

## ***ILLINOIS WATERWAY 2001 NAVIGATION NOTICES***

<b>NUMBER</b>	<b>DATE</b>	<b>SUBJECT/LOCATION</b>	<b>EFFECTIVE DATE</b>
IW 01-01	17-Jul-01	LOCK CLOSURE, ILLINOIS WATERWAY LAGRANGE LOCK and DAM, RM 80.2	7-8 Aug 2001
IW 01-02	22-Oct-01	ILLINOIS WATERWAY RIVER ICE CONDITIONS, LEGAL NOTICE TO NAVIGATION	
IW 01-03	11-Dec-01	LOCK CLOSURE ILLINOIS WATERWAY PERORIA LOCK AND DAM, RM 158.0	18-Dec-01



**US ARMY CORPS  
OF ENGINEERS**  
ROCK ISLAND  
DISTRICT

# Navigation Notice

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River:  
**ILLINOIS WATERWAY**

Date:  
**17 JULY 2001**

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Location:  
**LAGRANGE LOCK and DAM  
RM 80.2**

Effective Period:  
**SEE BELOW**

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In Reply Refer to:  
**OD-IM**

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## **LOCK CLOSURE, ILLINOIS WATERWAY LAGRANGE LOCK and DAM, RM 80.2**

**LAGRANGE LOCK and DAM, RM 80.2, will be closed on 7 August 2001 through 8 August 2001 from 0700 hours until 1900 hours each day, for the purpose of installing the lower gates.**

**Please contact LaGrange Lock on channel 14 or 217/225-3317 for further instructions.**

**Mariners are requested NOT to tie up to the guidewalls during this closure period.**

**James H. Blanchar, P.E.  
Chief, Operations Division**

**IW 01 - 01**



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# Navigation Notice

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**River:**  
ILLINOIS WATERWAY

**Date:**  
22 OCTOBER 2001

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**Location:**  
SEE BELOW

**Effective Period:**  
SEE BELOW

**In Reply Refer to:**  
CEMVR-OD-I

LEGAL NOTICE TO NAVIGATION

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## ILLINOIS WATERWAY RIVER ICE CONDITIONS

RM 80.0 - 280.0 and RM 321.0 - 326.5 (Little Calumet River)

1. All tows moving through the Illinois Waterway from river mile 80.0 to 280.0 and on the Little Calumet River from river mile 321.0 to 326.5 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 lock gates at Thomas J. O'Brien, Dresden Island, Marseilles, Starved Rock, Peoria and LaGrange Locks. When the lock 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 lock 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.

CEMVR-OD-I

Legal Notice to Navigation:

Illinois Waterway

Ice Conditions

RM 80.0 - 280.0

RM 321.0 - 326.5 (LCR)

6. When ice conditions at the lock prevent the timely coupling of barges, all towboat operators will be 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 when ice is present at the lock. 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. Blanchar, P.E.  
Chief, Operations Division

IW 01-02

NOTICE TO EDITORS:

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**US ARMY CORPS  
OF ENGINEERS  
ROCK ISLAND  
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# Navigation Notice

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River:  
**ILLINOIS WATERWAY**

Date:  
**11 DECEMBER 2001**

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Location:  
**PEORIA L/D  
RM 158.0**

Effective Period:  
**18 DECEMBER 2001**

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In Reply Refer to:  
**OD-IV**

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**ILLINOIS WATERWAY  
LOCK CLOSURE  
PEORIA LOCK AND DAM, RM 158.0**

**PEORIA LOCK/DAM, RM 158.0, will be closed on 18 December 2001, from 0700 hours until 1200 hours for maintenance of the tainter valve on the lower intermediate wall.**

**Mariners are requested NOT to tie up on the guidewalls during this closure period.**

**FOR THE DISTRICT ENGINEER:**

**George L. Hardison  
Chief, Operations Technical  
Support Branch**

**IW 01-03**