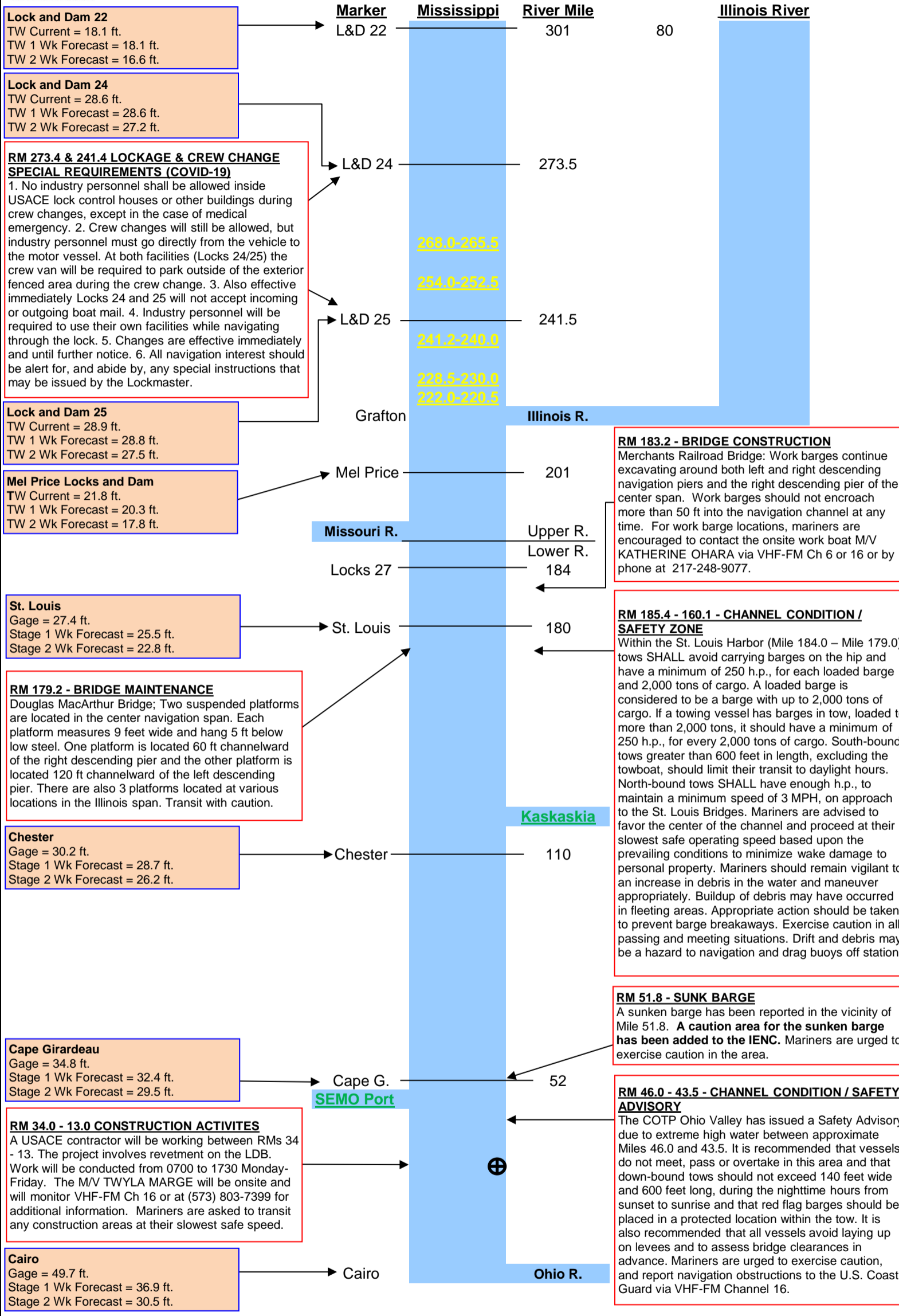




US Army Corps of Engineers
St. Louis District

Navigation Channel Condition Status Report - April 08, 2020



Lock and Dam 22
TW Current = 18.1 ft.
TW 1 Wk Forecast = 18.1 ft.
TW 2 Wk Forecast = 16.6 ft.

Lock and Dam 24
TW Current = 28.6 ft.
TW 1 Wk Forecast = 28.6 ft.
TW 2 Wk Forecast = 27.2 ft.

RM 273.4 & 241.4 LOCKAGE & CREW CHANGE SPECIAL REQUIREMENTS (COVID-19)
1. No industry personnel shall be allowed inside USACE lock control houses or other buildings during crew changes, except in the case of medical emergency. 2. Crew changes will still be allowed, but industry personnel must go directly from the vehicle to the motor vessel. At both facilities (Locks 24/25) the crew van will be required to park outside of the exterior fenced area during the crew change. 3. Also effective immediately Locks 24 and 25 will not accept incoming or outgoing boat mail. 4. Industry personnel will be required to use their own facilities while navigating through the lock. 5. Changes are effective immediately and until further notice. 6. All navigation interest should be alert for, and abide by, any special instructions that may be issued by the Lockmaster.

Lock and Dam 25
TW Current = 28.9 ft.
TW 1 Wk Forecast = 28.8 ft.
TW 2 Wk Forecast = 27.5 ft.

Mel Price Locks and Dam
TW Current = 21.8 ft.
TW 1 Wk Forecast = 20.3 ft.
TW 2 Wk Forecast = 17.8 ft.

St. Louis
Gage = 27.4 ft.
Stage 1 Wk Forecast = 25.5 ft.
Stage 2 Wk Forecast = 22.8 ft.

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.

Chester
Gage = 30.2 ft.
Stage 1 Wk Forecast = 28.7 ft.
Stage 2 Wk Forecast = 26.2 ft.

Cape Girardeau
Gage = 34.8 ft.
Stage 1 Wk Forecast = 32.4 ft.
Stage 2 Wk Forecast = 29.5 ft.

RM 34.0 - 13.0 CONSTRUCTION ACTIVITIES
A USACE contractor will be working between RMs 34 - 13. The project involves revetment on the LDB. Work will be conducted from 0700 to 1730 Monday-Friday. The M/V TWYLA MARGE will be onsite and will monitor VHF-FM Ch 16 or at (573) 803-7399 for additional information. Mariners are asked to transit any construction areas at their slowest safe speed.

Cairo
Gage = 49.7 ft.
Stage 1 Wk Forecast = 36.9 ft.
Stage 2 Wk Forecast = 30.5 ft.

Marker	Mississippi	River Mile	Illinois River
L&D 22		301	80
L&D 24		273.5	
L&D 25		241.5	
Grafton			
Mel Price		201	
Locks 27		184	
St. Louis		180	
Chester		110	
Cape G.		52	
Cairo			

RM 183.2 - BRIDGE CONSTRUCTION
Merchants Railroad Bridge: Work barges continue excavating around both left and right descending navigation piers and the right descending pier of the center span. Work barges should not encroach more than 50 ft into the navigation channel at any time. For work barge locations, mariners are encouraged to contact the onsite work boat M/V KATHERINE OHARA via VHF-FM Ch 6 or 16 or by phone at 217-248-9077.

RM 185.4 - 160.1 - CHANNEL CONDITION / SAFETY ZONE
Within the St. Louis Harbor (Mile 184.0 - Mile 179.0), tows SHALL avoid carrying barges on the hip and have a minimum of 250 h.p., for each loaded barge and 2,000 tons of cargo. A loaded barge is considered to be a barge with up to 2,000 tons of cargo. If a towing vessel has barges in tow, loaded to more than 2,000 tons, it should have a minimum of 250 h.p., for every 2,000 tons of cargo. South-bound tows greater than 600 feet in length, excluding the towboat, should limit their transit to daylight hours. North-bound tows SHALL have enough h.p., to maintain a minimum speed of 3 MPH, on approach to the St. Louis Bridges. Mariners are advised to favor the center of the channel and proceed at their slowest safe operating speed based upon the prevailing conditions to minimize wake damage to personal property. Mariners should remain vigilant to an increase in debris in the water and maneuver appropriately. Buildup of debris may have occurred in fleeting areas. Appropriate action should be taken to prevent barge breakaways. Exercise caution in all passing and meeting situations. Drift and debris may be a hazard to navigation and drag buoys off station.

RM 51.8 - SUNK BARGE
A sunken barge has been reported in the vicinity of Mile 51.8. A caution area for the sunken barge has been added to the IENC. 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. It is recommended that vessels do not meet, pass or overtake in this area and that down-bound tows should not exceed 140 feet wide and 600 feet long, during the nighttime hours from sunset to sunrise and that red flag barges should be placed in a protected location within the tow. It is also recommended that all vessels 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 via VHF-FM Channel 16.

Dredge Status:
Dredge Potter: In dry dock for maintenance and repairs.

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 completing a upper channel patrol this week. The Pathfinder will be dockside next week.

Additional Risks / Concerns
Navigation Notices
Local Notice to Mariners
There are advisories for the Miss. and IL Rivers for HIGH RIVER STAGES. Find them [here](#). Buoys may be missing due to high water.

Weather
Highs from the low 60s to the mid 50s, lows from the low 50s to the low 30s. Chance of rain today and again Saturday through Tuesday.
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				
⊕	Current Construction Location	River Mile	Problematic On:	Dredge ETA	Dredge Complete	Dredge
◆	Anticipated Dredging Locations					
☆	Groundings					
△	Dredge Potter					
▽	Dredge Goetz					
⬡	Dredge Bill Holman					
Red	Very Likely to be Problematic at Low Water					
Yellow	Could be Problematic at Low Water					
Green	Problem Resolved/Not Problematic					
Please email comments or suggestions to dawn.lamm@usace.army.mil						