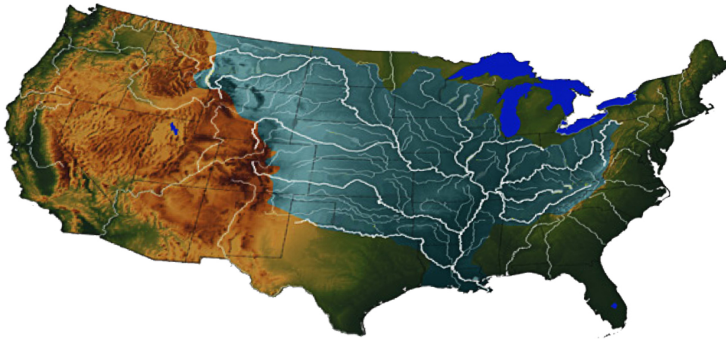


BIG RIVER COALITION



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March 4, 2024

RE: USACE 2023/2024 REVETMENT SCHEDULE AND TRANSIT RESTRICTIONS 3424

Members,

The U.S. Army Corps of Engineers (USACE) Mississippi Valley New Orleans (MVN) 2023/2024 Mississippi Riverbank stabilization program's updated schedule of work for the revetment operations is listed below. The applicable navigation restrictions and **updated** scheduled of work are detailed in the table below. **The revetment operations at the Avondale location were completed on Saturday (March 2, 2024) and operations commenced this morning at the Neptune location (Mile 23.1 Above Head of Passes). This weekend is a scheduled no work weekend so there will be no transit restrictions related to revetment operations from Friday afternoon (March 8) to Monday morning (March 11). Although the restrictions at Neptune should have little impact on navigation even during working hours.**

The Corps' Bank Stabilization Division, the U.S. Coast Guard (USCG), applicable Pilot Associations and navigation representatives, have reviewed the scope of bank stabilization efforts and developed the listed transit restrictions. During times of actual revetment work, the MSU extends from approximately 300 to 900 feet channelward from the bank. If not folded in the MSU extends 480 feet from the bank/dock channelward. When it is folded in, the MSU extends 250 feet from the bank/dock. 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 transiting through the revetment locations.**

2023/2024 Corps' Revetment Schedule and Restrictions Locations Below Baton Rouge

Locations	Mile (Right or Left)	2024 Scheduled Work Dates	Transit Restrictions
Manchac	Mile 214.2 LDB	COMPLETED	COMPLETED
St. Gabriel	Mile 199 LDB	COMPLETED	COMPLETED
Avondale	Mile 108 RDB	COMPLETED	COMPLETED
Poydras	Mile 84.3 LDB	March 14 – March 21	Transits with slow bell during working hours. MSU not required to fold in at night.
Neptune	Mile 23.1 LDB	March 4 - March 8 March 11- March 13	Deep-draft transits on a slow bell during working hours. The MSU is not required to fold in at night.
Vacherie	Mile 149.4 RDB Mile 148.7 RDB	March 22 March 25 – April 1	One-way transit restriction during working hours. The MSU will fold in at night.

The scheduled working times for the MSU are from 0600 hours to 1900 hours daily. Transits on scheduled no work weekends may offer the USCG an opportunity to open the channel earlier than 1900 hours but vessel movements must be coordinated with the pilots and contact pilots or the Vessel Traffic Service first. This communication will ensure the MSU has completed revetment operations and is safely folded-in prior to vessels being cleared to transit through the area.

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The USCG is utilizing the U.S. Coast Guard, Captain of the Port New Orleans Navigation Outlook daily broadcasts to address the transit restrictions related to revetment and other operations impacting navigation. Today's Daily Outlook is attached to this email.

The USCG, pilots and industry continue to provide feedback that can be used to adjust the noted transit restrictions to promote navigational safety during revetment operations. The remaining locations have less restrictive working conditions especially with the river stages falling below 7.0 feet for the foreseeable future. There is a lot of precipitation forecast for the Mississippi and Ohio River Basins that may lead to increase stages over the next few weeks. Reminder current forecasts only include precipitation expected to fall over the next 48-hours.

The BRC will notify our members of any changes; however, please keep in mind that changes may occur with short notice to industry. Due to bank stability concerns the USACE is working Neptune prior to the Poydras and Vacherie locations otherwise the order of work is from upriver to downriver. 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.

Sincerely,



Sean M. Duffy, Sr.
Executive Director

Attachment