



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) 395-7605
<http://www.lrd.usace.army.mil/navigation/notice/>

Notice No. 06-31

Date: August 17, 2006

New Cumberland Locks and Dam, Ohio River, Mile 54.3
Repairs to the River Wall Emptying Valve in
the 110-ft X 1200-ft River Lock Chamber

1. **TO ALL WHOM IT MAY CONCERN:** Notice is given that the U.S. Army Corps of Engineers' Repair Fleet will make repairs to the river wall emptying valve in the 110-ft x 1200-ft river chamber at New Cumberland Locks and Dam, Ohio River. Work is scheduled to begin at 1:00 AM on October 10, 2006 and will be completed by 11:00 PM on October 27, 2006.
2. The large 110-ft x 1200-ft lock chamber will be open during the repair work, except as follows. The large 110-ft x 1200-ft lock chamber will be closed for two periods, not to exceed 20-hours each, during the removal of the existing valve and during the installation of the new valve. Additional large lock chamber closures up to 4 hours will occur periodically during the job to move the valve parts and equipment.
3. During the intermittent closures of the large lock chamber all traffic will be passed through the small 110-ft x 600-ft lock chamber with a double lockage being the maximum acceptable tow.
4. Note, during the intermittent closures of the large lock chamber as delineated in paragraph 2, the Corps will not have tow haulage equipment on-site at New Cumberland to facilitate double lockage operations. Thus river traffic requiring a double lockage thru the 110-ft x 600-ft lock chamber will be responsible for acquiring the assistance of a helper boat, or the towboat will have to lock thru with each cut of the tow. Navigators are requested to use caution when entering or leaving the land chamber to prevent an accident which would completely shutdown the lock.
5. The Corps will determine whether to change procedures as conditions and situations develop. In accordance with standard Corps policy, the Lockmaster may also vary the lock procedures in an effort to equalize waiting times.

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6. Navigators please note the location and duration of this work and use caution when entering and leaving the lock chambers.

FOR THE DISTRICT ENGINEER:

/signed/

Richard C. Lockwood
Chief, Operations Division