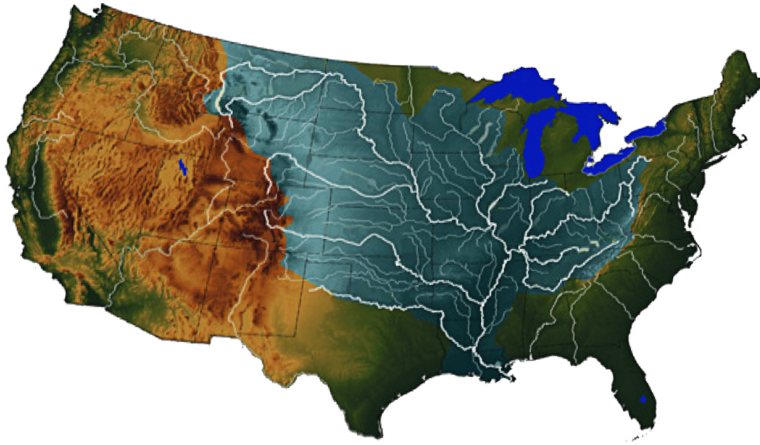


BIG RIVER COALITION



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RE: USACE 2021 REVETMENT SCHEDULE AND TRANSIT RESTRICTIONS 6821

Members,

The present schedule for the U.S. Army Corps of Engineers (USACE) Mississippi Valley New Orleans (MVN) 2021 Mississippi River bank stabilization program schedule (revetment operations), with applicable navigation restrictions, is enclosed below. The latest schedule of work as provided by the MVN on May 24, 2021 is attached. There are two proposed revetment locations between Baton Rouge and New Orleans and one location below New Orleans this year.

The Corps recently hosted a meeting, with representatives from the Corps' Bank Stabilization Division, the U.S. Coast Guard (USCG), applicable Pilot Associations and navigation representatives, to detail the scope of bank stabilization efforts and develop potential transit restrictions. During times of actual revetment work, the Mat Sinking Unit (MSU) extends from approximately 300 to 900 feet channelward from the bank. When the Unit is not folded in, it extends about 480 feet from the bank channelward. When it is folded in, the MSU extends 250 feet from the bank. The scheduled working times for the MSU are from 0600 hours to 1900 hours. In different locations the operations may be completed slightly before or after 1900 hours. The Corps agreed to Industry's request to fold in the Mat Sinking Unit (MSU) at night on revetment locations that warranted concern. **The Pilots and Coast Guard's Lower Mississippi River Vessel Traffic Service will utilize the Contact Pilot on the MSU to coordinate vessel movements in the vicinity of these operations.**

2021 Corps' Revetment Schedule and Restrictions Locations Below Baton Rouge

Priority Locations	Mile (Right or Left)	2021 Scheduled Dates	Restriction
Missouri Bend	220.7 RDB	November 8 to November 10	No deep-draft transits during working hours. MSU to fold in at night.
Kenner Bend	109.4 LDB	November 12 to November 14	One-way transits with slow bell during working hours. MSU to fold in at night.
Myrtle Grove	58.4 RDB	November 15 to November 19 November 22 to November 24	One-way transits with slow bell during working hours. MSU to fold in at night.

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The revetment operations at Missouri Bend (Mile 220.7 Right Descending Bank) are expected to be the trickiest with no ship transits through the area during working hours, the towing industry is working to develop transit restrictions around the work at all locations. The river stages at the time of the work cannot be calculated but the river stage at the Carrollton Gauge in November could be elevated above 12 feet. A reading of 12 feet or higher would most likely trigger increased transit restrictions from the New Orleans Baton Rouge Steamship Pilots (NOBRA). Last year the BRC worked with the NOBRA Pilots and the USACE directly to move vessels that were draft restricted to transit the area at night. If additional transit restrictions are implemented while the Mat Sinking Unit is working at one of these locations the coordination with vessel agents will be critical to move vessels through the area of revetment operations. The BRC will issue an update in early October to give notice as to the actual dates of work and look to announce any additional transit restrictions that may also impact vessels transiting through the areas of work.

The USACE intends to focus revetment operations in the historically consistent approach of upriver to downriver with only three revetment locations below Baton Rouge. The BRC will notify our members of any changes; however, please keep in mind that changes may occur with short notice to industry. The scheduled dates will change but those listed above are based on the latest schedule from the Corps. Updates will be provided in an attempt to provide accurate information as time permits. During the bank stabilization operations changes based upon river stages and experience with vessel transits should be expected. The Corps, Coast Guard, Pilots and BRC will work closely with industry to ensure that changes are noted and broadcast when warranted. The USCG will also issue Marine Safety Information Bulletins before work at each location, the three shown are the only locations on the Mississippi River Ship Channel but there are other locations above Baton Rouge that will impact shallow-draft traffic.



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