



# Navigation Channel Condition Status Report - June 10, 2020

**Lock and Dam 22**  
 TW Current = 16.2 ft.  
 TW 1 Wk Forecast = 16.0 ft.  
 TW 2 Wk Forecast = 13.4 ft.

**Lock and Dam 24**  
 TW Current = 26.4 ft.  
 TW 1 Wk Forecast = 26.6 ft.  
 TW 2 Wk Forecast = 23.6 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 = 26.6 ft.  
 TW 1 Wk Forecast = 26.8 ft.  
 TW 2 Wk Forecast = 23.8 ft.

**Mel Price Locks and Dam**  
 TW Current = 22.1 ft.  
 TW 1 Wk Forecast = 17.9 ft.  
 TW 2 Wk Forecast = 13.0 ft.

**RM 185.5 SCHEDULED LOCK CLOSURE**  
 The main and auxiliary chambers at Locks 27 will be closed for navigation on 6/17/2020 from 0700 to 1900 for scheduled electrical maintenance. All navigation interest should be alert for, and abide by, any special instructions that may be issued by the Lockmaster.

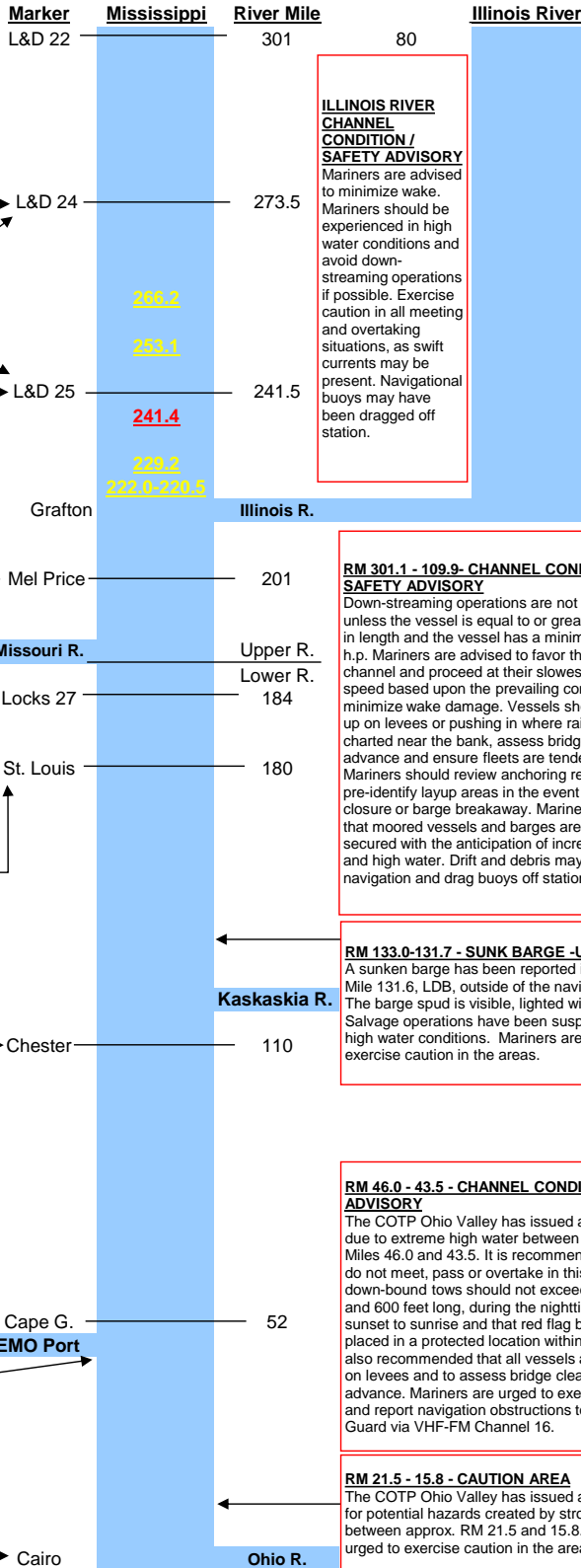
**St. Louis**  
 Gage = 28.5 ft.  
 Stage 1 Wk Forecast = 23.6 ft.  
 Stage 2 Wk Forecast = 18.1 ft.

**Chester**  
 Gage = 31.1 ft.  
 Stage 1 Wk Forecast = 27.0 ft.  
 Stage 2 Wk Forecast = 21.1 ft.

**Cape Girardeau**  
 Gage = 34.7 ft.  
 Stage 1 Wk Forecast = 30.8 ft.  
 Stage 2 Wk Forecast = 25.9 ft.

**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.

**Cairo**  
 Gage = 37.9 ft.  
 Stage 1 Wk Forecast = 32.0 ft.  
 Stage 2 Wk Forecast = 25.6 ft.



**ILLINOIS RIVER CHANNEL CONDITION / SAFETY ADVISORY**  
 Mariners are advised to minimize wake. Mariners should be experienced in high water conditions and avoid down-streaming operations if possible. Exercise caution in all meeting and overtaking situations, as swift currents may be present. Navigational buoys may have been dragged off station.

**RM 301.1 - 109.9 - CHANNEL CONDITION / SAFETY ADVISORY**  
 Down-streaming operations are not recommended unless the vessel is equal to or greater than 75 feet in length and the vessel has a minimum of 1,800 h.p. 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. Vessels should avoid laying up on levees or pushing in where railroad tracks are charted near the bank, assess bridge clearances in advance and ensure fleets are tendered at all times. Mariners should review anchoring requirements and pre-identify layup areas in the event of a river closure or barge breakaway. Mariners should ensure that moored vessels and barges are adequately secured with the anticipation of increased velocity and high water. Drift and debris may be a hazard to navigation and drag buoys off station.

**RM 133.0-131.7 - SUNK BARGE -UPDATE**  
 A sunken barge has been reported in the vicinity of Mile 131.6, LDB, outside of the navigation channel. The barge spud is visible, lighted with a Quick Fl. Salvage operations have been suspended due to high water conditions. Mariners are urged to exercise caution in the areas.

**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.

**RM 21.5 - 15.8 - CAUTION AREA**  
 The COTP Ohio Valley has issued a Safety Advisory for potential hazards created by strong outflows between approx. RM 21.5 and 15.8. Mariners are urged to exercise caution in the area.

**Dredge Status:**  
 Dredge Potter: Docksider at Service Base.

**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 docksider this week and will run a channel patrol in the pools 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 upper 70s to the upper 80s, lows from the upper 50s to the mid 60s. Mostly sunny for the next week.  
 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**  
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Key:		Probable Dredge Areas				
		River Mile	Problematic On:	Dredge ETA	Dredge Complete	Dredge
⊕	Current Construction Location	241.4	mid July	Pending		Potter
◆	Anticipated Dredging Locations					
☆	Groundings					
△	Dredge Potter					
▽	Dredge Goetz					
○	Dredge Bill Holman					
Very Likely to be Problematic at Low Water						
Could be Problematic at Low Water						
Problem Resolved/Not Problematic						
Please email comments or suggestions to <a href="mailto:dawn.lamm@usace.army.mil">dawn.lamm@usace.army.mil</a>						