

## **November 13, 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. Mike opened the meeting with a Safety Moment by discussing the current weather and reminding the group of slick road conditions. Mike also provided instructions and protocol to follow in case of an emergency during the meeting.

Introduction of Attendees

### **Captains Committee Report – Stephen Douglas (Western Rivers Boat Mgmt)**

- Steve discussed the grounding issues on the Illinois River earlier in the year. He commended the various agencies and all participants for great communication and cooperation that helped to minimize the impact to the industry.
- The Locking Committee was discussed with the pending lock work that is scheduled to begin next year. Steve indicated that the committee members will begin work as needed and looks forward to the success of the group.
- The Illinois River Waterway Action Plan was discussed briefly indicating there are some changes to be made but primarily minor items such as names, companies, etc. There will be a brief meeting following the IRCA meeting to go over the plan and recommend changes.
- The electrode replacement project was discussed briefly by Steve Douglas and then he turned the floor over to LT John Ramos for a more detailed discussion.

**LT John Ramos, USCG-Chicago**, Lt Ramos gave the group an update on the electrode replacement project including a discussion on the USACE report that indicated that industry could possibly pass a 2 or 3 barge tow in a single width configuration (35 x 400' or 600') while the work equipment remained in the work zone. This would allow a safe distance from the operating barrier system to prevent incidental sparking if the tow landed on a wall or the work equipment. The discussion continued with industry expressing concerns that most tows operating in the area are between 6 and 10 barges and this limited ability to pass a few barges would provide very little relief to the industry. Industry members once again indicated that there should be a mid-day opening without restrictions to pass and clear traffic in order to prevent additional costs and delay to the commercial navigation in the area. These openings had always been provided in the past (with one exception) even when the barriers were being constructed.

**Chuck Shea – USACE**, Chuck entered the discussion regarding the fish barrier work and indicated the contractor would lose up to 45 minutes each time they would have to move the equipment either out of the work zone or even if they had to single it up for single tows to pass. The membership expressed concerns and again asked for un-

restricted mid-day openings even if it was for a one hour period which would allow up to an hour for the equipment to be moved out. The industry members offered to help monitor traffic and vessels in the queue if needed and even agreed that if no vessels were waiting on a particular day that the contractor could work straight through without any loss of time. Chuck indicated that he would discuss this proposal with his office and the contractor and then setup a conference call with the group.

**Mike Walsh - USACE**, Mike provided the group with copies of the powerpoint presentation regarding the consolidated lock closures scheduled for 2019 thru 2023. Mike also announced that the LaGrange Lock contract had recently been awarded and there were press releases available with all of the details. Mike was asked about the 70 foot restrictions at Marseilles and Starved Rock locks in 2019. The question was about locking a 6 barge knockout and Mike informed the group that during most of the restricted period, knockout singles would not be allowed due to the placement of the coffer dam. He did indicate they will notify industry if there are times where a knockout single would be allowed but we should not plan on knockouts being permitted.

**Darren Melvin – Hanson Material Service**, Darren previewed the new IRCA website with the group, ([www.rivercarriers.com](http://www.rivercarriers.com)) and informed everyone the site was live. The site is meant to be user friendly while providing access to industry and group related information. There will be continual updates to the site and anyone that would like to add information or a link is welcome to send comments through the contact us page.

**Josh Wilson – USCG**, Josh informed the group that Sector Upper is in the process of updating the Waterway Action Plan for the Illinois River and there has been great cooperation and communication resulting from the document. There will be a meeting following the IRCA meeting for anyone wishing to stay and participate.

**Eric Washburn – USCG Bridge Branch**, Eric updated the group on several bridge projects starting with the Utica Highway Bridge. Work continues on the bridge but there should be minimal impacts to the industry until April when they are expecting to start erecting structural beams over the channel. He also informed the group that the Joliet Bridges remote operation work is still underway and they are expecting to run a test of the remote operations next year. During the test, all bridges would have onsite tenders in case of problems. Once the system is operational, the plan calls for three (3) bridge operators at any given time located in a central location near Jefferson Street Bridge. The bridges would be contacted in the normal manner and the bridge tenders would be monitoring radio, radar, and a series of cameras at the central operations center. Eric also mentioned that work should begin next year on a new private bridge at mile 282.5 near the Hollywood Casino operation in Joliet. The bridge would have a 420 foot horizontal span for navigation and a 55 foot vertical clearance at normal pool.

**Chris Reger – USACE**, Chris passed out the USACE 2018 dredging priority schedule for the Illinois River. He also asked to have a link added to the new website to show dredging priorities and also the channel conditions. The plans for next spring include work at Bulls Island Lower and Starved Rock Lower.

## Members Discussion

There was a brief discussion regarding the gun range activity near Lockport Lock. Lock personnel have experienced stray bullets hitting control stations and other nearby locations over the past year or so. Some sand filled barriers were placed to help protect workers and crew members but recently one bullet penetrated through a control house. The lock crews now have orders to stop all operations if they hear gunfire and to seek shelter. Companies should notify all vessels operating in the area of the potential danger. The USCG is prepared to issue a Temporary Safety Zone if needed. The USCG and USACE are also investigating the gun range which is a privately owned property which is not being operated as a business. They are hoping to get some help from local law enforcement to prevent shooting at this property in the future.

The Board Members discussed the April meeting since the hotel was not available for the regular meeting scheduled for April 9, 2019. The meeting date has been changed to April 2, 2019 in order to remain at the same meeting location. There is also one (1) current board vacancy and any member company looking to have representation on the board should contact a current board member for more information. The current board members are listed below:

Michael Blaske	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	Chicago Barge Freight	Director at Large
Vacant		Director at Large

[www.rivercarriers.com](http://www.rivercarriers.com)

Attendees: 36 total

Attachments:

2018 Dredge Schedule  
IWW Consolidated Closures - Presentation

**ROCK ISLAND DISTRICT (MVR) - CORPS OF ENGINEERS  
2018 Dredging Schedule by Equipment - Illinois Waterway**

**30-Oct-18**

Pool	Dredge Cut Name	River Mile	Dredging Start	Dredging End	Depth & Est. Quantity	Equip.	Placement Site	Placement Type	Dredging Notice #	Job Order #	Cat <sup>A</sup>
LaGrange	Briggs Landing	83.6-84.0	deferred		39,621	CH	88.5 R	Bankline			R
LaGrange	Bearstown **	86.9-87.2	8/13/18	10/19/18	40,000	GM	88.5 R	Bankline			E
LaGrange	Anderson Lake Light	108.8-109.4	deferred		33,000	CH	108.5-111.0 R	Bankline			R
LaGrange	Grand Island Upper *	112.9-113.5	10/25/18		84,344	CH	112.5-113.2R	Bankline			R
LaGrange	Devils Upper	116.9-117.2	deferred		54,435	CH	115.3-117.5 L	Bankline			R
LaGrange	Havana upper/Quiver Island	120.5-121.3	deferred		64,000	CH	120.2-121.5 R	Bankline			R
LaGrange	Copperas Creek	136.2-136.8	undetermined		24,000	CH	136.5 L	Upland			R
LaGrange	Kingston Mines **	146.3-146.9	9/11/18	9/23/18	37,288	CH	145.6 R	Bankline			R/I
LaGrange	Mackinaw River **	147.6-147.9	9/23/18	9/27/18	17,259	CH	146.8-148.0 L	Bankline			R
LaGrange	Pekin Bend (wiggles)	150.4-150.8	deferred		60,000	CH	150.0-151.0 R	Bankline/Upland			R
LaGrange	Lick Creek	155.4-156.4	deferred		60,000	CH	154.8-155.4 L	Bankline			R
Peoria	Wesley Bend *	159.0-159.6	10/22/18		60,000	GM	164.2	None			R
Peoria	Blue Creek	172.5-173.3	undetermined		80,001	GM		None			R
Peoria	Hennepin Power	212.4-212.9	deferred		15,000	GM	214.7-215.8 R	Bankline			R
Peoria	Clark Island **	215.4-216.2	10/14/18	10/20/18	31,000	CH	215.8-216.3 R	Bankline			R
Peoria	Clark Island upper **	216.7-217.5	10/14/18	10/20/18	84,000	CH	216.4-217.3 R	Bankline			R/I
Peoria	Clark Island upper**	217.0-217.3	8/4/18	8/9/18	4,969	GM	217.5 R	Bankline			E
Peoria	Spring Valley lower **	219.2-220.3	10/2/18	10/13/18	30,000	CH	219.1-220.8 R	Bankline			R
Peoria	Spring Valley upper/Huse Slough	219.2-220.3	deferred		30,000	CH	219.1-220.8 R	Bankline			R
Peoria	Starved Rock Lower	230.3-230.9			17,000	GM	228.0 R	Upland			R/I
Starved Rk	Bulls Island Lower	240.1-240.7			25,000	GM	241.6 R	Bankline			R
Starved Rk	Bulls Island Upper **	241.5-241.6	6/13/18	7/12/18	10,926	GM	241.7 R	Upland			R
Starved Rk	Marselles Lower	244.2-244.3			6,000	GM	241.7 R	Bankline or Upland			R
Marselles	Dresden Lower **	271.0-271.3	5/7/18	6/8/18	8,415	GM	270.6 R	Bankline or Upland			R

\* Currently operating at this job. \*\* Dredging completed \*\*\* Dredging suspended. *Bankline placement requires OSIT approval. Marselles Pool requires additional*

**Total quantities by equipment:**

Government Hydraulic - (GH) =	0	Scheduled	911,289
Government Mechanical - (GM) =	262,342	Unscheduled	0
Contract Hydraulic - (CH) =	648,947	TOTAL	911,289
Contract Mechanical - (CM) =	0		
Hydraulic - (H) =	0		
Total Dredging =	<b>911,289</b>		

AE = Emergency  
I = Imminent Closur  
R = Routine Dredgin



# IWW CONSOLIDATED CLOSURES





## IWW CONSOLIDATED CLOSURES



- Upgrade and improve infrastructure on the Illinois Waterway while minimizing the impact on industry
- Consolidate full closures into the same year, rather than closing one or two locks each year
- Work at 6 sites concurrently, with 4 Locks requiring dewatering
- Onsite work to take place during a summer closure/restriction period
  - Mostly July through October to avoid historical spring flooding seasons and fall harvest seasons





## 2019 PLANNED RESTRICTIONS/CLOSURES



- Starved Rock & Marseilles Lock and Dam
  - Upper bulkhead recess installation at both sites
  - Preparatory work for 2020 closures to replace the emergency miter gates which have been deemed unfit for dewatering
  - Expected to have four 8-10 hour full closures prior to restriction period starting
  - Navigation restriction period: 1 June 2019 to 31 August 2019 (92 days)
  - Partial Closure (barge traffic at night – 6:00pm to 6:00am), with 70-foot width restriction & no ability to pull unpowered barges on upper end of locks
  - Lock fully open from 5:30pm 03 July 2019 to 6:00am 08 July 2019
  - Full Closure from 1:00am 16 August 2019 to midnight 29 August 2019 (14 days)





## 2020 PLANNED RESTRICTIONS/CLOSURES



- LaGrange Lock and Dam – Major Rehab/Major Maintenance
  - 90+ day full closure starting 1 July
  - Contract award expected in November 2019
  - Ongoing work from 2019-2021 with majority of work impacting navigation being done during closure
  - Dewatering of lock chamber
  - Significant repairs to crumbling concrete and steel structures within the lock chamber
  - Replacement of lock machinery
- Peoria Lock and Dam - Dewatering
  - 60+ day full closure expected to start mid-July/early Aug
  - Dewatering of lock chamber for maintenance and inspection



## 2020 PLANNED RESTRICTIONS/CLOSURES



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- Starved Rock Lock and Dam – Upper & Lower Miter Gate Installation
  - 120 day full closure expected 1 July - 30 October
  - Design underway with contract award expected by September 2019
  - Dewatering of lock chamber to replace/modify the miter gate sills and anchorages to accommodate new vertically framed Miter Gates
  
- Marseilles Lock and Dam – Upper Miter Gate Installation
  - 90+ day full closure expected 1 July - 30 September
  - Design underway with contract award expected by September 2019
  - Dewatering of lock chamber to replace/modify the miter gate sills and anchorages to accommodate new vertically framed Miter Gates



## 2020 PLANNED RESTRICTIONS/CLOSURES



- Dresden Island Lock and Dam – Upper Bulkhead Recess Installation
  - 90+ day restriction period with 14 day full closure
  - Expect to have the same restrictions/closure timeline as the Starved Rock and Marseilles Bulkhead Recess project taking place in 2019
  - Preparatory work for potential 2023 closures to replace the emergency miter gates which have been deemed unfit for dewatering
  
- Brandon Rd Lock and Dam – Upper Bulkhead Recess Installation
  - 90+ day restriction period with 14 day full closure
  - Expect to have the same restrictions/closure timeline as the Starved Rock and Marseilles Bulkhead Recess project taking place in 2019
  - Preparatory work for potential 2023 closures to replace the emergency miter gates which have been deemed unfit for dewatering



## 2023 PLANNED RESTRICTIONS/CLOSURES



- Brandon Rd Lock and Dam – GLMRIS
  - Potential to include any approved construction work that requires a lock closure
- Dresden Island Lock and Dam – Upper Miter Gate Installation
  - 90+ day full closure expected 1 July - 30 September
  - Dewatering of lock chamber to replace/modify the miter gate sills and anchorages to accommodate new vertically framed Miter Gates
- Brandon Rd Lock and Dam – Upper Miter Gate Installation
  - 90+ day full closure expected 1 July - 30 September
  - Design underway with contract award expected by September 2019
  - Dewatering of lock chamber to replace/modify the miter gate sills and anchorages to accommodate new vertically framed Miter Gates



## IWW CONSOLIDATED CLOSURES



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- Current information and future updates can be found at the website
- <https://www.mvr.usace.army.mil/Missions/Navigation/Navigation-Status/>
- Questions?