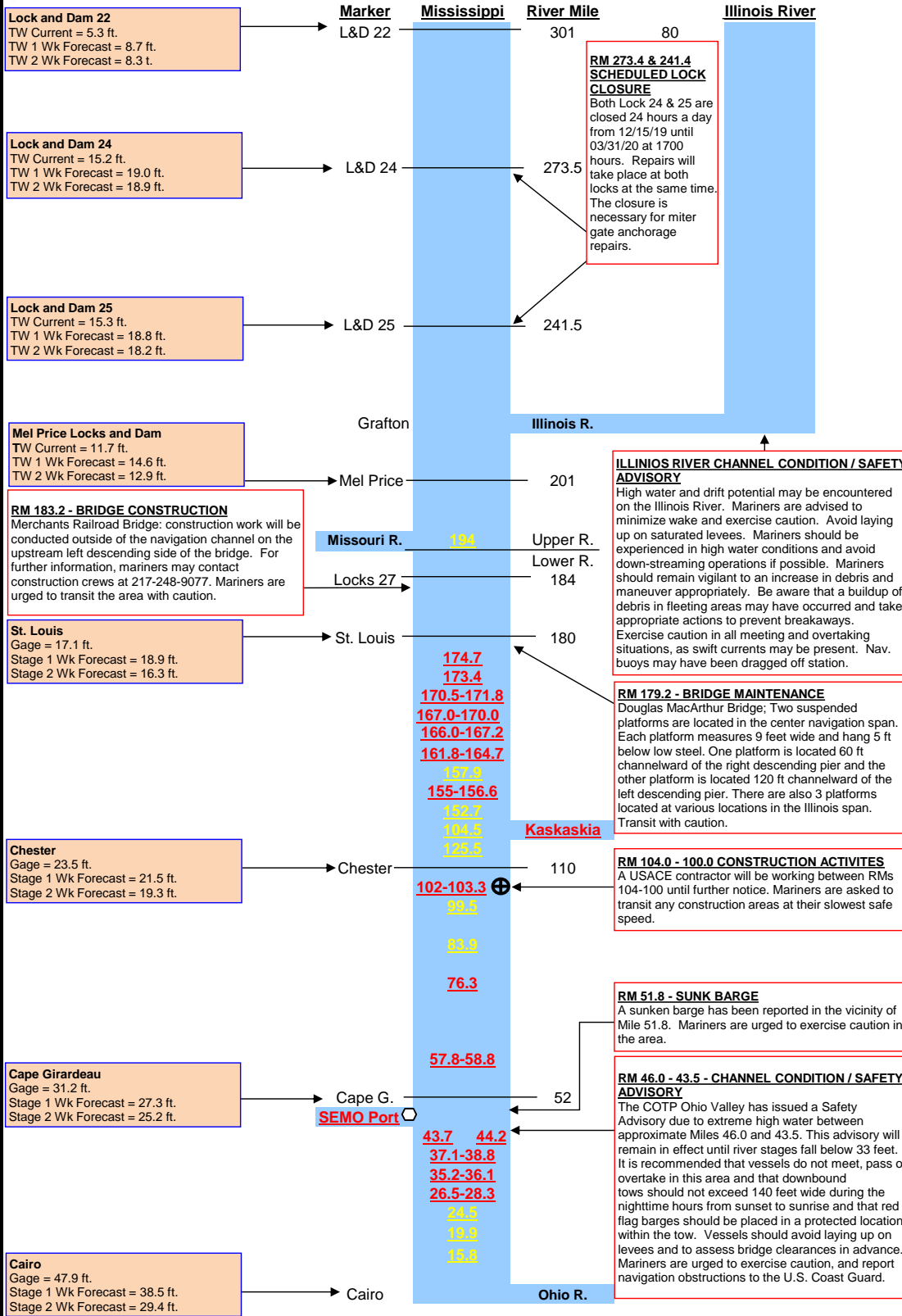


Navigation Channel Condition Status Report - January 22, 2020



RM 273.4 & 241.4 SCHEDULED LOCK CLOSURE
Both Lock 24 & 25 are closed 24 hours a day from 12/15/19 until 03/31/20 at 1700 hours. Repairs will take place at both locks at the same time. The closure is necessary for miter gate anchorage repairs.

ILLINOIS RIVER CHANNEL CONDITION / SAFETY ADVISORY
High water and drift potential may be encountered on the Illinois River. Mariners are advised to minimize wake and exercise caution. Avoid laying up on saturated levees. Mariners should be experienced in high water conditions and avoid down-streaming operations if possible. Mariners should remain vigilant to an increase in debris and maneuver appropriately. Be aware that a buildup of debris in fleeting areas may have occurred and take appropriate actions to prevent breakaways. Exercise caution in all meeting and overtaking situations, as swift currents may be present. Nav. buoys may have been dragged off station.

RM 179.2 - BRIDGE MAINTENANCE
Douglas MacArthur Bridge; Two suspended platforms are located in the center navigation span. Each platform measures 9 feet wide and hang 5 ft below low steel. One platform is located 60 ft channelward of the right descending pier and the other platform is located 120 ft channelward of the left descending pier. There are also 3 platforms located at various locations in the Illinois span. Transit with caution.

RM 104.0 - 100.0 CONSTRUCTION ACTIVITIES
A USACE contractor will be working between RMs 104-100 until further notice. Mariners are asked to transit any construction areas at their slowest safe speed.

RM 51.8 - SUNK BARGE
A sunken barge has been reported in the vicinity of Mile 51.8. Mariners are urged to exercise caution in the area.

RM 46.0 - 43.5 - CHANNEL CONDITION / SAFETY ADVISORY
The COTP Ohio Valley has issued a Safety Advisory due to extreme high water between approximate Miles 46.0 and 43.5. This advisory will remain in effect until river stages fall below 33 feet. It is recommended that vessels do not meet, pass or overtake in this area and that downbound tows should not exceed 140 feet wide during the nighttime hours from sunset to sunrise and that red flag barges should be placed in a protected location within the tow. Vessels should avoid laying up on levees and to assess bridge clearances in advance. Mariners are urged to exercise caution, and report navigation obstructions to the U.S. Coast Guard.

Dredge Status:

Dredge Potter: Currently Dockside due to High Water

Dredge Bill Holman: Due to start dredging at SEMO Port on 1/27/20.

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 will be running a lower river channel patrol over the next week.

Additional Risks / Concerns

Navigation Notices

Local Notice to Mariners

Weather

Highs from the mid 30s to the low 50s, lows from the upper 20s to the low 40s. High probability of snow/ice to the north on Wednesday - Friday and rain to the south Thursday -Friday.

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:		Probable Dredge Areas				
		River Mile	Problematic On:	Dredge ETA	Dredge Complete	Dredge
⊕	Current Construction Location	SEMO Port		27-Jan	31-Jan	Bill Holman
⊕	Anticipated Dredging Locations	Kasky RM 1		1-Feb	10-Feb	Bill Holman
☆	Groundings					
△	Dredge Potter					
○	Dredge Bill Holman					
▽	Dredge Goetz					
Very Likely to be Problematic at Low Water						
Could be Problematic at Low Water						
Problem Resolved/Not Problematic						
Please email comments or suggestions to mvsnavstatus@usace.army.mil						