



At 7:00 am today:
 -Montgomery Point Tailwater was El. 136.15
 -Montgomery Point Headwater was El. 136.16
 -Norrell Lock Tailwater was El. 137.53
 -Differential between Norrell and Montgomery Point – 1.37 ft

Forecast for Jan 21:
 -Montgomery Point Tailwater - El. 132.1
 -Montgomery Point Headwater - El. 132.1
 -Norrell Lock Tailwater - El. 133.3
 -Differential between Norrell and Montg. Pt – 1.2 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: None

Closures & Channel Conditions:
 Nav Not SWL 24-06 – Due to increased river elevations, the crest gate dam at Mont. Point Lock and Dam (NM 0.5) is lowered and the nav. pass is open. When the Mont. Pt. L&D tailwater elevation drops below 115 ft., the navigation pass will be closed. (Distrib. 11 JAN 2024)

Nav Not SWL 24-04 – Intermittent delays at Terry Lock (No. 6) beginning Feb. 5 – Feb. 8, 2024, 7a.m. to 5:30p.m. daily. Underwater dive operations near the lock chamber. (Distrib. 09 JAN 2024)

Nav Not SWL 24-02 – Lock No. 2 will be closed to traffic beginning at 7 a.m. on Feb. 5, 2024, until 7 p.m. on Feb. 9, 2024. Allows workers to upgrade the lock interlock system. (Distrib. 02 JAN 2024)

Nav Not SWL 23-73 – Rehabilitation work at Van Buren Railroad Bridge (NM 300.8) will be performed daily from 6a.m. to 6p.m. beginning on 15 Dec. and expected to last approx. 6 months. Some channel closures will be required. Another notice will be issued prior to the closures. (Distrib. 08 DEC 2023)

Nav Not SWL 23-62 – The tow haulage equipment at Terry Lock (No. 6) is currently out of service. A notice will be distributed when the tow haulage equipment is back in service. (Distrib. 13 OCT 2023)

Nav Not SWL 23-11 – Due to components needing critical repairs, the tow haulage equipment at Norrell Lock (No. 1) will remain out of service until repairs can be made. Another notice will be distributed when the tow haulage equipment is back in service. (Distrib. 13 MAR 2023)

Nav Not 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. (Distrib. 22 OCT 2019)

The tow haulage equipment at Ormond Lock (No. 9) is currently out of service due to electrical issues. A follow up notice will be distributed when the tow haulage equipment is back in service. Nav Not SWL 24-10 (Distrib. 25 JAN 2024)

Additional lock approach requirements. Nav Not SWL 23-39 (Distrib. 26 JUL 2023)

Rehabilitation work on the Van Buren Railroad Drawbridge (NM 300.8) has been delayed. Work is now expected to start on March 11, 2024, and will last approx. 18 days, with test lifts to clear traffic on day 9 or 10. See notice for additional crossing and contact information. Nav Not SWL 24-11 (Distrib. 31 JAN 2024)

- Bank Stab./ Rock Work
- ★ Groundings
- ▲ Dredge

-Channel Status Reports: <https://www.swl.usace.army.mil/Missions/Navigation.aspx>
 -Navigation conditions, river stages and 4-day flow forecast are available and updated daily at: https://www.swl-wc.usace.army.mil/WVM_Reports/
 -Notices to Navigational Interests (NTNI): <https://ndc.ops.usace.army.mil/ords/f?p=107:1>
 -USCG Local Notice to Mariners: <http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=8&ext=g>
 -Channel Hydrographic Surveys: <https://navigation.usace.army.mil/Survey/Hydro>