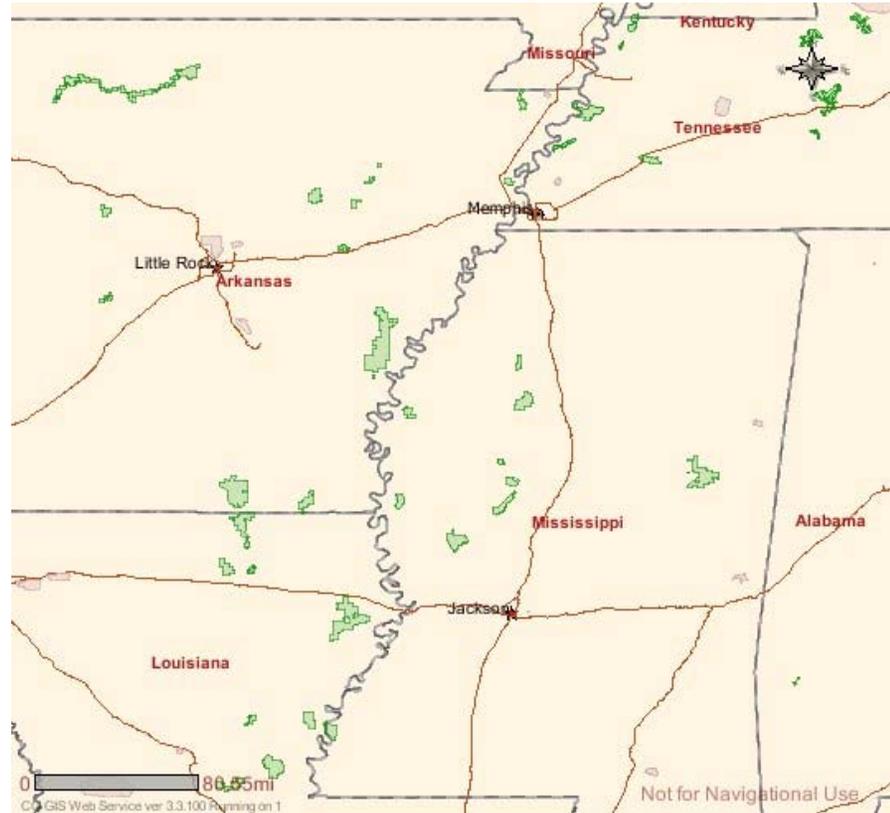


## Section 1 – Geographic Description

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 Randall Merrick	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 Charles Carter	
Officer In Charge, WLR USCGC PATOKA	Responsible for daily ATON services for LMR 598 to 480	BMCM Timothy Lee	
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 James Schmader	
Commanding Officer, WLR USCGC KANKAKEE	Responsible for daily ATON services for LMR 813.6 to 683 and McKellar Lake 0.0 to 7.2	CWO3 Nick Frascella	
Officer In Charge, WLR USCGC CHENA*	Responsible for daily ATON services for LMR 953.8 to 813.6	BMCM Jeffrey Ingram	
<b>SECTOR STAFF (MEMPHIS, TN)</b>			
Aids to Navigation Officer Waterways Management Branch Chief	Coordinate the short/long term activity of WLR Fleet Manage Safety/Security Zones	CWO4 David Bear	Chief, Prevention Dept
Chief, Prevention Dept	Coordinate Commercial Vessel Safety Program including Waterways Mgt, ATON and Investigations	LCDR Ian Bird	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 Mark Moland	SECTOR COMMANDER
Sector Commander	Commanding Officer Captain of the Port/Federal Maritime Security Coordinator Federal On Scene Coordinator/ Officer in Charge, Marine Inspection.	CAPT William Drelling	Director, Western Rivers
<b>EIGHTH COAST GUARD DISTRICT STAFF (NEW ORLEANS, LA)</b>			
Director, Western Rivers	Coordinates all CG Activity on Western Rivers	CAPT David Rokes	DISTRICT COMMANDER

<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	Master for on water operations involving USACE assets. Primary liaison with USCG.	Captain Tony Johnston	
<b>USACE MEMPHIS DISTRICT STAFF</b>			
Chief of Navigation		Mr. Richard Sullivan	
Deputy Commander	Deputy District Engineer for Memphis District	LTC Timothy J. Marshall	COL Thomas P. Smith
Commander	District Engineer for Memphis District responsible for flood risk management, navigation, environmental stewardship, emergency operations, other authorized civil works, and work for others along 610 miles of the Mississippi and White Rivers, encompassing a 25,000 square mile area in six states: Illinois, Missouri, Arkansas, Kentucky, Tennessee, and Mississippi.	COL Thomas P. Smith	BG Walsh
<b>US ARMY CORPS OF ENGINEERS-Mississippi Valley Division</b>			
Commander	Commander USACE Activities within Mississippi Valley Division including St. Paul, Rock Island, St. Louis, Memphis, Vicksburg, and New Orleans.	Brigadier General Michael J. Walsh	

<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>
Master M/V ERGONOT	Master for on water operations involving USACE assets. Primary liaison with USCG.	Captain Michael Jensen	
<b>USACE VICKSBURG DISTRICT STAFF</b>			
Chief of Navigation		Jerry Stewart	
Deputy Commander	Deputy District Engineer for Vicksburg District	LTC William L. Burruss	COL Wehr
Commander	District Engineer for Vicksburg District responsible for flood risk management, navigation, environmental stewardship, emergency operations, other authorized civil works for seven major river basins, including 278 miles of the Mississippi River's main stem, in Arkansas, Louisiana, and Mississippi and about 800 miles of commercially navigable streams and rivers including the Ouachita-Black system, the Pearl, the Red, and the Yazoo rivers.	COL Michael C. Wehr	BG Walsh
<b>US ARMY CORPS OF ENGINEERS-Mississippi Valley Division</b>			
Commander	Commander USACE Activities within Mississippi Valley Division including St. Paul, Rock Island, St. Louis, Memphis, Vicksburg and New Orleans	Brigadier General Michael J. Walsh	

### **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).

INTERNET SITE PURPOSE	ADDRESS
USACE 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>
USACE 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>
USACE Vicksburg District	<a href="http://www.myk.usace.army.mil/">http://www.myk.usace.army.mil/</a>
CG Sector Lower Mississippi River Homeport	<a href="http://homeport.uscg.mil/SLMR">http://homeport.uscg.mil/SLMR</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</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 principal 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>▪ Hot wash 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												
<p><b>Caruthersville to Memphis</b></p> <p>LOWER MISSISSIPPI RIVER</p> <p>MM 869-725.5</p> <p>Reference Gages: Cairo, IL</p> <p>Trigger Reading Memphis, TN</p>	20 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>												
	25 feet	Rising	High Water	Action	<ul style="list-style-type: none"> <li>Assess need for daylight/visibility/one way traffic restrictions.</li> <li>Assess need to activate pre-established Safety Zone limiting upbound transits to average of 3.0 mph; downbound transit to</li> </ul>												
					<table border="1"> <thead> <tr> <th>UTV Horsepower</th> <th>HP/Barge</th> <th>Max Tow Limit</th> </tr> </thead> <tbody> <tr> <td>Less than 6000hp</td> <td rowspan="4">240hp/loaded barge (ALL)</td> <td>25</td> </tr> <tr> <td>6001-7200 hp</td> <td>30</td> </tr> <tr> <td>7201-8400 hp</td> <td>35</td> </tr> <tr> <td>Greater than 8401 hp</td> <td>36</td> </tr> </tbody> </table>	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
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	30 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess need for companies to use wheelman with recent experience handling current conditions.</li> <li>Assess downbound night time restriction to tows over 110ft wide</li> <li>Reduce tow sizes based on following constraints, not to exceed 36 total:</li> </ul>												
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	140 hp per empty																
35 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess further tow restrictions/river closure options</li> </ul>													
40 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Discuss/assess Caruthersville Floodwall precautions</li> <li>Assess need for 300hp/barge; 150hp/empty</li> </ul>													
35 feet	Falling	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess decreasing HP/ tow size to 30ft and rising criteria.</li> </ul>													
30 feet	Falling	High Water	Recovery	Relax HP/loaded barge restriction													
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25 feet	Falling	Normal Operations	Recovery	<ul style="list-style-type: none"> <li>Cancel Safety Zone and resume normal traffic patterns and tow sizes.</li> </ul>													
20 feet	Falling	Normal Operations	Normal Ops	Hot wash actions and update annex as appropriate													



CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	DESCRIPTION	PHASE	ACTION												
<b>Memphis to Vicksburg</b>  LOWER MISSISSIPPI RIVER  MM 725.5- 439  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>Assess need to activate pre-established Safety Zone limiting upbound transits to average of 3.0 mph; downbound transit to</li> </ul>												
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	Less than 6000hp	280hp/barge	20														
	Less than 6,000 hp with mixed tow	280 hp per load	15 loads, 25 total barges														
140 hp per empty																	
45 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess further tow restrictions/river closure options</li> <li>Assess need for 300hp/barge; 150hp/empty</li> </ul>													
50 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess decreasing HP/ tow size to 45ft and rising criteria.</li> </ul>													
45 feet	Falling	Extreme High Water	Recovery	Relax HP/loaded barge restriction													
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<ul style="list-style-type: none"> <li>Assess removing Safety Zone requirements</li> </ul>																	
40 feet	Falling	Normal Operations	Recovery	<ul style="list-style-type: none"> <li>Assess removing Safety Zone requirements</li> </ul>													
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>Hot wash actions and update annex as appropriate.</li> </ul>													

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	DESCRIPTION	PHASE	ACTION		
<b>Vicksburg to Natchez</b> LOWER MISSISSIPPI RIVER MM 439-303 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>Assess need to stand up Vicksburg Information Center*</li> <li>Activate pre-established Safety Zone limiting upbound transits to average of 3.0 mph; downbound transit to</li> </ul>		
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	40 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess need for companies to use wheelman with experience handling current conditions.</li> <li>Assess downbound night time restriction to tows over 110ft wide</li> <li>Assess need to stand up Vicksburg Information Center*</li> <li>Assess need to 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
					Less than 6,000 hp with mixed tow	280 hp per load 140 hp per empty	15 loads, 25 total barges
	45 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess further tow restrictions/river closure options</li> <li>Vicksburg Information Center*</li> <li>Assess need to reduce tow sizes to 30 barges max.</li> </ul>		
	50 feet	Rising	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess need to reduce tow size to 25 barges, HP to 300/barge</li> </ul>		
45 feet	Falling	Extreme High Water	Action	<ul style="list-style-type: none"> <li>Assess decreasing HP/ tow size to 40ft and rising criteria</li> </ul>			
40 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						
36 feet	Falling	High Water	Recovery	<ul style="list-style-type: none"> <li>Assess removing Safety Zone requirements</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>Hot wash actions and update annex as appropriate w/in 48 hrs</li> </ul>			

**High Water Notes**

- The entrance to McKellar Lake (MM 725.5) is the dividing line between the Caruthersville to Memphis and the Memphis to Vicksburg WAP areas. This allows vessels to drop off or pick up tows depending on the direction they are headed.
- Caruthersville; Towns riverfront flood wall is at an elevation of 50ft on the Caruthersville gauge. ACOE requests no traffic after 48ft on the Caruthersville gauge.
- Factors that should be considered in making the decision to stand up the **Vicksburg Information Center (VIC)** include the Mississippi River current, the rate of rise on the Mississippi River and the flow rate of the Yazoo River. The VIC should be operated by industry representatives from 06:00 to 18:00 and operated by Coast Guard personnel at all other times. The Coast Guard should provide oversight and assistance as needed during daytime operations.
- While it is not considered necessary to square-off downbound tows in the SLMR area during high water periods, requests for vessels to push one or two additional barges in excess of established horse power requirements to fill in a ‘notch’ in the tow, will be handled on a case by case basis.
- The LOMRC chairman or vice will normally keep the Regional Advocate for the American Waterways Operators Association and the River Industry Executive Task Force apprised of current levels and associated restrictions to allow for better flow of commerce throughout the entire river system and its suppliers/customers.

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

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	DESCRIPTION	PHASE	ACTION
<b>Caruthersville to Memphis</b> LOWER MISSISSIPPI	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>

RIVER MM 869-730 Reference Gages:Cairo, IL  Trigger Reading Memphis, TN	0 feet	Falling	Low Water	Action	Consider Where channel is less than 600 feet in bends: ▪ Activate pre-established safety zone restricting transits to daylight only or one way traffic. Where ‘bump-n-go’ reported ▪ Redirect USACE dredge/survey services ▪ Redirect USCG ATON services
	-8 feet and lower	Falling	Extreme Low Water	Action	▪ Implement Safety Zone prohibiting traffic ▪ Implement twice daily conference calls to assess situation. ▪ Continue monitoring mitigation strategies for additional preventative measure for implementation.
	-8 feet and lower	Rising	Extreme Low Water	Recovery	▪ Continue Safety Zone. ▪ Employ test tow(s) pushing non-regulated cargo loaded to gain sense of channel’s ability to support limited navigation restrictions are in place ▪ Assess ATON status ▪ USACE surveys of channel following dredging to identify build-ups.
	-5 feet	Rising	Extreme Low Water	Recovery	▪ If favorable results from test tow(s), cancel safety zone. ▪ Maintain safety zone restricting transits to day-light only
	0 feet	Rising	Low Water	Recovery	▪ Resume day/night transits.
	Greater than 5 feet	Rising	Normal Operations	Recovery	▪ Issue final advisory, indicate return to normal operations ▪ Report hazardous conditions to Coast Guard ▪ Schedule hot wash of activity within 48 hrs to refine actions.

CRITICAL AREA DESCRIPTION	TRIGGER READING	TREND	DESCRIPTION	PHASE	ACTION
<p><b>Memphis to Greenville</b></p> <p>LOWER MISSISSIPPI RIVER</p> <p>MM 730- 520</p> <p>Reference Gages: Arkansas City, AR</p> <p>Trigger Reading: Greenville, MS</p>	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>▪ USACE 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	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>
	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>▪ USACE 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>

