. Boat locking order will be determined by arrival time at Braddock Locks; all pilots should radio Braddock Locks at the normal arrival points. No adding or swapping of barges will be allowed once the tow's lock turn has been established. All tows must be ready to lock when put on the waiting list. Under normal river conditions the Lockmaster will allow, if requested by the pilot when calling for position of the tow, a towboat to lock through with a maximum of five (5) lockages. Without a program of "self-help" by navigation interests, the Corps can only handle up to a triple lockage

using the on site capstans. The lockages will be accomplished as a series of three (3) tows in one direction. By following this procedure, there will be a minimal tow make-up and approach time when changing directions.

5. During the closure of the 110' x 720' lock chamber, it will be necessary for tows to follow one another on the river guard wall when a series of lockages are being made in one direction. Each tow should be aware of the tow that they follow and be on the river guard wall as soon as the tow enters the lock chamber. While this practice will speed up the lockage process, it is imperative that the tows exercise extreme caution when encountering out draft or backlash conditions. The contractor work vessel and the Corps towboat will not be available to assist tows entering and exiting the small lock chamber during the closure periods. Vessels requiring assistance should consider utilization of the waterways self-help program or should provide their own helper boat.

6. In an effort to reduce delay time at Braddock L/D, a program of "self-help" by navigation interests is necessary. A "self-help" program will allow waiting towboats to assist tows out of the lock chamber. The Lockmaster will designate the helper boats as tows arrive for position. The first towboat in the second series of lockages in the opposite direction will be the designated helper boat, unless conditions, equipment or cargo prevent the use of the towboat as a helper. If there is no second series of lockages in the opposite direction, generally, the last towboat to arrive at Braddock will be the designated helper boat. It will be necessary for all towboats to monitor their radios 24-hours a day.

7. Other specific procedures to facilitate lockage operations through the small chamber have been developed in cooperation with the towing industry. The Corps is asking for the cooperation of all navigators to help in making the locking operations proceed as smoothly as possible.

a. All excess rigging will be removed prior to entering the lock chamber. Remaining rigging should be ready to be knocked loose after a cut is secured in the lock chamber.

b. Two lock lines, one head and one stern line, must be available on each cut. Each line must be at least 75-feet long and 1½ inches in diameter. To minimize locking time, all lines

will stay with each cut. Lines will not be permitted to be carried from one cut to another.

c. At least two deckhands are required during double lockages, and three deckhands are required for more lockages.

d. All but the last cut of tows will be made up in the lock approaches, clear of the lock gates, so as not to interfere with lockage operations. Final make up of tows will be done clear of the lock approaches.

8. The Corps will make the final determination whether to change procedures as conditions and situations develop. In accordance with standard Corps policy, the Lockmaster may also vary the locking procedure in an effort to equalize waiting times.

9. Information concerning lockages will be broadcast by radio Channel 13 and any towboat not answering a call from the Lock staff will be dropped to the end of the waiting list.

10. All towboats are to stay with their tows while waiting for lockages unless designated to assist other tows through the small lock chamber.

11. Pleasure boaters and excursion boats are discouraged from locking through Braddock Locks, Monongahela River during the closure period. These boats will likely experience extremely long delays since priority will be given to commercial traffic.

12. Navigators are requested to use extreme caution when entering or leaving the Braddock small lock chamber during the closure period to prevent any interruption of navigation.

FOR THE DISTRICT ENGINEER:

/signed/

Richard C. Lockwood  
Chief, Operations Division

CELRP-OP  
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