

2018

Red River Waterway Action Plan

2018 Annex



RED RIVER ANNEX

Executive Summary

This annex provides general information and reference gauges to be used as a guideline for a high and low water events on the Red River between river miles marker 000 to 212. It is the responsibility of the US Coast Guard (USCG), US Army Corps of Engineers (USACE), and River Industry representatives to meet and discuss river conditions and possible restrictions on the Red River, as well as, *annually* review the actions specified in the plan. The Red River is broken down into 4 zones. Each zone is delineated by river mile and is characterized by river stage, with three phases (e.g., *Watch, Action, and Recovery Phases*) described in the plan. A combination of reference gauges, historical data and known impact areas were used to derive these zones.

The Waterways Action Plan (WAP) is a living document that should be frequently reviewed and updated. This plan establishes a framework for all parties to use when taking proactive or reactive steps to manage and respond to high water, high velocity, and low water conditions. The overall goal of this plan is to ensure safety of life and navigation, protection of infrastructure and property, and to prevent marine casualties.

The WAP also supports the Department of Transportation in its role in Emergency Support Function (ESF) #1 of the National Response Plan to coordinate the Emergency Management of the Transportation System (EMTS) in the prevention/mitigation, preparedness, recovery, infrastructure restoration, safety, and security of the nation, and its transportation system. EMTS is intended to report damage to the transportation infrastructure as a result of an incident, coordinate alternate transportation services, coordinate the restoration and recovery of the transportation infrastructure, and coordinating and supporting prevention, preparedness, and mitigation among transportation stakeholders at the state and local levels.

Conference calls between USCG, NWS, USACE, the Red River Valley Association, and industry stakeholders have proven critical throughout the years of response to river emergencies, and they remain useful tools to successfully manage river emergencies.

USACE, USCG, and industry leaders worked jointly to update the following information contained in the 2018 Red River Waterways Action Plan.

Red River MM 0.0 to MM 212.0

Section 1 – Geographic Description

This annex addresses Mile 0 to Mile 212 of the Red River and includes the Lower Old River. The following bridges are also contained within the geographic area for this annex:

- U.S. Highway 84 Bridge
Coushatta, LA. (MM 177.8)
- Grand Ecore Highway Bridge
Natchitoches, LA. (MM 152.1)
- Tennessee Gas Pipeline Bridge
Natchitoches, LA. (MM151.9)
- Tennessee Gas Pipeline Bridge
Natchitoches, LA. (MM151.6)
- Highway 8, Boyce Bridge
Boyce, LA. (MM 105.8)
- MOPAC Railroad Bridge
Pineville, LA. (MM 90.1)
- Curtis-Coleman Bridge (Hwy71/165)
Pineville, LA. (MM 86.9)
- Jackson Street Bridge
Alexandria, LA. (MM 88.6)
- Pineville Exp./Purple Heart Bridge
Alexandria, LA. (MM 88.2)
- Kansas City Railroad Bridge
Alexandria, LA. (MM 84.0)
- Gulf Central Pipeline Bridge
Marksville, LA. (MM 60.4)
- Moncla Highway Bridge
Marksville, LA. (MM 59.7)



LOCK AND DAM INFORMATION

| LOCK NAME | RIVER MILE | NORMAL POOL HEADWATER | CLOSURE STAGE | LOCK DIMENSIONS |
|---------------------|-------------------|------------------------------|-------------------------------|------------------------|
| OLD RVR LOCK | 0 | -- | 60.5 RR LNDG Gauge | 1185 FT X 75 FT |
| LOCK 1 | 43.8 | 40.0 | 58.0 HW | 705 FT X 84 FT |
| LOCK 2 | 74.5 | 64.0 | 72.5 HW | 705 FT X 84 FT |
| LOCK 3 | 116.5 | 95.0 | 90.5 TW | 705 FT X 84 FT |
| LOCK 4 | 168.5 | 120.0 | 119.0 TW | 705 FT X 84 FT |
| LOCK 5 | 200.0 | 145.0 | 138.6 TW | 705 FT X 84 FT |

All stages are measured in feet NGVD
Headwater (HW) is the stage upstream of the lock
Tailwater (TW) is the stage downstream of the lock

Section 2 – Parties and Roles

| USCG SECTOR LOWER MISSISSIPPI RIVER (SEC LMR) | | | |
|--|---|--------------------------|----------------------------------|
| POSITION | DUTIES & RESPONSIBILITIES | Current Incumbent | Reports to: |
| Officer In Charge USCGC GREENBRIER | Responsible for ATON services for Red River 0.0 to 43.5 | BMCM Michael Ellis | ATON OFFICER |
| Officer In Charge Aid to Navigation Team Colfax | Responsible for daily ATON services for Red River 43.5 to 227 | BMC Douglas Anglebrandt | ATON OFFICER |
| SECTOR STAFF (MEMPHIS, TN) | | | |
| Aids to Navigation Officer | Coordinate the short/long term activity of Cutter Fleet, Manage ATON inventory | CWO Bryan Hoffman | WATERWAYS MGMT DIVISION CHIEF |
| Waterways Management Division Chief | Coordinate the short/long term activity of Cutter Fleet, Manage Safety/Security Zones and Marine Permits. | LT Ryan Thomas | PREVENTION DEPT. HEAD |
| Prevention Dept. Head | Coordinate Commercial Vessel Safety Program including Waterways Management, ATON, Marine Inspection and Investigation. | LCDR Pedro Mendoza | DEPUTY SECTOR COMMANDER |
| Deputy Sector Commander | Second in Command Alternate Captain of the Port, Alternate Federal Maritime Security Coordinator, Alternate Federal On Scene Coordinator, Alternate Officer in Charge of Marine Inspections. | CDR Rebecca Walthour | SECTOR COMMANDER |
| Sector Commander | Sector Commander Captain of the Port, Federal Maritime Security Coordinator, SAR Mission Coordinator, Federal On Scene Coordinator, Officer in Charge of Marine Inspections | CAPT Roxanne Tamez | DISTRICT CHIEF OF STAFF |
| EIGHTH COAST GUARD DISTRICT STAFF (NEW ORLEANS, LA) | | | |
| Director, Western Rivers | Coordinates all CG Activity on Western Rivers | CAPT Paul Dittman | DISTRICT CHIEF OF STAFF |
| Chief of Staff | Second in Command | CAPT Andrew Sugimoto | DISTRICT COMMANDER |

Section 2 – Parties and Roles (continued)

| US ARMY CORPS OF ENGINEERS-Vicksburg District | | | |
|---|---|--------------------------|----------------------|
| POSITION | DUTIES & RESPONSIBILITIES | Current Incumbent | Reports to: |
| Contact Pilot | Master for on water operations involving USACE assets. Primary liaison with USCG. | Mr. Michael Jensen | Mr. Chad Bounds |
| Master M/V STRONG | Primary MV for Channel, and Lock and Dam Maintenance | Captain Roger Gaston | Mr. Jimmy Coldiron |
| Master T/V FRED LEE | Master for on water operations involving USACE assets. Primary liaison with USCG. | Captain Adam Scruggs | Mr. Jimmy Coldiron |
| USACE VICKSBURG DISTRICT STAFF | | | |
| Chief of Dredging Unit | Manager for Dredging Operations | Mr. Chad Bounds | Mr. Joel Brown |
| Chief of River Operations | Business line manager for navigation | Mr. Joel Brown | Mr. James Ross |
| Chief of Operations | District Engineer of Operations | James Ross | COL Michael Derosier |
| Deputy Commander | Deputy District Engineer for Vicksburg District | LTC Aaron Wolf | COL Michael Derosier |
| 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 Derosier | MG Richard Kaiser |
| US ARMY CORPS OF ENGINEERS – Mississippi Valley Division | | | |
| Commander | Commander USACE Activities within Mississippi Valley Division including St. Paul, Rock Island, St. Louis, Memphis, Vicksburg and New Orleans | MG Richard Kaiser | LTG Todd Semonite |

Section 3 – Communications

Members will include representatives from: the US Coast Guard (USCG), National Weather Service (NWS), Army Corps of Engineers (USACE), Red River Valley Association (RRVA), Red River Waterway Commission and Industry. All individuals within the Communications Matrix identified in bold type 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 RRVA Chairman’s email distribution list. Unless otherwise stated, the Conference Phone Number will be provided by RRVA Chair.

Initial Incident Notification Teleconference: If any

The format of the Waterways Action Plan/Red River Conference is as follows, coordinated by the Red River Chair:

Opening: Red River Chair/Call to Order.

By Agency:

1. National Weather Service
 - a. Current Rainfall predictions
 - b. Short and Long term forecast
2. USACE – Southwest Division Reservoirs (Tulsa, Little Rock and Fort Worth Districts) provide Reservoir Update
3. USACE (by lead District Representative): General Overview of River Conditions
 - a. Current Situation
 - b. River Forecasts
 - c. Dredge Update
4. USCG (by Sector LMR):
 - a. Assessment
 - b. Actions Taken ((e.g., Broadcast Notice to Mariners (BNMs)) including current status of WLR Tenders/Areas worked
 - c. Anticipated Future Actions Based on River Forecasts
 - d. Colfax ATON Team Buoy & Day Board Update
5. Industry (by lead Committee Representative):
 - a. Assessment
 - b. Actions Taken
 - c. Future Actions Based on River Forecasts
6. General Discussion/Future Plans and Recommendations for Implementation
7. Closing: next meeting – Discussion of the focus and participants in future meetings (based on projected river conditions).

Section 4 – Contact Information

| COMPANY / ORGANIZATION | DESIGNATED CONTACT | PHONE NUMBER | E-MAIL ADDRESS | WHEN CONTACTED |
|--------------------------------------|---|--|---|----------------|
| Red River Valley Association | Richard Brontoli Executive Director | Office- 318-221-5233 Cell- 318-393-6207 | Fax: 318-425-0516 rrva@rrva.org | All Situations |
| Red River Waterway Commission | Colin Brown Executive Director | Cell- 318-663-0003 | Fax: 318-352-8156 colinbrown@redriverwaterway.com | All Situations |
| Terral River Service | Gabe Gattle Vice President of Transportation | Office-318-228-1961 Cell- 318-282-6236 | Fax: 318-559-1524 gabeg@terralriverservice.com | High Water |
| Pine Bluff Sand and Gravel | Jay McDaniel Manager Transportation Division | Office-318-448-0536 Cell - 225-978-2984 | Fax: 318-442-6297 Jay.mcdaniel@pbsgc.com | High Water |
| Luhr Bros. Inc | Lonnie Dunn Marine Supervisor | Office- 318-487-9263 Cell- 318-729-7588 | Fax: 318-442-8645 Lonnie@luhralex.com | High Water |
| Kirby Inland Marine | Jimbo Giddens Navigation Port Captain-River Operations | Office- 225-201-3006 or 800-569-2925 | Fax: 225.201.3090 jimbo.giddens@kirbycorp.com | High Water |
| Canal Barge Company, Inc. | Greg Wood | Office- 504-584-1567 | Fax: 504-584-1505 gwood@canalbarge.com | High Water |
| Blessey Enterprises Inc. | Clark Todd | Office- 504-734-1156 | Fax: 504-648-1960 ctodd@blessey.com | High Water |
| LeBeouf Bros. Towing Company | Cecil Neil | Office- 985-594-6691 | Fax: 985-594-5253 ceciln@lebeouftowing.com | High Water |
| Southern Towing Company | Pete Ciaramitaro | Office- 901-386-2644 | Fax: 901-386-1119 pciaramitaro@southermtowing.net | High Water |
| Genesis Marine | Shane Bird | Office- 832-280-3062 Cell- 985-773-3590 | Fax: shane.bird@genlp.com | High Water |

Section 4 – Contact Information (Continued)

| | | | | | |
|---|-------------------|--|-------------------|--|------------|
| Omni Marine Transportation (Crescent Marine) | Warren Waguespack | Office- 504-340-9293 | Fax- 504-348-3005 | wagueswo@bellsouth.net | High Water |
| Florida Marine Transportation | Keith Lofton | Office- 985-629-2082 Cell- 985-377-3924 | Fax- 985-629-0110 | keith.lofton@flmarine.com | High Water |
| | Timmy Callias | Office- 985-629-0102 Cell- 985-264-5885 | | timmy.callias@fmdry.com | |
| McKinney Harbor Towing | Steve McKinney | Office- 225-388-9846 | Fax- 225-343-9603 | steve@McKinneyweb.com | High Water |
| Vidalia Dock | Albert Smith | Office- 318-336-4707 Cell- 318-393-8699 | Fax- 318-336-4710 | albert@vidaliadock.com | High Water |
| Oakley | Robert Berry | Office- 318-798-1728 Cell- 318-393-8699 | Fax- 318-798-8422 | agarrity@bruceoakley.com | High Water |
| Annex Marine | Gani Browsh | Office- 215-880-5128 | Fax- N/A | gbrowsh@aol.com | High Water |
| Mississippi Sand | Rob Meyer | Office- 314-678-7844 Cell- 314-378-6459 | Fax- N/A | rmeyer@mississippi-sand.com | High Water |
| CHS – changed | Jeffrey Hess | Office- 318-445-7559 | Fax- 318-445-1503 | jeffrey.hess@chsinc.com | High Water |
| Savage | Josh Knichel | Office- 281-673-1098 Cell- 713-539-4823 | Fax- 281-673-1086 | joshknichel@savageservices.com | High Water |

Section 4 – Contact Information (Continued)

Lock and Dam Contractor

| | | | | | |
|--|-------------------------------|---|----------|--|------------|
| Rig Master (L&D Contractor) Changed – get info from Corps | Ricky Patten, Project Manager | Office- 318-386-2721 Ext:203 Cell- 318-386-7493 | Fax- N/A | rigmastersrp@aol.com | High Water |
|--|-------------------------------|---|----------|--|------------|

Weather Service

| | | | | | |
|---|------------------------------|----------------------|------------------|--|------------|
| Shreveport National Weather Service NOAA | Craig S. Ross Hydrologist | Office- 318-631-3669 | Fax 318-636-9620 | Craig.ross@noaa.gov | High Water |
|---|------------------------------|----------------------|------------------|--|------------|

Port Directors

| | | | | | |
|---|----------------------------------|---|-------------------|--|------------|
| Caddo-Bossier Port | Brenda Levinson, Deputy Director | Office- 318-524-2272 | Fax-318-524-2273 | brenda@portsb.com | High Water |
| Natchitoches Parish Port & Red River Parish Port | Travis Tyler, Director | Office-318-356-9686 | Fax- 318-354-2622 | nat-port@cp-tel.net | High Water |
| Central LA Regional Port (Alexandria) | Blake Cooper, Director | Office- 318-229-7627 Cell-318-229-7627 | Fax- N/A | bcooper@clrport.com | High Water |

Federal Contacts

| | | | |
|--------------------------------------|--------------------|--|--|
| Coast Guard Command Center | Duty Watch Stander | Office - 901-521-4822 | STL-SMB-SECLMR-CC.USCG.MIL |
| Coast Guard Waterways Manager | LT Ryan Thomas | Office - 907-521-4825 Cell - 901-833-0290 | Ryan.C.Thomas@uscg.mil |
| USACE Chief of River Ops | Mr. Joel Brown | Office: 601 631-7549 Cell: 601 618-7900 | joel.t.brown@usace.army.mil |
| USACE Chief of Dredging Unit | Mr. Chad Bounds | Office: 601-631-5267 Cell: 601-630-7637 | Chad.R.Bounds@usace.army.mil |

Section 5 – Internet References

| INTERNET SITE PURPOSE | ADDRESS |
|---|---|
| USACE Mississippi Valley Division- Navigation Connection | http://www2.mvr.usace.army.mil/nic2/default.cfm |
| USACE Vicksburg District | http://www.mvk.usace.army.mil/ |
| CG Sector Lower Mississippi River Homeport | http://homeport.uscg.mil/ http://www.uscg.mil/d8/sector/lwrmsrvr (Select Port Directory and Sector Lower Mississippi River.) |
| River Gages.com | http://www.rivergages.com |
| River Industry Bulletin Board | http://www.ribb.com/index.php |
| NWS -- Quantitative Precipitation Forecasts (forecasted rainfall) | http://www.wpc.ncep.noaa.gov/qpf/day1-7.shtml |
| NWS – all Red River gages | https://water.weather.gov/ahps2/river.php?wfo=SHV&wfoid=18715&riverid=204727&pt%5B%5D=146261&pt%5B%5D=146208&pt%5B%5D=142772&pt%5B%5D=142879&pt%5B%5D=141588&pt%5B%5D=142687&pt%5B%5D=141313&pt%5B%5D=144336&pt%5B%5D=143593&pt%5B%5D=141633&pt%5B%5D=142956&pt%5B%5D=152444&pt%5B%5D=152443&allpoints=146209%2C142575%2C141732%2C141489%2C146261%2C146208%2C142772%2C142879%2C141588%2C142687%2C141313%2C144336%2C143593%2C141633%2C142956%2C152444%2C152443&data%5B%5D=hydrograph |
| USGS – Current Flow Gages for Louisiana | http://waterdata.usgs.gov/la/nwis/current/?type=flow |
| NWS – Red River Forecast | http://water.weather.gov/ahps/rfc/rfc.php |
| RRWC - Charts | http://www.redriverwaterway.com/ |

Section 6a – Action Plan (Grounding/Casualty)

| CRITICAL AREA DESCRIPTION | TIMING | PHASE | ACTION |
|---|--------------|-----------------|---|
| Grounding inside navigable channel resulting in impact to safe navigation (Sunken barges Unreported shoaling) | I | Initial Actions | <ul style="list-style-type: none"> ▪ Responsible Party completes mandatory notifications to USCG command center (901-521-4822). ▪ SLMR Command Center notifies Waterways Chief. ▪ Waterways Chief notifies other principles: <ol style="list-style-type: none"> 1. USACE Chief River Ops (appropriate District) 2. Red River Valley Association Chairman ▪ 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 ▪ SLMR Response Team deployed |
| or Bridge/Lock and Dam Allision or Casualty | I+4hours | Action | <ul style="list-style-type: none"> ▪ SLMR Chief, Waterways Management notifies the Red River Valley Chairman and initiates principal conference call to assess status of hazard to navigation, impediments to safe passage by all vessels, need for traffic control, etc. ▪ Assess need to activate communications plan. ▪ Notification to USACE. ▪ Responsible Party (RP) arrange for site survey. |
| I=time incident occurred | I + 12 hours | Action | <ul style="list-style-type: none"> ▪ Establish battle rhythm for teleconferences/ information sharing. ▪ RP to provide Salvage Plan in writing. |
| | | Recovery | <ul style="list-style-type: none"> ▪ Test tow verification to confirm channel integrity. |
| | | Normal Ops | <ul style="list-style-type: none"> ▪ Cancel Safety Zone and resume normal traffic patterns and tow sizes. ▪ Hotwash actions and update annex as appropriate within 48 hrs. |

Section 6b – Action Plan (HIGH WATER)

| CRITICAL AREA DESCRIPTION | TRIGGER READING | TREND | DESCRIPTION | PHASE | ACTION | | | | | | | | |
|--|------------------|--------------------------|-------------------|---|--|--|--|----------------|----------|---------------|------------------|--------------------------|---|
| Pools Four and Five RED RIVER MM 212 to 168.5 Reference Gages: Coushatta, LA. Pool Stage 24.2 | 29 feet | Rising | Normal Operations | Watch | <ul style="list-style-type: none"> ▪ Initiate communications plan. ▪ Issue advisory; indicate high water, exercise extreme caution; discuss voluntary horsepower and tow size restrictions and possible daylight only restriction due to water covering dikes. ▪ Assess need for daylight/visibility/one way traffic restrictions. | | | | | | | | |
| | 31 feet | Rising | High Water | Action | <ul style="list-style-type: none"> ▪ Assess need for safety broadcasts/zones concerning high velocity currents/drafts in specific areas. ▪ Daylight only <table border="1" data-bbox="1117 651 1936 751"> <thead> <tr> <th data-bbox="1117 651 1413 691">UTV Horsepower</th> <th data-bbox="1417 651 1698 691">HP/Barge</th> <th data-bbox="1703 651 1936 691">Max Tow Limit</th> </tr> </thead> <tbody> <tr> <td data-bbox="1117 695 1413 751">Less than 3000hp</td> <td data-bbox="1417 695 1698 751">500hp/loaded barge (ALL)</td> <td data-bbox="1703 695 1936 751">6</td> </tr> </tbody> </table> | | | UTV Horsepower | HP/Barge | Max Tow Limit | Less than 3000hp | 500hp/loaded barge (ALL) | 6 |
| | UTV Horsepower | HP/Barge | Max Tow Limit | | | | | | | | | | |
| | Less than 3000hp | 500hp/loaded barge (ALL) | 6 | | | | | | | | | | |
| | 30 feet | Falling | High Water | Action | <ul style="list-style-type: none"> ▪ Test tow verification to confirm channel integrity. | | | | | | | | |
| | 29 feet | Falling | High Water | Recovery | <ul style="list-style-type: none"> ▪ Relax HP/loaded barge restriction/daylight only ops ▪ Cancel safety broadcasts/zones and resume normal traffic patterns and tow sizes. | | | | | | | | |
| | 27 feet | Falling | Normal Operations | Recovery | <ul style="list-style-type: none"> ▪ USCG performs ATON survey (boat/aircraft). | | | | | | | | |
| 25 feet | Falling | Normal Operations | Normal Ops | <ul style="list-style-type: none"> ▪ Hotwash actions and update annex as appropriate within 48 hrs | | | | | | | | | |

Section 6b – Action Plan (HIGH WATER Continued)

| CRITICAL AREA DESCRIPTION | TRIGGER READING | TREND | DESCRIPTION | PHASE | ACTION | | | |
|---|-----------------|-------------------|-------------------|---|---|------------------|-------------|---------------|
| Pool Three RED RIVER MM 168.4 to 117 Reference Gages: Grand Ecore, LA. Pool Stage 20.0 | 25 feet | Rising | Normal Operations | Watch | <ul style="list-style-type: none"> ▪ Initiate communications plan. ▪ Issue advisory; indicate high water, exercise extreme caution; discuss voluntary horsepower and tow size restrictions ▪ Assess need for daylight/visibility/one way traffic restrictions. | | | |
| | 27 feet | Rising | High Water | Action Action | <ul style="list-style-type: none"> ▪ Assess need for safety broadcast/zone concerning high velocity currents/drafts in specific areas. | | | |
| | | | | | | UTV Horsepower | HP/Barge | Max Tow Limit |
| | | | | | | Less than 3000hp | 500hp/barge | 6 |
| | 27 feet | Falling | High Water | Action | <ul style="list-style-type: none"> ▪ Test tow verification to confirm channel integrity. | | | |
| | 26 feet | Falling | High Water | Recovery | <ul style="list-style-type: none"> ▪ Relax HP/loaded barge restriction/daylight restriction ▪ Cancel safety broadcast/zone and resume normal traffic patterns and tow sizes. ▪ Daylight only | | | |
| 25 feet | Falling | Normal Operations | Normal Ops | <ul style="list-style-type: none"> ▪ USCG performs ATON survey (boat/aircraft). ▪ Hotwash actions and update annex as appropriate within 48 hrs | | | | |

Section 6b – Action Plan (HIGH WATER Continued)

| CRITICAL AREA DESCRIPTION | TRIGGER READING | TREND | DESCRIPTION | PHASE | ACTION | | | |
|--|-----------------|-------------------|-------------------|---|--|-------------------|--------------------------|---|
| Pools 1 and 2 RED RIVER MM 43.5 to 116 Reference Gages: Alexandria, LA. Pool Stage 19.0 | 23 feet | Rising | Normal Operations | Watch | <ul style="list-style-type: none"> ▪ Initiate communications plan. ▪ Issue advisory; indicate high water, exercise extreme caution; discuss voluntary horsepower and tow size restrictions. ▪ Assess need for daylight/visibility/one way traffic restrictions. | | | |
| | 24 feet | Rising | High Water | Action | <ul style="list-style-type: none"> ▪ Assess need for safety broadcasts/zone concerning high velocity currents/drafts in specific areas. | | | |
| | | | | | UTV Horsepower | HP/Barge | Max Tow Limit | |
| | | | | | | Less than 3000 hp | 500hp/loaded barge (ALL) | 6 |
| | 24feet | Falling | High Water | Action | <ul style="list-style-type: none"> ▪ Test tow verification to confirm channel integrity. | | | |
| | 23feet | Falling | High Water | Recovery | <ul style="list-style-type: none"> ▪ Cancel safety broadcast/zone and resume normal traffic patterns and tow sizes. ▪ Relax HP/loaded barge restriction/daylight only operations ▪ USCG performs ATON survey (boat/aircraft). | | | |
| 22 feet | Falling | Normal Operations | Normal Ops | <ul style="list-style-type: none"> ▪ Hotwash actions and update annex as appropriate within 48 hrs | | | | |

Section 6b – Action Plan (HIGH WATER Continued)

| CRITICAL AREA DESCRIPTION | TRIGGER READING | TREND | DESCRIPTION | PHASE | ACTION | | |
|--|-------------------|--------------------------|-------------------|--|---|----------------|----------|
| Lower Red River RED RIVER MM 43.5 to 0.0 Reference Gages: Lock 1 Lower (tail) Acme, LA. *Regardless of River Stages, if there is greater than a 4 foot difference between the Acme and Lock 1 Lower Tail stages, the 30ft High Water actions may be taken. | 24 feet | Rising | Normal Operations | Watch | <ul style="list-style-type: none"> Initiate communications plan. Issue advisory; indicate high water, exercise extreme caution; discuss voluntary horsepower and tow size restrictions. | | |
| | 26 feet | Rising | High Water | Action | <ul style="list-style-type: none"> Assess need for daylight/visibility/one way traffic restrictions. Assess need for Safety Broadcasts concerning high velocity currents/drafts in specific areas. | | |
| | | | | | <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 1800 hp</td> <td>250hp/loaded barge (ALL)</td> <td>6</td> </tr> </tbody> </table> | UTV Horsepower | HP/Barge |
| | UTV Horsepower | HP/Barge | Max Tow Limit | | | | |
| | Less than 1800 hp | 250hp/loaded barge (ALL) | 6 | | | | |
| | 30 feet | Rising | High Water | Action | <ul style="list-style-type: none"> Assess need for daylight/visibility/one way traffic restrictions. Assess need for safety broadcasts/zone concerning high velocity currents/drafts in specific areas. | | |
| | | | | | <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 3000 hp</td> <td>500hp/barge</td> <td>6</td> </tr> </tbody> </table> | UTV Horsepower | HP/Barge |
| | UTV Horsepower | HP/Barge | Max Tow Limit | | | | |
| | Less than 3000 hp | 500hp/barge | 6 | | | | |
| | 36 feet | Rising | High Water | Action | <ul style="list-style-type: none"> Monitor situation. Dikes are underwater at this stage. | | |
| 36 feet | Falling | High Water | Action | <ul style="list-style-type: none"> Test tow verification to confirm channel integrity. Cancel safety broadcast/ zone and resume normal traffic patterns and tow sizes. | | | |
| 30 feet | Falling | High Water | Recovery | <ul style="list-style-type: none"> Downgrade HP/loaded barge restriction. | | | |
| 26 feet | Falling | High Water | Recovery | <ul style="list-style-type: none"> Relax HP/loaded barge restriction. | | | |
| 24 feet | Falling | Normal Operations | Normal Ops | <ul style="list-style-type: none"> Hot wash actions and update annex as appropriate within 48 hrs | | | |

Section 6c – Action Plan (LOW WATER)

| CRITICAL AREA DESCRIPTION | TRIGGER READING | TREND | DESCRIPTION | PHASE | ACTION |
|--|-----------------|---------|-------------------|----------|--|
| Lower Red River RED RIVER MM 43.5 to 0.0 Reference Gages: Lock 1 Lower (tail) Acme, LA. | Above 12 feet | | Normal Operations | | <ul style="list-style-type: none"> Normal Operations. No restrictions on traffic. |
| | 12 feet | Falling | Low Water | Watch | <ul style="list-style-type: none"> Initiate Communications Plan. Issue Low Water Advisory. Discuss voluntary draft and tow size restrictions. Assess/survey shoaled areas |
| | 8 feet | Falling | Low Water | Action | <p>Consider:</p> <ul style="list-style-type: none"> Where channel is less than 200 feet in bends: <ul style="list-style-type: none"> Activate pre-established Safety Zone with broadcasts (pages 18-19) restricting transits to daylight only or one way traffic. <p>Where shoaling is reported</p> <ul style="list-style-type: none"> Redirect USACE dredge/survey services Redirect USCG ATON services |
| | 8 feet | Rising | Low Water | Recovery | <ul style="list-style-type: none"> Continue Safety Zone. Assess ATON status USACE surveys of channel following dredging to identify build-ups. |
| | 12 feet | Rising | Normal Operations | | <ul style="list-style-type: none"> Employ test tow(s) pushing non-regulated cargo loaded to gain sense of channel's ability to support limited navigation. If favorable results from test tow(s), cancel safety zone and any restrictions. Report hazardous conditions to Coast Guard Schedule hot wash of activity within 48 hrs to refine actions. Cancel Safety Zone |

****Acme at 4 feet loses a 9' channel – target goal**

Section 7 –Broadcast Notice to Mariners Examples

HIGH WATER BROADCAST NOTICE TO MARINERS (BNM)

THE COTP LOWER MISSISSIPPI RIVER IS ISSUING A SAFETY ADVISORY DUE TO THE EXPECTED RAPID INCREASE IN RIVER LEVELS ON THE RED RIVER OVER THE NEXT SEVERAL DAYS. MARINERS ARE ADVISED TO TRANSIT THE AREA WITH CAUTION DUE TO THE HAZARDOUS CONDITIONS ASSOCIATED WITH STRONG CURRENTS, SEVERE OUT DRAFTS, MISSING/OFF STATION ATON, AND DIVING BUOYS. FLEET OPERATORS SHOULD REGULARLY CHECK THEIR FLEETS AND IMMEDIATELY REPORT BARGE BREAKAWAYS TO THE USCG.

HIGH WATER BNM 500 HP RESTRICTION

1. THE COTP LOWER MISSISSIPPI RIVER IS ISSUING A HIGH WATER SAFETY ADVISORY FOR THE RED RIVER FROM MILE MARKER **xxx** TO **xxx**.
2. MARINERS ARE ADVISED TO TRANSIT THE RED RIVER WITH CAUTION DUE TO THE HAZARDOUS CONDITIONS ASSOCIATED WITH STRONG CURRENTS, SEVERE OUTDRAFTS, MISSING/OFF STATION ATON AND DIVING BUOYS.
3. THE COTP WITH THE CONCURRENCE OF THE RED RIVER VALLEY ASSOCIATION RECOMMENDS THE FOLLOWING LIMITS FOR TOWS WHEN THE **ALEXANDRIA GAUGE REACHES 24.0' FT AND/OR GRAND ECORE GAUGE REACHES 27' FT AND/OR COUSHATTA GAUGE REACHES 31' FT** AND WILL BE TRANSITING THE RED RIVER FROM MILE MARKER **xxx** TO MILE MARKER **xxx**.
4. ALL DOWN-BOUND TOWS:
 - A. TOWING VESSELS MUST HAVE AT LEAST 500 HP PER LOADED BARGE WITH A MAXIMUM TOW SIZE OF 6 BARGES.
5. FLEET OPERATORS SHOULD REGULARLY CHECK THEIR FLEETS AND IMMEDIATELY REPORT BARGE BREAKAWAYS TO THE U.S. COAST GUARD.
6. MARINERS ARE REQUESTED TO CONTACT SECTOR LMR ON CH 16 VHF-FM OR 1-866-777-2784 FOR FURTHER INFORMATION OR THE REPORT AREAS OF CONCERN.

Section 7 –Broadcast Notice to Mariners Examples (Continued)

HIGH WATER CANCELLATION BNM

CANCEL BNM _____ DUE TO IMPROVING WATER CONDITIONS. REPORT ANY HAZARDOUS CONDITIONS TO THE U.S. COAST GUARD.

LOW WATER BROADCAST NOTICE TO MARINERS

1. LOW WATER CONDITIONS ARE FORECASTED IN THE RED RIVER VALLEY. US ARMY CORPS OF ENGINEERS MAINTAINED DEPTH AND WIDTH MAY NOT BE OBTAINABLE ON ALL BUOY LINES. IT IS ADVISED THAT ALL MARINERS MONITOR ALL GAUGE READINGS FOR SAFE NAVIGATION.