



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District 8 MRS

Week: 02/10

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 02-10
January 13, 2010

LIGHT LIST REFERENCE: COMDTPUB P16502.5, Vol V, 2008 Edition.

CONTENTS: Rivers are listed in alphabetical order and are included only when there is information to report.

Broadcast Notice to Mariners Covered in this Edition

Originating Unit	Beginning BNM's	Ending BNM's
Sector Upper Mississippi River	0004-10 (UM)	0010-10 (UM)
Sector Lower Mississippi River	0001-10 (LM)	0005-10 (LM)
Sector Ohio Valley	0001-10 (OV)	0010-10 (OV)
OB DWB	0000-10 (OB)	0002-10 (OB)

COAST GUARD DISTRICT 8, WATERWAYS, (504) 671-2327, 7:00 a.m. until 3:30 p.m. (CST)

NIS WATCHSTANDER PHONE (703) 313-5900 24-HOURS A DAY

INTERNET ADDRESS <http://www.navcen.uscg.gov/>

2009 SPECIAL NOTICE TO MARINERS <http://www.navcen.uscg.gov/>

MISSISSIPPI RIVER SYSTEM LNM VIA INTERNET <http://www.navcen.uscg.gov/lnm/d8mrs>

MISSISSIPPI RIVER SYSTEM LIGHT LIST VIA INTERNET <http://www.navcen.uscg.gov/pubs/lightlist/v5complete.pdf>

ABBREVIATIONS

A through H

ACOE - Army Corps of Engineers
ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
AI - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile

F - Fixed
fl - flash
Fl - Flashing
G - Green
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

LOWER MISSISSIPPI RIVER - HIGH WATER CONDITIONS - UPDATE

High water conditions have been reported between approximate Miles 730.0 and 303.0. Mariners are requested to exercise caution in the vicinity of bridges and fleeting areas. Mariners are requested to report indications of unexpected strong drafts or large debris fields, to Sector Lower Mississippi River via VHF-FM Channel 16 or by calling at (866) 777-2784.

LNM: 0002LM

ILLINOIS WATERWAY - UPPER MISSISSIPPI RIVER - COTP ADVISORY - UPDATE

Due to current and forecast conditions, COTP Upper Mississippi has issued the following Safety Advisory:

Upper Mississippi River

Zones 1- 28 (Mile 857.6 – Mile 109.9) Are in the action phase for ice conditions in accordance with the Upper Mississippi River WAP Annex.

Illinois Waterway

Zones 1-7 (Mile 180.9 – Mile 0.0) Are in the action phase for ice conditions in accordance with the Illinois Waterway WAP Annex. Navigation has been restricted to one-way traffic through Peoria Lake, Mile 179.0 to Mile 169.0. This action will help maintain the current ice trail and to prevent sheet ice from breaking off along the bank. Mariners are urged to exercise caution in the area.

Sheet ice and heavy ice gorges can be expected throughout the Upper Mississippi River and the Illinois Waterway. Channels may be blocked by ice in some locations. Mariners are requested to ensure that fleets are closely monitored and that mooring lines are adequately secured and to exercise caution to avoid sinking barges and high localized flow or out-draft conditions due to water bypassing a temporary dam that may be caused by an ice gorge.

Mariners should be aware that buoys may be unreliable due to icing conditions. Ice flows render reflective material ineffective and may drag buoys off station and sever buoys from their moorings.

LNM: 0004UM

GPS TESTING - FT. POLK, LOUISIANA

Commencing January 23, 2010 and continuing until March 4, 2010, GPS testing will be conducted on the following schedule:

January 23, 2010 through January 29, 2010, from 1300Z until 0400Z, each day,

January 30, 2010, from 0000Z until 0400Z,

February 23, 2010 through March 2, 2010, from 1300Z until 0400Z, each day and

March 3, 2010, from 0000Z until 0400Z.

The center of the testing is approximate position 31-06-45N 093-04-00W. The estimated impact radius is approximately 53 miles. Mariners are advised that the GPS signal in the impact area may not be reliable during the test periods. During these periods, GPS users are encouraged to report any GPS service outages that they may experience during the testing, via the Navigation Information Service (NIS) by calling (703) 313-5900 or by using the NAVCEN Website's GPS report a problem worksheet at www.navcen.uscg.gov.

LNM: NAVCEN

OHIO RIVER AND TRIBUTARIES - ACOE NOTIFICATION OF VESSEL AND BARGE INCIDENTS

Attached at the end of this LNM, is ACOE Huntington District, Notice of Navigation Interests relating to sinking or sunken vessels and barge breakaways, along the Ohio River and its tributaries.

LNM: ACOE

UPPER MISSISSIPPI RIVER - CHANNEL CONDITIONS

The COTP Ohio Valley in consultation with the River Industry Action Committee advises mariners that icing conditions exist from Mile 109.9 to Mile 2.5. Some areas are reported to have up to 70 percent ice coverage. The ACOE maintained channel depth and width may not be obtainable on all buoy lines. Mariners are urged to exercise caution while transiting the area. Vessels shall have adequate horsepower to maintain control of their tows. Drift conditions may also exist. Fleet operators shall regularly check their fleets and immediately report breakaways to the U.S. Coast Guard.

LNM: 0008OV

UPPER MISSISSIPPI RIVER - L/D CLOSURES

Continuing until February 26, 2010, the following L/D's are closed to navigation.

- L/D 20, vicinity of Mile 343.2,
- L/D 21, vicinity of Mile 324.9 and
- L/D 22, vicinity of Mile 301.2.

Towboat operators are requested NOT to tie up on the guidewalls during this closure period.

LNM: 0007UM

TERMINATION OF ALL U.S. LORAN-C SIGNALS

In accordance with the 2010 DHS Appropriations Act, the U.S. Coast Guard will terminate the transmission of all U.S. Loran-C signals effective 2000Z, February 8, 2010. At the time, the U.S. Loran-C signals will be unusable and permanently discontinued. This termination does not affect U.S. participation in the Russian-American or Canadian Loran-C Chains. U.S. participation in these chains will continue temporarily in accordance with international agreements.

LNM: NAVCEN

RESTRICTED AREAS AT NAVIGATION STRUCTURES

See Enclosed Navigation Bulletin.

LNM: ACOE

REVIEW OF REGULATIONS AND GENERAL SAFETY PRACTICES

See Enclosed Navigation Bulletin.

LNM: ACOE

ALLEGHENY, MONOGAHELA AND OHIO RIVERS, COTP ADVISORY

The U.S. Coast Guard COTP Pittsburgh, in conjunction with the Waterways Association of Pittsburgh, has issued this safety advisory due to ice accumulations on the Allegheny, Monogahela and Ohio Rivers. It is imperative that all necessary actions be taken to mitigate the risks posed by these conditions and that all mariners exercise extreme caution. At the Braddock, Emsworth, Dashields, Montgomery and Upper Allegheny box to box break couplings are not recommended and first down bound cuts for tows are recommended to be limited to 2 lengths. Facility operators and fleeting area managers are reminded to review their fleeting procedures ensuring the continuous surveillance of fleeting areas, ensure fleets are secured with an adequate number of lines, that lines are doubled-up at the head of the fleet, and securing towboat assistance if necessary.

LNM: 0011OV

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
985	Spaniard Creek Light	MISSING		0239LM	29/08	
1532	Non Lateral Mark 246.3	MISSING		0435LM	50/09	
2205	Brodie Bend Light	TRUB		0199LM	24/09	
4325	Donaldson Creek Light	TRUB		0167OV	15/09	
6795	Flat Bend Light	TRUB		0032UM	08/09	
6990	Circle Light	TRUB		0070UM	15/08	
7040	Peoria Heights Light	TRUB		0297UM	28/09	
11640	Fairview Light	LT EXT		0437LM	51/09	
15175	Edwards River Light	MISSING		0044UM	10/09	
15260	Oquawka Upper Light	MISSING		0044UM	10/09	
15305	Drew Chute Foot Light	MISSING		0190UM	20/09	
15530	Des Moines River Lighted Buoy	LT IMCH		0493UM	48/09	
15870	Taylor Crossing Light	LT IMCH		0506UM	49/09	
16700	Foster Upper Light	MISSING		0477UM	47/09	

24425	Shade River Bend Light	LT EXT	0561OV	41/09
25455	Walker Landing Light	MISSING	1087OV	01/09
27065	Cedar Branch Light	TRUB	0007OV	02/08
28145	Cumberland Island Junction Light	MISSING		02/10
29231.84	Gahagan Lower Daybeacon	TRUB	0131LM	20/08
29542	Barbin Daybeacon	TRUB		04/05
30160	Prater Light	LT EXT	0571OV	41/09

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
10710	Ludlow Bar Light	RELIGHTED			51/09	02/10
11480	Aubic Light	RELIGHTED			51/09	02/10

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1865	Jeffery Sand Dock Lights (2)	LT EXT		0065-09 LM	11/09	
1870	Sun Pipeline Lights (2)	LT EXT		0066-09 LM	11/09	
2100	Oakley Light	LT EXT		0189LM	24/09	
2585	Riceland Foods Lights (2)	LT EXT		283-08 LM	34/08	
2590	Oakley Dock Lights (2)	LT EXT		282-08	34/08	
3780	Opryland U.S.A Lights (2)	LT EXT			34/08	
3795	Nashville Water Intake Lights (2)	LT IMCH			34/08	
3805	Holnam Dock Lights (2)	LT EXT			34/08	
3815	Kerr-Mcgee Dock Lights (2)	LT EXT			34/08	
3820	Cohen Terminal Lights (2)	LT EXT			34/08	
3825	Steiner-Liff Dock Lights (2)	LT EXT			34/08	
3830	Trinity Industries Dock Light	MISSING			34/08	
3845	Metro Riverfront Park Lights (2)	LT EXT			34/08	
3850	Ingram Dock Lights (2)	MISSING			34/08	
3865	Ashland Petroleum Co. Barge Terminal Light	LT IMCH			34/08	
3880	Lion Dock Lights (2)	LT EXT			34/08	
3925	Lafarge Terminal Light	LT IMCH			34/08	
3940	Ford Mooring Lights (2)	LT EXT			34/08	
3950	Hailey Lights (3)	LT EXT			47/08	
3960	Hunter Marine Transport Dock Lights (2)	LT EXT			47/08	
3985	Trinity Nashville Dock Light	LT EXT			47/08	
3995	Riverview Marina Lights (2)	LT EXT			47/08	
4120	Hopkinsville Elevator Dock Lights (2)	LT EXT			37/08	
6170	Quantum Chemical Dock Lights (2)	LT EXT		0436-01 UM	31/01	
6695	Continental Grain Company Light	LT EXT		0350-03 UM	24/03	
7225	Cargo Carriers Dock Lights (2)	LT EXT			25/08	
7235	Pekin Boat Club Breakwater Light	LT IMCH			25/08	
7250	Shell Dock Lights (2)	LT EXT		0123-02 UM	16/02	
7255	Adm Growmark Mooring Light	LT EXT		0122-02 UM	16/02	
7260	Sours Grain Tramway Light	LT EXT		0279-03 UM	21/03	
7265	Tomen Dock Light	LT EXT			25/08	
7275	Midwest Grain Dock Lights (2)	LT EXT		0119-02 UM	16/02	
7295	Adm Growmark Mooring Lights (3)	LT EXT		0281-03 UM	21/03	
7460	Cargill Mooring Lights (2)	LT EXT		0284-03 UM	21/03	
7620	Cargill Dock Lights (2)	LT EXT			35/08	
8035	Jersey County Elevator Lights (3)	LT EXT			36/08	
9550	Westvaco Dock Lights (2)	LT EXT		0012-06 OV	03/06	
10110	Bunge Corporation Dock Lights (2)	LT EXT		0090-03 LM	08/03	
10300	Cargill Dock Light	LT EXT		0361-01 LM	34/01	

10390	Peavey Lights (2)	LT EXT	0398-02 LM	36/02
10395	Suburban Propane Dock Light	LT EXT	0396-02 LM	36/02
10415	Western Tar Products Dock Light	LT EXT	0394-02 LM	36/02
11990	Riverside Dock Lights (2)	LT EXT	0695-01 UM	40/01
12080	University Dock Light	LT EXT	0696-01 UM	40/01
12285	Farm Bureau Dock Light	LT EXT	0568-04 UM	45/04
13195	Bay State Dock Lights (2)	LT EXT	0569-04 UM	45/04
15515	Hubinger Landing Light	LT EXT	0198-05 UM	17/05
16230	Alton Marina Breakwater Lights (3)	LT EXT		35/09
16265	Amoco Dock Light	STRUCT MISSING		35/09
16280	Amoco Dock Lights (4)	LT EXT		35/09
16295	Redco Dock Lights (2)	LT EXT		35/09
16310	Sioux City/New Orleans Terminal Light	STRUCT MISSING		35/09
16320	Marathon Dock Lights (5)	LT EXT		35/09
16380	Western Dock Lights (9)	LT IMCH		34/08
16390	Adm-Growmark Dock Lights (4)	LT EXT	0776-01 UM	44/01
16430	Union Electric Coal Dock Lights (2)	LT EXT	0305-08 UM	34/08
16440	St. Louis Terminal Light	LT EXT		32/08
16445	Continental Cement Lights (2)	LT EXT	0305-08 UM	34/08
16490	Cargill Lights (3)	LT IMCH	3305-08 UM	34/08
16505	Peavey Company Dock Lights (3)	LT EXT	0305-08 UM	34/08
16530	Cahokia Marine Terminal Lights (2)	LT EXT	0305-08 UM	34/08
16540	Slay Bulk Terminal Lights (2)	LT EXT	0305-08 UM	34/08
16545	Peavey Lights (3)	LT EXT	3305-08 UM	34/08
16550	Eagle Marine Industries Light	LT IMCH	0305-08 UM	34/08
16560	Phillips Pipeline Lights (2)	LT EXT	0305-08	34/08
16565	Growmark Dock Lights (2)	LT EXT	0305-08 UM	34/08
16575	Eagle Marine Dock Lights (2)	LT EXT	0305-08 UM	34/08
16580	Valvoline Pier Lights (3)	LT EXT	0787-01 UM	44/01
16585	Savannah Foods Dock Lights (2)	LT EXT	0305-08	34/08
16600	J.H. Collier Barge Mooring Lights (2)	LT EXT	0305-08 UM	34/08
16605	Clark Oil Refining Dock Lights (4)	LT EXT	0305-08 UM	34/08
16609	Alcoa Foil Lights (2)	LT EXT	0305-08 UM	34/08
16615	Hci Chemtech Dock Lights (2)	LT EXT	0305-08 UM	34/08
16617	Semmaterials Terminal Lights (2)	LT EXT	0305-08 UM	34/08
16630	American Commercial Dock Lights (2)	LT EXT	0305-08 UM	34/08
16655	Bussen Terminal Light	LT EXT	0305-08 UM	34/08
16680	Union Electric Dock Lights (5)	LT EXT	0305-08 UM	34/08
18700	Bunge Dock Lights (3)	MISSING/LT EXT		18/08
19175	Bartlett Dock Light	MISSING	0539-07	40/07
19185	St. Joseph L & P Dock Light	LT IMCH		17/08
19415	Leavenworth Water Intake Lights (2)	LT EXT	0104-07 UM	39/07
19460	Smoot Grain Dock Lights (2)	LT EXT	0385-07	39/07
19505	Board Of Public Utilities Light	LT EXT	0386-07 UM	39/07
19535	Public Utilities Intake Lights (3)	LT EXT		38/08
19660	Continental Grain Dock Lights (4)	LT EXT	0181-08 UM	24/08
19670	Brenntag Mid-South Dock Light	LT EXT	0181-08 UM	24/08
19695	Kansas City Power And Light Company Lights (2)	LT EXT	0181-08 UM	24/08
19715	American Oil Dock Lights (3)	LT EXT	0181-08 UM	24/08
25725	Zimmer Power Station Lights (5)	LT EXT		40/09
25735	Jolly Roger'S Lights (2)	LT EXT	0548-09 OV	40/09
25750	Judd Light	LT EXT	0549-09 OV	40/09
25785	Clermont Power House Lights (5)	LT EXT	0550-09	40/09
25810	Agrico Chemical Lights (2)	LT EXT	0551-09 OV	40/09
25820	Cargill Barge Loading Facility Light	LT EXT	0552-09 OV	40/09

25847	Orsanco Light	MISSING	0553-09 OV	40/09
25850	Cincinnati Water Intake Pier Light	SS IMCH	0554-09 OV	40/09
25860	Newport Pump Light	LT EXT	0555-09 OV	40/09
26010	Acms Dock Lights (2)	LT EXT	0684-00 OV	37/00
26290	Boone County Sand And Gravel Lights (2)	LT EXT	0769-00 OV	40/00
27410	Executive Inn Marina Lights (2)	LT IMCH	563-09	41/09
28270	Electric Energy Lights (6)	LT EXT	0082-06 OV	10/06
29351	Alexandria Port Authority Bulk Dock Lights	LT EXT	0295-06 LM	38/06
30290	Lenoir City Terminal Lights (2)	DBN DEST		50/08
30835	Forrest Cove Marina Light	LT EXT	428-09 OV	31/09

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
6990	Circle Light	TRUB		0481UM	47/09	
7030	Drolls Point Upper Light	TRUB		0481UM	47/09	
7040	Peoria Heights Light	TRUB		0481UM	47/09	
7185	Kickapoo Bend Daybeacon	DISCONTINUED		0458UM	39/08	
10780	Concordia Bar Light	TRDBN		0106LM	15/09	
10965	La Grange Towhead Light	TRDBN		0107LM	15/09	
11050	Vaucluse Bend Light	DISCONTINUED		0370LM	42/09	
11077	American Bar Light	TRDBN		0149LM	18/09	
11190	Shorts Light	TRDBN		0099LM	15/09	
11195	Chinaman Light	DISCONTINUED		0387LM	44/09	
12772	Point No Point Lighted Buoy	TRUB		0453UM	45/09	
13010	Fisher Island Daybeacon	DISCONTINUED		0185UM	20/09	
14130	Mcknight Lighted Buoy	TRUB		0458UM	46/09	
14360	Wing Dam No. 26 Lighted Buoy	TRUB		0458UM	46/09	
14720	Moline Lighted Buoy	TRUB		0484UM	47/09	
15370	Shokokan Lighted Buoy	TRUB		0484UM	47/09	
15395	Dutchman Island Lighted Buoy	TRUB		0484UM	47/09	
15435	Sunken M/V John Paul Lighted Buoy	TRUB		0505UM	49/09	
15445	Nauvoo Bluff Lighted Buoy	TRUB		0505UM	49/09	

15465	Galland Lighted Buoy	TRUB	0505UM	49/09
15475	Waggoner PT Lighted Buoy	TRUB	0808UM	49/09
15530	Des Moines River Lighted Buoy	TRUB	0351UM	33/09
15670	Hogback Lighted Buoy	TRUB	0505UM	49/09
17240	Hanging Dog Bluff Light	TRDBN		22/09
18015	Little Sioux Bend Daybeacon	DISCONTINUED	0454UM	45/09
20940	Gasconade River Daybeacon	DISCONTINUED	0518UM	38/07
26175	Pikes Peak Light	Other	0049OV	05/04

TEMPORARY CHANGES CORRECTED

<u>LLNR</u>	<u>Aid Name</u>	<u>Status</u>	<u>Chart No.</u>	<u>BNM Ref.</u>	<u>LNM St</u>	<u>LNM End</u>
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None

PLATFORM TEMPORARY CHANGES

<u>Name</u>	<u>Status</u>	<u>Position</u>	<u>BNM Ref.</u>	<u>LNM St</u>	<u>LNM End</u>
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None

PLATFORM TEMPORARY CHANGES CORRECTED

<u>Name</u>	<u>Status</u>	<u>Position</u>	<u>BNM Ref.</u>	<u>LNM St</u>	<u>LNM End</u>
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None

SECTION IV - CHART CORRECTIONS

None

OIL RIG MOVEMENT

Drill Rigs/Vessels Removed

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
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None

Drill Rigs/Vessels Established

<u>Latitude</u>	<u>Longitude</u>	<u>Block</u>	<u>Rigs/Vessel</u>	<u>Chart</u>	<u>Type</u>	<u>Status</u>
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None

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS

<u>Approved Project(s)</u>	<u>Project Date</u>	<u>Ref. LNM</u>
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None

Advance Notice(s)

None

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNM</u>
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None

Proposed Change Notice(s)

The U.S. Coast Guard is proposing the following changes to aids to navigation on the Ohio River:

Discontinue Walker Landing Light (LLNR 25455), Mile 363.5, RDB.

Comments to be received by February 17, 2010.

LNM: 08-10-14D

Comments and recommendations regarding proposed aids to navigation changes should be submitted to:

Commander (dpw)
Eighth Coast Guard District
Attn: Federal Projects
500 Poydras Street, Room 1230
New Orleans, LA 70130-3310

Or by e-mail: d8localnoticefeedback@uscg.mil

All comments or recommendations should include the following information:

- Quantity, type, capacity, and value of vessels involved and the extent to which vessels transit the area seasonally, by day, and by night.
- If known, the type of navigational devices (e.g. compass, radio direction finder, radar, Loran, search lights, etc.) with which each vessel is equipped.
- The number of vessel passengers and/or type, quantity, and value of cargo involved.
- Chart section or graphic, as necessary to illustrate the comment or recommendation.

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

ALLEGHENY RIVER

MILE 14.1 - BRIDGE CONSTRUCTION

New Pennsylvania Turnpike Bridge; Superstructure work is ongoing until Spring 2010. Due to pier cofferdams on both sides of channel, a temporary navigation channel of 375 feet has been established. Mariners can contact the onsite workboat, ARB #1, at (412) 475-4643, for further information.

LNM: OB

MILE 119.4 - CHANNEL CONDITION

A mud slide has been reported in the vicinity of Mile 119.4, RDB, Baring Cross Railroad Drawbridge. Mariners are urged to exercise caution in the area.

LNM: 0426LM

MILE 115.0 - SUNK VESSEL

A 52-foot UTV has sunk in the vicinity of Mile 115.0, mouth of Fourche Creek, outside of the navigation channel. The vessel sunk in approximately 10 feet of water with approximately 5 feet of the superstructure visible. Mariners are urged to exercise caution in the area.

LNM: LM

BEAVER RIVER

MILE 0.3 - BRIDGE MAINTENANCE

Rochester-West Bridgewater Bridge; Vertical clearance is reduced to 31 feet above normal pool elevation, due to containment system.

LNM: OB

GREEN RIVER

MILE 94.8 - PIER CONSTRUCTION

Paducah & Louisville Railroad Drawbridge; Work barges are moored outside the channel at the right descending pier for scour protection work. The draw span can open for navigation while the work is conducted, 7:00 a.m. until 5:30 p.m., weekdays. Contact the work supervisor on cell (614) 406-4089, for up-to-date information.

**GREEN RIVER
MILE 94.8 - PIER CONSTRUCTION**

LNM: OB

**ILLINOIS WATERWAY
MILE 252.71 - BRIDGE REPLACEMENT - UPDATE**

Seneca Replacement Bridge; Pier construction is ongoing on both sides of navigational channel. Horizontal clearance may at times be reduced to 270 feet. If needed, the workplant will move on 45-minutes advanced notice, by contacting M/V EKS 6, via VHF-FM Channel 16.

LNM: OB

MILE 244.7 - L/D RESTRICTIONS

The Marseilles L/D, vicinity of Mile 244.7, requires all doubles north and south bound, to have a helper boat or to trip their cuts. Doubles will be required to trip or use a helper boat to assist. Ice couplings are also required.

LNM: LK MICH

MILE 239.4 - BRIDGE REPAIR

Burlington Northern Railroad Drawbridge; Contractor is repairing right descending fendering timbers, Monday through Friday, from 6:00 a.m. until 5:00 p.m. The work barge can move with 15-minutes advance notice by contacting the M/V PRODIVER via VHF-FM Channel 16. Mariners are advised to transit the bridge with caution.

LNM: OB

MILE 179.0 - MILE 169.0 - SAFETY ADVISORY

The COTP Upper Mississippi River has issued the following Safety Advisory: Due to expected formation of more ice throughout the Illinois Waterway, navigation has been restricted to one-way traffic through Peoria Lake, Mile 179.0 to Mile 169.0. This action will help maintain the current ice trail and to prevent sheet ice from breaking off along the ban. Mariners are urged to exercise caution in the area.

LNM: 0001UM

MILE 56.0 - SAFETY ADVISORY - UPDATE

The COTP Upper Mississippi River has established a Safety Advisory in the vicinity of the Florence Highway Drawbridge, Mile 56.0. The right descending protection cell is submerged in line with and above the right descending bridge pier. A recent survey determined a depth of 7.5 feet above the cell with the Meredosia Gauge at 433.9 feet, on January 8, 2010. Mariners, especially downbound tows, are requested to use extreme caution when transiting the bridge. Any contact with the bridge or protection cells shall be reported to U.S. Coast Guard Sector Upper Mississippi River immediately via VHF-FM Channel 16, or by calling (314) 269-2332.

LNM: 0008UM

LOWER MISSISSIPPI RIVER

MILE 694.0 - MILE 693.7 - AIDS TO NAVIGATION

Two can buoys have been reported missing in the vicinity of Mile 693.7. A nun buoy has been reported missing in the vicinity of Mile 694.0. Mariners are urged to exercise caution when transiting the area.

LNM: 0442LM

MILE 435.7 - BRIDGE MAINTENANCE

I-20 Highway Bridge; Continuing until March 31, 2010, a 12 foot wide section of scaffolding will be hanging down a maximum of 6 feet approximately 220 feet out from each navigation pier. The vertical clearance at the scaffolding is 110.2 feet, above zero on the Vicksburg gauge. The mid 400 feet of the channel span is clear of scaffolding.

LNM: OB

UPPER MISSISSIPPI RIVER

MILE 835.7 - BRIDGE REPAIR

Belt Line Railroad Bridge; The left descending channel pier in the left draw span has scour repair that extends 4 feet into the channel from the river bottom to within 5 feet of the surface at normal pool. Mariners should transit the bridge with caution.

LNM: OB

MILE 832.51 - BRIDGE MAINTENANCE - UPDATE

I-494 (Wakota) Highway Bridge; Work barges are moored outside of the channel at the right descending pier. The form traveler is setting span segments near mid-channel and a 50 feet vertical clearance is provided for navigation.

LNM: OB

MILE 830.3 - BRIDGE REMOVAL

St. Paul Park Railroad and Highway Drawbridge; Spans have been removed but piers remain in the river. The channel piers and pivot pier are marked with red, retro-reflective panels.

LNM: OB

MILE 634.8 - BRIDGE MAINTENANCE

Marquette-Prairie Du Chien Bridge; Vertical clearance of the West Navigation Channel is reduced to approximately 55 feet above pool stage due to containment system.

MILE 634.8 - BRIDGE MAINTENANCE

LNM: OB

MILE 518.0 - DRAWBRIDGE OPERATION

Clinton Railroad Drawbridge; Drawspan will open on 24-hour advance notice until March 15, 2010. Mariners may contact Union Pacific Clinton Yardmaster at (319) 244-3204, or Manager of Bridge Maintenance at (630) 386-0394, for information or to request an opening.

LNM: OB

MILE 403.1 - BRIDGE ALTERATION

Burlington Railroad Drawbridge; Due to bridge alteration, the left descending (Illinois) span will be reduced to 126 feet of horizontal clearance. A helper boat will be provided upon request. Mariners are requested to transit the bridge with caution.

LNM: OB

MILE 202.8 - SAFETY ADVISORY

Ice has caused damage to a restaurant barge and its mooring in the vicinity of Mile 202.8. Due to the potential of this vessel to break free of its moorings, mariners are requested to transit the area with caution and at their slowest safe speed to minimize their wake.

LNM: 0003UM

MILE 200.5 - L/D OPERATION

The Mel Price L/D, vicinity of Mile 200.5, will be periodically flushing ice through its chambers which may cause periods of heavy ice flow, downstream of the L/D. Mariners are requested to monitor their fleets closely and insure that their fleets are properly secured to prevent damage or possible break-away. Mariners are requested to report any subsequent hazards caused by the increased ice flow to Sector Upper Mississippi River via VHF-FM Channel 16, or by calling to (314) 269-2332.

LNM: 0005UM

MILE 85.0 - MILE 83.5 AIDS TO NAVIGATION

Several buoys have been reported missing between approximate Mile 85.0 and Mile 83.5. Mariners are urged to exercise caution when transiting the area.

LNM: 0007OV

MISSOURI RIVER

MILE 612.2 - COFFERDAM CONSTRUCTION

South Omaha Bridge; Cofferdam construction is underway on the left descending navigation pier. Horizontal clearance in channel is reduced to 235.0 feet.

LNM: OB

MILE 422.49 - BRIDGE CONSTRUCTION

Atchison Highway Bridge Replacement; Caisson drilling is underway at the RDB, before the cofferdam is set in place. Work on the cofferdam near the left descending bank is in final stage of completion. Both sites are outside the navigation channel. Contact the project supervisor at cell (312) 907-4120, for status.

LNM: OB

MILE 364.8 - PIER CONSTRUCTION

Paseo Bridge; Pier construction within a cofferdam is being performed outside of the left descending navigation channel. Work will be conducted from 6:30 a.m. until 6:30 p.m., Monday through Saturday. Contact the M/V L.P. WRIGHT via VHF-FM Channels 13 or 16.

LNM: OB

MILE 67.6 - BRIDGE MAINTENANCE

Washington Bridge; Vertical clearance is reduced to 71 feet above zero on the W.B. gage at Washington, Missouri, due to installation of a containment system.

LNM: OB

MONONGAHELA RIVER

MILE 59.1 - BRIDGE CONSTRUCTION

New Pennsylvania Turnpike Bridge; Due to cofferdam work, channel width is reduced to 345 feet and mariners are requested to proceed at slowest safe speed. Mariners may contact the onsite workboat M/V MISS TINA LOU on VHF-FM Channels 13, 16 or 18, for more information.

LNM: OB

MILE 38.0 - BRIDGE MAINTENANCE

Donora-Monessen; A containment system hangs 3 feet below the low steel. A vertical clearance of 44 feet above normal pool will be maintained at all times. Contact the work supervisor cell (724) 333-3595, for status.

LNM: OB

MILE 9.6 - BRIDGE MAINTENANCE

Rankin Bridge; A paint containment system is in place and low steel is reduced to 42.5 feet, until October 1, 2010.

MILE 9.6 - BRIDGE MAINTENANCE

LNM: OB

OHIO RIVER

MILE 34.7 - BRIDGE MAINTENANCE

Shippingport Bridge; The vertical clearance is reduced by 5 feet due to a cable-suspended work platform hanging below the low steel. Contact the crew supervisor at cell (724) 323-7306, for status.

LNM: OB

MILE 193.7 - MILE 193.9 - STONE SLOPE PROTECTION

Commencing approximately January 21, 2010 and continuing until approximately February 28, 2010, the M/V LUCEDALE will conduct stone slope protection operations between approximate Miles 193.7 and 193.9, LDB. The contractors floating plant will consist of the M/V LUCEDALE, a crane barge and 2 material barges. Work will be conducted from 6:00 a.m. until 6:00 p.m., Monday through Friday. During non working hours, the contractors floating plant will be moored at the worksite and lighted accordingly. The M/V LUCEDALE will monitor VHF-FM Channels 13 or 16. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution.

LNM: ACOE

MILE 741.5 - MILE 739.0 - AIDS TO NAVIGATION

Several can buoys have been reported missing between approximate Miles 741.5 and 739.0. Mariners are urged to exercise caution when transiting the area.

LNM: 0706OV

OUACHITA-BLACK WATERWAY

MILE 167.4 - BRIDGE FENDER DAMAGE

State Highway 80 Drawbridge; The upstream left descending fendering timbers are damaged. Mariners are cautioned to avoid causing any further damage to the structure when transiting the drawspan. The channel is clear of any debris.

LNM: OB

MILE 471.0 - TAILWATER ELEVATION RESTRICTION

Attached at the end of this LNM is an ACOE Nashville District Notice to Navigation Interests regarding interim tailwater elevation restriction at Chickamauga L/D, in the vicinity of Mile 471.0.

LNM: ACOE

TENNESSEE RIVER

MILE 385.91 - BRIDGE CONSTRUCTION

B.B. Comer (South Bound) Dual Bridge; Steel is being erected for superstructure of the bridge. Mariners are advised to transit the area at their slowest safe speed to minimize their wake. Contact Scott Bridge supervisor via VHF-FM Channels 13 or 16, or cell (334) 381-0575.

LNM: OB

MILE 293.4 - CONSTRUCTION ACTIVITY

Continuing until further notice, the Tennessee Valley Authority, at Browns Ferry Plant, vicinity of Mile 293.4, RDB, outside of the navigation channel, is conducting diving and construction operations. Work will be conducted during daylight hours. Mariners are urged to exercise caution in the area.

LNM: 0001OV

MILE 5.7 - BRIDGE REPLACEMENT - UPDATE

George Rogers Clark Bridge Replacement; Work barges may be in the channel at times to remove the cofferdam at the recently constructed channel pier. Bridge construction will be suspended until Spring 2010. The pier is lighted for the safety of navigation.

LNM: OB

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Mile	(4) Bank	(5) Characteristic	(6) Structure / Dayboard Up Down	(7) Remarks
None						

PUBLICATION CORRECTIONS

None

ENCLOSURES

ACOE Huntington, West Virginia - Notice to Navigation Interests, 09-58

Notification of sinking or sunken vessels, vessel groundings and barge breakaways.

LNM: ACOE

RESTRICTED AREAS AT NAVIGATION STRUCTURES

See Attached.

LNM: ACOE

REVIEW OF REGULATIONS AND GENERAL SAFETY PRACTICES

See Attached.

LNM: ACOE

ACOE Nashville District Notice to Navigation

Interim tailwater elevation restriction.

LNM: ACOE

Commander, Eighth Coast Guard District
Hale Boggs Federal Building, Room 1230
500 Poydras Street, New Orleans, LA 70130-3310
Telephone (504) 671-2327
(Business Hours 7:00 a.m. - 3:30 p.m. Monday - Friday)
(Nights, Weekends, Holidays) (504) 589-6225
RADM Landry



**US Army Corps
of Engineers**
Huntington District

Notice to Navigation Interests

Date: 31 December 2008

Notice Number: 09-58

In Reply Refer to: CELRH-OR-TD 502 Eighth Street, Huntington, WV 25701-2070 Telephone: 304-399-5239

NOTIFICATION OF SINKING OR SUNKEN VESSELS,

VESSEL GROUNDINGS, AND BARGE BREAKAWAYS

HUNTINGTON DISTRICT

OHIO RIVER AND TRIBUTARIES

Timely notification of sinking or sunken vessels, groundings, and barges breakaway is a matter of great concern to the United States Army Corps of Engineers because of the potential danger that could result from unreported cases.

Pursuant to Section 7 of the River and Harbor Act of August 8, 1917, regulations have been prescribed to govern the use, administration, and navigation of the Ohio River, the Mississippi River above Cairo, Illinois, and their tributaries. Excerpts from these regulations (33 CFR 207.300) are as follows:

“Any accident resulting in uncontrolled barges shall immediately be reported to the nearest lock. The report shall include information as to the number of loose barges, their cargo, and the time and location where they broke loose. The lockmaster or locks shall be kept informed of the progress being made in bringing the barges under control so that he can initiate whatever actions may be warranted.”

“Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location in order that other traffic passing those points may be advised of the hazards.”

“Any other activity on the waterways that could conceivably endanger navigation or a navigation structure shall be reported to the nearest lock.”

Reporting incidents such as these to other Federal Agencies other than the U. S. Army Corps of Engineers does not fulfill your reporting obligation.

If you have any questions, please contact this office at (304)399-5239.

ARLIE D. BISHOP, P.E.
Chief, Technical Support Branch



**US Army Corps
of Engineers**
Huntington District

Notice to Navigation Interests

Date: 12 January 2010

Notice Number: 10- 03

In Reply Refer to: CELRH-OR-TD 502 Eighth Street, Huntington, WV 25701-2070 Telephone: 304-399-5239

RESTRICTED AREAS AT NAVIGATION STRUCTURES

IN THE HUNTINGTON DISTRICT

This Notice is applicable to the following Huntington District Corps of Engineers' Ohio River Locks and Dams: Captain Anthony Meldahl, Greenup, R.C. Byrd, Racine, Belleville, and Willow Island, and the following Kanawha River Locks and Dams: Winfield, Marmet, and London.

A number of accidents have occurred in the past when vessels, particularly small recreation/fishing craft, violated existing regulations and entered the "Restricted Areas" either above or below the navigation dams. These "Restricted Areas" are exceedingly dangerous and have been permanently declared restricted to all vessels excepting those on official business. Vessel operators who enter these "Restricted Areas" risk their lives and property and may interfere with required operation of the locks and dam.

Buoys and signs are in place to physically mark the boundaries of the "Restricted Areas". These "special purpose" buoys have a white background with two reflective orange horizontal bands and a reflective orange cross enclosed within a diamond. The words "KEEP OUT" are lettered on each buoy. The buoys are placed above and below the dam to delineate the "Restricted Area" at each project. "Day Mark signs" are in process of being installed adjacent to the buoy lines on the river wall of the lock and on the opposite riverbank. They also have a white background with two reflective orange horizontal bands and a reflective orange cross enclosed within a diamond.

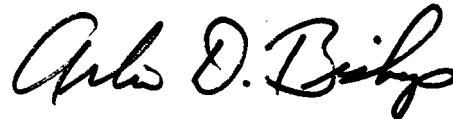
These signs and buoys are positioned to delineate areas where unpredictable currents flow upstream toward the dam on the surface. These currents create dangerously turbulent water and nearly always contain hidden undertows. Additional signs (Day Markers) are installed on the downstream side of the dam stating "DANGER, STAY OUT". An additional hazard exists in the culvert valve discharge areas where water from the locks empties into the river. These areas are in the "Restricted Areas" and are marked by signs mounted on the riverside of the lock wall over the discharge areas reading "DANGER, TURBULENT WATER." The force of water issuing from these underwater discharges is extremely violent and can capsize vessels, especially small recreation/fishing craft. The releases are intermittent and can cause sudden changes in the character of the water surface. A long warning siren is sounded prior to each such discharge to alert all persons of the release of water. This is a total different sound than the whistle to enter and leave the lock chamber.

Navigators must educate themselves to the boundaries of the “Restricted Areas” and stay clear at all times, even when buoys are off station. Restricted Areas” are delineated on the current issue of the Navigation Charts.

The Federal regulations which control restricted areas are contained in the current issue of the “Blue Book” and are repeated here in part:

33 CFR 207.300 “ (s) Restricted Areas at Lock and Dam. All waters immediately above and below each dam, as posted by the respective District Engineers, are hereby designated as restricted areas. No vessel or other floating craft shall enter any such restricted areas at any time. The limits of the restricted areas at each dam will be determined by the responsible District Engineer and marked by signs and/or flashing red lights in conspicuous and appropriate places.”

Lockmasters, their staff, and Corps Park Rangers will enforce these Federal regulations. The U. S. Coast Guard and local law enforcement officers may render assistance as appropriate. Violators may be subject to a citation requiring appearance in Federal and / or State Court upon conviction are subject to fine and / or imprisonment – (or both).

A handwritten signature in black ink that reads "Arlie D. Bishop". The signature is written in a cursive, flowing style.

ARLIE D. BISHOP, P.E.
Chief, Technical Support Branch



**US Army Corps
of Engineers**
Huntington District

Notice to Navigation Interests

Date: 8 January 2010

Notice Number: 10- 02

In Reply Refer to: CELRH-OR-TD 502 Eighth Street, Huntington, WV 25701-2070 Telephone: 304-399-5239

REVIEW OF REGULATIONS AND GENERAL SAFETY PRACTICES

Notice is given that the Huntington District Corps of Engineers is requesting that all towing companies and other waterway users review their operating procedures to insure that their personnel are complying with all regulations and general safety practices.

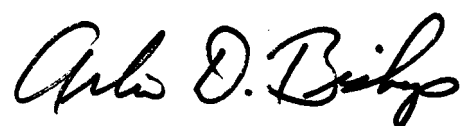
Regulations prescribed by the Secretary of the Army to govern the use, administration, and navigation for the Ohio River, Mississippi River above Cairo, Illinois, and their tributaries are contained in the "Blue Book" (33 CFR 207.300). It is required that a copy of these regulations be kept at all times on board each vessel regularly engaged in navigating the rivers to which these regulations apply.

In the interest of safety to personnel and property, it is essential that the following procedures be reviewed by your operating vessel personnel in order that they may have a comprehensive understanding of the rules for vessels in the locking process, including the act of approaching or departing a lock:

- a. All deck hands working outside areas not having bulwarks or handrails shall wear a USCG approved work vests which shall be fastened as designed for use.
- b. Smoking, open flames, chipping or other spark-producing activities are not permitted during the locking cycle on or inside barges, on outside areas of the towboat, or on the lockwalls, except in designated areas.
- c. Vessels with flammable or hazardous cargo barges, loaded or empty, are required to USE sparkproof protective rubbing fenders ("possums"). All vessels should utilize "possums" to help alleviate damages that are occurring to lock structures. Repairs necessitated by these damages require closure of the chambers and are expensive.
- d. Tow boat operators shall not use the walls of the lock to push off to gain thrust. This technique is also known as "heeling" and is not permitted.

The observance of safe locking procedures leads to a safer and more efficient locking process both for the navigation industry and for the U.S. Army Corps of Engineers.

Thank you for your help and participation.

A handwritten signature in black ink, reading "Arlie D. Bishop". The signature is written in a cursive style with a large, stylized initial "A".

ARLIE D. BISHOP, P.E.
Chief, Technical Support Branch



**US Army Corps
of Engineers®
Nashville District**

Notice to Navigation Interests

Notice No.

Date:

CELRN-OP-N 10-01

04 January 2009

In Reply Refer To:

CELRN-OP-N PO Box 1070, Nashville, TN 37072-1070 (615) 736-5607

SUBJECT: Revised Schedule for Lock Outages in the Nashville District for Calendar Year 2010

Reference: Notice to Navigation Interests CELRN-OP-N 09-36, Dated 30 November 2009,
Subject: Scheduled Lock Outages in the Nashville District for Calendar Years 2010 and 2011

Calendar Year 2010:

Fort Loudoun Lock at Tennessee River Mile 602.3

The lock is scheduled for closure to navigation traffic from **6:00 a.m. on 20 April 2010, through 6:00 p.m. on 11 May 2010**. There is no auxiliary lock available to pass traffic during this closure.

Melton Hill Lock at Clinch River Mile 23.1

The lock is scheduled for closure to navigation traffic from **6:00 a.m. on 8 June 2010, through 6:00 p.m. on 29 June 2010**. There is no auxiliary lock available to pass traffic during this closure.

Chickamauga Lock at Tennessee River Mile 471.0

The lock is scheduled for closure to navigation traffic from **6:00 a.m. on 20 July 2010, through 6:00 p.m. on 16 August 2010**. There is no auxiliary lock available to pass traffic during this closure.

Watts Bar Lock at Tennessee River Mile 529.9

The lock is scheduled for closure to navigation traffic from **6:00 a.m. on 12 October 2010, through 6:00 p.m. on 2 November 2010**. There is no auxiliary lock available to pass traffic during this closure.

(continued)

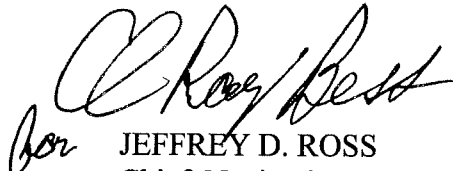
CELRN-OP-N 09- , SUBJECT: Scheduled Lock Outages in the Nashville District for Calendar Years 2010 and 2011 (continued)

These changes were necessary because critical contract work at Chickamauga Lock could not be completed before the previously scheduled April maintenance closure date. Although not dewatered for major maintenance work, Chickamauga Lock will still be closed to navigation traffic during late April and early May to allow contractors to complete work inside the chamber. Details about this closure are still being worked out to reduce the delay to traffic. Exact dates of this closure and information about passage of traffic during this period will be released when arrangements have been finalized.

Comments regarding the Chickamauga Lock closures can be addressed to Matt Emmons, Chickamauga Lockmaster at 423-875-6230.

No changes have been made to the scheduling of the Melton Hill Lock or Watts Bar Lock closures.

FOR THE DISTRICT ENGINEER:


JEFFREY D. ROSS
Chief, Navigation Branch
Operations Division

ARB