



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 (Revised)

Date: November 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

UPDATE:

To prevent further damage to the bulkheads and frames, all up and down bound vessels will be stopped and flatted out on the guide walls during their chamber approach. All vessels entering the lock and up bound vessels exiting the lock will be checked utilizing the top wall mooring pins the entire length of the confines of the lock chamber. This will help mitigate any future damage and prevent additional delays to the progress of work. This change in operating procedures will be in effect while the Repair Fleet is at the lock. They are scheduled to be completed with all work by 11:00 P.M. on November 22, 2013.

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//
Richard C. Lockwood
Chief, Operations Division