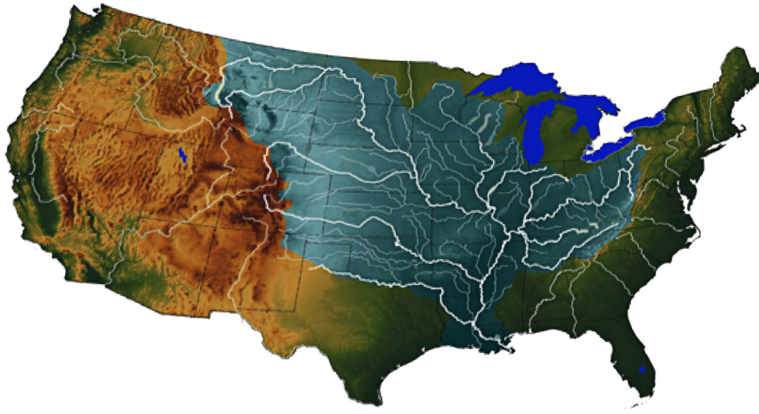


# BIG RIVER COALITION



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December 16, 2022

## RE: USACE 2022 REVETMENT SCHEDULE AND TRANSIT RESTRICTIONS 121622

Members,

The present schedule for the U.S. Army Corps of Engineers (USACE) Mississippi River bank stabilization program schedule (revetment operations), with applicable navigation restrictions, is detailed below. The latest schedule of work as provided by the MVN on December 15, 2022, is attached. The USACE has three remaining revetment locations between Baton Rouge and New Orleans that are now scheduled to be completed in early February. **The USACE expects to end operations at approximately 1400 hours today and begin a “no work weekend” with mat sinking operations at the Reserve location at Mile 138.7 Above Head of Passes (AHP) to resume on Monday, December 19, 2022, at 0600 hours.**

The USACE continues to discuss the revetment operations with representatives from 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 MSU 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.**

### 2022/2023 USACE Revetment Schedule and Restrictions Locations Below Baton Rouge

Locations	Mile AHP (Right or Left)	2022/2023 Scheduled Dates	Transit Restrictions
White Castle #2	193.4 RDB	January 19 to January 27	No deep-draft transits during working hours. MSU will fold in at night.
White Castle #3	192.7 RDB	January 30 to February 7	No deep-draft transits during working hours. MSU will fold in at night.
Reserve	138.7 LDB	December 12 to December 16 December 19 to December 23 January 2 (2023)	One-way transits with slow bell until work has been completed.
Greenville Bend	99.8 RDB	January 3 to January 13 January 16 to January 17	One-way transits with slow bell during working hours for vessels with drafts of 40 feet or greater. MSU will fold in at night.

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**The revetment operations at the White Castle locations will be the trickiest with no ship transits allowed through the area during working hours (0600 hours to 1900 hours).** The New Orleans Baton Rouge Steamship Pilots Association (NOBRA) enforce a daylight only transit restriction for vessels with a draft of 41 feet or greater when transiting above Mile 220 AHP. NOBRA will develop a solution for the deeper vessels to transit through at night if delayed due to the no transit restriction during revetment operations at the remaining two White Castle locations.

The USACE has already completed revetment operations at the three locations listed below that were not listed in the previous table:

- 1) **White Castle #1 Mile 193.6 AHP (RDB)**
- 2) **Kenner Bend Mile 111.3 AHP (LDB)**
- 3) **Linwood Mile 99.8 AHP (RDB)**

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 may change again, but those listed above are based on the updated schedule from the USACE. Updates will be provided in an attempt to provide accurate information as time permits. The Corps, Coast Guard, Pilots and BRC will work closely with industry to ensure that changes are noted and broadcast when warranted. The Marine Safety Information Bulletins as previously issued by the USCG is attached, please note the work dates have not been updated but the listed transit restrictions are included.

Sincerely,



Sean M. Duffy, Sr.  
Executive Director

Attachments