



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)395-7263
<http://www.lrp.usace.army.mil/or/or-f/navrpt.htm>

Notice No. 06-16

Date: April 3, 2006

Schedule of Operations Allegheny River

TO ALL WHOM IT MAY CONCERN: Notice is given for the seasonal schedule of lock operations for the Allegheny River.

1. Lock 2, C.W. Bill Young Lock (formerly Lock 3), and Lock 4 Allegheny River will continue to operate 24 hours daily.
2. Lock 5, Lock 6, Lock 7, and Lock 8 Allegheny River - Effective May 5, 2006 through October 29, 2006 the locks will be open on Saturdays, Sundays, and Holidays from 12:30 P.M. to 8:10 P.M.(closed Monday thru Friday).
3. Lock 9 Allegheny River, due to operational failure, will be closed to navigation traffic until further notice.
4. Except for the times noted in paragraph 5 below, commercial operators desiring appointment lockages during non-operating hours at Locks 5 through 9 must make arrangements **at least 24 hours in advance** by calling the Locks and Dams Branch Office or Lock 6 between the hours of 8:00 A.M. and 3:00 P.M., Monday through Friday, at one of the following telephone numbers:

Locks and Dams Branch Office (412) 395-7650
Lock 6, Allegheny River (724) 295-3775
5. **No appointment lockages will be made between 11:00 P.M. and 6:30 A.M. at Locks 5 through 9. No appointments will be accepted for lockages that would occur during this 7-1/2 hour period.**
6. Waterway users are cautioned that warning signs and pillar buoys will not be set until approximately mid-May. Since the navigation aids may, at times, move off station during the year because of river conditions, boaters must approach all locks with extreme care, especially when proceeding downstream. Everyone is urged to consult their navigation charts to be absolutely sure of the landmarks when approaching a lock and dam.

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7. Boaters, fishermen, divers, and others venturing below the dams are cautioned not to enter the restricted area as designated by the signs and "KEEP OUT" buoys. Backwash and turbulence from the dam may draw a boat into the dam, causing it to capsize.

FOR THE DISTRICT ENGINEER:

/signed/

JAMES J. ROCKOVICH, P.E.
Acting Chief, Operations Division