

ILLINOIS WATERWAY 1994 NAVIGATION NOTICES

NUMBER	DATE	SUBJECT/LOCATION	EFFECTIVE DATE
IW 94-01			
IW 94-02			
IW 94-03			
IW 94-04			
IW 94-05			
IW 94-06			
IW 94-07			
IW 94-08			
IW 94-09	31-Oct-94	LOCK CLOSURES, ILLINOIS WATERWAY, STARVED ROCK LOCK & DAM, RM 231.0, MARSEILLES LOCK & DAM, RM 244.5	21-24 Nov 1994
IW 94-10	2-Nov-94	DREDGING, ILLINOIS WATERWAY, RM 88.5 AND RM 146.7	3-6 Nov 94
IW 94-11	31-Oct-95	ILLINOIS WATERWAY RIVER ICE CONDITIONS, LEGAL NOTICE TO NAVIGATION	

SEE BELOW

SEE BELOW

CENCR-OD-P

LEGAL NOTICE TO NAVIGATION

ILLINOIS WATERWAY RIVER ICE CONDITIONS
RM 80.0 - 280.0

1. All tows moving through the Illinois Waterway from mile 80.0 to 280.0 are cautioned to be alert for changing conditions and possible hazards due to ice formations. Severe navigation problems can always be expected throughout the ice forming season in the Peoria Lake reach, mile 162.0 to 180.0.
2. Experience has shown that ice gorges can most frequently be expected to form from mile 86.5 to 95.5 (Grape Island to Sugar Creek), mile 127.0 to 137.0 (Liverpool to Copperas Creek), mile 237.2 (Mayo Island), mile 240.6 to 241.5 (Bulls Island), mile 242.5 (Miliken Creek Light and Daymark) and mile 243.7 (Marseilles Lock Light and Daymark).
3. Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges forced through or over gorged ice are frequently holed, stoved in or buckled, which usually results in sinking. Navigators are advised to exercise due caution to avoid sinking barges and subsequent blockage of the channel for navigation. Gorged ice may also create unusual currents and high localized flow or outdraft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow.
4. Sheet ice may be expected throughout the length of the waterway downstream from about mile 280.0 and in the Marseilles Canal and that reach of the waterway between mile 321.0 and Thomas J. O'Brien Lock, mile 326.5 on the Calumet River.
5. Sheet ice will at times prevent opening of the upper and lower miter gates at Dresden Island, Marseilles, Starved Rock, Peoria and LaGrange Locks. When the miter gates cannot be fully opened into recesses, they are highly vulnerable to extensive damage from tows entering or departing the lock chamber. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the miter gates. When ice builds up to the extent that full usage of the lock chamber is prohibited, width restrictions will be imposed on lockages.

CENCR-OD-P

Legal Notice to Navigation: Illinois Waterway Ice Conditions
RM 80.0 - 280.0

6. During the periods of heavy icing, all towboat operators are required to arrange their tows so that recoupling does not occur between box end barges during a lockage.
7. In the past, ice trapped between box barges has caused long delays in coupling the two sections of a tow, thereby impeding flow of traffic through the locks.
8. If a tow is arranged so that recoupling occurs between box end barges and the lockage will result in unusual delays to navigation, the Lockmaster will require that the tow lock through in sections with a towboat attending each section. Each section of the tow will be moved out of the lock approach before recoupling.
9. Consideration will also be given to limiting size of tows if heavy ice

IW 94-09.txt

conditions warrant. Observation during past severe winters indicates that eight jumbo barges (two wide) appear to be the best configuration to allow adequate traffic movement. Notice will be given if conditions warrant the limitation of the size and configuration of tows.

10. The immediate concern in this area is not limited to financial responsibility for the damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic.

FOR THE DISTRICT ENGINEER:

JAMES H. BLANCHAR, P. E.
Chief, Operations Division

IL 94-09

ILLINOIS WATERWAY

2 November 1994

SEE BELOW

SEE BELOW

CENCR-OD-MC

DREDGING, ILLINOIS WATERWAY,
RM 88.5 AND RM 146.7

1. The Dredge Meredith Andrie will be performing channel maintenance dredging operations on the Illinois Waterway at Beardstown, RM 88.5, 24 hours per day, commencing 3 November 1994 and continuing for approximately 4 days.
2. The dredge will be working along the right descending bank of the river. Contact the tender boat John Joseph on channels 13 or 16 for passing instructions.
3. The Dredge America will be performing channel maintenance dredging operations on the Illinois Waterway, RM 146.7, near the Mackinaw River Lower Light, 24 hours per day, commencing 3 November 1994 and continuing for approximately 3 days.
4. The channel will be closed for dredging operations since the dredge will be working mid-channel. Contact the dredge on channel 13 or 16 for passing instructions.
5. Mariners are advised to use CAUTION when transiting the areas.

FOR THE DISTRICT ENGINEER:

JAMES H. BLANCHAR, P.E.
Chief, Operations Division
IL 94-10

ILLINOIS WATERWAY

31 OCTOBER 1995

SEE BELOW

SEE BELOW

CENCR-OD-P

LEGAL NOTICE TO NAVIGATION

ILLINOIS WATERWAY RIVER ICE CONDITIONS
RM 80.0 - 280.0

1. All tows moving through the Illinois Waterway from mile 80.0 to 280.0 are cautioned to be alert for changing conditions and possible hazards due to ice formations. Severe navigation problems can always be expected throughout the ice forming season in the Peoria Lake reach, mile 162.0 to 180.0.
2. Experience has shown that ice gorges can most frequently be expected to form between miles 86.5 and 95.5 (Grape Island to Sugar Creek), between miles 127.0 and 137.0 (Liverpool to Copperas Creek), at mile 237.2 (Mayo Island), between miles 240.6 and 241.5 (Bulls Island), at mile 242.5 (Milliken Creek Light and Daymark) and at mile 243.7 (Marseilles Lock Light and Daymark).
3. Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges forced through or over gorged ice are frequently holed, stoved in or buckled, which usually results in sinking. Navigators are advised to exercise due caution to avoid sinking barges and subsequent blockage of the navigation channel. Gorged ice may also create unusual currents and high localized flow or outdraft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow.
4. Sheet ice may be expected throughout the length of the waterway downstream from about mile 280.0 and in the Marseilles Canal and that reach of the waterway between mile 321.0 and Thomas J. O'Brien Lock, mile 326.5 on the Calumet River.
5. Sheet ice will at times prevent opening of the upper and lower miter gates at Dresden Island, Marseilles, Starved Rock, Peoria and LaGrange Locks. When the miter gates cannot be fully opened into recesses, they are highly vulnerable to extensive damage from tows entering or departing the lock chamber. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the miter gates. When ice builds up to the extent that full usage of the lock chamber is prohibited, length and/or width restrictions will be imposed on lockages.

CENCR-OD-P

Legal Notice to Navigation:

Illinois Waterway
Ice Conditions
RM 80.0 - 280.0

6. During periods of heavy icing, all towboat operators are required to arrange their tows so that recoupling does not occur between box end barges during a lockage. Rake to box ice couplings

should be incorporated into tow configurations on or before 1 November. In the past, ice trapped between box barges has caused long delays in coupling the two sections of a tow, thereby impeding flow of traffic through the locks.

7. If a tow is arranged so that recoupling occurs between box end barges and the lockage will result in unusual delays to navigation, the Lockmaster will require loss of lock turn or double-tripping and use of an industry-provided helper boat. If double-tripping is required, the tow will lock through in sections with a towboat attending each section, and each section of the tow will be moved out of the lock approach before recoupling.

8. Consideration will also be given to limiting size of tows if heavy ice conditions warrant. Observation during past severe winters indicates that eight jumbo barges (two wide) appear to be the best configuration to allow adequate traffic movement. Notice will be given if conditions warrant the limitation of the size and/or configuration of tows.

9. The immediate concern in this area is not limited to financial responsibility for the damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic.

FOR THE DISTRICT ENGINEER:

JAMES H. BLANCHARD, P.E.
Chief, Operations

Division

IL 94-11