



REPLY TO
ATTENTION OF

**DEPARTMENT OF THE ARMY
PITTSBURGH DISTRICT, CORPS OF ENGINEERS
WILLIAM S. MOORHEAD FEDERAL BUILDING
1000 LIBERTY AVENUE
PITTSBURGH, PA 15222-4186**

12 Aug 2015

MEMORANDUM FROM: U.S. Army Corps of Engineers, Pittsburgh District, Operations Division, William S. Moorhead Federal Building, 1000 Liberty Avenue, Pittsburgh, PA 15222-4020

FOR: Waterways Association of Pittsburgh, P.O. Box 534, Lyndora, PA 15045

SUBJECT: Items of Interest to Navigation, August 12, 2015

1. LOCK CLOSURES AND DELAYS

Ohio River

- **New Cumberland** - The riverward auxiliary chamber remains closed due to structural deficiencies with the miter gates. An underwater inspection was completed on 12 May to determine the extent of damage. The chamber will remain closed until further notice; reference NTNI 15-04 Rev 1. Repairs are tentatively scheduled for the spring of 2016.
- **Montgomery** - Notice is given that the 56-ft x 360-ft River Lock Chamber at Montgomery L/D, Ohio River Mile 31.7, is unavailable for service due to damage to the lower miter gate sill from ice and debris. Dredging of the chamber will be conducted in late August to determine extent of damage and continue planning for repairs. Repairs are tentatively scheduled for the spring of 2016.
- **Emsworth** - The 110-ft x 600-ft primary lock chamber at Emsworth will be closed 12:01 AM August 3, 2015 through 11:00 PM September 18, 2015. All navigation traffic will pass through the 56-ft x 360-ft auxiliary lock chamber. **RESTRICTED OPERATIONS:** On the three weekends, listed below, the 110-ft x 600-ft primary lock chamber will be opened to navigation traffic with a width restriction of 80-ft. **Due to the width restriction all multi-cut lockages will require self-help.** The 56-ft x 360-ft auxiliary lock chamber will be **closed** to navigation traffic during this time. There will be no change to the lockage procedures for recreational boaters during this restriction.

First weekend – August 15, 2015 through August 16, 2015
Second weekend – August 29, 2015 through August 30, 2015
Third weekend – September 05, 2015 through September 07, 2015

Monongahela River

- **Maxwell L/D** - The river lock chamber at Maxwell L/D is out of service until further notice. This unscheduled lock closure is the result of a navigation accident that occurred early Thursday morning on October 31, 2013. Reference: Navigation Notice 13-43.

Allegheny River

- **NONE**

2. OTHER ITEMS OF INTEREST

- USACE is now using the below website to publish all Notices To Navigation Interests (NTNI) information.
<http://www.lrp.usace.army.mil/Missions/Navigation/NavigationNotices.aspx>
- Dredging is expected to begin in mid August with priority number one being the auxiliary chamber at Montgomery so the condition of the lower gates can be determined and further evaluation of the extent of damage and subsequent CoA for repairs to the sill and gates can be determined. Reference NTNI 15-29 for details and schedules.
- Once the full assessment of the condition at Montgomery is determined, a range of CoAs can be developed to address both the Montgomery and New Cumberland Auxiliary Chambers. Both chambers were included in the FY16 Regional Repair Plan, but without clear understanding of scope or cost. Goal is to return both Auxiliary Chambers to service early in the 2016 Repair Season.
- USACE will hold a CEWAAG meeting with navigation interests on Friday 14 August 2015 to discuss issues regarding the Rivers Regional Repair Fleet Action Plan and how it affects the navigation industry
- The annual CEWAAG meeting to review the CY16 and CY17 proposed LRP Repair Plan with scheduled work on Lock chambers and anticipated repairs on the Three Rivers.

- Locks and Dams has selected John Anderson as the Supervisory Operations Specialist, Mon River, to replace Gary Householder. Mr. Householder is serving as the District Dive Coordinator until his retirement in January.
- The repair fleet successfully performed a test of the new bulkhead closures at Dashields L/D on 21-22 July. This test was to confirm the proper function of the bulkhead closure system installed in 2014.
- Current status of Lockages on the Allegheny River attributable to Contributed Funds is attached. It appears that these recreational lockages have the potential to change the Levels of Service and Levels of Staffing at some of the Allegheny River Locks.

- **Current contact list for Locks and Dams Branch:**

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// Original Signed //
RICHARD C. LOCKWOOD
Chief, Operations Division