

COAST PILOT CORRECTIONS

**COAST PILOT 1 42 Ed 2012 Change No. 6
LAST NM 44/12**

Chapter 4—Paragraph 30; read:

⁽³⁰⁾ **Broad Cove**, which makes into the south shore of **Moose Island** west of Eastport, is a good anchorage. The head of the cove is shoal for a distance of 0.2 mile. Shackford Ledge, extending 0.3 mile southeast from **Shackford Head**, is marked at its southeastern end by a buoy. An aquaculture farm marked by private buoys is near the center of the entrance to the cove.

(L 1949-2012; NOS 13396; LL 12) 46/12

Chapter 5—Paragraph 116; read:

⁽¹¹⁶⁾ A dredged entrance channel leads north from Moosabec Reach into Sawyer Cove to an anchorage basin consisting of a north and south anchorage. In 2012, the controlling depths were 7 feet in the entrance channel, 7 feet in the south anchorage and 5 feet in the north anchorage. The basin is protected by a breakwater on the south side.

(L 1261-2012; DD 22056) 46/12

Chapter 7—Paragraph 273; read:

⁽²⁷³⁾ The best anchorage for small craft is reported to be on the east and southeast side of Carvers Harbor; the western side is principally used by commercial craft and fishermen. In 2012, the harbor had depths of about 8 to 15 feet in the center; the access channel leading to a basin off the town landing had a depth of 6 feet, with 1 to 6 feet available in the basin.

(L 1260-2012; DD 22055) 46/12

Chapter 9—Paragraph 92; read:

⁽⁹²⁾ A Federal channel leads from the sea to a point about 60 yards below the highway bridge at Kennebunkport, about 1 mile above the jetties; the channel has a project depth of 8 feet to nearly Buoy 10, thence 6 feet to the limit of the project. Anchorages with a project depth of 6 feet lie both east and west of the channel about midway from the jetties to the highway bridge. (See Notice to Mariners and the latest edition of the chart for controlling depths.) Greater depths can be had using care and local knowledge. Buoys and a daybeacon mark the channel. It is reported that the entrance channel between the jetties is subject to frequent change.

(L 1262-2012; DD 22057) 46/12

Chapter 9—Paragraph 281; read:

⁽²⁸¹⁾ **Little Harbor** is on the west side of the entrance to Portsmouth Harbor, 0.8 mile westward of Whaleback Light. Vessels should not attempt to enter in bad southeasterly

weather when the sea breaks across the entrance. The entrance is between two submerged breakwaters, the northern of which is marked on the outer end by **Jaffrey Point Light 4** (43°03'18"N., 70°42'49"W.), 22 feet above the water and shown from a skeleton tower with a red triangular daymark. A buoy marks the outer end of the southern breakwater. A Federal project provides for a 12-foot channel from outside the breakwaters to a marina at Wentworth By-the-Sea before the bridge; an anchorage area with a project depth of 12 feet is on the south side of the channel. (See the latest edition of the chart for controlling depths.) The channel is marked by buoys. A limited anchorage only for very small craft is in the channel above the inner buoy.

(L 1259-2012; DD 22054; LL 12) 46/12

**COAST PILOT 2 42 Ed 2013 Change No. 1
LAST NM 41/12**

Chapter 2—Paragraph 496; read:

⁽⁴⁹⁶⁾ 40°57'06.0"N., 073°53'59.5"W.; thence along the shoreline to the point of origin.

(FR 06/25/2010) 46/12

Chapter 9—Paragraph 385; read:

⁽³⁸⁵⁾ The **Bronx-Whitestone Bridge** is a suspension structure that crosses East River from Old Ferry Point on the Bronx side to a Long Island landing 0.4 mile southwestward of Whitestone Point. The bridge has a clearance of 130 feet with 135 feet at the center; a traveling maintenance platform reduces vertical clearances by 14 feet when in operation.

(L 1868-2012) 46/12

**COAST PILOT 3 45 Ed 2012 Change No. 13
LAST NM 45/12**

Chapter 2—Paragraph 824; read:

⁽⁸²⁴⁾ (e) The draw of the CSX Bridge, mile 6.4 near Christian Street, Philadelphia, need not be opened for the passage of vessels.

(FR 10/17/2012) 46/12

Chapter 2—Paragraphs 2447 to 2455.03; read:

⁽²⁴⁴⁷⁾ (a) The area. An area immediately behind and directly offshore from Wallops Island defined by lines drawn as follows: Beginning at

⁽²⁴⁴⁸⁾ 37°5300N, 75°2948W; thence to

⁽²⁴⁴⁹⁾ 37°5303N, 74°5052W; thence to

⁽²⁴⁵⁰⁾ 37°3828N, 74°5148W; thence to

⁽²⁴⁵¹⁾ 37°2200N, 75°0935W; thence to

^(2451.01) 37°1911N, 75°3000W; thence to

^(2451.02) 37°4757N, 75°3219W; and thence to

^(2451.03) 37°5300N, 75°2948W.

⁽²⁴⁵²⁾ (b) The regulations. (1) Persons and vessels shall

COAST PILOT 3 (Continued)

only be prohibited from entering the area when launch operations are being conducted.

⁽²⁴⁵³⁾(2) In advance of scheduled launch operations which, in the opinion of the enforcing agency, may be dangerous to persons and watercraft, appropriate warnings will be issued to navigation interests through official government and civilian channels or in such other manner as the District Engineer, U.S. Army Corps of Engineers, may direct. Such warnings will specify the location, time, and duration of operations, and give other pertinent information as may be required in the interests of safety. Announcement of area of closure will appear in the weekly "Notice to Mariners."

⁽²⁴⁵⁴⁾(3) The intent to conduct rocket-launching operations in the area shall also be indicated by visual signals consisting of a large orange-colored "blimp-shaped" balloon by day and a rotating alternately red and white beacon by night. The balloon shall be flown at 37°5038N, 75°2847W and the beacon shall be displayed about 200 feet above mean high water at 37°5016N, 75°2907W. The appropriate signals shall be displayed 30 minutes prior to rocket-launching time and shall remain displayed until the danger no longer exists.

⁽²⁴⁵⁵⁾(4) In addition to visual signals and prior to conducting launch operations, the area will be patrolled by aircraft or surface vessels and monitored by radars and cameras to ensure no persons or watercraft are within the danger zone or designated area of interest within the danger zone. Patrol aircraft and surface vessels are equipped with marine band radios and may attempt to hail watercraft and request that they leave the designated area and remain clear of the area at a safe distance until launch operations are complete, and launch will not occur until the designated area is clear. Patrol aircraft may also employ the method of warning known as "buzzing" which consists of low flight by the airplane and repeated opening and closing of the throttle. Surveillance vessels may also come close to watercraft and employ flashing light to establish communications to indicate that the watercraft is entering the designated hazard area.

^(2455.01)(5) Any watercraft being so warned shall immediately leave the designated area until the conclusion of launch operations, and shall remain at a distance to ensure that it will be safe from falling debris.

^(2455.02)(6) Nothing in this regulation shall be intended to prevent commercial fishing or the lawful use of approved waterfowl hunting blinds along the shorelines of the Wallops Flight Facility at Wallops Island, Virginia, provided that all necessary licenses and permits have been obtained from the Virginia Marine Resources Commission, Virginia Department of Game and Inland Fisheries, and U.S. Fish and Wildlife Service. Commercial fishermen and waterfowl hunters must

observe all warnings and range clearances during hazardous range operations.

^(2455.03)(c) Enforcement. The regulations in this section shall be enforced by the Director, National Aeronautics and Space Administration, Goddard Space Flight Center, Wallops Flight Facility Wallops Island, VA, or such agencies as he or she may designate.

(FR 10/11/2012)

46/12

Chapter 2—Paragraphs 2605 to 2624; read:

⁽²⁶⁰⁵⁾(a) The areas—(1) Naval mine service-testing area (prohibited). A rectangular area surrounding Piers 1 and 2, Naval Weapons Station, and extending upstream therefrom, beginning at a point on the shore line at

⁽²⁶⁰⁶⁾37°1525N., 76°3232W.; thence to

⁽²⁶⁰⁷⁾37°1542N., 76°3206W.; thence to

⁽²⁶⁰⁸⁾37°1527N., 76°3148W.; thence to

⁽²⁶⁰⁹⁾37°1505N., 76°3127W.; thence to a point on the shore line at

⁽²⁶¹⁰⁾37°1451N., 76°3150W.; and thence along the shore line to the point of beginning.

⁽²⁶¹¹⁾(2) Naval mine service-testing area (restricted).

A rectangular area adjacent to the northeast boundary of the prohibited area described in paragraph (a)(1) of this section, beginning at

⁽²⁶¹²⁾37°16'00"N., 76°32'29"W.; thence to

⁽²⁶¹³⁾37°16'23"N., 76°32'00"W.; thence to

⁽²⁶¹⁴⁾37°15'27"N., 76°30'54"W.; thence to

⁽²⁶¹⁵⁾37°15'05"N., 76°31'27"W.; thence to

⁽²⁶¹⁶⁾37°15'27"N., 76°31'48"W.; thence to

⁽²⁶¹⁷⁾37°15'42"N., 76°32'06"W.; thence to

⁽²⁶¹⁸⁾37°15'40"N., 76°32'09"W.; and thence to the point of beginning.

⁽²⁶¹⁹⁾(3) Explosives-Handling Berth (Naval). A circular area of 600 yards radius with its center at 37°1356N, 76°2848W.

^(2619.01)(4) Felgates Creek (prohibited). Navigable waters of the United States as defined at 33 CFR part 329 within Felgates Creek from the boundary fence line at the mouth to the mean high water line of the head and all associated tributaries. The area contains the entirety of Felgates Creek and all associated tributaries south of the line which begins at 37°1624N., 76°3512W. and extends east to 37°1621N., 76°3500W.

^(2619.02)(5) Indian Field Creek (prohibited). Navigable waters of the United States as defined at 33 CFR part 329 within Indian Field Creek from the boundary fence line at the mouth to the mean high water line of the head and all associated tributaries. The area contains the entirety of Indian Field Creek and all associated tributaries south of the line which begins at 37°1605N, 76°3329W. and extends east to 37°1601N., 76°3322W.

⁽²⁶²⁰⁾(b) The regulations. (1) All persons and all vessels other than naval craft are forbidden to enter the prohibited

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area described in paragraph (a)(1) of this section.

⁽²⁶²¹⁾ (2) Trawling, dragging, and net-fishing are prohibited, and no permanent obstructions may at any time be placed in the area described in paragraph (a) (2) of this section. Upon official notification, any vessel anchored in the area and any person in the area will be required to vacate the area during the actual mine-laying operation. Persons and vessels entering the area during mine-laying operations by aircraft must proceed directly through the area without delay, except in case of emergency. Naval authorities are required to publish advance notice of mine-laying and/or retrieving operations scheduled to be carried on in the area, and during such published periods of operation, fishing or other aquatic activities are forbidden in the area. No vessel will be denied passage through the area at any time during either mine-laying or retrieving operations.

⁽²⁶²²⁾ (3) The Explosives-Handling Berth (Naval) described in paragraph (a)(3) of this section is reserved for the exclusive use of naval vessels and except in cases of emergency no other vessel shall anchor therein without the permission of local naval authorities, obtained through the Captain of the Port, U.S. Coast Guard, Norfolk, Virginia. There shall be no restriction on the movement of vessels through the Explosive-Handling Berth.

⁽²⁶²³⁾ (4) Vessels shall not be anchored, nor shall persons in the water approach within 300 yards of the perimeter of the Explosives-Handling Berth (Naval) when that berth is occupied by a vessel handling explosives.

^(2623.01) (5) All persons and all vessels are forbidden to enter the prohibited areas described in paragraphs (a)(4) and (a)(5) of this section without prior permission of the enforcing agency.

⁽²⁶²⁴⁾ (6) The regulations of this section shall be enforced by the Commander, Naval Weapons Station Yorktown, Virginia, and such agencies as he/she may designate.

(FR 10/11/2012) 46/12

Chapter 15—Paragraph 148; read:

⁽¹⁴⁸⁾ The CSX Transportation, Inc. **Locust Point** section is on the southwest side between Fort McHenry and Locust Point. Most of the piers handle general cargo, but some also handle bulk; depths alongside are 30 to 40 feet.

(L 776-2012) 46/12

COAST PILOT 6 42 Ed 2012 Change No. 17
LAST NM 44/12

Chapter 1—Paragraph 14; read:

⁽¹⁴⁾ Bearings and courses are in degrees true and are measured clockwise from **000°** (north) to **359°**. The bearings of an aid to navigation (e.g. directional light, light sector, range) are given as viewed from the bridge of a vessel toward the light.

(NOS 2012) 46/12

Chapter 2—Paragraph 1323; read:

⁽¹³²³⁾ (ii) 12 statute miles per hour (10.4 knots) between Peche Island Light and D33 stationary light in the Detroit River entrance; and
(FR 10/15/2012) 46/12

Chapter 6—Paragraph 428; read:

⁽⁴²⁸⁾ A bar that forms across the entrance reportedly washes out during the spring and after some storms, and restricts the harbor to small craft with shallow drafts. The fixed bridges and cables that cross the creek about 0.3 mile above the mouth have a minimum clearance of 9 feet. Several other overhead cables with unknown clearances cross the creek and the marina slips upstream. This harbor is within the legal boundary of the city of Lorain, and the local harbor regulations of Lorain apply.

(NOS 14826) 46/12

Chapter 6—Paragraphs 479 to 482; read:

⁽⁴⁷⁹⁾ There are three docks in Sandusky that ship and/or receiving commodities. The alongside depths given are reported depths (for latest depths, contact the operator.) Rail service is only available at the Sandusky Dock Corp. Pier.

⁽⁴⁸⁰⁾ **Geo. Gradel Co., Sandusky Sand Dock** (41°27'26"N., 82°43'15"W.): 638 feet of berthing space with 13 feet alongside and a deck height of 6 feet; three diesel-crawler cranes to 60 tons and open storage for 30,000 tons of material; receipt of sand and aggregate; owned and operated by Geo. Gradel Co.

⁽⁴⁸¹⁾ **Geo. Gradel Co., Sandusky Salt Dock** (41°27'26"N., 82°43'15"W.): 150 feet of berthing space with 16 feet alongside and a deck height of 3 feet; four front-end loaders and open storage for 110,000 tons of material; receipt of salt; owned and operated by Geo. Gradel Co.

⁽⁴⁸²⁾ **Sandusky Dock Corp. Pier No. 3** (41°27'33"N., 82°43'53"W.): 3,495 feet of berthing space with 26 feet alongside and a deck height of 12 feet; one fixed car-dumper with hinged hopper pan and telescoping chute serves belt conveyors extending to open storage area; open storage for 875,000 tons of material and three concrete silos with a capacity for 10,500 tons; shipment of coal; owned by Norfolk Southern and operated by Sandusky Dock Corp.
(L 1815-2012) 46/12

Chapter 11—Paragraph 304; Table, replace with below:

New table titled **Structures across Grand River to Bass River** from back of this Subsection.
(L 697-2012) 46/12

Chapter 11—Paragraph 346; Table, replace with below:

New table titled **Structures across St. Joseph River to Paw Paw River** from back of this Subsection.
(L 1676-2012; L 1675-2012) 46/12

COAST PILOT 6 (Continued)

Chapter 11—Paragraph 418; table, replace with below:

New table titled **Structures across Indiana Harbor Canal** from back of this Subsection.

(L 895-2012)

46/12

COAST PILOT 9 30 Ed 2012 Change No. 7
LAST NM 45/12

Chapter 4—Paragraphs 1154 to 1155; read:

⁽¹¹⁵⁴⁾ **The City Pier** (59°26'27"N., 151°43'15"W.) has a 370-foot berthing space with 20 feet alongside and a 15-foot deck height. There are two 2-ton electric-hydraulic derricks and pipelines extend from the wharf to tank storage for 7,650 barrels. The pier is used for receipt of petroleum products, ferry landing, fueling vessels and occasional receipt and shipment of conventional general cargo. The pier is owned by the State of Alaska and is operated by the State of Alaska and Seldovia Fuel & Lube, Inc. A 40-foot fueling float for vessels under 70 feet is alongside the S face with 23 feet reported alongside. The back side of the face has 160 feet of berthing space, and 20 feet reported alongside.

⁽¹¹⁵⁵⁾ **Seldovia Small-Boat Harbor** (59°26'12"N., 151°42'52"W.) is protected by breakwaters; the N breakwater is marked by a light. A Federal project provides for a dredged entrance channel leading NE to a basin inside the breakwaters. In 2010, the controlling depth was 12 feet in the entrance channel with 10 to 12 feet in the basin. The area SE of the Federal project is maintained by local interests. The harbor provides moorage for about 150 vessels with some transient space available. The harbormaster's office, at the N end of the small-boat harbor parking lot, monitors VHF-FM channel 16 and can be contacted by calling 907-234-7886 for berth assignments. Supplies and repairs are limited but water, electricity, a launching ramp and lift for vessels to 48 feet are available. Two timber tidal grids are in the basin on either side of the approach. The basin is owned by the State and operated by the city.

(L 1815-2012; DD 19012)

46/12

Structures across Grand River to Bass River						
Name-Description-Type	Location	Miles*	Clear Width of Draw or Span Opening (feet)**	Clear Height above Low Water Datum (feet)	Information	
Main Channel						
1	CSX Railroad Bridge (swing)	43°04'33"N, 86°13'11"W	1.38	60 (right) 61 (left)	9	Note 1
2	U.S. Route 31 Bridge (bascule)	43°04'31"N, 86°13'04"W	2.89	155	25	Note 1
3	Overhead power cable	43°04'31"N, 86°13'02"W	2.94		132	
4	Overhead power cable	43°02'57"N, 86°09'38"W	6.45		90	
5	Overhead power cable	43°02'26"N, 86°04'55"W	12.60		80	
South Channel						
6	Overhead cable	43°04'12"N, 86°13'37"W	1.83	N/A	N/A	Clearance data not available
7	Third Street Bridge (fixed)	43°04'12"N, 86°13'36"W	1.84	N/A	9	Clearance is reported
8	Overhead cable	43°04'12"N, 86°13'35"W	1.85	N/A	N/A	Clearance data not available
9	Overhead cable	43°04'13"N, 86°13'33"W	1.92	N/A	N/A	Clearance data not available
10	Overhead cable	43°04'14"N, 86°13'27"W	2.00	N/A	N/A	Clearance data not available
11	CSX Railroad Bridge (fixed)	43°04'14"N, 86°13'26"W	2.01	N/A	9	
12	Overhead cables	43°04'12"N, 86°13'17"W	2.16	N/A	N/A	Clearance data not available
13	U.S. Route 31 Bridge (fixed)	43°04'12"N, 86°13'10"W	2.25	N/A	17	
14	Overhead power cable	43°04'12"N, 86°13'09"W	2.26		49	
15	Overhead cable	43°04'12"N, 86°13'05"W	2.32	N/A	N/A	Clearance data not available
Spring Lake Channel						
16	Route 104 Bridge (fixed)	43°04'35"N, 86°12'51"W	3.15	111	35	
17	Overhead power cable	43°04'38"N, 86°12'50"W	3.21		113	
<p>* Miles above South Pierhead Entrance Light **Clear width proceeding upstream</p> <p>Note 1 – See 33 CFR 117.1 through 117.59 and 117.633, chapter 2, for drawbridge regulations.</p>						

Structures across St. Joseph River to Paw Paw River						
Name-Description-Type	Location	Miles*	Clear Width of Draw or Span Opening (feet)**	Clear Height above Low Water Datum (feet)	Information	
Main Channel						
1	CSX Railroad Bridge (swing)	42°06'44"N, 86°28'58"W	0.87	91 (right) 100 (left)	12	Note 1
2	BlossomlandM-63 Bridge (bascule)	42°06'44"N, 86°28'41"W	0.92	100	36	Note 2
3	Twin Cities Bicentennial Bridge (bascule)	42°06'42"N, 86°28'16"W	1.30	100	19	Note 2
4	Overhead power cable	42°06'35"N, 86°28'03"W	1.52		76	
5	Napier Avenue Bridge (fixed)	42°05'19"N, 86°28'30"W	3.11	166	28	
Morrison Channel						
6	Overhead power cable	42°06'34"N, 86°28'29"W	1.17		57	
7	Wayne Street Bridge (fixed)	42°06'34"N, 86°28'29"W	1.19	90	36	
8	Overhead power cable	42°06'19"N, 86°28'26"W	1.46		56	
9	Overhead power cable	42°06'05"N, 86°28'19"W	1.76		57	
10	Overhead power cable	42°05'57"N, 86°28'18"W	1.92		63	
Paw Paw River						
11	Edgewater Drive Bridge (fixed)	42°06'58"N, 86°28'07"W	1.49	136	9	Clearances are reported
12	Overhead power cable	42°06'58"N, 86°28'07"W	1.49		31	
13	CSX Railroad Bridge (fixed)	42°07'00"N, 86°28'08"W	1.51	45	6	
14	Overhead power cables	42°07'00"N, 86°28'07"W	1.52		38	
15	Pedestrian bridge	42°07'10"N, 86°28'03"W	1.76		N/A	Clearance data not available
16	Overhead power/telephone cables	42°07'22"N, 86°27'52"W	2.02		27	
17	Klock Road Bridge (fixed)	42°07'24"N, 86°27'51"W	2.05	53	9	
18	North Shore Road Bridge (fixed)	42°07'31"N, 86°27'19"W	2.57	174	8	
19	Overhead telephone cables	42°07'32"N, 86°27'18"W	2.58		N/A	Clearance data not available
20	Pedestrian bridge	42°07'30"N, 86°26'59"W	3.07		N/A	Clearance data not available
21	Paw Paw Avenue Bridge (fixed)	42°07'31"N, 86°26'54"W	3.15	45	11	
22	Overhead cable	42°07'31"N, 86°26'54"W	3.15		N/A	Clearance data not available
23	Overhead cable	42°07'30"N, 86°26'53"W	3.17		N/A	Clearance data not available
24	CSX Railroad Bridge (fixed)	42°07'30"N, 86°26'52"W	3.18		6	

* Miles above North Pierhead Light
** Clear width proceeding upstream

Note 1 – See 33 CFR 117.1 through 117.49, chapter 2, for drawbridge regulations.
Note 2 – See 33 CFR 117.1 through 117.59 and 117.651, chapter 2, for drawbridge regulations.

Structures across Indiana Harbor Canal						
Name-Description-Type	Location	Miles*	Clear Width of Draw or Span Opening (feet)	Clear Height above Low Water Datum (feet)	Information	
1	ArceioMittal Railroad Bridge (bascule)	41°39'39"N., 87°27'05"W.	0.65	90	11	Note 1
2	Egin, Joliet & Eastern Railroad Bridge (bascule)	41°39'37"N., 87°27'07"W.	0.68	61	7	Note 1
3	Overhead cables	41°39'37"N., 87°27'07"W.	0.68		199	
4	CSX Railroad Bridge (bascule)	41°39'37"N., 87°27'07"W.	0.70	66	8	Note 1
5	Conrail Railroad Bridge (bascule)	41°39'37"N., 87°27'08"W.	0.71	65	7	Note 1
6	Conrail Railroad Bridge (bascule)	41°39'36"N., 87°27'08"W.	0.72	65	7	Note 1
7	Overhead pipeline	41°39'36"N., 87°27'09"W.	0.73	65	125	
8	Indiana Harbor Belt Railroad Bridge (bascule)	41°39'36"N., 87°27'09"W.	0.73	65	7	Bridge is permanently open
9	Overhead power cable	41°39'19"N., 87°27'33"W.	1.20		110	
10	Dickey Road Bridge (bascule)	41°39'18"N., 87°27'33"W.	1.21	118	18	Notes 1 and 2
11	Overhead cable	41°39'18"N., 87°27'34"W.	1.23		145	
12	Cline Avenue Bridge (fixed)	41°39'04"N., 87°27'54"W.	1.61	230	100	
13	Overhead power cables	41°38'56"N., 87°28'05"W.	1.86		140	
14	Egin, Joliet & Eastern Railroad Bridge (bascule)	41°38'55"N., 87°28'06"W.	1.89	65	5	Note 1
Calumet River Branch						
15	Overhead cable	41°38'22"N., 87°28'17"W.	2.58		N/A	Clearance data not available
16	Columbus Drive Bridge (fixed)	41°38'21"N., 87°28'17"W.	2.60	41	8	
Lake George Branch						
17	Overhead cable	41°38'48"N., 87°28'50"W.	2.58		N/A	Clearance data not available
18	Indianapolis Boulevard Bridge (bascule)	41°38'48"N., 87°28'51"W.	2.59	68	12	Notes 1 and 2
19	Overhead cable	41°38'48"N., 87°28'52"W.	2.60		111	
20	Overhead cable	41°38'48"N., 87°29'20"W.	3.00			Clearance data not available
21	CSX Railroad Bridge (fixed)	41°38'48"N., 87°29'21"W.	3.01	65	5	
22	Overhead power cable	41°38'48"N., 87°29'25"W.	3.07		26	

* Miles above Indiana Harbor Outer Basin

Note 1 – See 33 CFR 117.1 through 117.49, chapter 2, for drawbridge regulations.
Note 2 – Vertical clearance is at center of span.