



Virtual marker identifies light pole's original location. NavNot SWL 19-58

Run centerline in d/s approach. Nav Not SWL 22-41

NM 142.4-NM 142.6, run the green line. Nav Not SWL 22-26

Run the red line at NM 221.4 & the green line from NM 221.7-222.4. Nav Not SWL 22-19

Favor longwall in d/s approach. Nav Not SWL 22-26

Tow haulage out. Nav Not SWL 22-40

At 9:00 am today:

- Montgomery Point Tailwater was El. 118.17
- Montgomery Point Headwater was El. 118.41
- Norrell Lock Tailwater was El. 119.99
- Differential between Norrell and Montgomery Point – 1.58 ft

Forecast for Sep 16:

- Montgomery Point Tailwater - El. 116.8
- Montgomery Point Headwater - El. 117.1
- Norrell Lock Tailwater - El. 118.7
- Differential between Norrell and Montg. Pt – 1.6 ft

Navigation Condition	Montgomery Point L&D	Norrell L&D
Vessels use the lock	TW < El. 115	TW < El. 143
Lock gates are pinned open; vessels pass thru the lock	N/A	TW > El. 143
Vessels use the navigation pass	TW > El. 115	TW > El. 155

*TW = Tailwater

Dredging Activities: None

Deviations: None

Groundings/Incidents:

Closures & Channel Conditions:

NavNot SWL 22-41 – Upbound and downbound tows must stop along the long wall, no further than the last ladder recess before the cofferbox & transition to the river side/short wall prior to lockage. Avoid the cofferboxes.

NavNot SWL 22-48, 22-39, 22-38 – Closures, Lock 1 stoplog slot cuts: 24-hr operation (Sep 9 - 16) 70' width restriction remains, Sep 16-Nov 30 full closure, 7am-7pm daily; lock open 7:01pm-6:59pm nightly (70' width restriction). Jan 30-31, full closure, no lockages.

-Lock 3 dewatering: intermittent closures 7am-7pm daily from Sep 19-29. Full closure Sep 30 (7am) through Oct 09 (7pm).

-Lock 4 interlock controls wiring: full closure, no lockages 7 a.m. (Oct 2) – 7 p.m. (Oct 6)

NavNot SWL 21-02 – I-30 bridge, right channel span closure. All vessels must use the left channel span only.

NavNot SWL 20-18 – COVID-19 update: industry shall contact lock 4 hours prior to crew changes; (see original notice or call lock for more details)

NavNot SWL 19-84 – Lock 10, down-bound tows must stop and orient themselves in a straight position prior to lockage & avoid contact with the lock walls in the vicinity of new stoplog slot cuts.

NavNot SWL 19-58 – Mont Pt, No passing in nav pass. Favor lock wall side of the nav pass, stay 75' from the lock wall poles.

- Bank Stabilization/ Rock work
- ★ Groundings
- ▲ Dredge

-Channel Status Reports: <http://www.sw.usace.army.mil/Missions/Navigation/>
 -Navigation conditions, river stages and 4-day flow forecast are available and updated daily at: <http://www.sw.usace.army.mil/Missions/WaterLevels/DailyReports.aspx>
 -Notices to Navigational Interests (NTNI): <http://ntinotices.usace.army.mil/>
 -USCG Local Notice to Mariners: <http://www.navcen.uscg.gov/?pageName=inmDistrict®ion=8&ext=g>
 -Channel Hydrographic Surveys: <http://navigation.usace.army.mil/Survey/Hydro>