

## Section 1 – Geographic Description

This annex addresses Mile 303 to Mile 869 of the Lower Mississippi River and includes the Lower Old River and the Old River Control Complex. The following bridges are also contained within the geographic area for this annex:

- Caruthersville Bridge/I-155  
*Caruthersville, MO (MM 838.9)*
- Hernando De Soto Bridge/ I-40  
*Memphis, TN (MM 740)*
- Harahan Bridge/ Railroad  
*Memphis, TN (MM738)*
- I-55 Memphis-Arkansas Memorial Bridge  
*Memphis, TN (MM738)*
- US-49 Helena Bridge  
*Helena, AR (MM 661.8)*
- New Greenville Bridge/US-82 Project
- Benjamin G. Humphreys/US-82  
*Greenville, MS(MM 531.3)*
- Old Vicksburg Bridge/Railroad Crossing  
*Vicksburg, MS (MM 437.8)*
- Vicksburg Bridge/I-20  
*Vicksburg, MS (MM 437.7)*
- Natchez-Vidalia Bridge/US-65 & US-84  
*Natchez, MS (MM 363.3)*



## Section 2 – Parties and Roles

<b>USCG SECTOR LOWER MISSISSIPPI RIVER (SECLMR)</b>			
<b>POSITION</b>	<b>DUTIES &amp; RESPONSIBILITIES</b>	<b>Current Incumbent</b>	<b>Reports to:</b>
Officer In Charge, WLR USCGC GREENBRIER	Responsible for daily ATON services for LMR 363 to 155, Red River 0.0 to 43.5, and Atchafalaya River 0.0 to 40.6	BMCM Stewart Sleshr	ATON OFFICER SECTOR COMMANDER  *SECTOR OHIO VALLEY ASSET
Officer In Charge, WLR USCGC KICKAPOO	Responsible for daily ATON services for LMR 480 to 363	BMCM Mike Martin	
Officer In Charge, WLR USCGC PATOKA	Responsible for daily ATON services for LMR 598 to 480	BMCM Andy Adams	
Officer In Charge, WLR USCGC KANAWHA	Responsible for daily ATON services for LMR 683 to 598, Arkansas River 10.3 to 71.2, White River 0.0 to 10.3	BMCM Randy Merrick	
Officer In Charge, WLR USCGC KANKAKEE	Responsible for daily ATON services for LMR 813.6 to 683 and McKeller Lake 0.0 to 7.2	BMCM Bryon Rahilly	
Officer In Charge, WLR USCGC CHENA*	Responsible for daily ATON services for LMR 953.8 to 813.6	BMCM Jeffery Ingram	
<b>SECTOR STAFF (MEMPHIS, TN)</b>			
Aids to Navigation Officer	Coordinate the short/long term activity of WLR Fleet	CWO Ray Bartlett	Chief, Prevention Dept
Waterways Management Division	Manage Safety/Security Zones, BTM, Marine Events	BMC Dave Musgraves	SLMR ATON Officer
Chief, Prevention Dept	Coordinate Commercial Vessel Safety Program including Waterways Mgt, ATON, Licensing and Investigations	LCDR Wayne Arguin	DEPUTY SECTOR COMMANDER
Deputy Sector Commander	Second in Command Alternate Captain of the Port/Alt.Federal Maritime Security Coordinator Alt. Federal On Scene Coordinator/Acting Officer in Charge, Marine Inspection.	CDR Dan Norton	SECTOR COMMANDER
Sector Commander	Commanding Officer Captain of the Port/Federal Maritime Security Coordinator Federal On Scene Coordinator/ Officer in Charge, Marine Inspection.	CDR PJ Maguire	Director, Western Rivers
<b>EIGHTH COAST GUARD DISTRICT STAFF (NEW ORLEANS, LA)</b>			
Director, Western Rivers	Coordinates all CG Activity on Western Rivers	CAPT Tim Close	DISTRICT COMMANDER

[add similar organization chart for ACOE]

<b>US ARMY CORPS OF ENGINEERS-Memphis District</b>			
<b>POSITION</b>	<b>DUTIES &amp; RESPONSIBILITIES</b>	<b>Current Incumbent</b>	<b>Reports to:</b>
Master M/V STRONG		Captain Tony Johnston	
<b>USACE MEMPHIS DISTRICT STAFF</b>			
Chief of Navigation		Mr. Richard Sullivan	
Deputy Commander Commander		MAJ Vincent D. Navarre COL Charles I. Smithers III	
<b>US ARMY CORPS OF ENGINEERS-Mississippi Valley Division</b>			

<b>US ARMY CORPS OF ENGINEERS-Vicksburg District</b>			
<b>POSITION</b>	<b>DUTIES &amp; RESPONSIBILITIES</b>	<b>Current Incumbent</b>	<b>Reports to:</b>
<b>USACE MEMPHIS DISTRICT STAFF</b>			
Chief of Navigation		Mr. Jeff Artman	
Deputy Commander Commander			
<b>US ARMY CORPS OF ENGINEERS-Mississippi Valley Division</b>			

### **Section 3 – Communications**

Members will include representatives from: the Coast Guard (CG), Army Corps of Engineers (USACE), and Industry. All individuals within the Communications Matrix shall participate in the conference call or provide a replacement that has the decision making authority to act on their behalf. Initial notification for conference call to interested parties will be through the use of the Coast Guard's Alert Warning System and email. Unless otherwise stated, the Conference Phone Number will be provided by the LOMRC Chairman. All members listed in the Communications Matrix will be added to SLMR's Alert Warning System notification tree for the Waterways Action Plan. To add or remove contact information from the AWS or WAP system, contact SLMR's Waterways Management Division. This matrix will be updated/verified semi-annually by the Waterways Management Division.

The format of the Waterways Action Plan/Lower Mississippi River Conference is as follows, coordinated by the LOMRC Chairman:

Opening: LOMRC Chairman/Call to Order.

By Agency:

1. National Weather Service
  - a. Current Rainfall predictions
  - b. Short and Long term forecast
2. USACE (by lead District Rep): General Overview of River Conditions.
  - a. Current Situation.
  - b. River Forecasts.
3. CG (by Sector LMR):
  - a. Assessment,
  - b. Actions Taken (e.g., BNMs) including current status of WLR Tenders/Areas worked
  - c. Anticipated Future Actions Based on River Forecasts.
4. Industry (by lead Committee Rep):
  - a. Assessment,
  - b. Actions Taken
  - c. Future Actions Based on River Forecasts.
5. General Discussion/Future Plans and Recommendations for Implementation

Closing: Next Mtg: Discussion of the Focus and Participants in Future Meetings (Based on Projected River Conditions).

**\*\* Contact information available in password protected version.**

Contact information updated 09FEB08

INTERNET SITE PURPOSE	ADDRESS
ACOE Mississippi Valley Division- Navigation Connection	<a href="http://www2.mvr.usace.army.mil/nic2/default.cfm">http://www2.mvr.usace.army.mil/nic2/default.cfm</a>
ACOE Memphis District	<a href="http://www.mvm.usace.army.mil/">http://www.mvm.usace.army.mil/</a>
Dredge Status	<a href="http://www.mvm.usace.army.mil/Fleetlocale/FleetLocation.asp">http://www.mvm.usace.army.mil/Fleetlocale/FleetLocation.asp</a>
ACOE Vicksburg District	<a href="http://www.mvk.usace.army.mil/">http://www.mvk.usace.army.mil/</a>
CG Sector Lower Mississippi River Homeport	<a href="http://homeport.uscg.mil/lmr">http://homeport.uscg.mil/lmr</a> <b>Select Port Directory and Sector Lower Mississippi River.</b> <a href="http://www.uscg.mil/d8/sector/lwrmsrvr">http://www.uscg.mil/d8/sector/lwrmsrvr</a>
CG MSU Baton Rouge Homeport	
River Gages.com	<a href="http://www.rivergages.com">http://www.rivergages.com</a>
River Industry Bulletin Board	<a href="http://www.ribb.com/index.php">http://www.ribb.com/index.php</a>

CRITICAL AREA DESCRIPTION	TIMING	PHASE	ACTION
Grounding inside navigable channel resulting in impact to safe navigation (Sunken barges Unreported shoaling,  I=time incident occurred	I	Initial Actions	<ul style="list-style-type: none"> <li>• Responsible Party completes mandatory notifications to USCG.</li> <li>• SLMR Command Center notifies principals               <ol style="list-style-type: none"> <li>1. SLMR Chief Prevention</li> <li>2. LOMRC Chairman</li> <li>3. USACE Chief River Ops (appropriate District)</li> </ol> </li> <li>• Issue advisory for hazard to navigation. All vessels within 2 hours of casualty site required to report position and ETA to site to SLMR CC for additional traffic information</li> <li>• SLMR Response Team deployed</li> </ul>
	I+4hours	Action	<ul style="list-style-type: none"> <li>• SLMR Chief Prevention initiates principals conference call to assess status of hazard to navigation, impediments to safe passage by all vessels, need for traffic control, etc.</li> <li>• Assess need to activate communications plan.</li> </ul>
	I + 12 hours	Action	<ul style="list-style-type: none"> <li>• Establish battle rhythm for teleconferences/ information sharing</li> <li>• RP to provide Salvage Plan in writing</li> </ul>
		Recovery	<ul style="list-style-type: none"> <li>▪ Test tow verification to confirm channel integrity.</li> </ul>
		Normal Ops	<ul style="list-style-type: none"> <li>▪ Cancel Safety Zone and resume normal traffic patterns and tow sizes.</li> <li>▪ Hotwash actions and update annex as appropriate w/in 48 hrs</li> </ul>

**Section 4a – Action Plan (HIGH WATER)**

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	DESCRIPTION	PHASE	ACTION		
<b>Caruthersville to Memphis</b> LOWER MISSISSIPPI RIVER MM 869-730 Reference Gages:Cairo, IL Trigger Reading Memphis, TN	18'0"	Rising	Normal Operations	Watch	<ul style="list-style-type: none"> <li>Initiate communications plan.</li> <li>Issue advisory; indicate high water, exercise extreme caution; discuss voluntary horsepower and tow size restrictions</li> </ul>		
	25 feet	Rising	High Water	Action	<ul style="list-style-type: none"> <li>Assess need for daylight/visibility/one way traffic restrictions.</li> <li>Activate pre-established Safety Zone limiting upbound transits to minimum of 3.0 mph; downbound transit to</li> </ul>		
					UTV Horsepower	HP/Barge	Max Tow Limit
					Less than 6000hp	240hp/loaded barge (ALL)	25
					6001-7200 hp		30
					7201-8400 hp		35
	Greater than 8401 hp	36					
	30 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess need for "Expert Vessel"</li> <li>Reduce tow sizes based on following constraints, not to exceed 36 total:</li> </ul>		
					UTV Horsepower	HP/Barge	Max Tow Limit
					Less than 6000hp	280hp/barge	20
	35 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess further tow restrictions/river closure options</li> </ul>		
	35 feet	Falling	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Test tow verification to confirm channel integrity.</li> </ul>		
30 feet	Falling	Extreme High Water	Recovery	Relax HP/loaded barge restriction			
				UTV Horsepower	HP/Barge	Max Tow Limits	
				Less than 6000 hp	240hp/loaded barge (ALL)	25	
				6001-7200 hp		30	
				7201-8400 hp		35	
Greater than 8401 hp	36						
25 feet	Falling	High Water	Recovery	<ul style="list-style-type: none"> <li>Test tow verification to confirm channel integrity.</li> </ul>			
18 feet	Falling	Normal Operations	Normal Ops	<ul style="list-style-type: none"> <li>Cancel Safety Zone and resume normal traffic patterns and tow sizes.</li> <li>Hotwash actions and update annex as appropriate w/in 48 hrs</li> </ul>			

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	DESCRIPTION	PHASE	ACTION												
<b>Memphis to Greenville</b>  LOWER MISSISSIPPI RIVER  MM 730- 520  Reference Gages: Arkansas City, AR  Trigger Reading: Greenville, MS	36 feet	Rising	Normal Operations	Watch	<ul style="list-style-type: none"> <li>Initiate communications plan.</li> <li>Issue advisory; indicate high water, exercise extreme caution; discuss voluntary horsepower and tow size restrictions</li> </ul>												
	40 feet	Rising	High Water	Action	<ul style="list-style-type: none"> <li>Assess need for daylight/visibility/one way traffic restrictions.</li> <li>Activate pre-established Safety Zone limiting upbound transits to minimum of 3.0 mph; downbound transit to</li> </ul>												
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	45 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess need for "Expert Vessel"</li> <li>Reduce tow sizes based on following constraints, not to exceed 36 total:</li> </ul>												
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50 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess further tow restrictions/river closure options</li> </ul>													
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36 feet	Falling	Normal Operations	Normal Ops	<ul style="list-style-type: none"> <li>Cancel Safety Zone and resume normal traffic patterns and tow sizes.</li> <li>Hotwash actions and update annex as appropriate w/in 48 hrs</li> </ul>													

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	DESCRIPTION	PHASE	ACTION												
<b>Greenville to Natchez</b>  LOWER MISSISSIPPI RIVER MM 520-303  Reference Gages: Greenville, MS Vicksburg, MS  Trigger Reading: Vicksburg, MS	30 feet	Rising	Normal Operations	Watch	<ul style="list-style-type: none"> <li>Initiate communications plan.</li> <li>Issue advisory; indicate high water, exercise extreme caution; discuss voluntary horsepower and tow size restrictions</li> </ul>												
	36 feet	Rising	High Water	Action	<ul style="list-style-type: none"> <li>Assess need for daylight/visibility/one way traffic restrictions.</li> <li>Activate pre-established Safety Zone limiting upbound transits to minimum of 3.0 mph; downbound transit to</li> </ul>												
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45 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess further tow restrictions/river closure options</li> </ul>													
45 feet	Falling	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Test tow verification to confirm channel integrity.</li> </ul>													
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36 feet	Falling	High Water	Recovery	<ul style="list-style-type: none"> <li>Test tow verification to confirm channel integrity.</li> </ul>													
30 feet	Falling	Normal Operations	Normal Ops	<ul style="list-style-type: none"> <li>Cancel Safety Zone and resume normal traffic patterns and tow sizes.</li> <li>Hotwash actions and update annex as appropriate w/in 48 hrs</li> </ul>													

**Section 4b – Action Plan (LOW WATER)**

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	DESCRIPTION	PHASE	ACTION
<p><b>Caruthersville to Memphis</b></p> <p>LOWER MISSISSIPPI RIVER</p> <p>MM 869-730</p> <p>Reference Gages: Cairo, IL</p> <p>Trigger Reading Memphis, TN</p>	Above 5 feet		Normal Operations		Normal Operations No restrictions on traffic
	5 feet	Falling	Low Water	Watch	<ul style="list-style-type: none"> <li>▪ Initiate Communications Plan.</li> <li>▪ Issue Low Water Advisory.</li> <li>▪ Discuss voluntary draft and tow size restrictions.</li> </ul>
	0 feet	Falling	Low Water	Action	Consider Where channel is less than 600 feet in bends: <ul style="list-style-type: none"> <li>▪ Activate pre-established safety zone restricting transits to daylight only or one way traffic.</li> </ul> Where 'bump-n-go' reported <ul style="list-style-type: none"> <li>▪ Redirect USACE dredge/survey services</li> <li>▪ Redirect USCG ATON services</li> </ul>
	-8 feet and lower	Falling	Extreme Low Water	Action	<ul style="list-style-type: none"> <li>▪ Implement Safety Zone prohibiting traffic</li> <li>▪ Implement twice daily conference calls to assess situation.</li> <li>▪ Continue monitoring mitigation strategies for additional preventative measure for implementation.</li> </ul>
	-8 feet and lower	Rising	Extreme Low Water	Recovery	<ul style="list-style-type: none"> <li>▪ Continue Safety Zone.</li> <li>▪ Employ test tow(s) pushing non-regulated cargo loaded to gain sense of channel's ability to support limited navigation restrictions are in place</li> <li>▪ Assess ATON status</li> <li>▪ ACOE surveys of channel following dredging to identify build-ups.</li> </ul>
	-5 feet	Rising	Extreme Low Water	Recovery	<ul style="list-style-type: none"> <li>▪ If favorable results from test tow(s), cancel safety zone.</li> <li>▪ Maintain safety zone restricting transits to day-light only</li> </ul>
	0 feet	Rising	Low Water	Recovery	<ul style="list-style-type: none"> <li>▪ Resume day/night transits.</li> </ul>
	Greater than 5 feet	Rising	Normal Operations	Recovery	<ul style="list-style-type: none"> <li>▪ Issue final advisory, indicate return to normal operations</li> <li>▪ Report hazardous conditions to Coast Guard</li> <li>▪ Schedule hot wash of activity within 48 hrs to refine actions.</li> </ul>

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	DESCRIPTION	PHASE	ACTION
<b>Memphis to Greenville</b> LOWER MISSISSIPPI RIVER MM 730- 520 Reference Gages: Arkansas City, AR Trigger Reading: Greenville, MS	Above 20 feet		Normal Operations		Normal Operations No restrictions on traffic
	20 feet	Falling	Low Water	Watch	<ul style="list-style-type: none"> <li>▪ Initiate Communications Plan.</li> <li>▪ Issue Low Water Advisory.</li> <li>▪ Discuss voluntary draft and tow size restrictions.</li> </ul>
	15 feet	Falling	Low Water	Action	Consider Where channel is less than 600 feet in bends: <ul style="list-style-type: none"> <li>▪ Activate pre-established safety zone restricting transits to daylight only or one way traffic.</li> </ul> Where 'bump-n-go' reported <ul style="list-style-type: none"> <li>▪ Redirect USACE dredge/survey services</li> <li>▪ Redirect USCG ATON services</li> </ul>
	10 feet	Falling	Extreme Low Water	Action	<ul style="list-style-type: none"> <li>▪ Implement Safety Zone prohibiting traffic</li> <li>▪ Implement twice daily conference calls to assess situation.</li> <li>▪ Continue monitoring mitigation strategies for additional preventative measure for implementation.</li> </ul>
	10 feet	Rising	Extreme Low Water	Recovery	<ul style="list-style-type: none"> <li>▪ Continue Safety Zone.</li> <li>▪ Employ test tow(s) pushing non-regulated cargo loaded to gain sense of channel's ability to support limited navigation restrictions are in place</li> <li>▪ Assess ATON status</li> <li>▪ ACOE surveys of channel following dredging to identify build-ups.</li> </ul>
	15 feet	Rising	Extreme Low Water	Recovery	<ul style="list-style-type: none"> <li>▪ If favorable results from test tow(s), cancel safety zone.</li> <li>▪ Maintain safety zone restricting transits to day-light only</li> </ul>
	20 feet	Rising	Low Water	Recovery	<ul style="list-style-type: none"> <li>▪ Resume day/night transits.</li> </ul>
	Above 20 feet	Rising	Normal Operations	Recovery	<ul style="list-style-type: none"> <li>▪ Issue final advisory, indicate return to normal operations</li> <li>▪ Report hazardous conditions to Coast Guard</li> <li>▪ Schedule hot wash of activity within 48 hrs to refine actions.</li> </ul>

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	DESCRIPTION	PHASE	ACTION
<p><b>Greenville to Natchez</b></p> <p>LOWER MISSISSIPPI RIVER</p> <p>MM 520-303</p> <p>Reference Gages: Greenville, MS Vicksburg, MS</p> <p>Trigger Reading: Vicksburg, MS</p>	Above 10 feet		Normal Operations		Normal Operations No restrictions on traffic
	10 feet	Falling	Low Water	Watch	<ul style="list-style-type: none"> <li>▪Initiate Communications Plan.</li> <li>▪Issue Low Water Advisory.</li> <li>▪Discuss voluntary draft and tow size restrictions.</li> <li>▪Initiate USACE Comms for Miller Materials Operations barge loading constraints.</li> </ul>
	7 feet	Falling	Low Water	Action	<p>Consider Where channel is less than 600 feet in bends:</p> <ul style="list-style-type: none"> <li>▪Activate pre-established safety zone restricting transits to daylight only or one way traffic.</li> </ul> <p>Where 'bump-n-go' reported</p> <ul style="list-style-type: none"> <li>▪Redirect USACE dredge/survey services</li> <li>▪Redirect USCG ATON services</li> </ul>
	5 feet	Falling	Extreme Low Water	Action	<ul style="list-style-type: none"> <li>▪Implement Safety Zone prohibiting traffic</li> <li>▪Implement twice daily conference calls to assess situation.</li> <li>▪Continue monitoring mitigation strategies for additional preventative measure for implementation.</li> </ul>
	5 feet	Rising	Extreme Low Water	Recovery	<ul style="list-style-type: none"> <li>▪Continue Safety Zone.</li> <li>▪Employ test tow(s) pushing non-regulated cargo loaded to gain sense of channel's ability to support limited navigation restrictions are in place</li> <li>▪Assess ATON status</li> <li>▪ACOE surveys of channel following dredging to identify build-ups.</li> </ul>
	7 feet	Rising	Extreme Low Water	Recovery	<ul style="list-style-type: none"> <li>▪If favorable results from test tow(s), cancel safety zone.</li> <li>▪Maintain safety zone restricting transits to day-light only</li> </ul>
	10 feet	Rising	Low Water	Recovery	<ul style="list-style-type: none"> <li>▪Resume day/night transits.</li> </ul>
	Above 10 feet	Rising	Normal Operations	Recovery	<ul style="list-style-type: none"> <li>▪Issue final advisory, indicate return to normal operations</li> <li>▪Report hazardous conditions to Coast Guard</li> <li>▪Schedule hot wash of activity within 48 hrs to refine actions.</li> </ul>

## Section 5 – Risk Assessment

### High Water Hazard Analysis: LMR MM507-MM882.7

<div style="background-color: orange; padding: 5px; display: inline-block;"><b>Calculate Risk Score</b></div>	Factors to Increase Likelihood of Casualty				Casualty History	Risk Score
	Obs to Nav	Channel Width	Bend Radius	Congestion		
Location						
MM834-840 (1155 Bridge)	High	High	High	High	High	600
MM530-535 (Greenville Bridge) RNA	High	High	High	High	High	600
MM730-735 (Vice Presidents Island bend)	High	High	High	Medium	High	510
MM595-600 (Victoria Bend)	Low	High	High	High	High	501
MM800-805 (Forked Deer Bend)	Low	High	High	Medium	High	411
MM765-770 (Reverie Lt Bend)	Low	High	Medium	High	High	411
MM735-740 (Memphis Bridges)	High	Medium	High	High	Medium	330
MM775-780 (Driver Cutoff bend)	Medium	High	Medium	Medium	High	330
MM590-595 (South of Victoria Bend)	Low	High	High	High	Medium	321
MM725-730 (Mouth of Lake McKeller)	Low	Low	Low	High	High	303
MM640-645 (Old Town Bend)	Medium	High	High	Medium	Medium	240
MM535-540 (Walker Bend)	Medium	High	High	Medium	Medium	240
MM715-720 (Cow Isl Bend)	Low	High	High	Medium	Medium	231
MM630-635 (Fair Landing)	Low	High	High	Medium	Medium	231
MM745 (North of Memphis)	Medium	Medium	Low	Medium	High	231
MM600-605 (Smith Point)	Low	High	High	Low	Medium	222
MM780-785 (Osceola, AR bend)	Medium	Medium	Low	High	Medium	141
MM665-670 (Flower Lake)	Low	High	Medium	Low	Medium	132
MM675-680 (Harbert Point)	Low	Medium	Medium	Medium	Medium	51
MM690-695 (Basket Bar/Rabbit Island)	Low	Medium	Medium	Low	Medium	42
MM685-690 (Mhoon Bend)	Low	Medium	Medium	Low	Medium	42
MM605-610 (Laconia Light/Crossing)	Low	Medium	Low	Low	Low	15

## Casualty History (1998-2005)/LMR MM505-MM882.7

MM	Description	Casualties
595-600:	Victoria Bend	15
740-745:	Immediately UB of Memphis (crossi	14
800-805:	Bend of Island 25 (Forked Deer)	14
765-770:	Reverie Lt (bend)	12
835-840:	I-155 Hwy Bridge	12
725-730:	Mouth of Lake McKeller	11
730-735:	Vice Presidents Island (bend)	10
775-780:	Driver Cutoff (bend)	10
530-535:	Greenville Bridge	9
590-595:	Immediately DB of Victoria Bend	9
640-645:	Old Town Bend	9
675-680:	Harbert Point	9
780-785:	Osceola, AR (bend)	9
630-635:	Robson Towhead	8
715-720:	Cow Island Bend	8
535-540:	Walker Bend	7
665-670:	Prairie Point Towhead	7
685-690:	Mhoon Bend	7
735-740:	Memphis Bridges	7
600-605:	Scrubgrass Bend	6
690-695:	Rabbit Island (bend)	6
605-610:	Laconia Light (crossing)	5