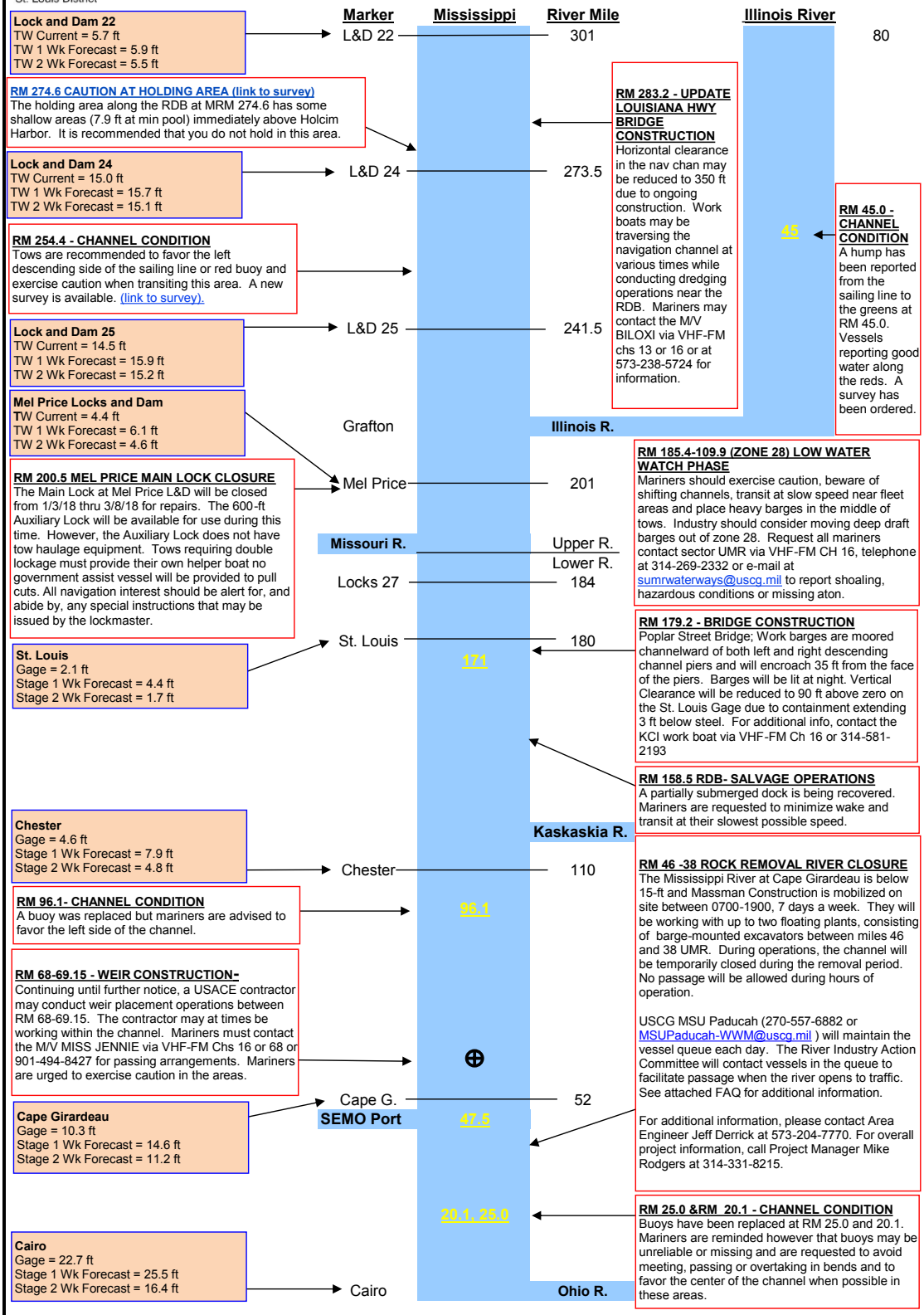
US Army Corps of Engineers
St. Louis District

# Navigation Channel Condition Status Report - January 24, 2018




## Dredge Status:

**Dredge Potter:** Has returned to the COE service base and ceased operations at this time.

**Dredge Goetz:** Has returned to the Rock Island District.

## Channel Marker Status:

Be aware that there may be other buoys off station/missing than the ones mentioned in this report. Mariners should use caution.

For ATON or Buoy issues please contact SUMRWaterways@uscg.mil or 319-520-8556.

**Pathfinder:** The Pathfinder is currently dockside and may run a channel patrol to Cairo next week.

## Additional Risks / Concerns

Navigation Notices

Local Notice to Mariners

- See the attached Low Water and Ice sections from the Waterways Action Plan (WAP).
- Ice couplings are recommended.

## Weather

Highs in the mid 30s to mid 50s, lows from low 20s to mid 40s. Rain on Saturday from St. Louis to the south.

Hannibal, MO
St. Louis, MO
Cape Girardeau, MO
Cairo, IL

## Web Information

For additional River Training Structure information, see the links below:

Current Construction
Recently Completed Construction

For open Regulatory Public Notices, See the link below:

Regulatory Public Notices

For the most recent channel patrol and pre or post dredge surveys, see the links below:

Channel Patrol Surveys
Dredge Surveys

Electronic Navigation charts for the Upper Mississippi River are available online for download or to order at the below link:

Electronic Charts

## More Status Reports

Click for older status reports

**Key:**

- Current Construction Location
- Anticipated Dredging Locations
- Groundings
- Dredge Potter
- Fisher Excavator
- Dredge Goetz
- Very Likely to be Problematic at Low Water
- Could be Problematic at Low Water
- Problem Resolved/Not Problematic at this time

Please email comments or suggestions to mvsnavstatus@usace.army.mil

**Probable Dredge Areas**

| River Mile | Problematic On: | Dredge ETA | Dredge Complete | Dredge |
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# Coast Guard FAQ's associated with 2017-2018 Thebes Rock Removal

**During the closure, will any vessels be authorized to transit through the area?**
A safety zone is in affect from Mile 38-46 on the UMR with a full closure during the contractor work day from 7:00 am to 7:00 pm local time. After the contractor has worked on scene for a few days and identifies any issues in the area, the USACE, USCG, and RIAC will consider letting light boats and potentially small tows through the site. Vessels must have checked in to the vessel queue to be considered to pass through the zone and will be contacted by MSU Paducah. This information will be passed to the contractor vessel on scene and vessels will be required to contact the M/V FRANK PITZ on VHF-FM Channel 13 to make passing arrangements. AIS should be transmitting at all times.
**BNM's are broadcast each day on VHF-FM Channel 22 at 4am, 11 am, 4 pm and 10 pm local time.**

**Will a vessel queue be maintained?**
The Coast Guard WILL maintain a vessel queue each day. You must check in if you want to be passed through the evening when the river reopens. Do not call to check into the vessel queue until you have pulled your vessel/tow over to wait.

**How do I get onto the vessel queue list?**
You will need to contact MSU Paducah at 270-557-6882 or MSUPaducah-WWM@uscg.mil to be placed into the vessel queue. This is the primary means of communication and will be indicated in the BNM. It is not necessary to make phone calls prior to 7 a.m. to be placed in queue as we use several ways to organize the vessel queue including AIS. However, you must call or email to ensure we know that you wish to be placed into the queue. The information you should provide is listed below and applies to both verbal and email requests to be placed into queue. The subject line for emails should be "***Thebes Rock Removal Vessel Queue***".

**What if I don't have cell reception or email capabilities?**
As a last resort, if you are unable to contact MSU Paducah via phone or email, contact the Sector Ohio Valley Command Center on VHF-FM channel 16. At that time they will request you switch to a working channel and you can provide the required data to them to pass to MSU Paducah.
***Note: The Sector Ohio Valley Command Center is unable to respond via VHF-FM while BNM's are being broadcasted.

**What information will I be requested to provide?**
- Vessel Name, Official Number and contact info.
- Operating Company Name
- Are you upbound or downbound?
- What location are you pushed in at awaiting transit (mile marker)?
- Tow configuration – width X length
- Number of barges (broken down by Red Flag/Hoppers)
- Critical cargo/fuel concerns

**How will the Coast Guard use this information?**
The Coast Guard will work in concert with the River Industry Action Committee (RIAC) to manage vessel queues following river closures or restrictions at Thebes. Traffic management will be determined each day by the Coast Guard after receiving recommendations from RIAC. This is why it is important to check in to ensure we know that you wish to be placed into the vessel queue.

**Will I be required to let the Coast Guard know that I have passed through Thebes?**
No, MSU Paducah will track your progress through the Thebes area using AIS.

# ACTION PLAN TABLE – LOW WATER CONDITIONS UPPER MISSISSIPPI RIVER, Low Water Zone 28

| CRITICAL REACH DESCRIPTION | TRIGGER READING | TREND | TRIGGER FLOW | DESCRIPTION | PHASE | ACTION |
|---|---|---|---|---|---|---|
| **UPPER MISSISSIPPI RIVER**<br><br>**Zone 28**<br><br>**Miles 109.9 to 185.4**<br><br>Reference Gauge: St. Louis RM 179.6<br><br>Low Water Reference plane for St. Louis Harbor: -3.5/9 ft. channel | 0’ and above | Falling | | Normal Operations | | As discharge falls consider the need to initiate communications plan. Corps to plan additional channel reconnaissance surveys. Obtain accurate USACE river forecasts. Monitor channel conditions and traffic. Continue standard methods of survey and communication practices to keep a good understanding of channel conditions and known buoy locations. Prioritize tasks: dredging, ATON, Data collection. |
| | 0’ to -2’ | Falling | | Low Water<br><br>Channel narrows in various conditions | Watch | Initiate communication plan. Issue advisory that indicates low water between UMR mile 109.9 and 185.0. Advise the use of caution. Corps initiates increased channel reconnaissance surveys. Identify and monitor potential problem areas. Advise deep draft vessels to depart the area of low water. Vessels need to transit at a slow speed near fleeting areas to minimize impact. Place heavy barges in middle of tow. Be aware of shifting channels. Continue communications between USACE, USCG and Industry as needed to discuss specific problem areas, potential impacts and possible solutions. |
| | -2’ to -3.5’ | Falling | | Extreme Low Water<br><br>Channel continues to narrow and channel depth decreases | Action | Issue advisory or establish safety zone if deemed necessary that indicates extreme low water between UMR mile 109.9 and 185.0. Coast Guard will reset buoys in those narrow channel locations within reach. Corps will continue increased level of channel reconnaissance. Consider draft limits, tow sizes, and helper boats. Evaluate fleet dimensions. Be aware of shifting channels, emergency dredging may be required at some locations. Consider restrictions on single skin barge movement. (e-mails, conference calls or others) – consider establishing notices, advisories and/or safety zones as needed using standard communication links between USACE, USCG and Industry. Consider press release and/or Joint Information Center, and formation of Incident Command Post if needed. |
| | -3.5’ and below | Falling | | Extreme Low Water | Action | Establish safety zone between UMR mile 109.9 and 185.0. Severe restriction of navigation if conditions warrant. Fleeting may continue if conditions warrant. Communication should continue between USACE, USCG, RIAC, and other affected agencies. Monitor dredging ops and channel conditions. Consider press release and formation of Incident Command Post if needed. |

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|---|---|---|---|---|---|---|
| | -3.5 to -2 | Rising | | Extreme Low Water<br><br>Channel continues to improve and channel depth increases | Recovery | Issue advisory that indicates low water between UMR mile 109.9 and 185.0. Advise the use of caution. Corps continues channel reconnaissance surveys. Identify and monitor potential problem areas. Vessels need to transit at a slow speed near fleeting areas to minimize impact. Place heavy barges in middle of tow. Be aware of shifting channels. Continue communications between USACE, USCG and Industry as needed to discuss specific problem areas, potential impacts and possible solutions. |
| | -2 to 0’ | Rising | | Low Water<br><br>Channel returning to normal | Recovery | Continue advisory that indicates low water. Continue to monitor river channel conditions for possible repeat of low water. Coast Guard will monitor buoys in those narrow channel locations within reach. Corps will continue increased level of channel reconnaissance. Lift advisories as river conditions warrant. Continue communications conditions as needed. Cancel any notices, advisories and safety zones as channel conditions improve. |
| | 0’ and above | Rising | | Normal Operations | Recovery | Cancel all advisories and continue operations. Report any hazardous conditions to the Coast Guard. |

# Low Water Zones 2-27 is N/A due to Pooled River

# ACTION PLAN TABLE
# ICE CONDITIONS
## St. Paul, MN to Chester, IL
## RM 857.6 – 109.9

# ACTION PLAN TABLE – ICE CONDITIONS UPPER MISSISSIPPI RIVER, ALL ZONES

| CRITICAL REACH DESCRIPTION | TRIGGER READING | TREND | DESCRIPTION | PHASE | ACTION |
|---|---|---|---|---|---|
| **ALL ZONES Upper Mississippi River** | No Ice | | Normal Operations | | |
| | Ice Build-Up in Channel and Sheet Ice Formation | Predicted weather forecast indicates extreme temperatures. Ice buildup begins in the creeks and tributaries. | Mariners consulting with lock masters for indications of ice buildup. Ice Interferes with Normal Navigation. | Watch | Consider advisories on missing buoys and safety zone restriction for tow width and length. Ice couplings for entering locks. Single-file traffic in ice-narrowed channels. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the lock gates. When ice builds up to the extent that full usage of the lock chamber is prohibited, length and/or width restrictions may be imposed on locks. |
| | Heavy Ice Gorges | Prolonged extreme temp. | Channel blocked in some locations. Rivers reach impassable. Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges could be damaged when forced through or over gorged ice. | Action | Consider river closure if ice conditions prevent vessel transit or allow single lane traffic in open areas only. Navigators are advised to exercise due caution to avoid sinking barges and unusual currents and high localized flow or out draft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching a known ice gorge should make an assessment of conditions prior to attempting to transit through ice and consider the limitations of the vessel and tow. Consider press release and/or Joint Information Center, and formation of Incident Command Post if needed. |
| | Rotting ice, increased flow softening ice | Rising temperatures And rain flushing ice out. | Ice softening, water noticeable on top of the ice flow, channel conditions improving, and ice receding from channel. | Recovery | ATON checks, locks and dams flush ice; lock personnel will notify USCG to release a broadcast prior to prolong flushing at the locks. Consideration should be taken that the lead barges of the first tow through. First vessel through Lake Pepin should be non-petroleum, non-hazardous cargo. |