



Marine Safety Unit Pittsburgh
Waterways Information
November 2022



Allegheny River**

Robert Clemente Bridge/Sixth Street Bridge (0.6):

A containment system is installed below low steel and follows the contour of the bridge. Vertical clearance is **reduced approximately 1-foot from the middle**, 100 feet of the navigation span. Mariners are advised to transit the bridge with extreme caution. LNM 12-22

Aids to Navigation Change:

After October 11, 2022: Discontinue Karns Island Lower Light (LLNR-285) at **mile 26.7**, Left Descending Bank, in approximate position 40-38-32.018N/079-41-12.966W. LNM: 33/22

Ohio River

Montgomery L/D (31.7):

Commencing 6:00 a.m., October 17, 2022 and continuing until 6:00 p.m., December 16, 2022, the Montgomery L/D (primary chamber), in the vicinity of **Mile 31.7**, will be closed. The auxiliary chamber will be available to pass traffic, during this closure. Vessel pilots are requested to contact the L/D via VHF-FM Channel 13, at normal arrival points. Mariners are urged to exercise caution in the area. LNM 39-22

10th Street Wheeling Highway Bridge/Wheeling Suspension Bridge (90.3):

Bridge Maintenance 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

Proposed Aids to Navigation Changes:

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:37/22

Discontinue Browns Island Light (LLNR-23350) at **mile 61.0**, Right 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: 37/22

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 Bellaire Lower Daybeacon (LLNR-23650) at **mile 95.0**, Right Descending Bank, in approximate position 40-00-17.599N/080-44-31.987W.

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. Comments to be received by December 20, 2022. Please email comments regarding this proposal to: D08-SMB-District-LocalNoticeFeedback@uscg.mil. LNM: 43/22



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Monogahela River

Smithfield Street Bridge (0.8):

A containment system is installed and **will hang approximately 1.5 feet, below low steel**, following the contour of the bridge. LNM 33-22

Aids to Navigation Change:

After November 22, 2022: Discontinue Kelly Run Light (LLNR-22475) at **mile 25.8**, Right Descending Bank, in approximate position 40-14-38.373N/079-55-24.718W. LNM 39/22

***The information provided is for general informational purpose only and does not include everything in the Local Notice to Mariner. Please visit the weekly Local Notice to Mariner for the latest information.*

Upcoming Events**

ALCOSAN's Ohio River Tunnel: OHI, MM 0.30-MM 1.50, November 28- December 03. SLR in routing process.

***Information is subject to change. This is meant to be used as an aid.*

Areas of Interest

- 1. Update to CG CVC-WI-018(2) Laid up Inspected/Examined Vessels:** The Coast Guard Office of Commercial Vessel Compliance (CVC) would like to announce the publication of [CG CVC-WI-018\(2\), Laid up Inspected/Examined Vessels](#). This Work Instruction (WI) was updated to clarify industry notification requirements for vessels going into inactive vessel status and explain when a Third Party Organization (TPO) can issue specific non-conformities (or deficiencies) to Subchapter M TSMS option vessels, while in an inactive vessel status. A complete list of changes can be found at the beginning of the document which has been posted [here](#).

Questions concerning this policy should be directed to CGCVC@uscg.mil.

This blog is not a replacement or substitute for the formal posting of regulations and updates or existing processes for receiving formal feedback of the same. Links provided on this blog will direct the reader to official publications, such as the Federal Register, Homeport and the Code of Federal Regulations. These publications remain the official source for regulatory information published by the Coast Guard.