



**US Army Corps
of Engineers**
Huntington District

Notice to Navigation Interests

Date: 31 JAN 2005

Notice Number: 05-12

In Reply Refer to: CELRH-OR-TD 502 Eighth Street, Huntington, WV 25701-2070 Telephone: 304-399-5239

REVISION TO NOTICE TO NAVIGATION INTERESTS 05-11

EMERGENCY MAINTENANCE

BELLEVILLE LOCK AND DAM PROJECT POOL AREA

OHIO RIVER, MILE 161.7 THRU 203.9

Reference to Notice to Navigation Interests 05-11 dated 31 January 2005. Notice is given that gate operations at the Belleville Locks & Dam, Ohio River, mile 203.9 have been restored.

Due to efforts to minimize surges affecting the Racine and Belleville pools, refilling will proceed in accordance with the refilling plan for the Belleville pool at the rate of 1.0 foot per hour on the Belleville upper gage while below 9.0 feet, 0.5 foot per hour between stages of 9.0 and 11.0 feet, and 0.25 foot per hour between stages of 11.0 and 12.0 feet. The pool should refill within 24 to 36 hours. As a result of the Belleville Dam gates closure, a temporary low water condition may arise in the Racine pool, therefore, mariners are advised to proceed with caution. Additionally, barges moored in the Belleville pool need to be checked as the water level increases.

Until normal pool is reached on the Belleville upper gage, the following restrictions will be observed:

4 feet and below: Lockages will remain suspended into the Belleville Pool.

4 to 6 feet: Begin preliminary locking on a case by case basis. As conditions permit, tows are restricted to be no larger than four (4) barges long by two (2) barges wide and draft no more than nine (9.0) feet. Traffic will be restricted to one way at any given time. To control bank erosion, tows will proceed at a "no-wake" speed. No red flag or CDC barges will be allowed on the Belleville pool.

6 to 8 feet: Tows are restricted to be no larger than four(4) barges long by two (2) barges wide and draft no more than nine (9) feet. Loading and unloading will not occur in the Belleville pool.

8 to 12 feet: Tows are restricted to be no larger than five (5) barges long and three (3) barges wide and draft no more than nine and one-half (9.5) feet. Offloading permitted on a case-by-case basis.

The Traffic Control Center will manage vessel movements upon re-opening the Belleville pool. The River Industry Executive Task Force will determine Priority cargoes via the Traffic Control Center. Carriers are encouraged to contact the Traffic Control Center for consideration. Vessels wishing to operate in the pool must adhere to the following guidelines:

1. Permission to enter the Belleville pool will depend on vessels meeting draft and cargo restrictions as shown above.

2. All vessels must transit the Belleville pool at **No Wake Speed** until Belleville's upper gauge reaches twelve feet (12').
3. No meeting in the Blennerhassett/Parkersburg Bridge area; Muskingum Island; or between Marietta Island to Old Lock 17 until restrictions are lifted.
4. No overtaking of another vessel in the Belleville pool without permission from the Belleville Traffic Control Center or until restrictions are lifted.
5. Tows moving in the same direction must maintain a minimum distance of one (1) mile between each other until restrictions are lifted.
6. Report reaching the following check points in the Belleville pool:

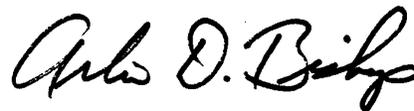
Northbound tows

1. Departing Belleville Locks & Dam (OR Mile 203.9)
2. Old Lock 19 (OR Mile 192.2)
3. Head of Blennerhassett Island (OR Mile 186.0)
4. Foot of Neale's Island (OR Mile 183)
5. Mouth of Muskingum River (OR Mile 172.2)
6. Old Lock 17 (OR Mile 167.6)
7. Willow Island Locks & Dam (OR Mile 161.7)

Southbound tows

1. Departing Willow Island Locks & Dam (OR Mile 161.7)
2. Old Lock 17 (OR Mile 167.6)
3. Mouth of Muskingum River (OR Mile 172.2)
4. Foot of Neale's Island (OR Mile 183.0)
5. Head of Blennerhassett Island (OR Mile 186)
6. Foot of Blennerhassett Island (OR Mile 189.9)
7. Above Hockingport (OR Mile 199.0)

In addition to the above restrictions, mariners are advised that as a result of the accident, one barge remains sunk in the vicinity of Ohio River mile 216.0, along the right descending bank out of the navigation channel and is marked with a light. Remains from the other barges removed from the dam are sunk in the vicinity of Ohio River mile 204.5, along the left descending bank and will be marked with a buoy and lights.



ARLIE D. BISHOP
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