

## **May 8, 2018 IRCA Meeting Minutes**

Meeting was held at the Par-A-Dice Hotel in East Peoria, IL

Opening Remarks – President Mike Blaske called the meeting to order and welcomed all friends and members. A brief safety presentation was discussed in case of an emergency.

Introduction of Attendees

### **Presidents Report – Mike Blaske (Illinois Marine Towing)**

President Blaske reported that the Rick Osborn would be stepping down as the Captain Committee Chairperson and Steve Douglas from Marquette Transportation would be assuming the role effective May 9, 2018. President Blaske thanked Mr. Osborn for his dedicated service on the Captains Committee and welcomed Mr. Douglas into the role.

### **Captains Committee Report – Rick Osborn (Magnolia Marine)**

- The Peoria Dam is still down but expected to go up within 24 hours. There will also be three (3) 10 hour closures to repair hydraulic lines at the lock.
- The LaGrange Dam is still down and could go up over the next several days depending on rainfall in the area.
- Buoy Tenders are working the Illinois River and the current reset of buoys should be completed soon.
- The USCG has issued a safety zone for the Calumet Harbor for blasting work that is underway. The work is expected to continue from May thru September and closes the adjacent waters for approx. 30 minutes during the actual blasting.

**Jon Klingman – USACE** John gave the group an update on dredging activities that are taking place and the plans for the near future. Surveys of high priority areas have been completed. There was a reported grounding at Beardstown (mile 87/88) which was concerning to the group. John reported they would check the area. John also provided a handout on the planned lock closures in 2020 and 2023.

**Andrew Leichty – USACE**, Andrew updated the group on the Brandon Road Tentatively Selected Plan (TSP). The current proposal was outlined on a one page aerial map and was discussed with the group. The current proposal includes an electrical dispersal barrier but the power would be turned off whenever a towboat was transiting the area. The plan also includes the vessel/tow to be reconfigured while locking through, i.e. knocking the boat out to slide in along tow. The group expressed many concerns about the project and many questions were asked about potential impacts to navigation.

**Tom Horgan – AWO**, Tom provided the group an update on AWO activities including the recent AWO Barge In. The top priority for the meetings during the Barge In was the

Brandon Road TSP. The meetings went good and the participants were very receptive to the concerns expressed by the group. The next priority was the CVIDA legislation that was coming up for a vote as part of the USCG Authorization Act. The vote fell short by 3 votes due to heavy lobbying by leaders in the senate democratic party.

**Marty Hettel – WCI,** Marty updated the group on some national and regional issues including the USACE funding including overall budget as well as Operation and Maintenance budgets for the Inland Rivers. Marty also commended the USACE on reducing the hours of unavailability at the nation's locks. The downtime hours were reduced from 140,000 hours in 2014 to 110,000 hours in 2017. A clear step in the right direction.

**CDR Zeita Merchant – USCG – MSU Chicago,** CDR Merchant started out by thanking Mr. Osborn for his dedication and work as Captain Committee Chair. She recognized the communication and conference calls that were scheduled to help keep everyone informed about ongoing situations. CDR Merchant also discussed the challenges of the incoming Sub M regulations. MSU Chicago has about 90 vessels in their AOR and 55% have elected to go with the USCG option for inspection. She is also working closely with D8 and Sector Upper to try and maintain consistencies between the inspection groups.

**CWO3 Steven Moynihan – USCG- MSU Chicago ,** Steve notified the group that MSU Chicago has designated an inspector to be responsible for each company within the AOR. The inspector will be contacting the respective companies soon to start gathering information on their vessels.

**Alan Guedesse – USCG Peoria,** Alan also provided some information on Sub M regulations. Their group has put together a 32 page document that will help clarify some of the regulations and their expectations. They are expecting to release the publication soon to Industry.

**LT John Ramos – USCG – MSU Chicago,** LT Ramos introduced UST1 Padilla to the group and informed that she will be working with him in the Waterways division. He also discussed the blasting work at Calumet Harbor and mentioned there is a green buoy off station in the area. He urged mariners to use caution when transiting the area because the buoy could be hit by a transiting vessel. He also mentioned the RNA for the Electric Dispersal Barriers in Romeoville has recently gone through some proposed edits via a Notice of Proposed Rule Making. The edits impact the use of the bow boat for red flag barges and also allow for alternate ways to maintain electrical connectivity rather than just wire rope rigging.

**Mike Walsh - USACE –** Notified the group that Peoria Dam will be going up and the USACE will have to use the three (3) 10 hour closures to perform maintenance work during the balance of the week

**Rodney Wurgler – USCG Bridge Branch** – Rodney updated the group on 3 current bridge projects at Meredosia, Spring Valley, and Utica. He also gave a brief update on the remote operation of the Joliet bridges that has been discussed previously. The Joliet project is still being planned and once the remote access is ready, there will be bridge tenders in place for up to one year while the remote system is operated and tested to ensure there are no complications.

### **Members Discussion**

The group discussed the formation and responsibilities of the Locking Committee that is being formed to help move traffic through IL River locks following extended closures. There have been ten (10) volunteers for the committee. The Board will determine how many actual members are needed for the committee and then choose the members and terms for the group.

The group also discussed the need for a self managed website that can be updated with relevant information. The Board will research available domains and request some pricing to set up a user friendly site that will work for the organization.

The Board Members also discussed the board seat held by Rick Osborn. The departure of Rick opens up the seat and the board voted Stephen Douglas to the seat and appointed him Chair as the Captain's Committee. The current board members are listed below:

Michael Blasko	Illinois Marine Towing	President
Jamie Long	Middle River Marine	Vice-President
Ronald Novak	ACL	Secretary
Darren Melvin	Hanson Material Service	Treasurer
Stephen Douglas	Marquette	Captain Committee Chair
Robert Todd Hudson	Leahy-Wolf	Director at Large
Vacant		Director at Large

Attendees: 38 total

Attachments:

ILWW Closure Plan  
Brandon Road TSP - Map  
Waterways Information Bulletin



# ILWW Closure Plan

Illinois Water Way Project

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Work Universal to Most Sites

In order to continue to maintain the locks on the IWW, the locks need to be prepared for both emergency situations and have the ability to support major rehabilitation projects. In order to do so, locks require the installation of bulkhead recesses to support dewatering as the emergency gates are no longer safe for dewatering. Currently, Brandon Rd, Dresden Island, Marseilles, and Starved Rock have emergency gates on the upper end and require bulkhead recesses.

New miter gates are required at four of the sites on the IWW (Brandon Road, Dresden Island, Marseilles, and Starved Rock). In order to install these miter gates, the locks need to be dewatered using bulkheads, and replacement of the concrete sill and gate anchorage is required. Additionally, miter gate procurement requires a significant amount of lead time for fabrication.

Consolidated Closures for IWW Major Maintenance (MM) and one Major Rehab (MR)

2020

LaGrange MM/MR – up to 120 day closure

Peoria MM – up to 60 day closure – inspection, new bubbler system

Starved Rock MM – up to 120 day closure – 4 new miter gates plus sills and anchorages

Marseilles – up to 90 day closure – 2 new miter gates plus sill and anchorages

Dresden Island – up to 120 days restrictions (some minor closure possible) to prep for 2023 MM

Brandon Road – up to 120 days restrictions (some minor closure possible) to prep for 2023 MM

2023

Dresden Island – up to 90 day closure – 2 new miter gates plus sill and anchorages

Brandon Road – up to 90 day closure – 2 new miter gates plus sill and anchorages

NOTE – this schedule does not include other potential IWW closures for additional MM/MR work, currently unscheduled. MR evaluations are currently ongoing. Additional closures are not anticipated at this time. However, an additional closure at Brandon Road (GLMRIS project) may occur in later years, if approved. Efforts to consolidate that closure plus any other currently unscheduled closures will be pursued.

Lead Times

The amount of time required for Miter Gate fabrication is approximately 2.5 years from time of contract award.

The LaGrange Major Rehab will need approximately 18 months from time of award until the closure duration starts, for fabrication and procurement of multiple items. More time will be required if the Base and Option contracting method is used.

We have met current contract award schedules and are on track for meeting future scheduled contract awards and will meet lead times and 2020 closures timelines, pending FY 18 and FY 19 funding.

Summary of Assumptions

- Preferred closure timeframe on the IWW is between 1 July and 31 October (if the closure timeframe for

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CLOCK TOWER BUILDING – P.O. BOX 2004 – ROCK ISLAND, IL 61204

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# ILWW Closure Plan

Illinois Water Way Project

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one project is moved, it will affect the other projects scheduled for closure that same FY).

- Funding is available.
- Timelines are assumed as designs are not yet complete.
- Assuming minimal effects of weather or emergency situations.
- Assuming width restrictions being longer is better to reduce full closure times.
- Bulkheads can be borrowed from the Mississippi River Project and from other districts (St. Louis District).
- A feasible and suitable design solution for the placement of bulkhead recesses in the vicinity of the old emergency gates is achievable.
- Construction can handle the COR/QA requirements for construction and installations.
- After LaGrange Major Rehabilitation is complete, there is no need for additional closures in the near-term.
- MVR will have 3 heavy-lift cranes available.

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## Illinois Waterway 2020 Consolidated Closures Article

The Corps of Engineers' Rock Island District is planning an unprecedented closure on the Illinois Waterway in 2020. The Illinois Waterway, which provides a nine-foot channel connecting Lake Michigan with the Mississippi River, includes eight Lock and Dam sites which are overdue for significant repairs.

The Corps is coordinating with the Navigation Industry and other partners (barge lines, shippers and business owners along on the waterway, and the Coast Guard) to coordinate the closures. To make the negative impact to commercial navigation as small as possible, the plan is to close 6 locks simultaneously. Since there is only one lock chamber at each site, if the lock is closed then no traffic can transit past that spot in the river. With traffic interrupted at one lock already, it makes sense to close multiple locks at the same time so the negative impacts aren't prolonged over the course of several years. A timeframe of July through October was chosen to enable efficient construction to take place after the highest probability of flooding, and before the harvest season gets into full swing.

The planned closures in 2020 include:

- LaGrange Lock & Dam, Versailles. Work will include dewatering the lock chamber to perform Major Rehabilitation and Major Maintenance. The antiquated and severely worn lock gate machinery will be replaced, and significant repairs will be made to the crumbling concrete and steel structures of the lock chamber. This work is anticipated to take up to 120 days to complete.
- Peoria Lock & Dam, Creve Coeur. This lock will be dewatered for approximately 60 days for inspections and maintenance of areas usually submerged.
- Starved Rock & Dam, Ottawa, and the Marseilles Lock & Dam, Marseilles. Work will include dewatering for the reconstruction of miter gate sills and anchorages so that new vertically framed Miter gates can be installed. The existing gates are original, and they do not meet current design and safety standards. This work is expected to take 90 to 120 days.
- Dresden Island Lock & Dam, Morris, and Brandon Road Lock & Dam, Joliet. Preparatory work will be done at these two sites, installing bulkhead slots in the existing emergency gate recesses so that the chambers can be dewatered to perform future work. There will be width restrictions for a couple of months while the slots themselves are under construction, and a shorter two-week closure at each of these sites to construct the bulkhead sill across the bottoms of the lock chambers.

In 2023, additional closures will be required at Dresden Island and Brandon Road to perform dewaterings for anchorage and sill modifications and install new gates, much like the 2020 closures at Starved Rock and Marseilles. The three-year delay is planned so that the Navigation Industry can recover sufficiently after the major 2020 closures.

Although there is not any work currently scheduled at the two upstream-most locks closest to Lake Michigan (Lockport Lock and T.J. O'Brien Lock), if there are unforeseen failures, maintenance requirements, or construction required through other authorities and funding streams, then that work will be coordinated to the extent possible so it is concurrent with the 2020 or 2023 closures.

Contracts for the large miter gate fabrications at Starved Rock and Marseilles have already been awarded, and the Corps expects to award a contract for the LaGrange Major Rehabilitation project in 2018 so that longer lead-time items like gate machinery can be fabricated in time for the 2020 closures. The closures will be a cooperative effort between several Corps of Engineers Districts, including as many as four heavy-lift floating cranes, and contractors at each site.

The existing Locks and Dams we built in the 1930's with a fifty-year design life. Although many of them were rehabilitated in the 1980s and 1990s to add another twenty five years of reliable service, much of the machinery, concrete and gates are original, and have decayed through decades of freeze-thaw and routine cyclic use. LaGrange Lock is the #1 priority nationwide for Major Rehabilitation, and these repairs are needed to prevent additional unscheduled and prolonged outages due to mechanical and structural failures.

The nation's economy depends upon our inland waterways. The nation's "breadbasket," in the heart of the Midwest where the Ohio River system, the Illinois Waterway and the Upper Mississippi River System lie, provides food and other materials for our country and for the world, and with the completion of the new Panama Canal locks, the demand for Illinois' soybeans and corn has never been higher. Keeping this system in good working order saves the transportation industry billions of dollars each year compared to shipping by road or rail, and that savings comes right back to our citizens in decreased costs for goods that are shipped along the River. For every

Planned MMW 2020 Consolidated Closure schedule

Sheet 1 of 3

Location	Q3FY17	Q4FY17	Q1FY18	Q2FY18	Q3FY18	Q4FY18	Q1FY19	Q2FY19	Q3FY19	Q4FY19	Q1FY20	Q2FY20	Q3FY20	Q4FY20	Q1FY21	Q2FY21	Q3FY21	Q4FY21	Q1FY22	Q2FY22	Q3FY22	Q4FY22	Q1FY23	Q2FY23	Q3FY23	Q4FY23	
Brandon Road																											
Dresden Island																											
Marselles									75	15	30																
Starved Rock									75	15	30																
Peoria																											
LaGrange																											

*Handwritten:* Done! Oct 31 US Airtel fiscal year

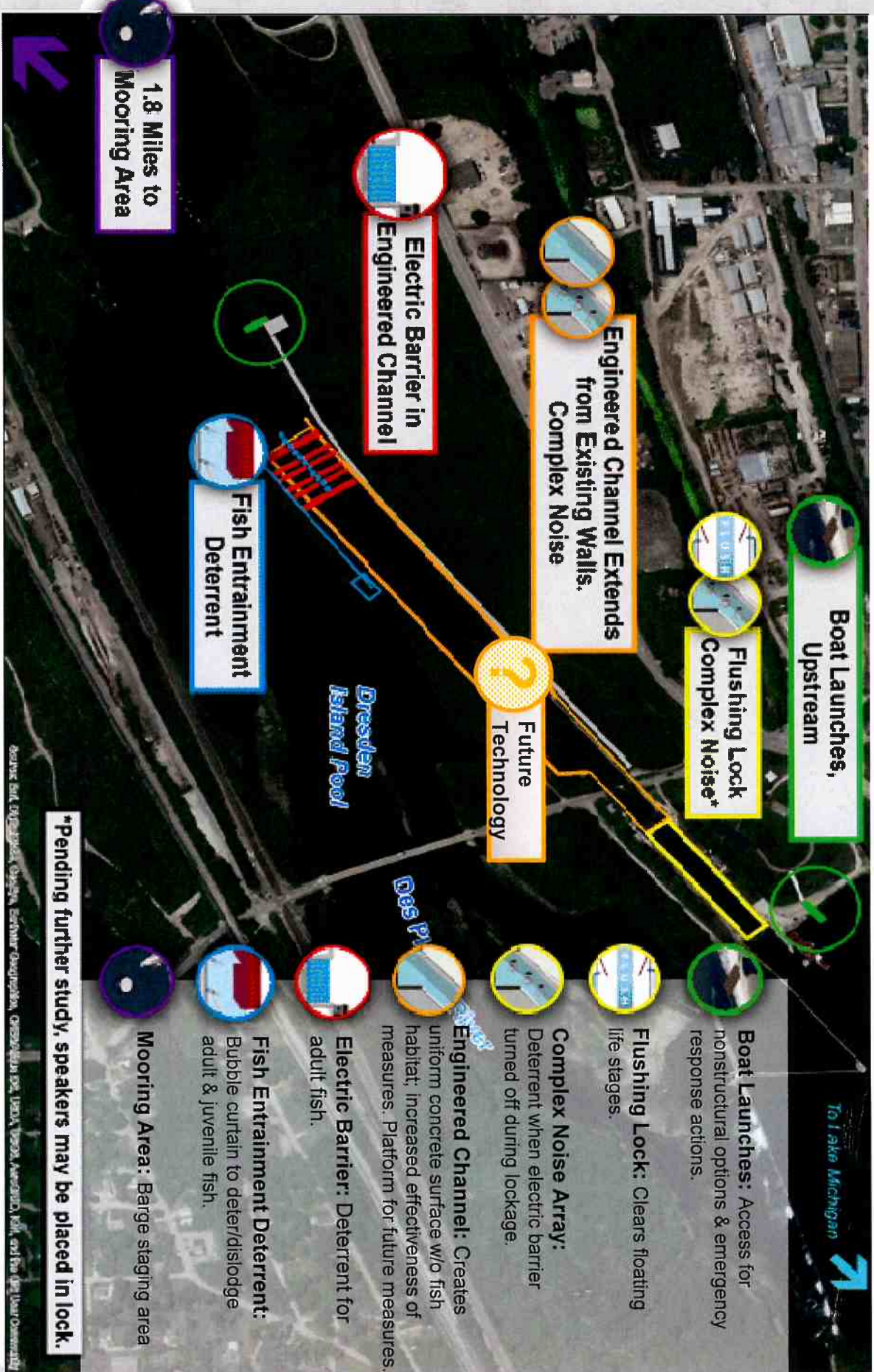
**Open** Closed during the day (typically 8-10 hours), and pass traffic at night. Typically partial closures also include width/length restrictions.

**Partial Closure** No ability to pass traffic.

**Full Closure**



# BRANDON ROAD STUDY TENTATIVELY SELECTED PLAN (TSP)



**Boat Launches:** Access for nonstructural options & emergency response actions.

**Flushing Lock:** Clears floating life stages.

**Complex Noise Array:** Deterrent when electric barrier turned off during lockage.

**Engineered Channel:** Creates uniform concrete surface w/o fish habitat; increased effectiveness of measures. Platform for future measures.

**Electric Barrier:** Deterrent for adult fish.

**Fish Entrapment Deterrent:** Bubble curtain to deter/dislodge adult & juvenile fish.

**Mooring Area:** Barge staging area

**\*Pending further study, speakers may be placed in lock.**

Source: Bill D'Arcangelo, Cassin's Sparrow, Chipping Sparrow, Golden-crowned Kinglet, and the Blue Jay. Copyright 2010.





## WATERWAYS INFORMATION BULLETIN

### **General Information**

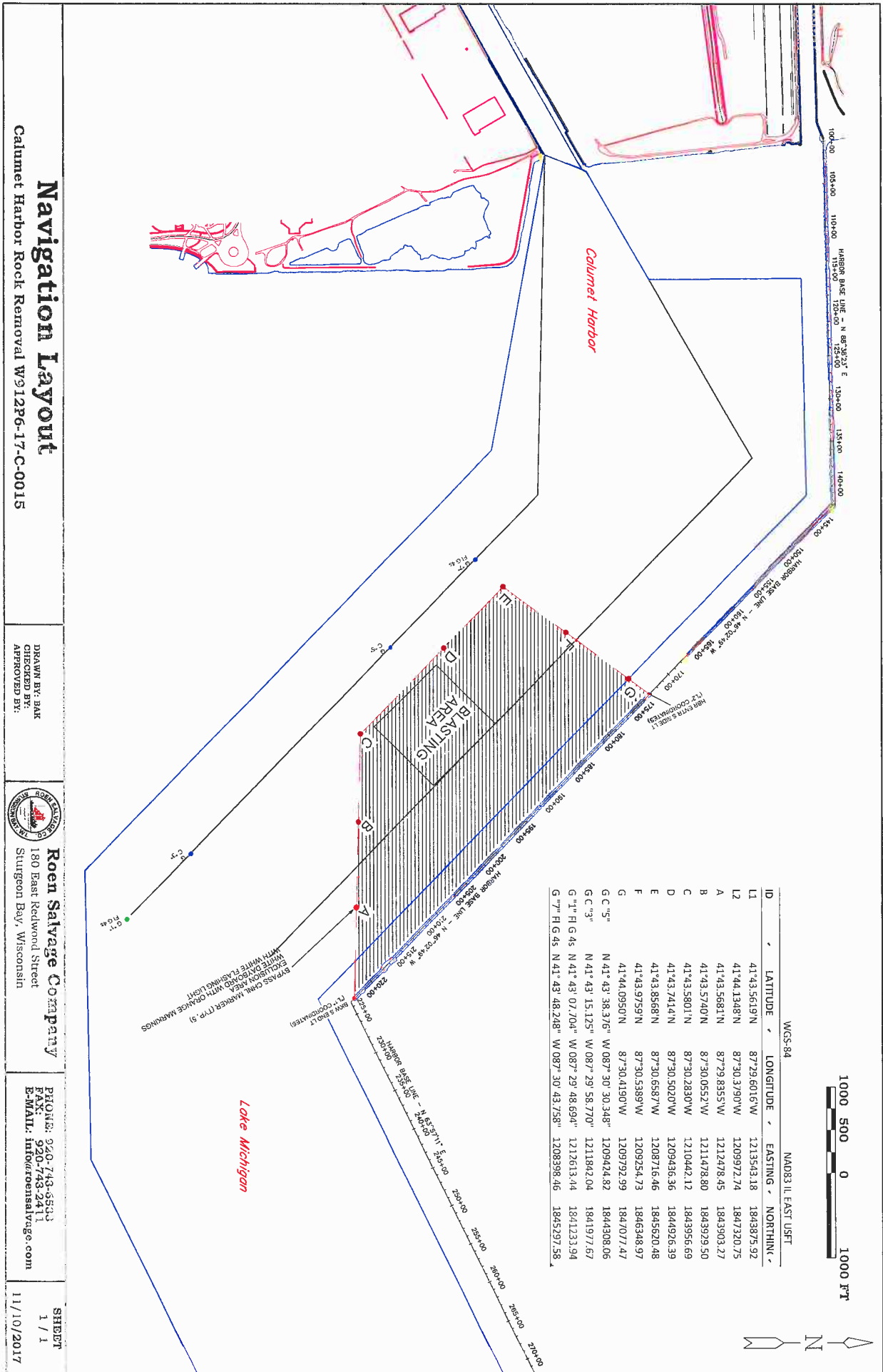
The Coast Guard has established two safety zones on Lake Michigan in Chicago, Illinois, in order to protect vessels and persons from the potential hazards associated with a lakebed rock removal operation involving explosives. Safety zone one will be enforced from 12 a.m. on May 1, 2018 to 12 a.m. on September 1, 2018. Safety zone one will encompass all waters of Lake Michigan in Chicago, IL, bounded by a line drawn from the Calumet Harbor Entrance South Side Light at 41°44.1348'N, 087°30.3790'W then southwest to 41°43.8568'N, 087°30.6587'W then southeast to 41°43.5801'N, 087°30.2830'W then east to the Calumet Harbor Breakwater South End Light at 41°43.5619'N, 087°29.6016'W (NAD 83). Vessels will be allowed to transit through the Calumet Harbor channel outside of the exclusion area of safety zone one. Safety zone two will be enforced intermittently from 12 a.m. on May 1, 2018 to 12 a.m. on September 1, 2018 Safety zone two will encompass all waters of Lake Michigan in Chicago, IL, within a 2000 foot radius from 41°43.6665'N, 087°30.3805'W (NAD 83). Safety zone two will only be enforced for approximately thirty minutes each day, closing the navigable channel. Vessels will not be allowed to enter, transit through, or anchor within the safety zones without the permission of the Coast Guard Captain of the Port Lake Michigan or a designated representative.

### **Contact Information**

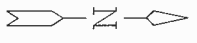
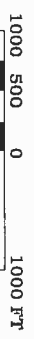
The Coast Guard Captain of the Port Sector Lake Michigan or a designated representative may be reached by contacting the Coast Guard Lake Michigan Command Center at 414-747-7182 or via Channel 16, VHF FM.

### **Civil & Criminal Penalties**

Pursuant to 33 U.S.C. § 1232 and 33 C.F.R. § 27.3, any person who operates a vessel in this safety zone without permission from the Coast Guard Captain of the Port or designated representative is subject to a civil penalty of up to \$90,063. Moreover, any person who willfully and knowingly operates a vessel in this safety zone without permission from the Coast Guard Captain of the Port or designated representative commits a Class D felony and is subject to prosecution in federal court. Each day of a continuing violation constitutes a separate violation.



ID	LATITUDE	LONGITUDE	EASTING	NORTHING
L1	41°43.5619'N	87°29.6016'W	1213534.18	1843875.92
L2	41°44.1348'N	87°30.3790'W	1209972.74	1847320.75
A	41°43.5681'N	87°29.8355'W	1212478.45	1843903.27
B	41°43.5740'N	87°30.0552'W	1211478.80	1843929.50
C	41°43.5801'N	87°30.2830'W	1210442.12	1843956.69
D	41°43.7414'N	87°30.5020'W	1209456.36	1844926.39
E	41°43.8568'N	87°30.6587'W	1208716.46	1845820.48
F	41°43.9759'N	87°30.5389'W	1209254.73	1846348.97
G	41°44.0950'N	87°30.4190'W	1209792.99	1847077.47
G C "5"	N 41° 43' 38.376" W 087° 30' 30.348"		1209424.82	1844308.06
G C "3"	N 41° 43' 15.125" W 087° 29' 58.770"		1211842.04	1841977.67
G "1" H G 4s	N 41° 43' 07.704" W 087° 29' 48.694"		1212613.44	1841233.94
G "7" H G 4s	N 41° 43' 48.248" W 087° 30' 43.758"		1208398.46	1845297.58



**Navigation Layout**  
 Calumet Harbor Rock Removal W912P6-17-C-0015

DRAWN BY: BAK  
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SHEET  
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 11/10/2017