



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

LOCAL NOTICE TO MARINERS

District 8 MRS

Week: 03/23

Mississippi River System

LIGHT LIST VOLUME V
NOTICE NUMBER 03-23
January 18, 2023

LIGHT LIST REFERENCE: COMDTPUB P16502.5, Vol V, 2022 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	0003 - 23 (UM)	0004 - 23 (UM)
Sector Lower Mississippi River	0139 - 22 (LM)	0001 - 23 (LM)
Sector Ohio Valley	0022 - 23 (OV)	0027 - 23 (OV)
OB DWB	0110 - 22 (DWB)	0000 - 23 (DWB)

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

GENERAL LNM QUESTIONS, COMMENTS, OR SUGGESTIONS MAY BE E-MAILED TO: D8MarineInfo@uscg.mil

COMMENTS REGARDING SECTION VI – PROPOSED CHANGES MAY ALSO BE EMAILED TO: LocalNoticeFeedback@uscg.mil

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

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

MISSISSIPPI RIVER SYSTEM LNM VIA INTERNET <https://www.navcen.uscg.gov/>

MISSISSIPPI RIVER SYSTEM LIGHT LIST VIA INTERNET https://www.navcen.uscg.gov/pdf/lightLists/LightList_V5_2022.pdf

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - 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
DAYMK/Daymk - Daymark
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
F - Fixed
fl - flash
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor

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
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction

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
RRASS - Remote Radio Activated Sound Signal
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
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers

HOR - Horizontal Clearance
HT - Height

Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition:

RIAC - River Industry Action Committee
MMSI - Mobile Maritime Service Identity
AIS - Automatic Identification System
ATON - Aids To Navigation
COTP - Captain of The Port
TRDBN - Temporary Replaced by Daybeacon
C.F.S. - Cubic Feet per Second
CFR - Code of Federal Regulations
IAW - In Accordance With
h.p. - horse power
MPH - Miles Per Hour
TVA - Tennessee Valley Authority
INC - Incorporated
IENC - Inland Electronic Navigation Chart
WAP - Waterway Action Plan
MSIB - Marine Safety Information Bulletin
L/D - Lock and Dam

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

DEPARTMENT OF HOMELAND SECURITY SUSPICIOUS ACTIVITY

The Department of Homeland Security (DHS) encourages the maritime public to report information concerning suspicious activity to the local Federal Bureau of Investigation Joint Terrorism Task Force (JTTF) Office, http://www.fbi.gov/about-us/investigate/terrorism/terrorism_jtfts, or to other appropriate authorities. The U.S. Coast Guard reminds the maritime industry that they may also report information concerning suspicious activity to the www.AmericasWaterwayWatch.org, the National Response Center (NRC) 1-800-424-8802 or 1-877-24WATCH.

LNM: 02-19

WESTERN RIVERS FLOATING AIDS TO NAVIGATION

The U.S. Coast Guard is responsible for placing and maintaining all aids to navigation. Buoys are set to mark project depths taking into consideration the prevailing river stages and obstructions. Buoy positions on the Inland Electronic Navigation Chart (IENC) are approximate, and subject to change depending on prevailing river stages and obstructions.

Buoys should always be given as wide a berth in passing as possible, consistent with the length and width of the vessel or tow and the width of the bend or crossing.

Buoys should always be used with caution. They may be carried off position by high water, accumulation of drift, ice, or sunk by collision or other causes. In those circumstances buoy marks will remain on the IENC and indicate the last known position of the buoy. Presence of a buoy mark on the IENC does not necessarily mean a buoy will be physically on position. When buoys are missing they will be replaced as soon as possible.

LNM: 16-19

GPS TESTING

At times, throughout our area of responsibility, multiple U.S. Government Agencies conduct GPS testing. These tests vary in duration, affected range from the test site and potential impact to the maritime user as they may affect systems that rely on GPS such as E-911, AIS and DSC. More information is available at the U.S. Coast Guard Navigation Center Website, <https://www.navcen.uscg.gov>. During these periods, GPS users are encouraged to report any GPS outages that they may experience, to the Navigation Information Service (NIS) by calling (703) 313-5900 or by using the NAVCEN Website to submit a GPS problem report.

LNM: 07-19

OHIO RIVER AND TRIBUTARIES - WINTER NAVIGATION

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 23-01, regarding winter navigation on the Ohio River and tributaries.

LNM: 02-23

USACE HUNTINGTON DISTRICT LOCKS - MAIL DELIVERY AND CREW CHANGE POLICIES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 23-04, regarding mail delivery and crew change policies at navigation locks, for towboats.

LNM: 02-23

USACE HUNTINGTON DISTRICT - NOTIFICATION OF SINKING OR SUNKEN VESSELS, VESSEL GROUNDINGS AND BARGE BREAKAWAYS

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 23-03, regarding notification of sinking or sunken vessels, vessel groundings and barge breakaways.

LNM: 02-23

USACE HUNTINGTON DISTRICT - REVIEW OF REGULATIONS AND GENERAL SAFETY PRACTICES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 23-02, regarding the review of regulations and general safety practices.

LNM: 02-23

USACE HUNTINGTON DISTRICT - RESTRICTED AREAS AT NAVIGATION STRUCTURES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 23-05, regarding restricted areas at navigation structures.

LNM: 02-23

USACE HUNTINGTON DISTRICT - RESTRICTED AREAS AT NAVIGATION STRUCTURES

Attached as an enclosure to this LNM is a USACE Huntington District Notice to Navigation Interests 22-33, regarding maintenance and repair operations.

LNM: 03-23

SUNSET OF NOAA PRINTED CHARTS

**** Cancellation of NOAA Paper and Raster Nautical Charts ****

The National Oceanic and Atmospheric Administration (NOAA) is undertaking a multi-year program to end production and maintenance of its suite of over 1,000 traditional paper nautical charts and all associated raster chart products and services, including: Print-on-Demand (POD) paper nautical charts, Full-size chart PDF files, BookletChart™ PDF files, NOAA raster navigational charts (NOAA RNC®), the NOAA RNC tile service, and the online RNC viewer.

Six months notice of the intent to cancel a specific chart is provided in a "Last Edition" notice. The final cancellation of a chart is made in a "Canceled" notice. Both types of notices will appear in LNM Section IV, "Chart Correction". A comprehensive list of all canceled NOAA charts is available at: <http://www.charts.noaa.gov/MCD/Dole.shtml>.

Traditional paper nautical chart production is ending to enable the creation and maintenance of larger scale, more up-to-date, higher quality coverage of NOAA's electronic navigational chart (NOAA ENC®) product. This will significantly enhance the amount of charted detail available to mariners. More information about NOAA's program to sunset traditional paper charts is on the NOAA Coast Survey website at: <https://nauticalcharts.noaa.gov/charts/farewell-to-traditional-nautical-charts.html>.

An online NOAA Custom Chart application at: <https://devgis.charttools.noaa.gov/pod> is available to create chart images from ENC data, which may then be printed. Notices to Mariners will not be issued for NOAA Custom Charts.

LNM: 10-21

MISSOURI RIVER - CHANNEL CONDITION/COTP ADVISORY

The following reaches are in the low water watch phase in accordance with the Western Rivers WAP Annex:

Kansas City Mile 400.0 to Mile 300.0,

Brunswick Reach Mile 300.0 to Mile 200.0,

Jefferson Reach Mile 200.0 to Mile 100.0 and

Washington Reach Mile 100.0 to Mile 0.0.

Deep Draft tows are advised to depart the area. All vessels shall transit at a slow speed near fleeting areas, to minimize impact due to narrow channel width. Tow operators are advised to place the heaviest barges in the middle of the tow, and identify fleeting areas in the event of a river closure. Mariners are requested to transit the area with caution, and contact Sector Upper Mississippi Command Center via VHF-FM Channel 16, (314) 269-2332, email at sumrwaterways@uscg.mil, to report shoaling, hazardous conditions, or missing aids to navigation.

LNM: 02-23

UPPER MISSISSIPPI RIVER - CHANNEL CONDITION/SAFETY ADVISORY

The following zone is in the low water watch phase IAW the Western Rivers WAP Annex:

Zone 28/29 (Mile 185.4 – Mile 109.9).

Deep draft tows are advised to depart the area. All vessels shall transit at a slow speed near fleeting areas to minimize impact due to narrow channel width. Tow operators are advised to place the heaviest barges in the middle of the tow and identify fleeting areas in the event of a river closure. Mariners are urged to exercise caution in these areas and contact U.S. Coast Guard Western River Command Center via VHF-FM Channel 16 or at (314) 269-2332 or e-mail at sumrwaterways@uscg.mil, to report shoaling, hazardous conditions or missing aids to navigation.

LNM: 03-23

SAFETY NOTICE - NAVIGATIONAL RANGE AND SECTOR LIGHTS ON NOAA ELECTRONIC CHARTS

The U.S. Coast Guard has become aware that the Range and Sector Light Characteristic labels are not displayed on Electronic Navigational Charts (ENCs) when used in an Electronic Chart Display and Information System (ECDIS), due to limitations of the S-52 ECDIS, display specification. Mariners may query the ENC data directly within ECDIS or refer to the Light List for complete information on Range and Sector Light Characteristics.

LNM: 39-22

UPPER MISSISSIPPI RIVER - L/D CLOSURES/RESTRICTIONS

Attached as enclosures to this LNM are USACE Rock Island District Notice to Navigation Interests MR 22-201530, MR 22-501531, MR 22-201532 and 22-201634, regarding L/D Closures and restrictions for several L/D's on the Upper Mississippi River.

LNM: 47-22

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
280	Karns Island Upper Light	STRUCT DEST		0651OV	31/18	
990	Milligan Bend Light	STRUCT DEST		0642LM	51/19	
1010	Webber Falls Jetty Light	STRUCT DEST		0641LM	51/19	
1020	Bluff View Light	STRUCT DEST		0640LM	51/19	
1055	Hisaw Bottom Light	LT EXT		0196LM	40/18	
1070	Brier Creek Light	STRUCT DEST		0205LM	31/15	
1077	Sandtown Bottom Light	STRUCT DEST		0457LM	39/19	
1200	Black Rock Daybeacon	STRUCT DEST		0379LM	35/19	
1205	Gans Light	STRUCT DEST		0335LM	33/19	
1213	Non Lateral Mark 330.4	STRUCT DEST		0087LM	05/16	
1220	Onion Creek Daybeacon	STRUCT DMGD		0334LM	33/19	
1223	Non Lateral Mark 328.5	STRUCT DMGD		0333LM	33/19	
1225	Tucker Lake Light	STRUCT DEST		0332LM	33/19	
1230	Mcnabb Bottom Daybeacon	STRUCT DEST		0332LM	33/19	
1240	Deadman Slough Light	STRUCT DEST		0330LM	33/19	
1255	Wilsons Rock Light	STRUCT DMGD		0380LM	35/19	
1265	Peno Point Daybeacon	DAYMK DMGD		0580LM	47/19	
1267	Non Lateral Mark 313.9	STRUCT DEST		0089LM	05/16	
1315	Garrison Creek Daybeacon	DAYMK MISSING		0377LM	35/19	
1360	Crawford County Daybeacon	STRUCT DEST		0378LM	35/19	
1365	Jeffrey Light	DAYMK MISSING		0376LM	35/19	
1390	Fort Chaffee Light	STRUCT DEST		0579LM	47/19	
1395	Haroldton Light	DAYMK MISSING		0578LM	47/19	
1400	New Haroldton Light	STRUCT DEST		0574LM	47/19	
1420	Gun Club Lake Daybeacon	DAYMK MISSING		0582LM	47/19	
1427	Big Creek Daybeacon	DAYMK MISSING		0575LM	47/19	
1430	Arbuckle Island Light	STRUCT DEST		0091LM	05/16	
1435	Clear Creek Light	DAYMK MISSING		0584LM	41/19	
1445	Crooked Slough Light	STRUCT DEST		0583LM	47/19	
1455	Mulberry River Daybeacon	STRUCT DEST		0041UM	11/17	
1510	Moore's Creek Light	LT IMCH/STRUCT DMGD		0394LM	44/16	
1515	Roseville Daybeacon	DAYMK MISSING		0604LM	50/19	
1520	O'Kane Island Light	LT IMCH/STRUCT DMGD		0393LM	44/16	
1525	Alix Bottom Light	STRUCT DEST		0605LM	50/19	
1530	County Line Daybeacon	STRUCT DEST		0606LM	50/19	
1532	Non Lateral Mark 246.3	DAYMK MISSING		0607LM	50/19	
1535	Kalamazoo Light	DAYMK MISSING		0608LM	50/19	
1562	Non Lateral Mark 236.3	DAYMK MISSING		0609LM	50/19	
1615	Dublin Daybeacon	STRUCT DEST		0610LM	50/19	
1650	Bunker Hill Upper Daybeacon	STRUCT DEST		0639LM	51/19	
1660	Bunker Hill Lower Daybeacon	STRUCT DEST		0643LM	51/19	
1695	Dardanelle Reach Light	DAYMK DMGD		0204LM	31/15	
1697	Non Lateral Mark 201.4	STRUCT DEST		0200LM	41/18	

1700	Elberta Light	DAYMK MISSING	0611LM	50/19
1705	Old Neely Daybeacon	DAYMK MISSING	0612LM	50/19
1708	Non Lateral Mark 197.9	STRUCT DEST	0052LM	13/17
1710	Point Bar Cutoff Light	DAYMK MISSING	0613LM	50/19
1715	Hola Bend Cutoff Light	DAYMK MISSING	0614LM	50/19
1725	Reeds Ferry Light	DAYMK MISSING	0615LM	50/19
1733	Non Lateral Mark 189.8	DAYMK MISSING	0616LM	50/19
1735	Sweeden Island Light	LT EXT/DAYMK MISSING	0617LM	50/19
1738	Non Lateral Mark 188.8	DAYMK MISSING	0618LM	50/19
1745	Wilson Light	STRUCT DEST	0620LM	50/19
1770	Willow Bend Lower Daybeacon	DAYMK MISSING	0621LM	50/19
1798	Non Lateral Mark 175.6	DAYMK MISSING	0622LM	50/19
1800	Point Remove Creek Light	DAYMK MISSING	0623LM	50/19
1815	Ellis Island Light	STRUCT DEST	0630LM	51/19
1817	Non Lateral Mark 171.2	DAYMK MISSING	0631LM	51/19
1845	Stane Reach Upper Daybeacon	DAYMK DMGD	0634LM	51/19
1850	Stane Reach Light	DAYMK DMGD	0635LM	51/19
1890	Belk Corner Light	DAYMK MISSING/STRUCT DMGD	0558LM	45/19
1903	Non Lateral Mark 150.9	DAYMK MISSING	0560LM	45/19
1915	Bigelow Middle Daybeacon	DAYMK DMGD	0563LM	45/19
1920	Bigelow Lower Light	DAYMK MISSING	0538LM	44/19
1930	Tri County Light	STRUCT DEST	0370LM	41/16
1940	Beaver Dam Creek Daybeacon	STRUCT DMGD	0636LM	51/19
1948	Non Lateral Mark 138.8	DAYMK MISSING	0539LM	44/19
1953	Non Lateral Mark 137.6	DAYMK MISSING	0540LM	44/19
1960	Palarm Light	DAYMK MISSING	0541LM	44/19
1975	Maumelle River Upper Daybeacon	STRUCT DEST	0565LM	45/19
1988	Non Lateral Mark 130.6	DAYMK MISSING	0542LM	44/19
2030	Burns Park Light	STRUCT DEST	0514LM	42/19
2045	Waterworks Bend Light	DAYMK DMGD	0515LM	42/19
2130	Willow Bar Light	LT EXT	0524LM	42/19
2143	Non Lateral Mark 106.5	DAYMK MISSING	0637LM	51/19
2160	Estes Place Light	DAYMK IMCH/STRUCT DMGD	0396LM	44/16
2199	Non Lateral Mark 92.0	STRUCT DEST	0398LM	44/16
2370	Ste. Marie Bend Lower Daybeacon	STRUCT DEST	0407LM	45/16
2435	Richland Bend Middle Daybeacon	STRUCT DEST	0099LM	16/18
2485	Little Bayou Meto Lower Daybeacon	DAYMK DMGD	0094LM	15/18
2498	Cummins Bend Daybeacon	STRUCT DEST	0103LM	06/16
2540	Sample Island Light	STRUCT DEST	0106LM	06/16
2550	Sample Island Lower Light	STRUCT DEST	0107LM	06/16
2665	Owens Lake Daybeacon	DAYMK DMGD	0110LM	06/16
2825	Miller Creek Daybeacon	STRUCT DEST	0346OV	18/18
3195	Young Creek Daybeacon	DAYMK DMGD	0293OV	22/22
3655	Cages Bend Light	STRUCT DEST	0660OV	38/19
3965	Watkins Daybeacon	STRUCT DEST	0245OV	19/17
4250	Shammels Mound Landing Light	STRUCT DEST	0010OV	02/16
4285	Saline Creek Light	STRUCT DEST/TRUB	0221OV	26/16
4315	Pryors Creek Light	STRUCT DEST	0030OV	02/20
4340	Devils Elbow Light	STRUCT DEST	0306OV	16/18

4365	Bleidt Landing Light	STRUCT DEST/TRUB	0137OV	17/21
4390	Crooked Creek Light	STRUCT DEST/TRUB	0383OV	36/16
4425	Commerce Landing Light	STRUCT DEST	0520OV	42/22
4455	Prison Farm Landing Light	STRUCT DEST	0145OV	17/21
4500	Kuttawa Bar Light	STRUCT DEST	0243OV	12/18
4505	Money Cliff Light	STRUCT DEST	0364OV	19/18
6985	Sand Point Lower Light	STRUCT DEST	0102UM	20/22
6990	Circle Light	STRUCT DMGD	0102UM	20/22
6995	Spring Bay Daybeacon	STRUCT DEST	0102um	20/22
7035	Drolls Point Light	STRUCT DEST/TRLB	0233UM	23/20
7525	Grand Island Foot Light	STRUCT DEST	0015UM	05/22
7565	Sugar Creek Light	STRUCT DEST	0526UM	51/20
7585	Frederick Light	STRUCT DEST	0539UM	29/19
7650	Briggs Landing Light	LT EXT/STRUCT DMGD	0890UM	51/19
7695	Moore's Island Light	STRUCT DEST	0037UM	12/22
7705	Wilson Island Daybeacon	DAYMK DMGD	0104UM	18/21
7850	Florence Light	LT EXT	0055UM	14/22
8540	Blaines Island Light	STRUCT DEST	0320OV	25/22
8857	Arbuckle Creek Light	STRUCT DEST/TRDBN		39/20
9150	Washita Point Light	LT EXT	0395LM	33/20
9185	Preston Peninsula Light	REDUCED INT	0420LM	46/16
9535	Quaker Oats Light	STRUCT DEST	0043OV	06/16
9565	Putney Daybeacon	DAYMK DMGD	0768OV	52/19
9590	Iron Bank Light	LT EXT	0770OV	52/19
9630	Samuel Light	LT EXT	0771OV	52/19
9660	Osage Orange Daybeacon	DAYMK DMGD	0773OV	52/19
9663	Barker Daybeacon	DAYMK MISSING/STRUCT DMGD	0774OV	52/19
9665	French Point Light	STRUCT DEST	0775OV	52/19
9680	Island 8 Chute Upper Daybeacon	DAYMK MISSING/STRUCT DMGD	0787OV	52/19
9690	Milton Bell Light	LT EXT	0172OV	22/16
9695	Lester Light	STRUCT DEST	0777OV	52/19
9700	Island 10 Bar Light	LT EXT	0779OV	52/19
9707	Everest Landing Daybeacon	DAYMK MISSING/STRUCT DMGD	0780OV	52/19
9715	Groom Towhead Daybeacon	STRUCT DEST	0781OV	52/19
9725	Morrison Towhead Daybeacon	LT EXT	0788OV	52/19
9770	Nolan Daybeacon	DAYMK MISSING	0783OV	52/19
9780	Williams Point Daybeacon	DAYMK DMGD	0778OV	52/19
9790	Bixby Towhead Light	DAYMK MISSING	0786OV	52/19
9810	Merriwether Bend Light	LT EXT/DAYMK MISSING	0791OV	52/19
9825	Carey Upper Daybeacon	STRUCT DEST	0648LM	52/19
9830	Little Cypress Bend Light	LT EXT/DAYMK DMGD	0649LM	52/19
9845	Murphy Smith Upper Daybeacon	STRUCT DEST	0065LM	14/17
9860	Robinson Bayou Light	LT EXT	0650LM	52/19
9905	Blaker Towhead Light	LT EXT/DAYMK DMGD	0651LM	52/19
9910	Blaker Towhead Lower Light	LT EXT	0652LM	52/19
9980	Obion Bar Light	LT EXT/DAYMK MISSING	0653LM	52/19
10185	Cedar Point Light	REDUCED INT	0031LM	18/22
10195	Dean Island Light	REDUCED INT	0327LM	33/19
10210	Brandywine Chute Light	REDUCED INT	0031LM	18/22

10225	Island 40 Foot Light	STRUCT DEST	0232LM	49/18
10540	Harbert Point Light	LT EXT	0256LM	36/15
10545	Stumpy Point Light	STRUCT DEST	0249LM	52/18
10625	Delta Lower Light	STRUCT DEST	0118LM	06/16
10650	Miller Point Light	STRUCT DEST	0171LM	14/16
10660	Old Town Bend Foot Light	STRUCT DEST	0253LM	36/15
10685	Robson Light	STRUCT DEST	0116LM	06/16
10700	Sunflower Cut-Off Foot Light	STRUCT DEST	0115LM	06/16
10710	Ludlow Bar Light	DAYMK DMGD	0018LM	04/18
10715	Wood Cottage Light	STRUCT DEST	0114LM	06/16
10720	Knowlton Light	STRUCT DEST	0113LM	06/16
10730	Mason Landing Daybeacon	STRUCT DEST	0172LM	14/16
10815	Riverton Middle Bar Light	STRUCT DEST	0113LM	21/18
10885	Cypress Bend Light	STRUCT DEST	0032LM	07/18
10895	Eutaw Bar Light	STRUCT DEST	0365LM	35/19
10905	Mounds Crevasse Lower Light	STRUCT DEST	0114LM	21/18
10910	Boliver Light	STRUCT DEST	0069LM	11/18
10955	Miller Bend Light	STRUCT DEST	0030LM	06/18
10965	La Grange Towhead Light	STRUCT DEST	0367LM	35/19
11050	Vaucluse Bend Light	STRUCT DEST	0028LM	06/18
11070	Anconia Point Light	STRUCT DEST	0368LM	35/19
11080	Lakeport Light	STRUCT DEST	0369LM	35/19
11085	Walnut Point Light	STRUCT DEST	0370LM	35/19
11125	Corregidor Light	STRUCT DEST	0080LM	05/16
11130	Sarah Island Light	STRUCT DEST	0371LM	35/19
11170	Stack Island Light	STRUCT DEST	0372LM	35/19
11180	STACK ISLAND LOWER LIGHT	STRUCT DEST	0373LM	35/19
11195	Chinaman Light	STRUCT DEST	0374LM	35/19
11210	Fitler Point Daybeacon	STRUCT DEST	0170LM	28/17
11215	Seitz Light	STRUCT DEST	0448LM	38/19
11220	Cottonwood Bar Pointway Light	STRUCT DEST	0449LM	38/19
11245	Willow Point Light	DAYMK DMGD	0450LM	38/19
11250	Belle Island Corner Daybeacon	STRUCT DEST	0451LM	38/19
11270	Cabin Teele Light	STRUCT DEST	0452LM	38/19
11275	Marshall Point Cut-Off Daybeacon	STRUCT DEST	0453LM	38/19
11280	Joseph Henry Daybeacon	STRUCT DEST	0454LM	38/19
11407	Coggins Light	STRUCT DEST	0296LM	29/16
11415	Reid Bedford Point Light	STRUCT DEST	0463LM	39/19
11425	Diamond Light	STRUCT DEST	0464LM	39/19
11430	Sargent Point Light	LT IMCH/DAYMK DMGD	0465LM	39/19
11440	Cannon Point Light	STRUCT DEST	0294LM	41/17
11455	Buckridge Light	STRUCT DEST	0467LM	39/19
11470	Grand Gulf Island Light	STRUCT DEST	0468LM	39/19
11505	Old Levee Light	LT IMCH/DAYMK DMGD	0470LM	39/19
11520	Ashland Light	LT IMCH/DAYMK DMGD	0471LM	39/19
11530	Hole In The Wall Light	LT IMCH/REDUCED INT	0472LM	39/19
11540	Giles Bend Cut-Off Light	STRUCT DEST	0171LM	28/17
11700	Fort Adams Light	STRUCT DEST	0402LM	36/19
11795	Morganza Crevasse Light	STRUCT DEST	0400LM	36/19

11835	Bayou Sara Bend Light	STRUCT DEST	0399LM	36/19
11860	Port Hudson Light	STRUCT DEST	0581NOLA	36/19
11900	Devils Swamp Light	STRUCT DEST	0397LM	36/19
11940	Ben Burman Light	STRUCT DEST	0549LM	44/19
12677	Island 21 Daybeacon	STRUCT DEST	0503UM	27/19
13165	Lock 5A Light	LT EXT	0172UM	20/20
13230	Island 74 Light	STRUCT DEST/TRUB	0380UM	34/20
13430	Root River Upper Light	STRUCT DEST/HAZ NAV	0172UM	20/20
13510	Perry Ruby Light	STRUCT DEST	0061UM	12/17
13535	Britts Landing Daybeacon	DAYMK DMGD/STRUCT DMGD	0310UM	42/22
13720	Crooked Slough Head Daybeacon	STRUCT DEST/TRUB	0482UM	26/19
13725	Crooked Slough Head Light	STRUCT DEST/TRUB	0482UM	26/19
13765	Island 158 Daybeacon	DAYMK DMGD	0310UM	43/22
13895	Clayton Daybeacon	STRUCT DEST	0310UM	43/22
13915	Clayton Lower Daybeacon	STRUCT DEST/TRUB	0240UM	31/18
14010	Cassville Upper Daybeacon	STRUCT DEST	0546UM	29/19
14030	Cassville Lower Light	STRUCT DEST	0546UM	29/19
14105	Maquoketa Island Light	STRUCT DEST	0460UM	25/19
14230	Nine-Mile Island Light	STRUCT DEST	0410LM	36/17
14260	Stone Slough Light	STRUCT DEST	0454UM	25/19
14275	Fever River Light	STRUCT DEST/TRUB	0485UM	45/18
14295	Pulaski Light	STRUCT DEST	0485UM	45/18
14385	Arnold Towhead Light	STRUCT DEST	0449UM	25/19
14445	Sabula Lower Light	STRUCT DEST	0446UM	25/19
14460	Smith Bay Light	STRUCT DEST	0048UM	13/22
14475	Elk River Light	DAYMK DMGD	0257LM	31/21
15170	Edwards Island Upper Light	STRUCT DEST/TRUB	0403UM	26/16
15535	Des Moines River Lower Daybeacon	STRUCT DEST	0279UM	38/22
15785	Sny River Light	STRUCT DEST	0114UM	22/22
16110	Hastings Landing Daybeacon	STRUCT DMGD	0282UM	39/22
16120	Cuivre Island Light	STRUCT DEST	0282UM	39/22
16200	Portage Des Sioux Light	LT EXT	0088UM	18/22
16785	Lowry Light	STRUCT DEST	0026UM	10/22
16910	Ste. Genevieve Island Light	STRUCT DEST	0557UM	30/19
17000	Chester Prison Upper Light	STRUCT DEST	0026UM	10/22
23285	Cluster Upper Light	STRUCT DEST	0721OV	34/18
23355	Brown Island Foot Light	LT EXT	0027OV	03/23
24110	Old Lock No. 17 Lower Daybeacon	STRUCT DEST		39/20
26047	Sunken Barge Lighted Buoy WR	MISSING	0519OV	51/21
26470	Notch Lick Light	STRUCT DEST	0210OV	23/21
27090	Wolf Creek Light	LT EXT	0064OV	05/22
27520	Robert Mann Light	STRUCT DEST	0269OV	21/22
27540	Water Works Light	STRUCT DMGD	0179OV	12/22
27855	Graham Varble Light	STRUCT DEST	0134OV	17/21
27935	Dekoven Light	STRUCT DEST	0294OV	23/22
29231.34	Westdale Middle Daybeacon	STRUCT DEST/TRUB	0121LM	44/22
29241.25	Smith Island Lower Daybeacon	STRUCT DEST	0202LM	26/21
29256.65	Cadney Lower Daybeacon	DAYMK DMGD	0205LM	26/21
29272	Deloges Middle Daybeacon	DAYMK IMCH		36/20

29467	Hog Lake Daybeacon	STRUCT DEST		36/20
29618	Red River Entrance Light	STRUCT DEST		37/20
29665	Dry Cypress Daybeacon	STRUCT DEST		37/20
29690	Bayou Cocodrie Upper Daybeacon	STRUCT DEST		37/20
29695	Bayou Cocodrie Daybeacon	STRUCT DEST		37/20
29710	Grassy Lake Daybeacon	DAYMK MISSING		37/20
29725	Alligator Bayou Daybeacon	STRUCT DEST	0216LM	33/17
29750	Timber Lake Daybeacon	STRUCT DEST		37/20
29755	Naples Daybeacon	STRUCT DEST		37/20
29775	Three Rivers Junction Light	STRUCT DEST		37/20
29780	Barbre Daybeacon	STRUCT DEST		37/20
29785	Torras Daybeacon	STRUCT DEST		37/20
29795	Oak Grove Daybeacon	STRUCT DEST		37/20
29845	Houden Point Daybeacon	STRUCT DEST	0255UM	30/21
30215	Taliaferro Light	LT EXT	0410OV	35/22
31275	Stevenson Daybeacon	DAYMK IMCH	0260OV	19/22
31995	Dry Creek Light	STRUCT DEST	0402OV	31/20
32140	Chambers Daybeacon	STRUCT DEST	0178OV	11/13
32170	Diamond Island Lower Daybeacon	STRUCT DEST	0177OV	11/13
32325	Condors Landing Light	STRUCT DEST	0127OV	09/20
32445	Sales Light	TRUB/STRUCT DEST	0269OV	19/14
32460	Reynoldsburg Island Light	STRUCT DEST/TRUB	0290OV	15/18
32480	Higgins Light	STRUCT DEST	0342OV	27/15
32530	Standing Rock Upper Light	STRUCT DEST	0658OV	41/13
32570	Fort Henry Light	STRUCT DEST	0160OV	19/21
32585	Pine Bluff Light	STRUCT DEST	0308OV	19/19
32595	Blood River Light	STRUCT DEST/TRUB	0138OV	17/21
32600	Clyde Light	LT EXT	0581OV	44/15
32605	Newburg Light	STRUCT DEST	0362OV	29/15
32650	West Entrance Canal Light	LT EXT	0994OV	50/18
32665	Grand Rivers Light	LT EXT	0993OV	50/18

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
19375	Weston Daybeacon	REBUILT/RECOVERED			18/21	03/23

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
1685	Oakley Dock Light	LT EXT		0307-14 LM	44/14	
1690	Mobley Dock Light	LT EXT		0454-13 LM	48/13	
2100	Oakley Light	LT EXT		0520LM	42/19	
2337	Island Harbor Marina Light	LT EXT			45/16	
2340	Century Tube Lights (2)	LT EXT			45/16	
2400	Pickett And Davison Lights (2)	LT EXT		0481-13 LM	50/13	
3725	Lakewood Marina Lights (4)	LT IMCH		0439-15 OV	34/15	
3750	Dupont Dock Lights (2)	OFF STA/LT EXT		0305-15 OV	26/15	
3795	Nashville Water Intake Lights (2)	LT EXT			44/11	
3805	Holnam Dock Lights (2)	LT EXT			44/11	

3815	Kerr-Mcgee Dock Lights (2)	LT EXT		44/11
3820	Cohen Terminal Lights (2)	LT EXT		44/11
3930	Alcoa Chemical Dock Lights (2)	MSLD SIG/LT EXT	0216-10 OV	14/10
3960	Hunter Marine Transport Dock Lights (2)	LT EXT		47/08
3995	Riverview Marina Lights (2)	LT EXT		47/08
4055	Clarksville Boat Club Dock Lights (2)	LT EXT	0533-12 OV	34/12
6170	Quantum Chemical Dock Lights (2)	LT EXT	0436-01 UM	31/01
6650	S. T. Services Terminal Lights (2)	LT EXT		41/14
6695	Continental Grain Company Light	LT EXT		41/14
7225	Cargo Carriers Dock Lights (2)	LT EXT		25/08
7235	Pekin Boat Club Breakwater Light	LT EXT		05/16
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
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
7725	Cargill Terminal Lights (2)	LT IMCH	0171-18 UM	26/18
7730	Public Service Co. Dock Lights (6)	LT EXT	0119-18 UM	20/18
7730	Public Service Co. Dock Lights (6)	LT IMCH	0171-18 UM	26/18
7760	Adm Growmark Grain Elevator Lights (2)	LT IMCH	0171-18 UM	26/18
9440	Black Dog Lights (5)	LT EXT		43/16
9965	Huffman Grain Light	STRUCT DEST	0131-16 LM	08/16
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
11943	Bear Industries Barge Dock Lights (4)	LT EXT	0600-17 NO	30/17
11990	Riverside Dock Lights (2)	LT EXT	0695-01 UM	40/01
12080	University Dock Lights (3)	LT EXT	0696-01 UM	40/01
12215	Koch Fuel Dock Lights (2)	LT EXT		35/16
12320	Newport Terminal Lights (2)	LT EXT		35/16
12385	Shiely Dock Lights (2)	LT IMCH		35/16
12712	City of Red Wing Metering Station Special Light	MISSING		42/16
12768	Consolidated Grain and Barge Loading Dock Piling Lights (2)	MISSING		42/16
12930	Alma City Dock Light/Daymarks (3)	MISSING		42/16
13405	G. Heileman Brewery Dock Light	MISSING		42/16
14756	Isle Of Capri Casino Marina Daybeacon	MISSING		03/16
15345	Koch Nitrogen Dock Light	LT EXT		41/14
15415	Riverview Park Dock Light	LT EXT	0531-15 UM	49/15
15425	Hall Towing Light	STRUCT DEST	0280UM	25/20
15822	Hannibal Intake Light	LT EXT	0358-20 UM	32/20
16100	Jersey County Grain Dock Lights (2)	LT EXT		19/16
16205	Piasa Harbor Light	LT EXT	0131-15 UM	22/15
16220	Con-Agra Mooring Lights (2)	LT EXT		21/16
16230	Alton Marina Breakwater Lights (3)	LT EXT	0131-15 UM	22/15

16265	Amoco Dock Light	STRUCT DEST		35/09
16280	Amoco Dock Lights (4)	LT EXT		35/09
16310	Sioux City/New Orleans Terminal Light	STRUCT DEST		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
16445	Continental Cement Lights (2)	LT EXT	0305-08 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 UM	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
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
18700	Bunge Dock Lights (3)	MISSING/LT EXT		18/08
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 UM	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
19695	Kansas City Power And Light Company Lights (2)	LT EXT	0181-08 UM	24/08
20870	U.E. Callaway Intake Lights (2)	LT EXT	0522-20 UM	52/20
22873	Moon Township Municipal Authority Back Channel Outfall Danger Buoy	OFF STA	0108-21 OV	14/21
24005	Bens Run Light	LT EXT		03/20
24580	Ohio Power Coal Dock Light	LT EXT	480-21 OV	44/21
25820	Cargill Barge Loading Facility Light	LT EXT	0552-09 OV	40/09
26290	Boone County Sand And Gravel Lights (2)	LT EXT	0769-00 OV	40/00
26833	Transmontaige Dock Lights (2)	LT EXT	286-21 OV	28/21
26860	Dupont Chemical Lights (2)	LT EXT	0330-18 OV	17/18
27590	Transmontaigne Dock Lights (4)	LT EXT		40/21
32550	Paris Landing State Park Lights (2)	Status Unreported	0452-20 OV	38/20
32900	Ergon Dock Lights (2)	LT IMCH		17/13
	Alcosan-Mascaro Temporary Lighted Danger Buoy	MISSING		24/22

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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
7015	Blue Creek Point Lower Lighted Buoy	TRUB		0379UM	51/21	
7030	Drolls Point Upper Lighted Buoy	TRUB		0379UM	51/21	
7040	Peoria Heights Lighted Buoy	TRUB		0379UM	51/21	
8540	Blaines Island Light	DISCONTINUED			39/20	
10455	Armstrong Bar Light	RELOCATED			23/18	
11275	Marshall Point Cut-Off Daybeacon	TRDBN			49/16	
11280	Joseph Henry Daybeacon	TRDBN			49/16	
15395	Dutchman Island Lighted Buoy	TRUB		0336UM	48/22	
15435	Sunken M/V John Paul Lighted Buoy	TRUB		0336UM	48/22	
15475	Waggoner PT Lighted Buoy	TRUB		0336UM	48/22	
29880	Kinnikinnic River Daybeacon	DISCONTINUED			21/20	

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None**PLATFORM TEMPORARY CHANGES**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None**PLATFORM TEMPORARY CHANGES CORRECTED**

Name	Status	Position	BNM Ref.	LNM St	LNM End
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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**Approved Project(s)****Project Date****Ref. LNM****None****Advance Notice(s)****OHIO RIVER**

The Coast Guard will be making the following Aid to Navigation Change after March 7, 2023:

Discontinue Lock Seven Upper Daybeacon (LLNR-23125) at mile 36.4, Left Descending Bank, in approximate position 40-37-42.243N/080-27-45.620W.

LNM: 02/23

OHIO RIVER

The Coast Guard will be making the following Aids to Navigation Changes after March 7, 2023:

Discontinue Shadyside Run Light (LLNR-23920) at mile 129.8, Left Descending Bank, in approximate position 39-37-09.604N/080-52-45.255W.

Discontinue Cochranville Light (LLNR-23960) at mile 139.9, Right Descending Bank, in approximate position 39-32-46.551N/081-01-48.725W.

Discontinue St. Marys Bend Light (LLNR-24040) at mile 155.4, Left Descending Bank, in approximate position 39-23-04.583N/081-13-01.177W.

Discontinue Brothers Island Upper Light (LLNR-24050) at mile 158.1, Left Descending Bank, in approximate position 39-22-58.370N/081-15-43.483W.

LNM: 02/23

OHIO RIVER

The Coast Guard will be making the following Aids to Navigation Changes after March 7, 2023:

Discontinue Brown Island Lower Light (LLNR-23350) at mile 63.1, Left Descending Bank, in approximate position 40-24-31.570N/080-36-22.659W.

Discontinue Cox Ripple Daybeacon (LLNR-23465) at mile 72.9, Right Descending Bank, in approximate position 40-17-29.937N/080-37-02.346W.

LNM: 02/23

UPPER MISSISSIPPI

The Coast Guard will be making the following Aids to Navigation Changes after March 14, 2023:

Discontinue Des Moines River Lower Daybeacon (LLNR-15535) at mile 361.3, Right Descending Bank, in approximate position 40-22-44.400N/091-25-24.800W.

LNM: 03/23

OHIO RIVER

The Coast Guard will be making the following Aids to Navigation Changes after March 14, 2023:

Discontinue Sisters Lower Light (LLNR-23535) at mile 86.4, Right Descending Bank, in approximate position 40-07-11.830N/080-42-33.040W.

Discontinue Narrow Run Light (LLNR-23730) at mile 106.0, Right Descending Bank, in approximate position 39-54-09.921N/080-48-32.201W.

Discontinue Hog Run Light (LLNR-23745) at mile 109.6, Left Descending Bank, in approximate position 39-51-25.895N/080-47-54.216W.

Discontinue Clines Bar Light (LLNR-23785) at mile 115.6, Left Descending Bank, in approximate position 39-47-08.650N/080-50-16.791W.

LNM: 03/23

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>
None			

Proposed Change Notice(s)

TENNESSEE RIVER

The Coast Guard proposes the following Aid to Navigation Change:

Discontinue Dry Creek Light (LLNR-31995) at mile 248.2, Left Descending Bank, in approximate position 34-43-49.342N/087-47-35.364W.

Comments to be received by February 21, 2023. Please email comments regarding this proposal to: D08-SMB-District-

LocalNoticeFeedback@uscg.mil.

LNM: 52/22

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 0.6 - BRIDGE MAINTENANCE

Sixth Street Bridge; A containment system is installed below low steel and follows the contour of the bridge. Vertical clearance is reduced approximately 1-foot for the middle, 100 feet of the navigation span. A work barge will be located outside of the navigation channel and will not affect navigation. Mariners are advised to transit the bridge with extreme caution.

LNM: 38-22

ARKANSAS RIVER

MILE 392.5 - BRIDGE DEMOLITION

Highway 62 Bridge; Demolition of the bridge will continue until further notice. Mariners are requested to contact M/V KARL R., 30-minutes prior to transit, via VHF-FM Channel 16. Mariners are advised to stay up to date with L/D 16 and L/D 17, for the latest information. Mariners may contact Mr. Robert Steiner; Navigation Operation Manager: (918) 775-4475 Ext 5833 or Mr. Jacob Simpson; Navigation Field Engineer: (918) 430-4783, for additional information.

**ARKANSAS RIVER
MILE 392.5 - BRIDGE DEMOLITION**

LNM: 52-22

MILE 319.6 - NAVIGATION OBSTRUCTION

The most upstream protection cell at W.D. Mayo L/D Nr. 14, in the vicinity of Mile 319.6, is severely damaged and barely visible above the water's surface and may pose a navigation obstruction. Waterway users are asked to check with L/D 14, for the latest information. Mariners may contact Mr. Robert Steiner, Navigation Operation Manager at (918) 775-4475 ext. 5833 or Mr. Jacob Simpson, Navigation Field Engineer at (918) 430-4783, for additional information

LNM: 50-22

MILE 118.5 - BRIDGE CONSTRUCTION

I-30 Bridge; Continuing until January 24, 2023, there is a one-time 30-minute blockage of the main navigation span, between 9:00 a.m. and 3:00 p.m. Mariners may contact the M/V BILL O'DONLEY via VHF-FM Channels 16 or 68, for updates.

LNM: 02-23

MILE 118.2 - BRIDGE PROTECTION CELL DAMAGE

The upstream left descending pier protection cell at the Clinton Presidential Park Bridge in the vicinity of Mile 118.2, is damaged and leaning into the left descending bridge pier. Mariners are urged to exercise caution in the area. Mariners may contact the USACE Little Rock District Office at (501) 324-5096 or via e-mail at: ceswl-op-om@usace.army.mil, for additional information.

LNM: 48-21

MILE 50.2 - MILE 10.3 - L/D'S CLOSURES/RESTRICTIONS

Attached as enclosures to this LNM are USACE Little Rock District Navigation Notice 22-21 and 22-41, regarding L/D closures/restrictions for the Joe Hardin L/D (Nr. 3), in the vicinity of Mile 50.2 and for the Norrell L/D (Nr. 1), in the vicinity of Mile 10.3. Mariners may contact the USACE Little Rock District Office, at (501) 324-5096 or via e-mail at ceswl-op-om@usace.army.mil, for additional information.

LNM: 34-22

CUMBERLAND RIVER

MILE 190.4 - BRIDGE MAINTENANCE

Louisville and Nashville (CSX) Railroad Drawbridge; Vertical clearance is reduced by 4 feet due to installed containment system. The bridge remains fully operational. Mariners are advised to contact bridge tender via VHF-FM Channel 16 or maintenance supervisor at telephone (989) 717-3192, for additional information.

LNM: 35-22

GREEN RIVER

MILE 8.3 - BRIDGE OPERATION

Louisville and Nashville Railroad Drawbridge; The bridge will be unattended and left in the open-to-navigation position. Mariners will be notified when the bridge is back in operation.

LNM: 20-22

ILLINOIS WATERWAY

MILE 288.7 - MILE 287.3 - BRIDGE REPAIRS

Joliet Harbor Bridges; Due to ongoing bridge work, mariners are required to provide 1-hour advance notice, when requesting drawspan openings.

LNM: 19-20

MILE 282.1 - BRIDGE REPAIRS

Louisiana Railroad Bridge: Commencing January 17, 2023, and continuing until January 24, 2023, work will be ongoing in the RDB, navigation channel opening. All vessels must transit through the LDB, navigational opening. Mariners may contact the bridge tender for additional information.

LNM: 02-23

MILE 271.5 - MILE 80.2 - L/D ADVISORY

Ice couplings are recommended, if necessary, when transiting the following locks:

Dresden Mile 271.5,
Marseilles Mile 244.6,
Starved Rock Mile 231.0,
Peoria Mile 157.7 and
Lagrange Mile 80.2

Tow boat operators are requested to contact the lock via VHF-FM Channel 13, 14, 7 or 82, before transiting.

LNM: 02-23

MILE 250.0 - 200.0 - CHANNEL CONDITION/AIDS TO NAVIGATION

Significant shoaling has been reported from Mile 250.0 to Mile 200.0, along the right and left descending banks. Aids to navigation may be off station in the area. Mariners are urged to transit the area with caution. For further details, contact Sector Lake Michigan Command Center at (414) 747-7182.

LNM: 51-22

MILE 151.2 - BRIDGE OPERATION

Pekin Railroad Drawbridge; Continuing until further notice, the bridge will be unattended and left in the open-to-navigation position. The bridge shall initiate the closing sequence for an approaching train by broadcasting the closure on VHF-FM Channel 16, 10-minutes prior to closure and immediately prior to closing. If no mariners respond to the broadcast, the operator of the bridge may begin the closing sequence. For additional information, mariners may contact Joe Ballou, with Union Pacific Railroad at (708) 990-8513.

MILE 151.2 - BRIDGE OPERATION

LNM: 34-22

LOWER MISSISSIPPI RIVER**MILE 893.0 - AIDS TO NAVIGATION**

A nun buoy has been reported off station and in the channel, at Mile 893.0. The buoy is reported to be partially submerged. Mariners are advised to transit the area with caution.

LNM: 03-23

MILE 304.0 - L/D RESTRICTIONS

Continuing until approximately January 31, 2023, tows are to enter the lock wall at a DEAD SLOW speed, tows will be restricted to a length no more than 1,100 feet and will line up along the floating guidewall before proceeding into the lock's chamber. Two line-handlers (with life vests) and bumpers are required when approaching and exiting the lock. Vessels must be moored by the bow and stern to the floating timberheads. The Lockmaster, Mr. Anthony T. Lindsly can be reached at (225) 492-3333, for up-to-date information. The point of contact at the USACE New Orleans Office is Russell Beauvais at (225) 492-2169.

LNM: 31-22

MILE 230.0 - MILE 228.5 - BRIDGE FENDER SYSTEM REPLACEMENT

Continuing until approximately August 2, 2023, work to replace the bridge fender system on the I-10 Bridge, left descending pier of the center span, in the vicinity of Mile 229.3, is being conducted. Work will be conducted Monday through Saturday, from 6:00 a.m. until 7:00 p.m. Mariners are urged to transit between Mile 230.0 and 228.5, at their slowest safe speed to minimize their wake and proceed with caution. Mariners may contact Ryan Finnie via VHF-FM Channel 21 or at (321) 501-3936, for additional information.

LNM: 31-22

UPPER MISSISSIPPI RIVER**MILE 796.9 - L/D CLOSURE**

Continuing until March 13, 2023, L/D Nr. 3, in the vicinity of Mile 796.9, is closed for maintenance.

LNM: 43-22

MILE 752.8 - L/D CLOSURE

Continuing until March 13, 2023, L/D Nr. 4, in the vicinity of Mile 752.8, is closed for maintenance.

LNM: 43-22

MILE 699.8 - BRIDGE REPAIR

La Crosse Railroad Drawbridge; J.F. Brennan Company is conducting construction operations, on the La Crosse Railroad Drawbridge, beginning on the upstream and downstream center swing span protection cells. A marine plant will be onsite, and fleeted below the bridge in the navigation channel along the RDB, for the duration of the project. Please contact the M/V ADAM B., on VHF-FM Channels 13 or 16, to have them move out of the navigation channel.

LNM: 51-22

MILE 556.7 - L/D CLOSURE

Continuing until noon, March 3, 2023, L/D Nr. 12, in the vicinity of Mile 556.7, will be closed for repairs. During this closure, towboat operators are requested NOT to tie up on the guidewalls. Mariners may contact the lock via VHF-FM Channel 14 or at (563) 872-3314, for assistance.

LNM: 44-22

MILE 482.9 - L/D CLOSURE

Continuing until noon, March 3, 2023, L/D Nr. 15, in the vicinity of Mile 482.9, will be closed for repairs. During this closure, towboat operators are requested NOT to tie up on the guidewalls. Mariners may contact the lock via VHF-FM Channel 14 or at (309) 794-5266, for assistance.

LNM: 44-22

MILE 384.8 - MILE 367.2 - AIDS TO NAVIGATION

The following aids to navigation have been withdrawn for the winter season and replaced with unlighted aids to navigation.

Dutchman Island Lighted Buoy (LLNR-15395), Mile 384.8, RDB,
Sunken M/V John Paul Lighted Buoy, (LLNR-15435), Mile 378.4, LDB and
Waggoner PT. Lighted Buoy (LLNR-15475), Mile 367.2, RDB.

LNM: 48-22

MILE 324.9 - L/D CLOSURE

Continuing until March 2, 2023, L/D Nr. 21, in the vicinity of Mile 324.9, is closed to navigation. Mariners may contact the L/D via VHF-FM Channel 14, for additional information.

LNM: 03-23

MILE 301.2 - L/D CLOSURE

Continuing until March 2, 2023, L/D Nr. 22, in the vicinity of Mile 301.2, is closed from 6:00 a.m. to 5:00 p.m. daily. A 70-foot width restriction is in place while navigating. Tow boat operators are requested to contact the Lock via VHF-FM Channel 13, 14 or 82, before transiting. For further information you may contact the Lock at (217) 222-0918.

LNM: 01-23

MILE 273.4 - L/D CLOSURE

L/D Nr. 24, in vicinity of Mile 273.4, will be closed for maintenance, until February 26, 2023. Mariners should be alert for and abide by any special instructions issued by the lockmaster.

LNM: 52-22

MILE 241.4 - L/D CLOSURE

L/D Nr. 22, in vicinity of Mile 241.4, will be closed for maintenance, until February 26, 2023. Mariners should be alert for and abide by any special instructions issued by the lockmaster.

LNM: 52-22

MILE 200.5 - L/D CLOSURE

Melvin Price L/D main chamber in the vicinity of Mile 200.5, will be closed for construction until March 31, 2023. During this closure, the auxiliary chamber will remain open and available to pass traffic. Mariners should be alert for and abide by any special instructions issued by the lockmaster.

LNM: 51-22

MILE 195.0 - DREDGE OPERATION

Continuing until further notice, Luhr Brothers, a contractor for the USACE, is conducting weir degradation operations in the vicinity of Mile 195.0. Work will be conducted from 7:00 a.m., until 5:00 p.m., each day. The contact boat is the M/V JASON LUHR. M/V JASON LUHR will monitor VHF-FM Channel 13, 16 or 72, or can be contacted, at (573) 803-7930. No river closures are scheduled, but minor delays may occur. Transiting tows are requested to contact the M/V JASON LUHR, in advance to make passing arrangements. Southbound tows are requested to make contact at Mile 198.0, or Missouri River Mile 3.0, and northbound tows when at the I-270 Bridge within the Chain of Rocks Canal. Mariners are urged to transit the area at their slowest safe speed and proceed with caution, after passing arrangements have been made.

LNM: 03-23

MILE 185.5 - L/D CLOSURE

Continuing until March 17, 2023, L/D 27 main chamber, will be closed to replace the main lock miter gate anchorages. The auxiliary lock will remain open and available for transit. Mariners should be alert for, and abide by, any special instructions that may be issued by the lockmaster.

LNM: 51-22

MILE 168.6 - BRIDGE MAINTENANCE

Jefferson Barracks Dual Bridge; Due to a containment system installed below low steel, vertical clearance has been reduced to 84 feet. Mariners are advised to transit the bridge with caution.

LNM: 17-22

MILE 47.0 - DREDGE OPERATION - UPDATE

The Dredge POTTER has completed dredging operations at Mile 47.0.

LNM: 03-23

MILE 44.0 - MILE 37.0 - DREDGE OPERATION - UPDATE

Dredge JADWIN has completed dredging operations, from Mile 44.0 to Mile 37.0.

LNM: 03-23

MILE 28.5 - DREDGE OPERATION

Continuing until further notice, the Dredge POTTER will be conducting dredging operations at Mile 28.5. Work will be conducted 24-hours a day, 7-days a week. The floating plant will consist of the Dredge POTTER, tender boats, small boats, barges and pipeline. While dredging, dredge spoils will be pumped through a pontoon line or self-floating pipeline, which may be crossing the channel and is placed outside of the navigation channel. Mariners should be on the lookout for tender boats, small survey boats and dredge pipeline when transiting the area. Minor traffic delays may be experienced in the area. The Dredge POTTER will monitor VHF-FM Channel 13 or 16. Mariners are urged to transit the area at their slowest safe speed and proceed with caution after passing arrangements have been made.

LNM: 03-23

MISSOURI RIVER**MILE 185.0 - BRIDGE MAINTENANCE**

Rocheport Highway Bridge; A drill barge will be located channelward of the existing right descending pier and will reduce the horizontal clearance to 470 feet. Mariners are advised to transit the bridge with caution.

LNM: 16-22

MONONGAHELA RIVER**MILE 41.5 - CHANNEL CONDITION/SAFETY ADVISORY**

The COTP Pittsburgh has issued the following Safety Advisory due to high water/high flow at L/D 4, in the vicinity of Mile 41.5. The gate opening is greater than 8 feet. Mariners are urged to exercise double locking through L/D 4.

LNM: 03-23

MILE 14.2 - MILE 11.3 - CHANNEL CONDITION/SAFETY ADVISORY

The gate opening at Braddock L/D, vicinity of Mile 11.3, is greater than 15.0 feet. The COTP Pittsburgh has issued the following Safety Advisory; Exercise caution when transiting under the McKeesport - Duquesne Highway Bridge, in the vicinity of Mile 14.0 and the Union Railroad Bridge, in the vicinity of Mile 14.2, due to the narrow channel and the short distance between these two bridges.

LNM: 03-23

MILE 0.8 - BRIDGE MAINTENANCE

Smithfield Bridge; A containment system is installed and will hang approximately 1.5 feet, below low steel, following the contour of the bridge.

LNM: 33-22

OHIO RIVER**MILE 1.5 - MILE 6.2 - CHANNEL CONDITION/COTP ADVISORY**

The gate opening at Emsworth L/D, in the vicinity of Mile 6.2, is greater than 65 feet. When transiting down-bound, with the intention of using the front channel, past Brunot Island, in the vicinity of Mile 1.5, keep towards the RDB, while entering the front channel to avoid a severe set towards

OHIO RIVER**MILE 1.5 - MILE 6.2 - CHANNEL CONDITION/COTP ADVISORY**

the island. When transiting up-bound, with the intention of using the back channel, past Brunot Island, in the vicinity of Mile 3.0, exercise caution when entering the back channel to prevent being set against the LDB. Mariners are urged to exercise caution and ensure vertical clearance is sufficient, while transiting under the bridges located between Mile 3.0 and Mile 0.0, on the Allegheny River and between Mile 9.0 and Mile 0.0, on the Monongahela River.

LNM: 02-23

MILE 31.7 - MILE 44.5 - CHANNEL CONDITION/SAFETY ADVISORY

The gate opening at Montgomery L/D, vicinity of Mile 31.7, is greater than 40 feet. The COTP Pittsburgh has issued a Safety Advisory. Mariners are urged to exercise caution when transiting under the Newell Highway Bridge, in the vicinity of Mile 44.5, due to strong set and water currents in the area. Up-bound towing vessels are advised that when performing a set over or knock out through the Montgomery L/D, to secure the head of their tows to the lock wall using the closest pin possible, before the set over or knockout is initiated and ensure that tows are fully secured prior to leaving the vicinity of the locks. Down-bound towing vessels performing a double lockage, are strongly advised to have a helper boat assist the tows in keeping alongside the guidewall while entering the locks.

LNM: 02-23

MILE 90.3 - BRIDGE MAINTENANCE

Wheeling Suspension Bridge; Continuing through June 2023, the vertical clearance may be reduced by 2 feet due to maintenance being performed on the bridge. For more information, mariners may contact West Virginia Department of Transportation, Ahmed Mongi, at (304) 553-3941 or Advantage Steel and Construction, Matt Oskin, at (724) 352-4842.

LNM: 11-22

MILE 204.0 - L/D CLOSURE

Continuing until approximately January 20, 2023, from 7:00 a.m. until 5:00 p.m., Tuesday through Friday, the Belleville L/D, main and auxiliary chambers, are closed for repairs. Mariners are urged to contact the lockmaster via VHF-FM Channel 13, for additional information.

LNM: 02-23

MILE 280.3 - CONSTRUCTION OPERATION

Continuing until February 13, 2023, M/V LUCEDALE, is installing an outfall diffuser at APG Polytech LLC, along the LDB, in the vicinity of Mile 280.3. Work will be conducted from 7:00 a.m., to 5:00 p.m., Monday through Friday. The floating plant will consist of the M/V LUCEDALE, one barge mounted crane, and one material barge. M/V LUCEDALE will be monitoring VHF-FM Channel 13 or 16. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution.

LNM: 52-22

MILE 322.5 - DREDGE OPERATION

Continuing until further notice, M/V MATTHEW T., is conducting dredging operations at Nucor River Metals Recycling LLC, along the LDB, in the vicinity of Mile 322.5. Work will be conducted from 7:00 a.m., until 7:00 p.m., 7-days a week. The contractors floating plant will consist of the M/V MATTHEW T., one hopper barge, and one barge mounted crane. The M/V MATTHEW T., will monitor VHF-FM Channel 13 or 16 and should be contacted for passing arrangements. During non-working hours, the contractors floating plant will be moored off-site and lighted accordingly. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution after passing arrangements have been made.

LNM: 51-22

MILE 531.5 - CHANNEL CONDITION - L/D TRANSIT INSTRUCTION

A pocket and protruding point, that has the potential to saddlebag the tow, has been reported on the LDB, in the vicinity of Mile 531.5, Markland L/D. No mooring to the upper approach mooring cells, due to greater than 120-Foot dam opening, for southbound vessels. Mariners shall use caution when making approaches.

LNM: 02-23

MILE 608.6 - BRIDGE MAINTENANCE

Sherman Minton Bridge; Cleaning and painting of the bridge will continue from 7:00 a.m. until 6:00 p.m., Monday through Saturday, until further notice. A containment system will hang 4 feet below low steel. Mariners should transit the bridge with caution.

LNM: 29-21

MILE 789.0 - MILE 791.3 - FACILITY CONSTRUCTION

Continuing until approximately September 30, 2025, Meuth Construction Supply Inc., is constructing a facility adjacent to the navigation channel between approximate Miles 789.0 and 791.3, RDB. Sixteen tri-tie dolphins will be constructed to anchor barges along the riverbank. Construction for this facility will be performed from a floating plant. The contractors floating plant will never extend more than 180 feet from the shoreline, at normal pool. The construction contractor will monitor VHF-FM Channel 7, 13 or 16. Mariners are urged to transit the area with caution.

LNM: 39-22

TENNESSEE - TOMBIGBEE WATERWAY**MILE 420.5 - DREDGE OPERATION**

Continuing until further notice, the Costal Dredging Inc.'s Dredge COASTAL ROSE is conducting dredging operations in the vicinity of Mile 420.5. Work will be conducted 24-hours a day, 7-days a week. Dredge spoils will be placed in upland disposal area DS-1705B. The pipeline will cross the channel and will have to be moved for passing traffic. The Dredge COASTAL ROSE will monitor VHF-FM Channel 16. Mariners are urged to transit the area at their slowest safe speed to minimize their wake and proceed with caution. Mariners may contact Mr. Roger Wilson, Jr., or Mr. Joshua Brown, Tennessee-Tombigbee Project Management Office at (662) 245-5500, for additional information.

LNM: 03-23

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

ENCLOSURES	
<p>USACE Little Rock District Navigation Notices 22-21 and 22-41</p> <p>L/D's closures/restrictions.</p>	LNM: 34-22
<p>USACE Huntington District Notice to Navigation Interests 23-01</p> <p>Winter navigation on the Ohio River and tributaries.</p>	LNM: 02-23
<p>USACE Huntington District Notice to Navigation Interests 23-04</p> <p>Mail delivery and crew change policies at navigation locks, for towboats.</p>	LNM: 02-23
<p>USACE Huntington District Notice to Navigation Interests 23-03</p> <p>Notification of sinking or sunken vessels, vessel groundings and barge breakaways.</p>	LNM: 02-23
<p>USACE Huntington District Notice to Navigation Interests 23-02</p> <p>Review of regulations and general safety practices.</p>	LNM: 02-23
<p>USACE Huntington District Notice to Navigation Interests 23-05</p> <p>Restricted areas at navigation structures.</p>	LNM: 02-23
<p>USACE HUNTINGTON DISTRICT REPAIR OPERATIONS</p> <p>USACE Huntington District Notice to Navigation Interests 22-33, regarding maintenance and repair operations.</p>	LNM: 03-23
<p>USACE Rock Island District Notice to Navigation Interests MR 22-201530, MR 22-201531 and MR 22-201532</p> <p>L/D closures/restrictions on the Upper Mississippi River.</p>	LNM: 47-22

Page 18 of 18
Coast Guard District 8-MRS

LNM: 03/23
18 January 2023



U.S. Army Corps
of Engineers
Little Rock District

NAVIGATION NOTICE Number SWL 22-21

McClellan-Kerr Arkansas River Navigation System

May 25, 2022

In Reply Refer to: CESWL-OP
P. O. Box 867
Little Rock, AR. 72203-0867
PH. 501-324-5739

REMINDER – SCHEDULED LOCK CLOSURES NORRELL LOCK (No. 1) NM 10.3 JOE HARDIN LOCK (No. 3) NM 50.2 MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM

As previously noted in Nav Notice SWL 22-04, closures are scheduled for Norrell Lock (No. 1) NM 10.3 and Joe Hardin Lock (No. 3) NM 50.2 during the dates and times indicated below.

The closures at Lock 1 are for installing temporary cofferboxes, concrete saw-cutting of the lock walls and other work related to the new dewatering stoplog slots near the upstream and downstream miter gates. Tow width restrictions will be in place as indicated below and no lockages will be allowed outside the specified times.

The closures at Lock 3 are for the lock dewatering and preparatory inspections prior to the dewatering.

Mariners are advised to contact the locks prior to arrival, for specific instructions on how to proceed for safe lockage. During this time, the Lock 1 tow haulage system will not be available.

Lock 1

June 1 – June 11: Limited width(70' max) lockages only, 7 a.m. – 7 p.m. daily

June 22 – July 21: Limited width(70' max) lockages only, 7 p.m. – 7 a.m. daily

Aug 01 – Aug 10: Full closure, no lockages from 7 a.m.(Aug 01) – 7 p.m.(Aug 10)

Aug 21 – Sep 19: Limited width(70' max) lockages only, 7 p.m. – 7 a.m. daily

Lock 3

Sep 12 - 19: Intermittent closures, 7 a.m. – 7 p.m. daily

Sep 28 – 29: Intermittent closures, 7 a.m. – 7 p.m. daily

Sep 30 – Oct 09: Full closure, no lockages from 7 a.m.(Sep 30) – 7 p.m.(Oct 09)

Lock 1

Sep 30 – Oct 09: Full closure, no lockages from 7 a.m(Sep 30) – 7 p.m.(Oct 09)

Oct 20 – Nov 18: Limited width(70' max) lockages only, 7 p.m. – 7 a.m. daily

Nov 29 – Dec 23: Limited width(70' max) lockages only, 7 p.m. – 7 a.m. daily

Jan 03 – Jan 31: Limited width(70' max) lockages only, 7 p.m. – 7 a.m. daily

Questions or requests for additional information concerning this notice should be directed to the Little Rock District Office, at (501) 324-5096 or you may email CESWL-OP-OM@usace.army.mil.

Christopher B. Roark
Chief, Operations Division

NAVIGATION NOTICE Number SWL 22-41



**U.S. Army Corps
of Engineers**
Little Rock District

McClellan-Kerr Arkansas River Navigation System

August 19, 2022

In Reply Refer to: CESWL-OP

P. O. Box 867

Little Rock, AR. 72203-0867

PH. 501-324-5739

SPECIAL LOCKING INSTRUCTIONS-UPDATE NORRELL LOCK (No. 1) NM 10.3 MCCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM

The landside/long wall coffer boxes are scheduled to be installed downstream and upstream of the miter gate recesses at Norrell Lock (No. 1) NM 10.3, beginning Aug 22. Mariners are advised to avoid contact with the coffer boxes. All up-bound tows must stop along the long wall, no further than the last ladder recess before the downstream coffer box and transition to the river side/short wall prior to lockage. All downbound tows must stop along the long wall, no further than the last ladder recess before the upstream coffer box and transition to the river side/short wall prior to lockage. All vessels are to exercise caution to safely transit by the coffer boxes. These locking instructions replace the locking instructions specified in Nav Notice SWL 22-36 and will remain in place until further notice.

Questions or requests for additional information concerning this notice should be directed to the Little Rock District Office, at (501) 324-5096, or you may email CESWL-OP-OM@usace.army.mil.

Christopher B. Roark
Chief, Operations Division



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

ATTN: CELRH-DE
502 8TH STREET
HUNTINGTON WV 25701-2070
[HTTP://WWW.LRH.USACE.ARMY.MIL/](http://www.lrh.usace.army.mil/)

DATE: 01/09/2023

POC: Kent C.
Browning
(304) 399-5239

NOTICE NUMBER: 201705

LOCAL NUMBER: 23-01

WATERWAY: OHIO RIVER

EFFECTIVE: 01/01/2023 00:00 thru 12/31/2023
23:59

WINTER NAVIGATION ON THE OHIO RIVER AND TRIBUTARIES

In the interest of navigation safety on the waterways, users are reminded that navigation during winter months is a hazardous undertaking. Operators are requested to exercise extreme caution during this season and carefully evaluate the makeup and motive power for each tow.

ICE CONDITIONS

It is common for ice to build up beneath barges navigating the river, causing subsequent grounding in shoal areas. Should this occur, notify the nearest navigation structure as to your location and exercise caution when trying to remove barges so as not to disturb the navigation channel. When locking down bound there is the potential that buildup of ice under a barge could come in contact with the bottom of the lock chamber and puncture the bottom of the barge causing it to sink. Additionally, any build-up of ice between barges in a tow or on the sides of the barges will increase the overall width and possibly hamper the entrance or the exit of the locks. Any noticeable build-up, either in or under the tow, should be checked to assure that the lockage can be accomplished without incident. Whenever conditions warrant, vessel owners should consider adjusting their tow size to compensate for ice formation.

When ice builds up on the lock walls to the extent that full usage of the lock chamber is prohibited, width restrictions will be imposed on lockages. In addition, ice at times will prevent the full opening of the lock miter gates. Should this occur, locking will cease until the ice can be removed or the width of the tow is reduced. Navigators should contact the Lockmaster

at each facility to verify locking conditions. This practice will continue as long as ice conditions warrant. Each company should access the Ohio River Region's computerized navigation daily reports to keep abreast of the latest conditions. This information can be obtained via the internet from the Great Lakes and Ohio River Division's Water Management website at: <https://www.lrh-wc.usace.army.mil/wm/?river>.

Another occurrence during heavy icing conditions is the freezing of the floating mooring bitts in the recesses in the lock walls. In the event the floating bitts become inoperable, it will be necessary for the vessel to utilize the fixed line hook and manually move the mooring lines as the water in the chamber is raised or lowered. Additional lines should be readily available for the deck crew.

In an effort to assist navigators and help alleviate the ice problems at navigation structures, the auxiliary bar may be used for the passage of ice and may not be available for use by traffic at the following locks:

<u>LOCATION</u>	<u>RIVER MILE</u>
Meldahl Locks	436.2R
Greenup Locks	341.0L
Robert C. Byrd	279.2L
Racine Locks	237.5L
Belleville Locks	203.39R
Willow Island Locks	161.7R

All three locks on the Kanawha River - Winfield (mile 31.1R), Marmet (mile 67.7R) and London (mile 82.8R) have the capability for passage of ice. This is accomplished by using the Roller Flap Dam Gate, unlike the Ohio River where the emergency gates or bulkheads are used in the auxiliary chamber.

During heavy ice conditions, historic information in the Huntington District indicates that ice jams can most frequently be expected to form on the Ohio River at the following locations:

- Meldahl Dam to Augusta, Kentucky (mile 436.2 to approximate mile 429.0)
- Manchester Islands Area (mile 395.2 to mile 393.5)
- Brush Creek Island Area (mile 388.0 to mile 387.0)
- Scioto River to New Boston, Ohio Area (mile 356.6 to mile 352.0)
- Racine Dam to Head of Letart Island (mile 237.5 to mile 235.0)
- Ravenswood, West Virginia, Area (mile 223.0 to mile 220.0)
- Long Bottom, Ohio, and Area (mile 210.0 to mile 208.0)

Navigators are advised that ice conditions may become severe enough to warrant the closure of navigation on certain reaches of the river. Should conditions so develop, it is imperative that navigators take refuge in safe harbors. Safe refuge from ice may be found for vessels operating on the Ohio and Kanawha Rivers at the Government owned ice piers at the following locations in the Huntington District:

<u>Ohio River Mile</u>	<u>City</u>	<u>No. of Piers</u>	<u>Bank</u>
251.7	Middleport, Ohio	3	Right
269.5	Gallipolis, Ohio	3	Right
408.7	Maysville, Kentucky	3	Left

Kanawha River Mile

1.5	Henderson, West Virginia	1*	Left
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*Two additional piers at this location are owned by Amherst Industries, Incorporated.

The locations of the ice piers are shown on the Huntington District Ohio and Kanawha River Navigation Charts. Several privately-owned piers are also located along the Ohio and Kanawha Rivers. In addition to the ice piers, safe harborage is afforded in the mouth of the Muskingum, Little Kanawha, Guyandotte, and Big Sandy Rivers. Some of these areas are designated as congested areas on the Navigation Charts and can only be used for harborage during icing conditions.

Navigators using these streams for safe harborage are cautioned about low clearances of the bridges near the mouth of these streams. Tows using the ice piers and the mouths of the tributary streams should be moored in such a manner as to not obstruct the passage of other vessels.

HIGH FLOW CONDITIONS

Seasonal high water, normally encountered during the late winter and early spring months, increases the problem of maintaining a safe course. Vessel operators are reminded that specific regulations govern the operation of vessels on navigable waters at flood stage. When passing habitations or other structures partially or wholly submerged that are subject to damage from wave actions, vessels shall proceed slowly and keep as far away from such structures as circumstances allow. The Navigation Charts have the elevation of ordinary high water indicated on each sheet, except for the R.C. Byrd Pool. When water levels in the river are equal to or greater than that elevation, navigators should operate near the published sailing line to prevent damage attributable to waves created by the vessel.

In the immediate vicinity of navigation structures, the potential exists for adverse out draft currents to develop across the upper lock approaches whenever there are high flows in the river. These currents, coupled with high winds, exert tremendous forces upon large flotillas, especially when empty barges are in the tow. All operators should carefully evaluate the makeup of each tow and its motive power. Power should be sufficient to counter the adverse conditions that can be expected during a voyage.

The Ohio River current, coupled with excessive headway when exiting a slack water area of any lock, especially Robert C. Byrd upper approach, may be a contributing factor for the head barge of tows to “dive” as they exit the canal and enter the main channel. Navigators should carefully evaluate their tow configuration and give special attention to the draft and freeboard of their head barges. Extreme caution and good navigational judgment should be used at all times, particularly when there is more than forty feet of gate openings on the dam.

MOORING TOWS

Another facet of this season that is of major concern is the problem of breakaways. Barges left unattended, whether simply tied to natural objects or moored at terminals and fleeting areas, are subject to being dislodged by strong currents aided by wind, wave-wash from passing tows, ice flows and/or drift. Operators are urged to use extreme care in tying off tows or individual barges, to prevent such occurrences. Three or more lines are recommended, with both the upstream and downstream ends of the tow being made fast.

As required by the Department of the Army Permits for all permitted fleeting areas, barges must be securely attached such that rotation or a breakaway does not occur. All headline attachments to the bank shall be to permanent, authorized mooring devices. At least one safety line, equal or greater in strength than the headline shall be used in addition to all headlines. Breasting lines shall be used to prevent rotation of the barges. Stern lines shall be used at all unwatched facilities. Breakaways resulting from noncompliance will result in a suspension or termination of the facility’s permit.

If, under emergency conditions, it becomes necessary to tie off tows along the banks, extreme care should be exercised in selecting trees or other natural objects for mooring. Banks are usually softened by saturation during high water and during spring thaws and rains, and using trees near the water for tie off are poor risks under such conditions. Should the emergency necessitate temporary mooring within ten miles of any navigation dam, especially upstream, the Lockmaster will be promptly advised.

If conditions warrant, the Huntington District Emergency Operations Center will be opened and maintained on a round-the-clock basis serving as an information/control center. Daily or as-required aerial flights over the river, supplemented by on-ground patrols, will be utilized to supplement the data obtained from our established field offices, to maintain current river condition data base for operational uses. Navigators wishing to make reports to the Huntington District should call (304) 399-5239 or relay the information through one of the Huntington District navigation projects.

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

ATTN: CELRH-DE
502 8TH STREET
HUNTINGTON WV 25701-2070
[HTTP://WWW.LRH.USACE.ARMY.MIL/](http://www.lrh.usace.army.mil/)

DATE: 01/09/2023

POC: Kent C.
Browning
(304) 399-5239

NOTICE NUMBER: 201709

LOCAL NUMBER: 23-04
WATERWAY: OHIO RIVER

EFFECTIVE: 01/01/2023 00:00 thru 12/31/2023
23:59

CREW CHANGE AND MAIL DELIVERY POLICIES FOR LRH DISTRICT

AT NAVIGATION LOCKS FOR TOWBOAT PERSONNEL

The following policies are in effect for all navigation locks within the Huntington District.

Crew changes will be allowed only when security levels warrant. The following procedures will be used for crew changes:

The towing companies must request permission from Lockmaster or designee for crew changes at least two (2) hours prior to requested changes. If given permission, the crew change will take place at high pool (when lock chamber is full). The crew change vehicle will remain outside the government facility gate until the motor vessel has arrived at the lock. All crew members must be in possession of a Transportation Worker Identification Credential (TWIC) card, with all other passengers having valid photo ID. A valid photo ID would be either a state-issued driver's license or a state - or federally issued identification card. No assistance will be provided by government personnel nor personal contact will be made with government personnel. If unable to maintain social distancing, face masks will be required. Crew change vehicle will not be left on the government facility or unattended. Once the crew change vehicle leaves, all personnel will leave with the vehicle and not stay on the government facility.

No mail and/or packages will be accepted for any non-government personnel at any navigation lock. Also, stamped mail from boat crews will not be accepted by lock personnel for postal pickup. Personally delivered mail and/or packages will not be accepted by the lock personnel, nor shall items be stored at the locks for later pickup by towboat personnel. The only mail that will be accepted by the project will be stamped mail addressed to the towing company.

If a motor vessel needs parts or service for breakdown maintenance, they must request permission to deliver them to the project two (2) hours in advance. If the Regional Repair Fleet is working at a project, there will be no crew changes.

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

ATTN: CELRH-DE
502 8TH STREET
HUNTINGTON WV 25701-2070
[HTTP://WWW.LRH.USACE.ARMY.MIL/](http://www.lrh.usace.army.mil/)

DATE: 01/09/2023

POC: Kent C.
Browning
(304) 399-5239

NOTICE NUMBER: 201710

LOCAL NUMBER: 23-03

WATERWAY: OHIO RIVER

EFFECTIVE: 01/01/2023 00:00 thru 12/31/2023
23:59

NOTIFICATION OF SINKING OR SUNKEN VESSELS,
VESSEL GROUNDINGS, AND BARGE BREAKAWAYS

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 Harbors 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 (33CFR 207.300) are as follows:

"Any accidents 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 of locks shall be kept informed of the progress being made in bringing the barges under control so that they 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."

The following is a list of pertinent information for all Huntington District Lock and Dam Projects.

<u>Location</u>	<u>River</u>	<u>Mile</u>	<u>Telephone</u>
Willow Island	Ohio	161.7R	740-374-8710
Belleville	Ohio	203.9 R	740-378-6110
Racine	Ohio	237.5 L	304-882-2118
Robert C. Byrd	Ohio	279.2 L	304-576-2272
Greenup	Ohio	341.0 L	606-473-7441
Meldahl	Ohio	436.2 L	513-876-2921
Winfield	Kanawha	31.1 R	304-586-2501
Marmet	Kanawha	67.7 R	304-949-1175
London	Kanawha	82.8 R	304-442-8422

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

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

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



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HUNTINGTON DISTRICT

ATTN: CELRH-DE
502 8TH STREET
HUNTINGTON WV 25701-2070
[HTTP://WWW.LRH.USACE.ARMY.MIL/](http://WWW.LRH.USACE.ARMY.MIL/)

DATE: 01/09/2023

POC: Kent C.
Browning
(304) 399-5239

NOTICE TO NAVIGATION INTERESTS

NOTICE NUMBER: 201707

LOCAL NUMBER: 23-02

WATERWAY: OHIO RIVER

EFFECTIVE: 01/01/2023 00:00 thru 12/31/2023
23:59

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 ensure 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 vest 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 lock walls, except in designated areas.

c. Vessels with flammable or hazardous cargo barges, loaded or empty, are required to use spark-proof 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. Vessels shall be moored with bow and stern lines leading in opposite directions to prevent the vessel from "running" the lock whenever possible. Floating mooring bitts cannot be used for "checking", nor shall the pilot engage movement of propellers once the tow is secured to the floating mooring bitts, except for an emergency or when directed by the lockmaster.

e. 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 the U.S. Army Corps of Engineers.

Thank you for your help and participation.

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



**US Army Corps
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HUNTINGTON DISTRICT

ATTN: CELRH-DE
502 8TH STREET
HUNTINGTON WV 25701-2070
[HTTP://WWW.LRH.USACE.ARMY.MIL/](http://www.lrh.usace.army.mil/)

DATE: 01/09/2023

POC: Kent C.
Browning
(304) 399-5239

NOTICE NUMBER: 201711

LOCAL NUMBER: 23-05

WATERWAY: OHIO RIVER

EFFECTIVE: 01/01/2023 00:00 thru 12/31/2023
23:59

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 except 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.

The Huntington District has adopted a practice whereby as soon as river flow conditions permit each spring, "special purpose" buoys are placed in the river 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. Signs are also in place adjacent to the buoy lines on the river

wall of the lock and on the opposite riverbank. 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 day marker signs with a reflective orange cross enclosed within a diamond having a white background are installed on the downstream side of the dam. The words “KEEP OUT” are lettered on each sign.

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 totally 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 and upon conviction are subject to fine and/or imprisonment – (or both).

//signed//

KENT C. BROWNING
Chief, Technical Support Branch



**US Army Corps
of Engineers®**

HUNTINGTON DISTRICT

DATE: 12/29/2022

NOTICE NUMBER: 201731

ATTN: CELRH-DE
502 8TH STREET
HUNTINGTON WV 25701-2070
HTTP://WWW.LRH.USACE.ARMY.MIL/

POC: Kent C.
Browning
(304) 399-5239

LOCAL NUMBER: 22-33
WATERWAY: KANAWHA RIVER
OHIO RIVER

EFFECTIVE: 01/01/2023 07:00 thru 09/15/2023
15:30

TENTATIVE MAINTENANCE SCHEDULE FOR 2023

HUNTINGTON DISTRICT

It is anticipated that major maintenance and repairs will be performed at the following locations during calendar year 2023. This notice may require periodic revision. It is given so that industrial and recreational waterway users may have a general knowledge of the lock outages and can plan their operations accordingly. Factors which may affect this schedule are the delivery of materials, repairs required but not anticipated, emergency repairs as a result of accidents, and funding.

<u>PROJECT</u>	<u>REPAIRS</u>	<u>DATES</u>	<u>REMARKS</u>
Belleville L&D	Filling and Emptying System Repairs	30 Jan - 26 Feb	Auxiliary Chamber Closure with Intermittent Closures to the Primary Chamber
Racine L&D	Miter Gate Machinery Repairs	30 Jan - 25 Feb	Auxiliary Chamber Closure
Racine L&D	Miter Gate Machinery Repairs	26 Feb - 12 Mar	Primary Chamber Closure
Greenup L&D	Filling System Repairs	13 Mar - 12 Apr	Primary Chamber Closure
Meldahl L&D	Dewatering for Miter Gate Inspection and Repairs	17 Apr - 04 Aug	Auxiliary Chamber Closure
Winfield L&D	Dam Gate Repairs	10 Jul - 15 Sep	No Closures

All interested parties should review the maintenance schedule for impact. Additional notices furnishing specific information and operating requirements for repairs resulting in major delays will be published prior to commencing the work items listed.

//signed//

KENT C. BROWNING
Chief, Technical Support Branch

NOTICE TO NAVIGATION INTERESTS

ROCK ISLAND DISTRICT
ATTN: CEMVR-DE
CLOCK TOWER BLDG. - RODMAN
AVE
ROCK ISLAND IL 61299
[HTTP://WWW.MVR.USACE.ARMY.MIL/](http://www.mvr.usace.army.mil/)

DATE: 11/04/2022

POC: lock at 217-222-0918 or on
channel 14

NOTICE NUMBER: 201530
LOCAL NUMBER: MR 22-201530
WTRWY/CHNL: UPPER MISSISSIPPI
LOCK(S): MI 21
EFFECTIVE: 12/23/2022 06:00 thru
03/02/2023 13:00

Lock Restrictions and Closure **Lock & Dam No. 21, UMR Mile 324.9**

Lock 21 will be closed to all navigation from 0700 hours on Thursday January 12, 2023 until 1300 hours on Thursday March 2, 2023.

Lock 21 will be under navigation restrictions beginning on December 23, 2022. These restrictions will be in place until the closure of the lock. Navigation traffic **will not** be allowed to lock from 0600 hours to 1700 hours, 7 days a week during the restriction period. Navigation traffic will also be limited to a width restriction of 70 feet wide during this period. Mariners need to be aware of various floating plant in the vicinity of the lock. The Lockmaster MAY grant a lockage during this part of the restriction period, however, a request must occur in enough in advance for proper coordination with the contractor's work schedule which will take precedence.

Navigation traffic **will** be allowed to lock from 1700 to 0600 daily during the restriction period.

The upper and lower guidewalls will not be available for breaking/making tows. Lines will need to be caught on the I-Wall side of the lock unless approved otherwise by the Lockmaster.

The tow haulage units will not be operable during this time, which will prohibit double lockages upstream and downstream utilizing the tow haulage unit equipment. Tows can still transit the lock with a double, as long as they have either a tug assist or industry self-help pulling cuts out of the lock chamber. Tows will have to transit and stage barges at above mile marker 326 northbound or below mile marker 324 southbound to reconfigure tows.

The purpose of the restrictions and closure is to replace land wall concrete, replace the kevel rail, and conduct lock wall joint repairs. All work will be performed by a contractor.

All navigation interest should be alert for, and abide by, any special instructions that may be issued by the Lockmaster. Towboat operators are requested NOT to tie up on the guide walls during these closure periods. Please contact the lock at 217-222-0918 or on channel 14 for assistance.

//signed//

Robert V. Castro, P.E.
Chief, Lock and Dam Section
Mississippi River Project

**US Army Corps
of Engineers®**

ROCK ISLAND DISTRICT
ATTN: CEMVR-DE
CLOCK TOWER BLDG. - RODMAN
AVE
ROCK ISLAND IL 61299
[HTTP://WWW.MVR.USACE.ARMY.MIL/](http://www.mvr.usace.army.mil/)

DATE: 11/04/2022**POC:** lock at 573-221-0294 or on
channel 14**NOTICE NUMBER:** 201531**LOCAL NUMBER:** MR 22-201531**WTRWY/CHNL:** UPPER MISSISSIPPI**LOCK(S):** MI 22**EFFECTIVE:** 01/03/2023 06:00 thru
03/02/2023 13:00

Lock Restrictions and Closure
Lock & Dam No. 22, UMR Mile 301.2

Lock 22 will be closed to all navigation from 0700 hours on Friday January 13, 2023 until 1300 hours on Thursday March 2, 2023.

Lock 22 will be under a 70 foot wide width restriction beginning at 0600 on January 3, 2023. This restriction will be in place until the closure of the lock. Mariners need to be aware of various floating plant in the vicinity of the lock.

The upper guidewall will not be available for breaking/making tows. Lines will need to be caught on the I-Wall side of the lock unless approved otherwise by the Lockmaster.

The upper tow haulage unit will not be operable during this time, which will prohibit double lockages upstream utilizing the tow haulage unit equipment. Tows can still transit the lock with a double, as long as they have either a tug assist or industry self-help pulling cuts out of the lock chamber. Tows will have to transit and stage barges above the lock northbound or below the lock southbound to reconfigure tows.

The purpose of the restriction and closure is to replace the travelling kevel rail. All work will be performed by a contractor.

All navigation interest should be alert for, and abide by, any special instructions that may be issued by the Lockmaster. Towboat operators are requested NOT to tie up on the guide walls during these closure periods. Please contact the lock at 573-221-0294 or on channel 14 for assistance.

//signed//

Robert V. Castro, P.E.
Chief, Lock and Dam Section
Mississippi River Project

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ROCK ISLAND DISTRICT
ATTN: CEMVR-DE
CLOCK TOWER BLDG. - RODMAN
AVE
ROCK ISLAND IL 61299
[HTTP://WWW.MVR.USACE.ARMY.MIL/](http://www.mvr.usace.army.mil/)

DATE: 11/04/2022**POC:** lock at 319-524-2631 or on
channel 14**NOTICE NUMBER:** 201532**LOCAL NUMBER:** MR 22-201532**WTRWY/CHNL:** UPPER MISSISSIPPI**LOCK(S):** MI 19**EFFECTIVE:** 12/19/2022 07:00 thru
03/03/2023 12:00

LOCK CLOSURE
Lock No. 19, UMR Mile 364.2

Lock No. 19 will be closed to all navigation at 0700 hours on Monday, December 19, 2022 through 1200 hours on Friday, March 3, 2023. The purpose of the closure is to perform contract work for PLC System upgrades, Valve and Miter Gates Cylinder Replacement, and USACE testing.

Towboat operators are requested NOT to tie up on the guidewalls during this closure period. Please contact the lock at 319-524-2631 or on channel 14 for assistance.

//signed//

Robert V. Castro, P.E.
Chief, Lock and Dam Section
Mississippi River Project