

Lemont Fleeting Plan

September 26,2006

Rev. 1

Master Fleet Plan

Joliet Harbor

Through

The Cal-Sag Junction



**ILLINOIS
RIVER CARRIERS'
ASSOCIATION**

Lemont Fleeting Plan

This document has been prepared by the Lemont Fleeting Committee, a working group of the Illinois River Carriers, in conjunction with the United States Coast Guard Marine Safety Unit Chicago. The purpose of this document is to provide clear fleeting guidelines for all regulatory agencies, towing companies, terminals, docks, and property owners. The intent of this document is to prevent unsafe fleeting practices and to promote open communication between all interested parties.

This plan has been submitted and accepted by the USCG and copies will be provided to the Metropolitan Water Reclamation District of Greater Chicago – Real Estate Department and also to the U.S. Army Corps of Engineers Regulatory Branches in Chicago and Rock Island. This will offer valuable information that both agencies can provide to prospective developers and tenants. Any use of real estate for fleeting or terminal operations in conflict with this document must be reviewed by the Lemont Fleeting Committee and the United States Coast Guard.

The attached plan, known as the Lemont fleeting plan, covers an area from mile 286.5 on the DesPlains River in Joliet through mile 306.5 on the Cal Sag Channel. The Sanitary and Ship Canal is also covered between mile 303.3 (Cal Sag Junction) through its termination point below Lockport Lock and Dam. The entire corridor is a narrow channel that provides for navigation and fleeting from bank to bank in most areas. In conjunction with the plan, additional security calls will be required to help prevent two vessels meeting in a non-passing area. These call points are as follows:

Northbound Vessels	Departing Lockport Lock	MM 291.1
	The Butterfly	MM 293.1
	Will County Power Station	MM 295.5
	Citgo Dock	MM 297.4
	Lemont Bridges	MM 300.4
	ACBL Chains	MM 302.0
	Valley Hi-lines	MM 302.9
Southbound Vessels	Above Sag-Junction	MM 304.0
	Valley Hi-lines	MM 302.9
	ACBL Chains	MM 302.0
	Lemont Bridges	MM 300.4
	Citgo Dock	MM 297.4
	Will County Power Station	MM 295.5
	The Butterfly	MM 293.1

These security calls by all commercial operators should help communications among vessels transiting the area.

It is understood that this plan will require changes from time to time and a protocol needs to be established to allow changes. The following steps should be followed in order to make changes to this document.

1. The USCG Marine Safety Unit should be contacted with proposed changes so that they can evaluate potential safety and/or navigational concerns. The proposed change would be denied if not acceptable at this step.
2. Following review and acceptance by the USCG, the proposed change will then be presented to the Lemont Fleeting Committee for review. The proposed change will be accepted or denied if the group reaches a unanimous decision in either direction. If a unanimous decision cannot be reached, it will be passed along to step 3.

3. The change will be presented to the Board of Directors of the Illinois River Carriers Association. The IRCA board members will vote on the proposed change to determine whether to allow or deny the changes to the fleeing plan.

All changes to the attached fleeing plan will be recorded in master copies kept by the MSU Chicago and the Lemont Fleeing Committee. A notice will also be sent out to all involved parties and the membership of the Illinois River Carriers so that copies of the plan can be kept current. A copy of the master plan will be distributed as follows:

MSU Chicago	two (2) copies
Lemont Fleeing Committee	four (4) copies
MWRD of Greater Chicago	two (2) copies
USACE – Chicago	two (2) copies
USACE – Rock Island	two (2) copies
Lockport Lock	one (1) copy
Brandon Road Lock	one (1) copy
IRCA Board	one (1) copy
American Commercial Barge Line	one (1) copy
ARTCO – Lemont	one (1) copy
Egan Marine	one (1) copy
Illinois Marine Towing	one (1) copy
Material Service	one (1) copy
Noramco Terminals	one (1) copy
Marine Material Handling	one (1) copy
KA Steel	one (1) copy
Midwest Generation	one (1) copy
Citgo Terminal	one (1) copy

The twenty-five (25) original copies will be distributed to the interested parties. Any additional copies required for distribution will be the responsibility of each group or individual company.

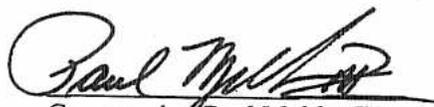
The points of contact regarding any issues or concerns relating to this document are listed below. All fleeing in conflict with this document should be directed to one of the members of the Lemont Fleeing Committee prior to taking other action. The Lemont Fleeing Committee will work together to resolve any potential conflicts without regulatory intervention.

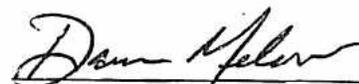
Lemont Fleeing Committee

Ron Novak	American Commercial Barge Line	(630) 257-2317
Todd Hudson	ARTCO Fleeing	(630) 739-2030
Leo Cattoni	Illinois Marine Towing	(630) 257-3400
Darren Melvin	Material Service Corporation	(815) 838-3421

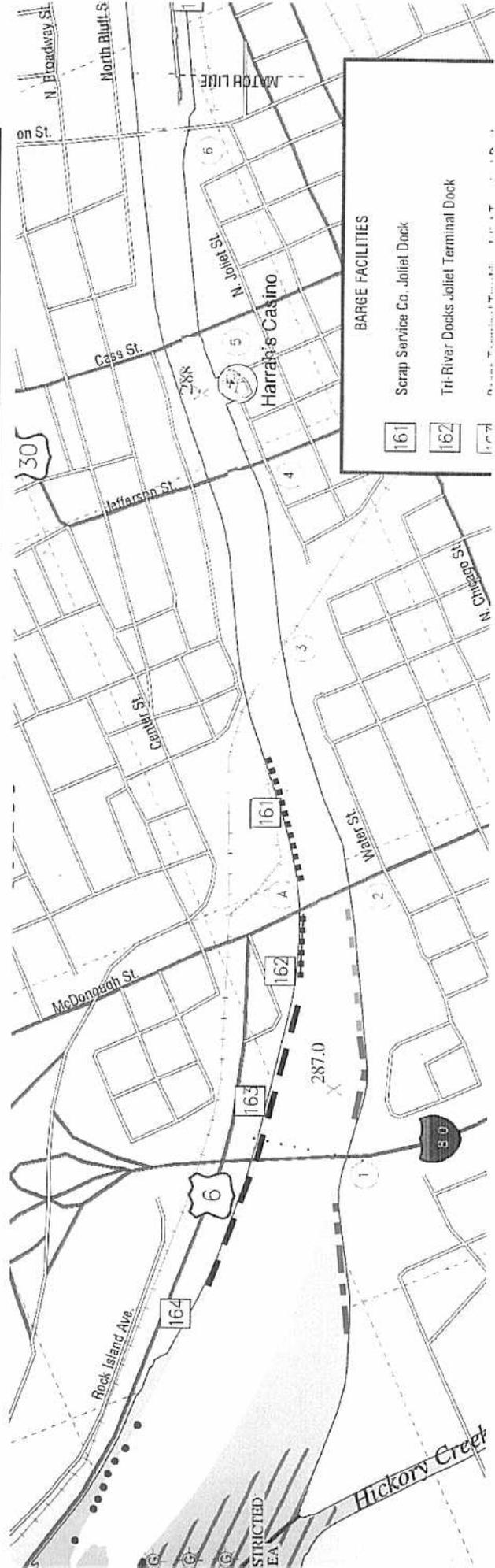
Governmental Agencies

Commanding Officer	USCG – MSU Chicago	(630) 986-2155
Carlton Lowe	MWRD – Greater Chicago	(312) 751-6570
Mitch Isoe	USACE – Chicago	(312) 846-5530
Wayne Hannel	USACE – Rock Island	(309) 794-5378


 Commander Paul Mehler III
 USCG – MSU Chicago

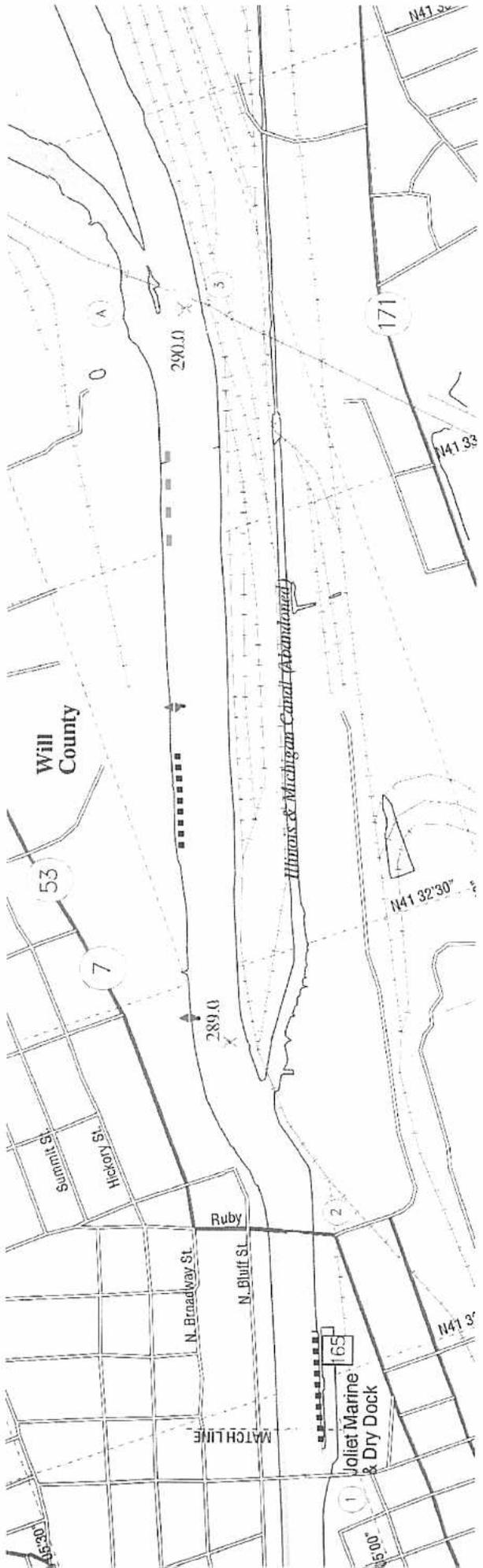

 Darren Melvin
 IRCA – Captains Committee

- 1 Barge Wide 1
 - 2 Barges Wide - - - - - 2
 - 3 Barges Wide - - - - - 3
 - 4 Barges Wide - - - - - 4
 - 5 Barges Wide - - - - - 5
- All other areas, no fleeting or terminals allowed.



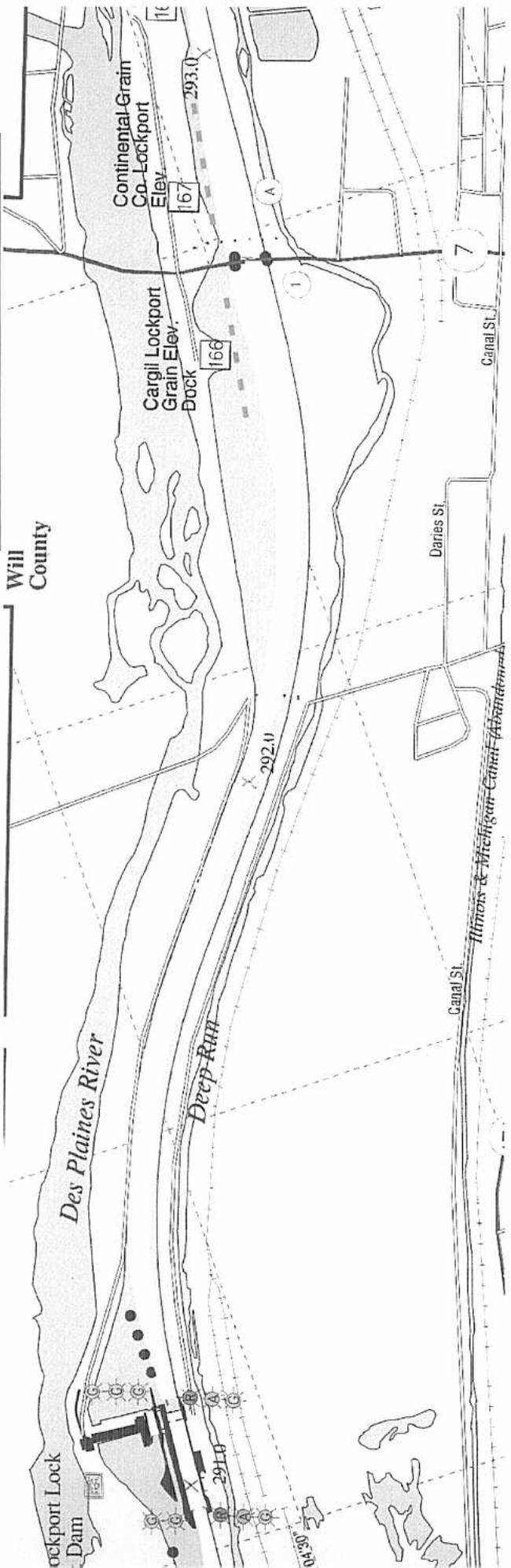
Map #112

- 1 Barge Wide (dotted line)
 - 2 Barges Wide - - - - - (short dashed line)
 - 3 Barges Wide - - - - - (medium dashed line)
 - 4 Barges Wide - - - - - (long dashed line)
 - 5 Barges Wide - - - - - (dash-dot line)
- All other areas, no fleeting or terminals allowed.



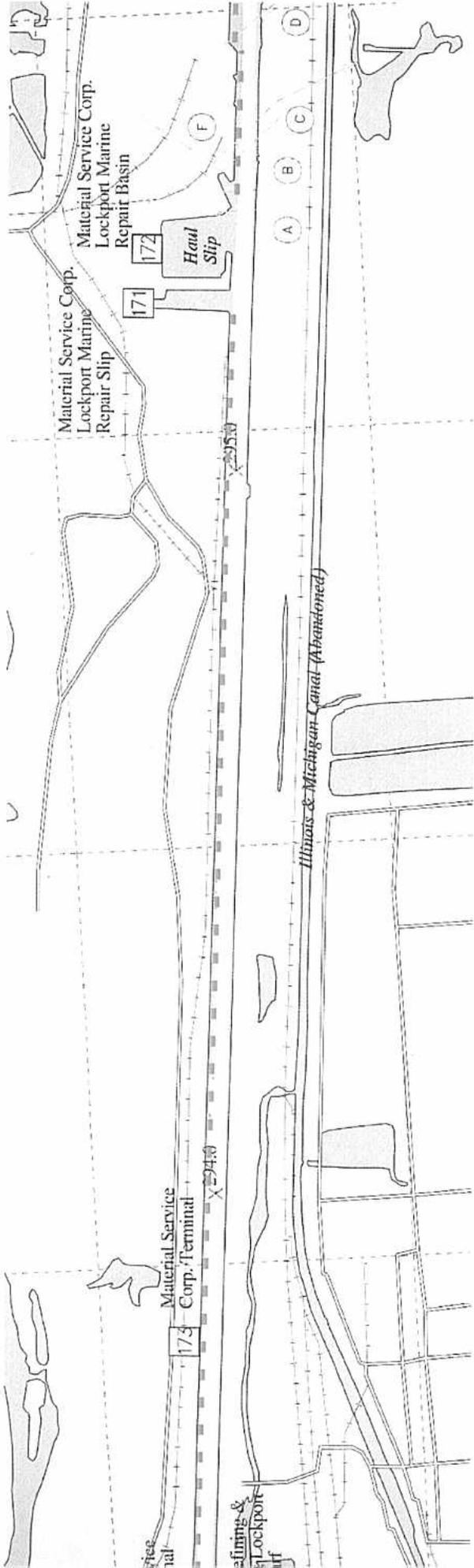
Map #113

- 1 Barge Wide (dotted line)
 - 2 Barges Wide - - - - - (long dashed line)
 - 3 Barges Wide = = = = = (short dashed line)
 - 4 Barges Wide — — — — — (dash-dot line)
 - 5 Barges Wide — · — · — · (dash-dot-dot line)
- All other areas, no fleeting or terminals allowed.



Map #114

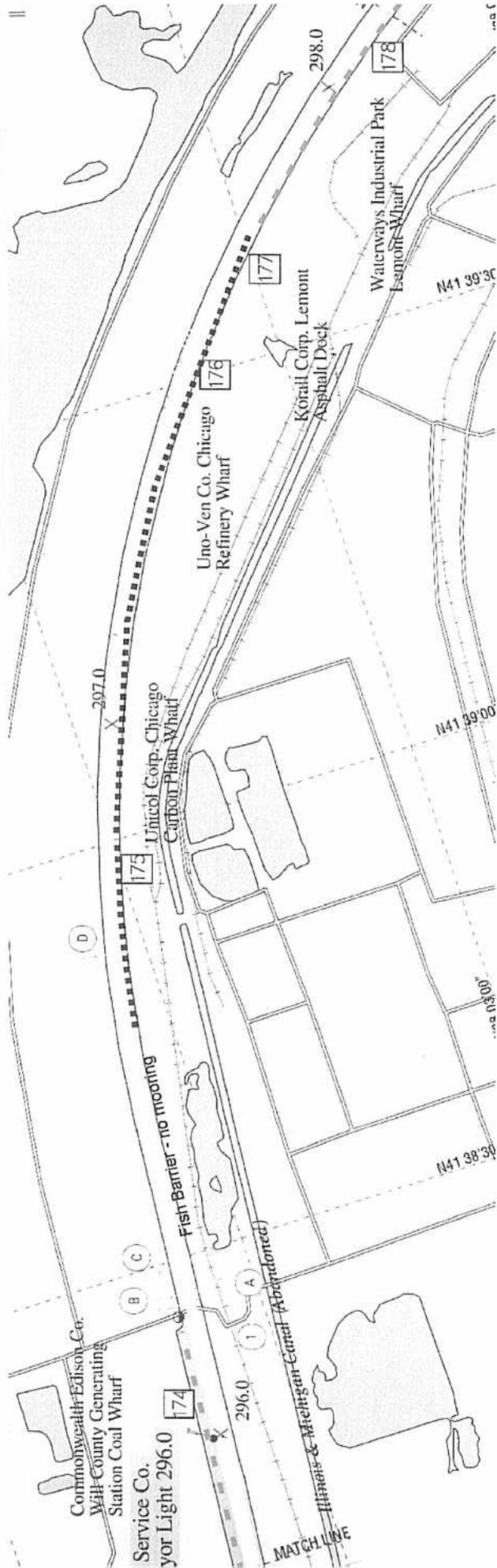
- 1 Barge Wide|
 - 2 Barges Wide - - - - -|
 - 3 Barges Wide - - - - -|
 - 4 Barges Wide - - - - -|
 - 5 Barges Wide - - - - -|
- All other areas, no fleeting
or terminals allowed.



Map #115

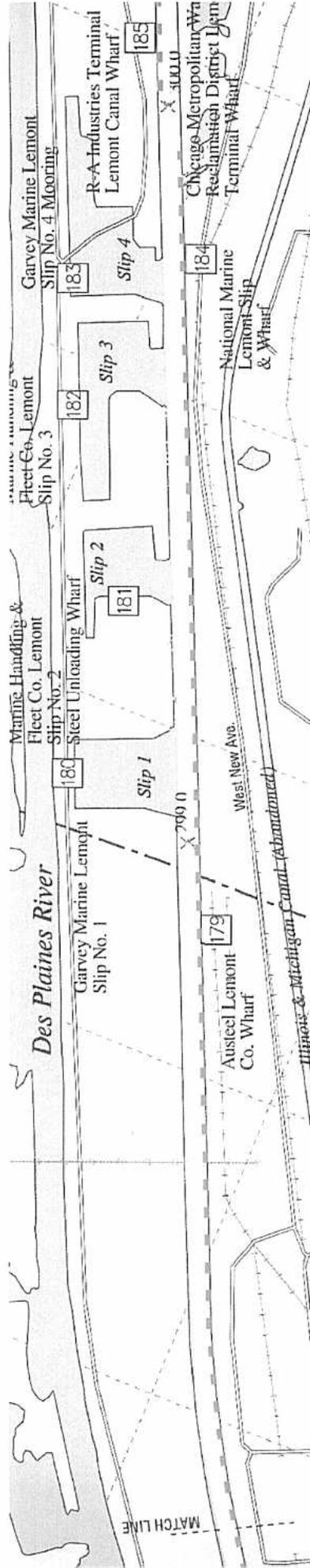
1 Barge Wide
2 Barges Wide	- - - - -
3 Barges Wide	— — — — —
4 Barges Wide	— — — — —
5 Barges Wide	— — — — —

All other areas, no fleeting or terminals allowed.



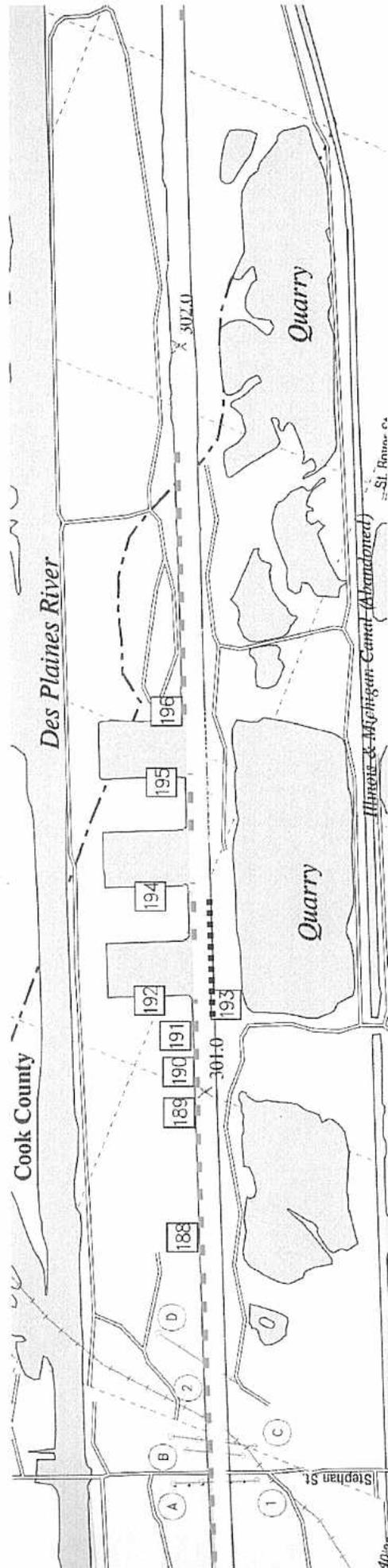
Map #116

- 1 Barge Wide
 - 2 Barges Wide - - - - -
 - 3 Barges Wide - - - - -
 - 4 Barges Wide - - - - -
 - 5 Barges Wide - - - - -
- All other areas, no fleeting or terminals allowed.



Map #117

- 1 Barge Wide (dotted line)
 - 2 Barges Wide - - - - - (long dashed line)
 - 3 Barges Wide - - - - - (short dashed line)
 - 4 Barges Wide - - - - - (dash-dot line)
 - 5 Barges Wide - - - - - (solid line)
- All other areas, no fleeting or terminals allowed.

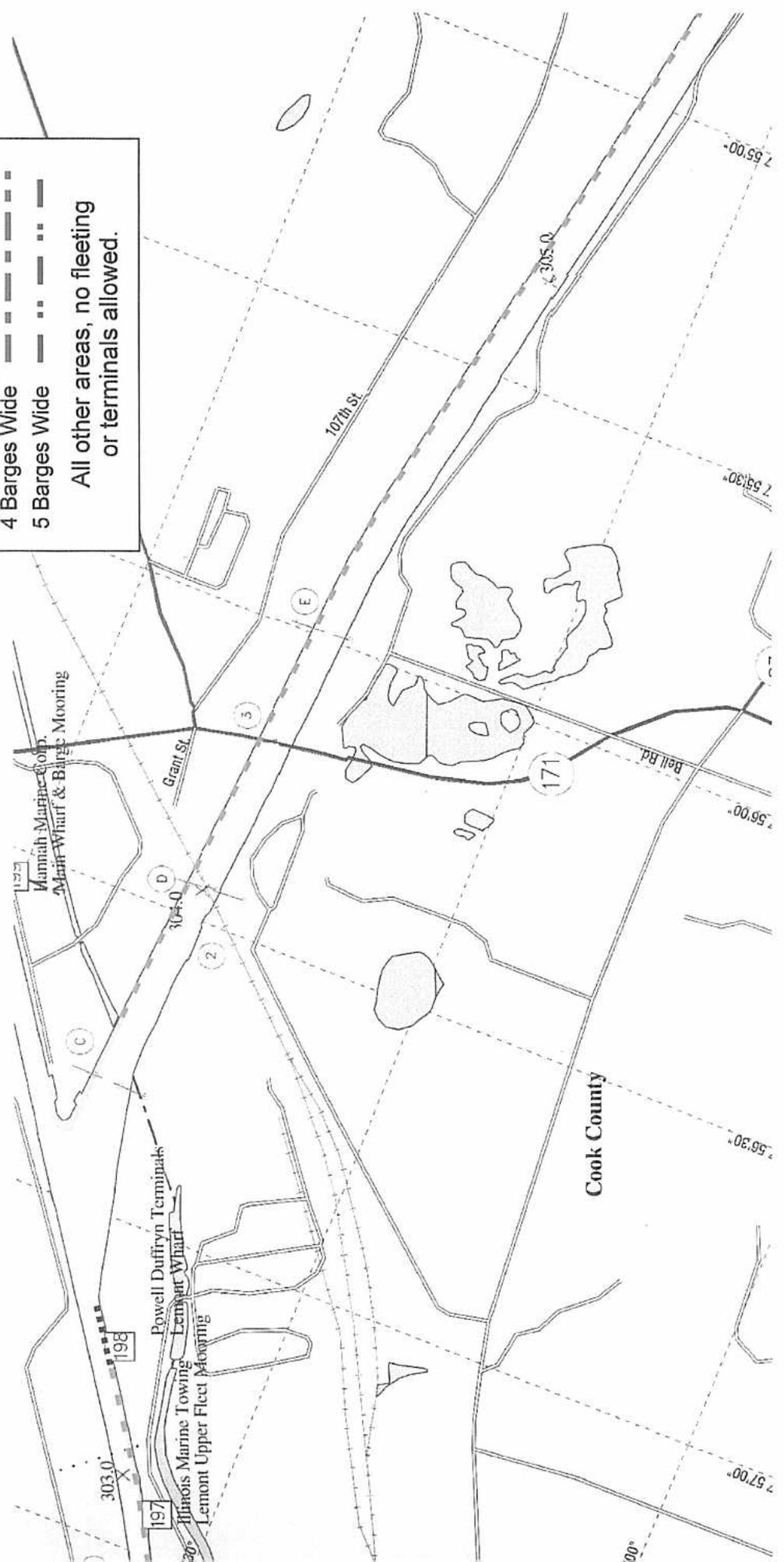


Note: During barge terminal activity at KA Steel, fleeting across from KA Steel will be diminished as required to maintain normal navigation.

Map #118

1 Barge Wide
2 Barges Wide	- - - - -
3 Barges Wide	— — — — —
4 Barges Wide	— — — — —
5 Barges Wide	— — — — —

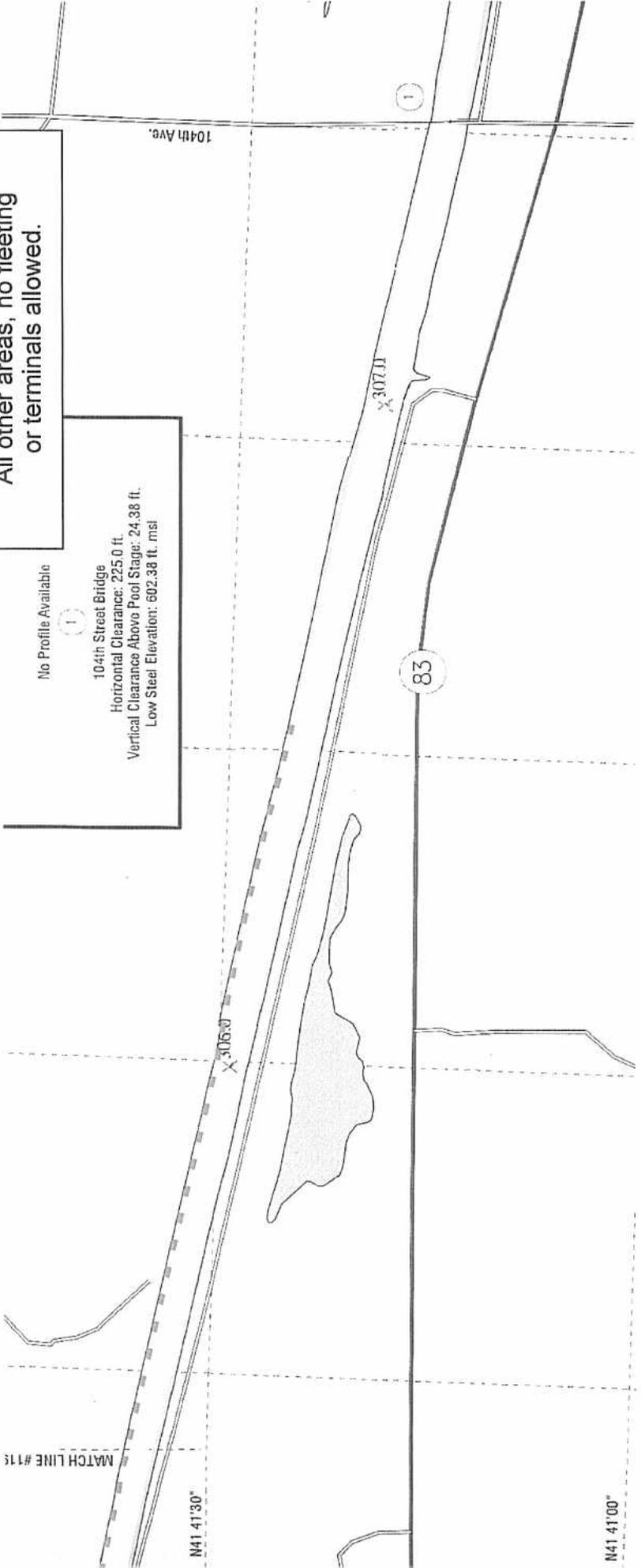
All other areas, no fleeting
or terminals allowed.



Map #119

1 Barge Wide
2 Barges Wide
3 Barges Wide
4 Barges Wide
5 Barges Wide

**All other areas, no fleeting
or terminals allowed.**



Map #132