



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
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www.lrp.usace.army/or/or-f/navrpt.htm

Notice No. 07-26

Date: September 24, 2007

Braddock Locks and Dam, Monongahela River, Mile 11.3
Closure of the Large 110-ft x 720-ft Lock Chamber
Set Maintenance Bulkheads

1. **To All Whom It May Concern:** Notice is given that the U.S. Army Corps of Engineers will close the large 110-ft x 720-ft lock chamber to install the upstream and downstream maintenance bulkheads into the new slots and onto the new sills that were constructed in the 110-ft x 720-ft lock chamber at Braddock L/D. It is necessary to set the bulkheads to check for proper alignment and load bearing, since the lower segments of the slots and the entire sills were constructed in the wet. The Corps' Repair Fleet is scheduled to perform this work from October 23-25, 2007 which will require closure of the 110-ft x 720-ft lock chamber for 14-hours each day. The Repair Fleet will close and work in the large chamber from 7:00 A.M. through 9:00 P.M. (14 hours) each day, then the large chamber will be reopened to river traffic from 9:00 P.M. to 7:00 A.M. (10 hours). During the work periods, two bulkhead sections will be set on each sill and inspected with divers and an underwater camera, and the bulkheads will be removed prior to opening the large chamber each day. The small 56-ft x 360-ft lock chamber will be open to navigation interests during the periods when the large 110-ft x 720-ft lock chamber is closed. When the large chamber is open during this work period, the Repair Fleet will be moored in the small lock chamber.

2. During the three (3) 14-hour closures of the 110-ft x 720-ft land chamber, the small 56-ft x 360-ft chamber will be available to navigation. Moderate delays to navigation are expected.

3. 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 L/D; all pilots should radio Braddock L/D at the normal arrival points. All red flag barges in the tow must also be reported by the pilot during this radio call. 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. The lockages will be accomplished as a standard series of three tows in one direction. This procedure will minimize tow make-up and approach time when changing directions. Because of approach conditions, it is recommended that users limit their tow size to no more than a triple lockage. However, 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 with its on-site tow haulage equipment.

4. To help eliminate some of the waiting time for towboats, an arriving tow can designate to be broken up into a maximum of three (3) separate tows. Each tow will then be locked in accordance with the procedure outlined in paragraph 3 above. The pilot of the large tow will have to notify Braddock L/D of the intent to breakup into smaller tows and must provide the Lockmaster the names of the other towboat(s) designated to handle the other tows not later than six (6) hours before their lockage turn. If the designated towboat(s) are not available when called by Braddock L/D, they will lose their turn and go to the end of the waiting line.

5. During the closure of the 110-ft x 720-ft 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 in the series should be aware of the tow that they follow and be on the river guard wall as soon as that tow enters the lock chamber. While this practice will speed up the lockage process, it is imperative that tows exercise extreme caution when encountering outdraft or backlash conditions.

6. In an effort to reduce delay time at the locks, 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 second and third towboats in the first series of lockages in the opposite direction will be the designated helper boats unless conditions, equipment or cargo prevent the use of that towboat as a helper. Any tow with a tank barge must be accompanied at all times by a towboat. It will be necessary for all towboats to monitor their radios 24 hours a day.

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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.

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Tows entering and exiting the small 56-ft x 360-ft lock chamber must proceed slowly and with extreme caution. The Corps' Repair Fleet will be moored in either the upstream or downstream approach and will be hoisting bulkhead segments by crane. Divers will also be intermittently utilized during the work periods.

FOR THE DISTRICT ENGINEER:

/signed/

Richard C. Lockwood
Chief, Operations Division