

Thank you for your comment, Mark Hoenke PE.

The comment tracking number that has been assigned to your comment is GLMRIS50140.

Comment Date: January 19, 2011 13:56:32PM

GLMRIS

Comment ID: GLMRIS50140

First Name: Mark

Middle Initial: S

Last Name: Hoenke PE

Organization:

Address: 7515 Aspenwod SE

Address 2:

Address 3:

City: Grand Rapids

State: MI

Zip: 49546

Country: USA

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Attachment: ASIAN CARP - DRY SEPERATION.doc

Comment Submitted:

Gentlemen,

Below is a copy of the correspondence on ASIAN CARP I have been having with various officials. Mr. O'Keefe visited in Grand Rapids along with President Obama's "Carp Czar". I was able at one time to communicate also with Mr. Duane Chapman of the USGS.

Dan O'Keefe, Ph.D.
Southwest District Extension Educator
Michigan Sea Grant
Michigan State University Extension
12220 Fillmore St., Suite 122
West Olive, MI 49456
phone - (616) 994-4580
fax - (616) 994-4579

From: Mark Hoenke [Mark.Hoenke@bepco.com]
Sent: Wednesday, December 01, 2010 7:28 AM
To: OKEEFED@MSU.EDU
Subject: ASIAN CARP & CHICAGO SHIP CANAL

Mr. Dan O'Keefe Ph.D.

Nice to meet you in Grand Rapids on 30-Nov.

I mentioned the possible consideration of a marine railway as a possible dry connection alternative to the ship canal. Below is the text I previously sent to several congressmen and senators at both the state and federal level. I also sent it to Mr. Duane Chapman in July of 2010. I spoke to Mr. Chapman by phone and he seemed genuinely interested.

On the issue of local Chicago politics, they will surely still require that water flows down the sanitary canal. I'm sure this can be accommodated even if the ship canal is closed.

Duane Chapman
Research Fisheries Biologist
USGS Columbia Environmental Research Center
4200 New Haven Road
Columbia, MO 65201
573-876-1866
FAX: 573-876-1904

There is precedence as far back as Roman times and still in use today in Canada at Big Chute at Severen Ontario.

http://en.wikipedia.org/wiki/Big_Chute_Marine_Railway This is called

a MARINE RAILWAY. The Big Chute is small but there have been much larger examples. It is notable that the Big Chute Marine Railway was successful in preventing further spread of the Sea Lamprey.

Another was built in Nova Scotia

<http://www.youtube.com/watch?v=5vRpKVCwHw4>

Another was proposed for Panama

<http://www.uh.edu/engines/epi1777.htm>

Please consider that within the existing canal geography that a ship might enter a lock and be lowered onto a submerged railway. Water is removed thus setting the ship on the transport cars. At this point all ballast water would also be drained from the vessel. Further treatment of ballast tanks would be relatively easy if required. The next lock gate is opened and the ship is transported in dry space to the distant lock where the process is reversed. This totally separates the two waterways.

If you are looking for value added quality jobs for lots of people, this makes way more sense than filling potholes on the interstate. This is also an ENERGY saver. It uses less power to operate especially when the cost of operating the giant electrical isolation barrier is considered since that would be shut off.

I hope that some form of dry separation is being given serious consideration.

Here are some historical links I

Diolkos – Ancient Greece (600 BC to 100 AD) Now excavated to make the Corinth Canal

<http://en.wikipedia.org/wiki/Diolkos>

<http://www.sailingissues.com/corinth-canal-diolkos.html>

Chignecto ship canal in Nova Scotia nearly completed 1891. 17 miles long; failed due to money and political in-fighting. 13 miles and more than half of the infrastructure was completed.

<http://www.youtube.com/watch?v=5vRpKVCwHw4> Idiot's video of how CHIGNICTO canal was to work

<http://www.sunrisetrail.ca/places/Chignecto-Ship-Railway.htm> history

http://www.waymarking.com/waymarks/WM48GT_Chignecto_Ship_Railway_Keystone_Bridge

history

<http://pds.lib.harvard.edu/pds/view/7858904>

Panama isthmus ship canal passed by Senate – House blocked. Failed due to political pressures & engineer died.

<http://www.uh.edu/engines/epi1777.htm>
http://www.pbs.org/wgbh/amex/eads/sfeature/sf_shiprr.html

BIG CHUTE Trent Severn Waterway Ontario. (small, historic & operating)

http://en.wikipedia.org/wiki/Big_Chute_Marine_Railway

<http://www.youtube.com/watch?v=STjl0PdBDuY>

Mark Hoenke P.E. mark.hoenke@bepco.com 616-234-1264
7515 Aspenwood S.E.
Grand Rapids, Michigan