



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) 395-7640  
[www.lrp.usace.army/or/or-f/navrpt.htm](http://www.lrp.usace.army/or/or-f/navrpt.htm)

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Notice No. 08-16 (REVISED)

Date: June 10, 2008

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**Braddock Locks and Dam, Monongahela River, Mile 11.2**  
**18-Day Closure of the Large 110-ft x 720-ft Lock Chamber**  
**Dewater Chamber to Repair Miter/Quoin Seals and Anchorages on**  
**the Lock Gates and Repair the Land Wall Emptying Valve**

1. Notice to Navigation Interests No. 08-16 has been revised to change the dates for the closure at Braddock Locks and Dam. The work will start on June 24 and continue through July 11, 2008 (previously scheduled from June 24 thru July 8). An additional 3 days is necessary to replace downstream lock gate anchorage components to preclude failure; these deficiencies were recently discovered following the failure of the anchorage for the upstream land wall gate on May 30, 2008.

2. **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 perform repairs to the miter and quoin seals, as well as the anchorages on the lock gates at Braddock Locks and Dam. In addition, the land wall emptying valve will be repaired. Work is scheduled to begin at 1:00 A.M. on June 24, 2008 and be completed by about 11:00 P.M. on July 11, 2008.

3. The 110-ft x 720-ft land chamber will be closed to traffic during this work period. The 56-ft x 360-ft river chamber will be available to navigation during this 18-day work period; major delays to navigation are expected. It will be necessary to completely shutdown river traffic at Braddock during the setting and removal of the maintenance bulkheads in the large lock chamber; these operations will require the Repair Fleet to maneuver in the lock approaches which will result in short term shutdowns to navigation interests.

4. General wear and deterioration of the lock gate seals and anchorages, and cracks in the welds on the land wall emptying valve have made it necessary to schedule this work.

5. 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

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radio Braddock Locks 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. There will be no building of tows permitted on the upper or lower land guide walls, due to mooring of government fleet and the restricted approach. 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.

6. 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. The Corps towboat will not be available to assist tows locking thru the small lock chamber during the closure period. Vessels requiring assistance should consider utilizing the waterways self-help program or should provide their own helper boat.

7. 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 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 that towboat as a helper. Any tow with a tank barge must be accompanied at all times by a towboat. If there is no second series of lockages in the opposite direction, generally, the last towboat to arrive at Braddock Locks will be the designated helper boat. It will be necessary for all towboats to monitor their radios 24 hours a day.

8. 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 everyone to cooperate and help in making the locking operations go as smoothly as possible during the closure of the large chamber.

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

b. Two lock lines, one head and one stern, must be available on each cut. Each line must be at least 75 feet long and 1-1/2" 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.

9. 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.

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

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

12. Pleasure boaters and excursion boats are discouraged from locking through Braddock Locks, Monongahela River during the June 24 to July 11 time period. You may encounter extremely long delays since priority will be given to scheduled commercial passenger vessels and commercial tows.

13. Navigators are requested to use caution when entering or leaving the small lock chamber during this closure of the large chamber to prevent a complete shutdown of navigation.

FOR THE DISTRICT ENGINEER:

**/signed/**

Richard C. Lockwood  
Chief, Operations Division