US Army Corps of Engineers
Pittsburgh District

Allegheny River Navigation Charts

Pittsburgh, Pennsylvania to East Brady, Pennsylvania

January 2004

NOTE: LOCKS 5 THRU 9 HAVE LIMITED HOURS OF OPERATION
FOR HOURS OF OPERATION, CONTACT ONE OF THE FOLLOWING;
PITTSBURGH DISTRICT OFFICE (412)395-7171
OHIO-ALLEGHENY AREA OFFICE (412)395-7650/7654

CALL

(412) 936-1212

TO HEAR IF HAZARDOUS BOATING CONDITIONS EXIST.

FRONT COVER:

ALLEHENY LIFT LOCK NO. 4 & WEIGH LOCK 1829 -1861

Artist rendering by GAI, Inc. based on sketch from Pennsylvania Archives.

NAVIGATION CHARTS
ALLEGHENY RIVER
U.S. ARMY ENGINEER DISTRICT, PITTSBURGH
PITTSBURGH, PA. TO EAST BRADY, PA.

U.S. ARMY ENGINEER DISTRICT, PITTSBURGH
WILLIAM S. MOORHEAD FEDERAL BUILDING
1000 LIBERTY AVENUE
PITTSBURGH, PENNSYLVANIA 15222-4186

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Revised: 1 January 2004

Information shown on this chart is a general depiction of the waterway and adjacent areas only and is not in anyway to be construed as representing precise or accurate dimensions, portrayals, features, or other data. Major changes which occur will be published in "NOTICES TO NAVIGATION INTERESTS."

The general locations of AIDS-TO NAVIGATION are shown, as they existed on the last editing date of this book. They may subsequently have been moved, destroyed or discontinued. They should in no event be used to fix the position of a vessel.

The following applies for Charts 1 through 10:
The source mapping used to develop and portray the information shown on these charts were compiled from aerial photography exposed in 1992 and 1993. The Geographic Coordinates represented were converted from the source mapping Horizontal Grid Data, State Plane Coordinate System, Pennsylvania South Zone, NAD 83 (86) utilizing Conversion software. The grid annotated on these charts are for general reference and not to be used for precise location of features.

The minimum channel depth depicted on these charts was developed from soundings data obtained on June 1992, and June 1996 for charts 1 thru 10.

The following applies for Charts 10 through 21:
The source mapping used to develop and portray the information shown on these charts were compiled from aerial photography exposed in 1999. The Geographic Coordinates represented were converted from the source mapping Horizontal Grid Data, State Plane Coordinate System, Pennsylvania South Zone, NAD 83 (86) utilizing Conversion software. The grid annotated on these charts are for general reference and not to be used for precise location of features.

NAVIGATION CHARTS AND NOTICES

Spiral-bound Allegheny, Monongahela and Ohio River Navigation Charts are available for purchase from the U.S. Government Printing Office by internet, telephone, fax or mail order.

- Internet — U.S. Government Online Bookstore at http://bookstore.gpo.gov
- Telephone — (202) 512-1800 or Toll-Free (866) 512-1800
Monday through Friday, 7:30 a.m. - 9:00 p.m. EST
- Fax — (202) 512-2250
- Mail Order — Superintendent of Documents
P.O. Box 371954
Pittsburgh, PA 15250-7954

Payment must accompany all orders and can be made by check, money order, Visa, MasterCard, Discover/NOVUS, American Express or Superintendent of Documents Deposit Account. Checks and money orders should be made payable to the Superintendent of Documents. All credit card orders must include the account number and expiration date of the credit card. Payments made by Superintendent of Documents deposit account must include the account number.

When ordering by internet, enter "River Navigation Charts" in the Search the Sales Product Catalog field and click on the Submit button. Click on the Add to Cart icon and follow the instructions provided to order your navigation chart(s).

Information on how to order spiral-bound copies of navigation charts for the Allegheny, Monongahela and Ohio Rivers is also available on the Pittsburgh District internet site at **www.lrp.usace.army.mil/nav/navcharts.htm**. Links to access navigation charts outside the Pittsburgh District boundaries are also available on our internet site.

Notices to Navigation Interests, containing data on channel conditions and location of dredges, are issued as occasions demand. Pittsburgh District's Notices to Navigation Interests are available on our internet site **(www.lrp.usace.army.mil)** for viewing and printing. Interested parties, who send a request to:

Chief, Regulatory Branch
U.S. Army Engineer District, Pittsburgh
William S. Moorhead Federal Building
1000 Liberty Avenue
Pittsburgh, PA 15222-4186

are placed on a mailing list to receive either electronic or printed copies of these notices.

NAVIGATION CHARTS

Allegheny River: Charts 1 – 21
Monongahela River: Charts 1 – 34
Ohio River (Cairo, IL to Foster, KY): Charts 1 – 122
Ohio River (Foster, KY to New Martinsville, WV): Charts 122 – 186
Ohio River (New Martinsville, WV to Pittsburgh, PA): Charts 187 – 224

MILE POINTS

Mile points are shown on the charts at one mile intervals, with figures designating mileage above (the Point) Pittsburgh, Pennsylvania.

BUOYS

Buoys used to mark channels in the Mississippi River System conform to the standard lateral system of buoyage on the Western Rivers of the United States. Generally, the unlighted buoys in the Allegheny, Monongahela and Ohio Rivers are equipped with radar reflectors. All buoys are equipped with reflective material; buoys on the left descending side of the channel reflect red; buoys on the right descending side of the channel reflect green.

GAGES

All gages read 9 feet at normal pool level, except as otherwise noted on charts. All elevations based on N.G.V.D. (National Geodetic Vertical Datum).

PERMITS-JURISDICTION

In the administration of laws enacted by Congress for the protection and preservation of navigation and the navigable waters of the United States, the U.S. Army Corps of Engineers exercises jurisdiction over the Allegheny, Monongahela and Ohio Rivers. Work or structures in, under, or over the Allegheny, Monongahela and Ohio Rivers between the limits of ordinary high water lines on both banks of the stream require prior authorization. Inquiries regarding permits for such work or structures should be addressed to:

District Engineer
U.S. Army Engineer District, Pittsburgh
William S. Moorhead Federal Building
1000 Liberty Avenue
Pittsburgh, PA 15222-4186

or may be made by telephone to: (412) 395-7152

PITTSBURGH DISTRICT INTERNET SITES OF INTEREST TO NAVIGATION

Pittsburgh District:
www.lrp.usace.army.mil

Navigation Chart Information:
www.lrp.usace.army.mil/nav/navcharts.htm

Notices to Navigation Interests:
www.lrp.usace.army.mil/or/navrpt.htm

Current River Conditions:
http://wmw.lrp.usace.army.mil/current

Permit and Regulatory Information:
www.lrp.usace.army.mil/or/or-f/permits.htm

GENERAL NOTES
NAVIGATION CHARTS
ALLEGHENY RIVER
U.S. ARMY ENGINEER DISTRICT, PITTSBURGH
Revised: 1 January 2004

REGULATIONS

PRESCRIBED BY THE SECRETARY OF THE ARMY FOR THE OHIO AND MISSISSIPPI RIVERS, ABOVE CAIRO, IL, AND THEIR TRIBUTARIES; USE, ADMINISTRATION AND NAVIGATION

THE LAW

Section 7 of the River and harbor Act of August 8, 1917, provides as follows:

"That it shall be the duty of the Secretary of War to prescribe such regulations for the use, administration, and navigation of the navigable waters of the United States as in his judgment the public necessity may require for the protection of life and property, or of operations of the United States in channel improvement, covering all matters not specifically delegated by law to some other executive department. Such regulations shall be posted, in conspicuous and appropriate places, for the information of the public; and every person and every corporation which shall violate such regulations shall be deemed guilty of a misdemeanor and, on conviction thereof in any district court of the United States within those territorial jurisdiction such offense may have been committed, shall be punished by a fine not exceeding $500, or by imprisonment (in the case of a natural person) not exceeding six months, in the discretion of the court."

In pursuance of the law above quoted, the following regulations were prescribed to govern the use, administration, and navigation of the Ohio River above Cairo, Ill., and its tributaries.

207.300 Ohio River, above Cairo, Ill., and their tributaries; use, administration, and navigation.

(a) Authority of Lockmasters. The lockmaster shall be charged with the immediate control and management of the lock, and of the area set aside as the lock area, including the lock approach channels. He shall see that all laws, rules, and regulations for the use of the lock and lock area are duly complied with, to which end he is authorized to give all necessary orders and directions in accordance therewith, both to employees of the Government and to any and every person within the limits of the lock or lock area, whether navigating the lock or not. No one shall cause any movement of any vessel, boat, or other floating thing in the lock or approaches except by or under the direction of the lockmaster or his assistant. In the event of an emergency, the lockmaster may depart from these regulations as he deems necessary. The lockmasters shall also be charged with the control and management of Federally constructed mooring facilities.

(b) Safety Rules for Vessels Using Navigation Locks. The following safety rules are hereby prescribed for vessels in the locking process, including the act of approaching or departing a lock:

(1)Tows with Flammable or Hazardous Cargo Barges, Loaded or Empty.

(i) Stripping barges or transferring cargo is prohibited.

(ii) All hatches on barges used to transport flammable or hazardous materials shall be closed and latched, except those barges carrying a gas-free certificate.

(iii) Spark-proof protective rubbing fenders ("possums") shall be used.

(2) All Vessels.

(i) Leaking vessels may be excluded from locks until they have been repaired to the satisfaction of the lockmaster.

(ii) Smoking, open flames, and chipping or other spark-producing activities are prohibited on deck during the locking cycle.

(iii) Painting will not be permitted in the lock chamber during the locking cycle.

(iv) Tow speeds shall be reduced to a rate of travel such that the tow can be stopped by checking should mechanical difficulties develop. Pilots should check with the individual lockmasters concerning prevailing conditions. It is also recommended that pilots check their ability to reverse their energies prior to beginning an approach. Engines shall not be turned of in the lock until the tow has stopped and been made fast.

(v) U.S. Coast Guard Regulations require all vessels to have on board life saving devices for prevention of drowning. All crew members of vessels required to carry work vests (life jackets) shall wear them during a lockage, except those persons in an area enclosed with a handrail or other device which would reasonably preclude the possibility of falling overboard. All deckhands handling lines during locking procedures shall wear a life jacket. Vessels not required by Coast Guard Regulations to have work vests aboard shall have at least the prescribed life saving devices, located for ready access and use if needed. The lockmaster may refuse lockage to any vessel which fails to conform to the above.

(c) Reporting of Navigation Incidents. In furtherance of increased safety on waterways the following safety rules are hereby prescribed for all navigation interests:

(1) Any incident resulting in uncontrolled barges shall immediately be reported to the nearest lock. The report shall include information as to the number of loose barges, their cargo, and the time and location where they broke loose. The lockmaster or locks shall be kept informed of the progress being made in bringing the barges under control so that he can initiate whatever actions may be warranted.

(2) Whenever barges are temporally moored at other than commercial terminals or established fleeting areas, and their breaking away could endanger a lock, the nearest lock shall be so notified, preferably the downstream lock.

(3) Sunken or sinking barges shall be reported to the nearest lock both downstream and upstream of the location in order that other traffic passing these points may be advised of the hazards.

(4) In the event of an oil spill, notify the nearest lock downstream, specifying the time and location of the incident, type of oil, amount of spill, and what recovery or controlling measures are being employed.

(5) Any other activity on the waterways that could conceivably endanger navigation or a navigation structure shall be reported to the nearest lock.

(6) Whenever it is necessary to report an incident involving uncontrolled, sunken or sinking barges, cargo in the barges shall be accurately identified.

(d) Precedence at Locks.

(1) The vessel arriving first at a lock shall normally be first to lock through, but precedence shall be given to vessels belonging to the United States. Licensed commercial passenger vessels

operating on a published schedule or regularly operating in the "for hire" trade shall have precedence over cargo tows and like craft.

Commercial cargo tows shall have precedence over recreational craft, except as described in paragraph (f).

(2) Arrival posts or markers may be established above and/or below the locks. Vessels arriving at or opposite such posts or markers will be considered as having arrived at the locks within the meaning of this paragraph. Precedence may be established visually or by radio communication. The lockmaster may prescribe such departure from the normal order of precedence as in his judgment is warranted to achieve best lock utilization.

(e) Unnecessary Delay at Locks. Masters and pilots must use every precaution to prevent unnecessary delay in entering or leaving locks. Vessels failing to enter locks with reasonable promptness when signaled to do so shall lose their turn. Rearranging or switching of barges in the locks or in approaches is prohibited unless approved or directed by the lockmaster. This is not meant to curtail "jackknifing" or set-overs where normally practiced.

(f)Lockage of Recreation Craft.

In order to fully utilize the capacity of the lock, the lockage of recreational craft shall be expedited by locking them through with commercial craft, provided that both parties agree to joint use of the chamber. When recreational craft are locked simultaneously with commercial tows, the lockmaster will direct, whenever practicable, that the recreational craft enter the lock and depart while the tow is secured in the lock. Recreational craft will not be locked through with vessels carrying volatile cargoes or other substances likely to emit toxic or explosive vapors. If the lockage of recreational craft can not be accomplished within the time required for three other lockages, a separate lockage of recreational craft shall be made. Recreational craft operators are advised that many locks have a pull chain located at each end of the lock which signals the lockmaster that lockage is desired.

(g) Simultaneous Lockage of Tows with Dangerous Cargoes. Simultaneous lockage of other rows with tows carrying dangerous cargoes or containing flammable vapors normally will only be permitted when there is agreement between the lockmaster and both vessel masters that the simultaneous lockage can be executed safely. He shall make a separate decision each time such action seems safe and appropriate, provided:

(1) The first vessel or tow in and the last vessel out are secured before the other enters or leaves.

(2) Any vessel or tow carrying dangerous cargoes is not leaking.

(3) All masters involved have agreed to the joint use of the lock chamber.

(h) Stations While Awaiting Lockage. Vessels awaiting their turn to lock shall remain sufficiently clear of the structure to allow unobstructed departure for the vessel leaving the lock. However, to the extent practicable under the prevailing conditions, vessels and tows shall position themselves so as to minimize approach time when signaled to do so.

(i) Stations While Awaiting Access Through Navigable Pass. When navigable dams are up or are in the process of being raised or lowered, vessels desiring to use the pass shall wait outside the limits of the approach points unless authorized otherwise by the lockmaster.

(j) Signals. Signals from vessels shall ordinarily be by whistle; signals from locks to vessels shall be by whistle, another sound devise, or visual means. When a whistle is used, long blasts of the whistle shall not exceed 10 seconds and short blasts of the whistle shall not exceed 3 seconds. Where a lock is not provided with a sound or visual signal installation, the lockmaster will indicate by voice or by the wave of a hand when the vessels may enter or leave the lock. Vessels must approach the locks with caution and shall not enter nor leave the lock until signaled to do so by the lockmaster.

The following lockage signals are prescribed:

(1) Sound Signals by Means of a Whistle. These signals apply at either a single lock or twin locks.

(i) Vessels desiring lockage shall on approaching a lock give the following signals at a distance of not more than one mile from the lock:

(a) If a single lockage only is required: One long blast of the whistle followed by one short blast.

(b) If a double lockage is required: One long blast of the whistle followed by two short blasts.

(ii) When the lock is ready for entrance, the lock will give the following signals:

(a) One long blast of the whistle indicates permission to enter the lock chamber in the case of a single lock or to enter the landward chamber in the case of twin locks.

(b) Two long blasts of the whistle indicates permission to enter the riverward chamber in the case of twin locks.

(iii) Permission to leave the locks will be indicated by the following signals given by the lock:

(a) One short blast of the whistle indicates permission to leave the lock chamber in the case of a single lock or to leave the landward chamber in the case of twin locks.

(b) Two short blasts of the whistle indicates permission to leave the riverward chamber in the case of twin locks.

(iv) Four or more short blasts of the lock whistle delivered in rapid succession will be used as a means of attracting attention, it indicate caution, and to signal danger. This signal will be used to attract the attention of the captain and crews of vessels using or approaching the lock or navigating in its vicinity and to indicate that something unusual involving or requiring special caution is happening or is about to take place. When this signal is given by the lock, the captains and crews of vessels in the vicinity shall immediately become on the alert to determine the reason for the signal and shall take the necessary steps to cope with the situation.

(2) Lock Signal Lights. At locks where density of traffic or other local conditions make it advisable, the sound signals from the lock will be supplemented by signal lights. Flashing lights (showing a one-second flash followed by a two-second eclipse) will be located on or near each end of the land wall to control use of a single lock or of the landward lock of double locks. In addition, at double locks, interrupted flashing lights (showing a one-second flash, a one-second eclipse, followed by a three-second eclipse) will be located on or near each end of the intermediate wall to control use of the riverward lock. Navigation will be governed as follows:

Red Light. Locks cannot be made ready immediately. Vessel shall stand clear.

Amber Light. Lock is being made ready. Vessel may approach but under full control.

Green Light. Lock is ready for entrance.

Green and Amber. Lock is ready for entrance but gates cannot be recessed completely. Vessel may enter under full control and with extreme caution.

(3) Radio Communications. VHF-FM radios, operating on the FCC authorized Maritime Band, have been installed at all operational locks. Radio contact may be made by any vessel desiring passage. Commercial tows are especially requested to make contact at least one half hour before arrival in order that the pilot may be informed of current river and traffic conditions that may affect the safe passage of this tow.

All locks monitor 156.8 MHz (Ch. 16) and 156.65 MHz (Ch. 13) and can work 156.65 MHz (Ch.13) and 156.7 MHz (Ch. 14) Ch. 16 is the authorized call, reply and distress frequency, and locks are not permitted to work on this frequency except in an emergency involving the risk of immediate loss of life or property. Vessels may call and work Ch. 13, without switching, but are cautioned that vessel to lock traffic must not interrupt or delay Bridge to Bridge traffic which has priority at all times.

(k) Rafts. Rafts to be locked through shall be moored in such manner as not to obstruct the entrance of the lock and if to be locked in sections, shall be brought to the lock as directed by the lockmaster. After passing the lock the sections shall be reassembled at such distance beyond the lock as not to interfere with other vessels.

(l) Entrance to and Exit from Locks. In case two or more boats or tows are to enter for the same lockage, their order of entry shall be determined by the lockmaster. Except as directed by the lockmaster, no boat shall pass another in the lock. In no case will boats be permitted to enter or leave the locks until directed to do so by the lockmaster. The sides of all craft passing through any lock shall be free from projections of any kind which might injure the lock walls. All vessels shall be provided with suitable fenders, and shall be used to protect the lock and guide walls until it has cleared the lock and guide walls.

(m) Mooring.

(1) At Locks.

(i) All vessels when in the locks shall be moored as directed by the lockmaster. Vessels shall be moored with bow and stern lines leading in opposite directions to prevent the vessels from "running" in the lock. All vessels will have one additional line available on the head of the tow for emergency use. The pilothouse shall be attended by qualified personnel during the entire locking procedure. When the vessel is securely moored, the pilot shall not cause movement of the propellers except in emergency or unless directed by the lockmaster. Tying to lock ladders is strictly prohibited.

(ii) Mooring of unattended or nonpropelled vessels or small craft at the upper or lower channel approaches will not be permitted within 1200 feet of the lock.

(2) Outside of Locks.

(i) No vessel or other craft shall regularly or permanently moor in any reach of a navigation channel. The approximate centerline of such channels are as marked as the sailing line on the Corps of Engineers' navigation charts. Nor shall any floating craft, except in an emergency, moor in any narrow or hazardous section of the waterway. Furthermore, all vessels or other craft are prohibited from regularly or permanently mooring in any section of navigable waterways which are congested with commercial facilities or traffic unless it is moored at facilities approved by the Secretary of the Army or his authorized representative. The limit of congested areas shall be marked on Corps of Engineers' navigation charts. However, the District Engineer may authorize in writing exceptions to any of the above if, in his judgment, such mooring would not adversely affect navigation and anchorage.

(ii) No vessel or other craft shall be moored to railroad tracks, to riverbanks in the vicinity of railroad tracks when such mooring threatens the safety of equipment using tracks, to telephone poles or power poles, or to bridges or similar structures used by the public.

(iii) Except in case of great emergency, no vessel or craft shall anchor over revetted banks of the river, and no floating plant other than launches and similar small craft shall land against banks protected by revetment except a regular commercial landings. In all cases, every precaution to avoid damage to the revetment works shall be exercised. The construction of log rafts along mattressed or paved banks or the tying up and landing of log rafts against such banks shall be performed in such a manner as to cause no damage to the mattress work or bank paving. Generally, mattress work extends out into the river 600 feet from the low water line.

(iv) Any vessel utilizing a federally constructed mooring facility (e.g., cells, buoys, anchor rings) at the point designated on the current issue of the Corps' navigation charts shall advise the lockmaster at the nearest lock that from point by the most expeditious means.

(n) Draft of Vessels. No vessel shall attempt to enter a lock unless its draft is at least three inches less than the least depth of water over the guard sills, or over the gate sill if there be no guard sills. Information concerning controlling depth over sills can be obtained from the lockmaster at each lock or by inquiry at the office of the district engineer of the district in which the lock is located.

(o) Handling Machinery. No one but employees of the United States shall move any lock machinery except as directed by the lockmaster. Tampering or meddling with the machinery or other parts of the lock is strictly forbidden.

(p) Refuse in Locks. Placing or discharging refuse of any description into the lock, on lock walls or esplanade, canal or canal bank is prohibited.

(q) Damage to Locks or Other Work. To avoid damage to plant and structures connected with the construction or repair of locks and dams, vessels passing structures in the process of construction or repair shall reduce their speed and navigate with special caution while in the vicinity of such work. The restrictions and admonitions contained in these regulations shall not affect the liability of the owners and operators of floating craft for any damage to locks or other structures caused by the operation of such craft.

(r) Trespass on Lock Property. Trespass on locks or dams or other United States property pertaining to the locks or dams is strictly prohibited except in those areas specifically permitted. Parties committing any injury to the locks or dams or to any part thereof will be responsible therefore. Any person committing a willful injury to any United States property will be prosecuted. No fishing will be permitted from lock walls, guide walls, or guard walls of any lock or from any dam except in areas designated and posted by the responsible District Engineer as fishing areas. Personnel from commercial and recreational craft will be allowed on the lock structure for legitimate business reasons: e.g., crew changes, emergency phone calls, etc.

(s) Restricted Areas at Locks and Dams. All waters immediately above and below each dam, as posted by the respective District Engineers, are hereby designated as restricted areas. No vessel or other floating craft shall enter any such restricted area at any time. The limits of the restricted areas at each dam will be determined by the responsible District Engineer and marked by signs and/or red flashing lights installed in conspicuous and appropriate places.

(t) Statistical Information.

(1) Masters of vessels shall furnish to the lockmaster such statistics of passengers or cargo as may be requested.

(2) The owners or masters of vessels sunk in the navigable waters of the United States shall provide the appropriate District Engineer with a copy of the sunken vessel report furnished to the

U.S. Coast Guard Marine Inspection Office in accordance with Code of Federal Regulations Title 33 Subpart 64.10-1.

(u) Operations during High Water and Floods in Designated Vulnerable Areas. Vessels operating on these waters during periods when river stages exceed the level of "ordinary high water", as designated on Corps of Engineers' navigation charts, shall exercise reasonable care to minimize the effect of their bow waves and propeller washes on river banks; submerged structures or habitations; terrestrial growth such as trees and bushes; and manmade amenities that may be present. Vessels shall operate carefully when passing close to levees and other flood protection works, and shall observe minimum distance from banks which may be prescribe from time to time in Notices to Navigation Interests. Pilots should exercise particular care not to direct propeller wash at river banks, levees, revetments, structures or other appurtenances subject to damage from wave action.

(v) Navigation Lights for Use at All Locks and Dams.

(1) At locks at all fixed dams and at locks at all movable dams when the dams are up so that there is no navigable pass through the dam, the following navigation lights will be displayed during hours of darkness.

(a) Three green lights visible through an arc of 360° arranged in a vertical line on the upstream end of the river (guard) wall unless the intermediate wall extends farther upstream. In the latter case, the lights will be placed on the upstream end of the intermediate wall.

(b) Two green lights visible through an arc of 360° arranged in a vertical line on the downstream end of the river (guard) wall unless the intermediate wall extends farther downstream. In the latter case, the lights will be placed on the downstream end of the intermediate wall.

(c) A single red light, visible through an arc of 360° on each end (upstream and downstream) of the land (guide) wall.

(2) At movable dams when the dam has been lowered or partly lowered so that there is an unobstructed navigable pass through the dam, the navigation lights indicated in the following paragraphs will be displayed during hours of darkness until lock walls and weir piers are awash.

(a) Three red lights visible through an arc of 360° arranged in a vertical line on the upstream end of the river (guard) wall.

(b) Two red lights visible through an arc of 360° arranged in a vertical line on the downstream end of the river (guard) wall.

(c) A single red light visible through an arc of 360° on each end (upstream and downstream) of the land (guide) wall.

(3) After lock walls and weir piers are awash they will be marked as prescribed in paragraph (x) below.

(4) If one or more bear traps or weirs are open or partially open, and may cause a set in current conditions at the upper approach to the locks, this fact will be indicated by displaying a white circular disk 5 feet in diameter, on or near the light support on the upstream end of the land (guide) wall during the hours of daylight, and will be indicated during hours of darkness by displaying a white (amber) light vertically under and 5 feet below the red light on the upstream end of the land (guide) wall.

(x) Buoys at Moveable Dams.

(1) Whenever the river (guard) wall of the lock and any portion of the dam are awash, and until covered by a depth of water equal to the project depth, the limits of the navigable pass through the dam will be marked by buoys located at the upstream and downstream ends of the river (guard) wall, and by a single buoy over the end or ends of the portion or portions of the dam adjacent to the navigable pass over which project depth is not available. A red nun-type buoy will be used for such structures located on the left-hand side (facing downstream) of the river and a green can-type buoy for such structures located on the right-hand side. Buoys will be lighted, if practicable.

(2) Where powerhouses or other substantial structures projecting considerably above the level of the lock wall are located on the river (guard) wall, a single red light located on top of one of these structures may be used instead of river wall buoys prescribed above until these structures are awash, after which they will be marked by a buoy of appropriate type and color (red nun or green can buoy) until covered by a depth of water equal to the project depth. Buoys will be lighted, if practicable.

(y) Vessels to Carry Regulations. A copy of these regulations shall be kept at all times on board each vessel regularly engaged in navigating the rivers to which these regulations apply. Copies may be obtained from any lock office or District Engineer's office on request. Masters of such vessels are encouraged to have on board copies of the current edition of appropriate navigation charts.

NOTE: These regulations are those in effect 31 July 1975.

EXTRACT FROM SECTIONS 15 AND 16 OF THE RIVER AND HARBOR ACT OF 1899

SECTION 15. That it shall not be lawful to tie up or anchor vessels or other craft in navigable channels in such a manner as to prevent or obstruct the passage of other vessels or other craft; or to sink, or permit or cause to be sunk, vessels or craft in navigable channels; or to float loose timber and logs, or to float what is known as sack rafts of timber and logs in streams or channels actually navigated by steamboats in such manner as to obstruct, impede, or endanger navigation. And whenever a vessel, raft, or other craft is wrecked and sunk in a navigable channel, it shall be the duty of the owner, lessee, or operator of such sunken craft to immediately mark it with a buoy or beacon during the day and a lighted lantern at night, and to maintain such marks until the sunken craft is removed or abandoned, and the neglect or failure of the said owner, lessee, or operator so to do shall be unlawful; and it shall be the duty of the owner, lessee, or operator of such sunken craft to commence the immediate removal of the same, and prosecute such removal diligently and failure to do so shall be considered as an abandonment of such craft, and subject the same to removal by the United States as hereinafter provided for (30 Stat. 1152; 33 U.S.C. $ 409).

SECTION 16. That every person and every corporation that shall violate, or that shall knowingly aid, abet, authorize, or instigate a violation or the provisions of sections thirteen, fourteen, and fifteen of this Act shall be guilty of a misdemeanor, and on conviction thereof shall be punished by a fine not exceeding twenty-five hundred dollars nor less than five hundred dollars, or by imprisonment (in the case of a natural person) for not less than thirty days nor more than one year, or by both such fine and imprisonment, in the discretion of the court, one-half of said fine to be paid to the person or persons giving information which shall lead to conviction (30 Stat. 1153; 33 U.S.C $411). And any and every master, pilot, and engineer, or person or persons acting in such capacity, respectively, on board of any boat or vessel who shall knowingly engage in towing any scow, boat, or vessel loaded with any material specified in section thirteen of this Act to any point or place or deposit or discharge in any harbor or navigable water, elsewhere than within the limits defined and permitted by the Secretary of War, or who shall willfully injure or destroy any work of the United States contemplated in section fourteen of this Act, or who willfully obstruct the channel of any waterway in the manner contemplated in section fifteen of this Act, shall be deemed guilty of a violation of this Act, and shall upon conviction be punished hereinbefore provided in this section, and shall also have his license revoked or suspended for a term to be fixed by the judge before whom tried and convicted. And any boat, vessel, scow, raft, or other craft used or employed in violating any of the provisions of sections thirteen, fourteen, and fifteen of this Act shall be liable for the pecuniary penalties specified in this section, and in addition thereto for the amount of the damages done by said boat, vessel, scow, raft, or other craft, which latter sum of the harbor or waterway in which the damage

JURISDICTIONAL LIMITS, ADDRESSES, AND TELEPHONE NUMBERS OF COAST GUARD OFFICIALS

The following information in the guidance and assistance of those persons required by law to, or who otherwise desire to contact, cognizant Coast Guard official.

U.S. COAST GUARD INFORMATION: Coast Guard units listed herein are under the operational and administrative control of:

Commanding Officer, Marine Safety Office 1430 Olive Street St. Louis, MO 63103	Rescue Coordination Center Aids to Navigation Branch Merchant Marine Safety Division	(314)425-4614 (314)425-4604 (314)425-4655	
Commanding Office, Marine Safety Office U.S. Coast Guard Suite 700 Kossman Bldg., Forbes Ave. & Stanwix St. Pittsburgh, PA 15222-4186		(412)644-5808	All Monongahela and Allegheny Rivers Ohio River to Mile 121.6 Youghiogheny River, 0 to Mile 3.0
Commanding Officer, Marine Safety Office U.S. Coast Guard P.O. Box 2412 Huntington, WV 27725		(304)529-5524	Mile 121.6 to 374.8
Commanding Officer, Marine Safety Office U.S. Coast Guard 4335 River Rd. Cincinnati, OH 45204		(513)684-3295	Mile 374.8 to 546.8
Commanding Officer, Marine Safety Office U.S. Coast Guard P.O. Box 1153, Room 360 Louisville, KY 40201		(502)582-5194 or 582-5195	Mile 546.4 to 867.3
Commanding Officer, Marine Safety Office(U.S. Coast Guard P.O. Box 7509 Paducah, KY 42002-7509		(502)442-1621	Mile 867.3 to 981.0

After working hours and non-work days, marine accidents and deficiencies in aids to navigation may be reported to the following:

Coast Guard Group Ohio Valley (502)582-6474
U.S. Customs - Court House
Snyder Building
601 West Broadway Street
Louisville, KY 40202-2229

U.S. COAST GUARD
INFORMATION
NAVIGATION CHARTS
ALLEGHENY RIVER
U.S. ARMY ENGINEER DISTRICT, PITTSBURGH
SHEET H

CHARACTERISTICS OF LIGHTS

Left Descending Bank

F. W.	Fixed White	
F. R.	Fixed Red	
2 F. R.	Two Fixed Red	
FL (2) W5s	Group Flashing White every 5 Sec.	(2 flashes)
FL (2) W6s	Group Flashing White every 6 sec.	(2 flashes)
FL (2) R5s	Group Flashing Red every 5 sec.	(2 flashes)
FL (2) R6s	Group Flashing Red every 6 sec.	(2 flashes)
Iso W 2s	Equal Interval White 2 sec.	
Iso R 2s	Equal Interval Red 2 sec.	
Q R	Quick Flashing Red	
IQ R	Interrupted Quick Flashing Red	

Right Descending Bank

F. W.	Fixed White
F. G.	Fixed Green
2 F. G.	Two Fixed Green
FL W4s	Flashing White every 4 Sec.
FL G4s	Flashing Green every 4 sec.
Iso W 2s	Equal Interval White 2 sec.
Iso G 2s	Equal Interval Green 2 sec.
Q G	Quick Flashing Green
IQ G	Interrupted Quick Flashing Green

CHARACTERISTICS OF BEACONS

All beacons have reflective material which matches the color indicated below:

SG	Square shaped Green PASSING beacon.
CG	Diamond shaped Green CROSSING beacon.
TR	Triangle shaped Red PASSING beacon.
JR	Triangle shaped Red and Green JUNCTION beacon.

POSITION OF AIDS TO NAVIGATION

Buoys are set to mark project depths taking into consideration the prevailing river stage and obstructions. Buoy positions as shown on the obstructions. Buoy position as shown on the chart are approximate and should always be given as wide a berth in passing as possible consistent with the length and width of the bend or crossing.

Buoys should always be used with caution. They may be carried off position by high water accumulation of drift, ice, or sunk by collision or other causes. When carried off position destroyed, or removed to prevent loss, buoys are replaced at the earliest opportunity.

LIGHTS AND BEACONS ARE ALSO SHOWN IN APPROXIMATE LOCATIONS.

NOTE

NAVIGATIONAL SYMBOLS AS SHOWN IN THE LEGEND ARE ONLY REPRESENTATIVE. THE ACTUAL LOCATION OF THE ITEMS WHICH THEY REPRESENT MAY VARY FROM WHAT IS SHOWN ON THE NAVIGATION CHART.

MARINE RADIO CHANNELS

CHANNEL	FREQUENCY	PURPOSE
13	156.650mhz	Bridge to Bridge
14	156.700mhz	Port Operations
16	156.800mhz	Hailing & Distress

NOTES:

1. Locks monitor Channels 13 & 16.
2. Coast Guard monitors Channel 16 for Distress Calls.

CHARACTERISTICS OF LIGHTS AND NOTES

NAVIGATION CHARTS

ALLEGHENY RIVER

U.S. ARMY ENGINEER DISTRICT, PITTSBURGH

Revised: 1 January 2000

LEGEND

Anchorage Area
Anchoring Prohibited
Arrival Area
Square Beacon
Triangle Beacon
Bouys:
Can (green)
Can (green lighted)
Nun (red)
Nun (red lighted)
Junction Bouy
Cautionary Bouy
Federal Mooring Bouy
Campground
Mooring Cell
Cemetery
Coast Guard Station
Church
Cliff
COE Guage
Crane
Dock
Diff. Outfall Pipe
Dolphin
Federal Road Sign
Ferry Crossing
Fleeting Area
Flow Arrow

GEOGRAPHY INFORMATION:

Land above project pool.
Water with less than 9 feet depth of pool stage.
Water with a depth of nine feet or more at pool stage.

Ice Piers
Intake

Interstate Highway Sign
Levee
U. S. Navigation Lights:
Light & Daymark Right Descending Bank (Green)
Light & Daymark Left Descending Bank (Red)
Cautionary Light (Amber)
Marina
National Weather Station
Pipeline Submerged
Accurate Position
Power Crossing
Launching Ramp
Restricted Areas, above and below dam. and other designated areas.
Rocky Bottom + Rk
Sailing Line
School
Stony Shore
Submarine Cable
Swamp
Tank Tk
Towers Tr
Tree
Warf (Paved Landing)
Well On Shore Well
Well Underwater Well
Wreaks:
Sunken Wreck
Sunken Wreck (Depth Unknown)
Sunken Wreck (Visible)

AIDS TO NAVIGATION

REGULATORY MARKERS

BOAT EXCLUSION AREA

EXPLANATION MAY BE PLACED OUTSIDE THE CROSSED DIAMOND SHAPE SUCH AS CAM, RAPIDS, SWIM AREA, ETC.

DANGER

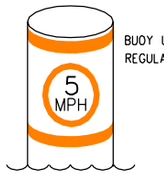
THE NATURE OF DANGER MAY BE INDICATED INSIDE THE DIAMOND SHAPE SUCH AS ROCK, WRECK, SHOAL, DAM, ETC.

CONTROLLED AREA

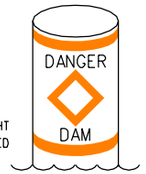
TYPE OF CONTROL IS INDICATED IN THE CIRCLE SUCH AS SLOW, NO WAKE, ANCHORING, ETC.

123.5

MILE BOARD

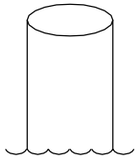


BUOY USED TO DISPLAY REGULATORY MARKERS



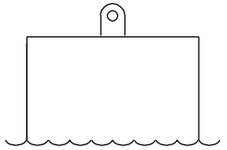
MAY SHOW WHITE LIGHT
MAY BE LETTERED

MOORING BUOYS



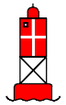
WHITE WITH BLUE BAND

MAY SHOW WHITE REFLECTOR OR LIGHT



LOOKING DOWNSTREAM

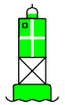
STARBOARD SIDE — JUNCTION — PORT SIDE



LIGHTED BUOY

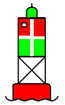
PREFERRED CHANNEL TO STARBOARD
TOPMOST BAND RED
WHITE OR RED LIGHTS

PREFERRED CHANNEL TO PORT
TOPMOST BAND GREEN
WHITE OR GREEN LIGHTS

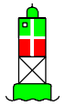


LIGHTED BUOY

NUN



LIGHTED



CAN

TR

PASSING BEACON

NUN

CAN

SG

PASSING BEACON

CROSSING BEACON

JR

JG

CROSSING BEACON

CROSSING BEACON

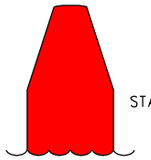
CROSSING BEACON

SOLID RED AND SOLID GREEN BUOYS

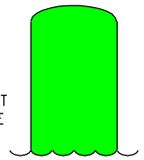
MAY SHOW RED REFLECTOR OR LIGHT

MAY SHOW GREEN REFLECTOR OR LIGHT

USUALLY FOUND IN PAIRS
PASS BETWEEN THESE BUOYS



STARBOARD SIDE — LOOKING DOWNSTREAM — PORT SIDE



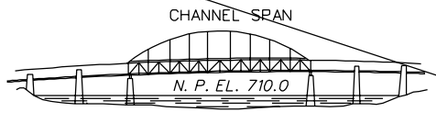
LATERAL SYSTEM

ALLEGHENY RIVER

Chart Nos.	Locality
	EMSWORTH LOCKS & DAMS
	(Project Pool El. 710.0)
1	Pittsburgh, Herrs Island
2	Pittsburgh, Herrs Island, Girtys Run, Pine Creek
3	Six Mile Island
	LOCK & DAM 2
	(Mile 6.7, Project Pool El. 721.0)
3	Pittsburgh, Lock & Dam 2 (Phone 412-661-2217), Aspinwall
4	Blawnox, Sycamore Island, Nine Mile Island, Verona, Oakmont
5	Twelve Mile Island, Fourteen Mile Island
	C.W. BILL YOUNG LOCK & DAM
	(Mile 14.5, Project Pool El. 734.5)
5	Lock & Dam 3 (Phone 412-828-3550), Fourteen Mile Island
6	Springdale, New Kensington
7	New Kensington, Arnold, Tarentum, Bull Creek
8	Brackenridge, Natrona
	LOCK & DAM 4
	(Mile 24.2 Project Pool El. 745.4)
8	Lock & Dam 4 (Phone 724-224-2666), Jacks Island
9	Jacks Island
10	Buffalo Creek, Freeport, Kiskiminetas River

Chart Nos.	Locality
	LOCK & DAM 5
	(Mile 30.4, Project Pool El. 757.0)
10	Lock & Dam 5 (Phone 724-295-2261), Schenley
11	Murphys Island
	LOCK & DAM 6
	(Mile 36.3, Project Pool El. 769.4)
12	Lock & Dam 6 (Phone 724-295-3775), Nicholson Island
13	Ross Island, Crook Creek
14	Ford City, Cogleys Island
15	West Kittanning, Kittanning
	LOCK & DAM 7
	(Mile 45.7, Project Pool El. 782.4)
15	Kittanning, Lock & Dam 7 (Phone 724-543-2551)
16	Moagrove
	LOCK & DAM 8
	(Mile 52.6, Project Pool El. 800.2)
17	Lock & Dam 8 (Phone 724-548-5119), Templeton
18	Mahoning, Reesedale
	LOCK & DAM 9
	(Mile 62.2, Project Pool El. 822.2)
19	Lock & Dam 9 (Phone 724-868-2486)
20	Redbank Creek, Wattersonville
21	East Brady, End of Navigation.

TABULAR INDEX
NAVIGATION CHARTS
ALLEGHENY RIVER
U.S. ARMY ENGINEER DISTRICT, PITTSBURGH
SHEET K



5

FORT DUQUESNE HIGHWAY BRIDGE
CHANNEL SPAN

MILE 0.25

ELEVATION OF LOW STEEL 756.0 ×
VERTICAL CLEARANCE AT POOL STAGE 46.0' ×
HORIZONTAL CLEARANCE 400.0'
× AT LEFT CHANNEL PIER

6

ROBERTO CLEMENTE HIGHWAY BRIDGE
CHANNEL SPAN

MILE 0.6

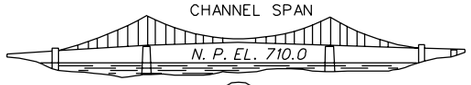
ELEVATION OF LOW STEEL 750.0 ×
VERTICAL CLEARANCE AT POOL STAGE 40.0' ×
HORIZONTAL CLEARANCE 410.0'
× MIDDLE 180'

7

7TH STREET HIGHWAY BRIDGE
CHANNEL SPAN

MILE 0.7

ELEVATION OF LOW STEEL 750.1 ×
VERTICAL CLEARANCE AT POOL STAGE 40.1' ×
HORIZONTAL CLEARANCE 422.0'
× MIDDLE 180'

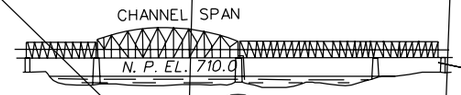


8

9TH STREET HIGHWAY BRIDGE
CHANNEL SPAN

MILE 0.8

ELEVATION OF LOW STEEL 750.3 ×
VERTICAL CLEARANCE AT POOL STAGE 40.3' ×
HORIZONTAL CLEARANCE 410.0'
× AT MIDDLE 180'



9

NORFOLK & SOUTHERN (FORT WAYNE)
RAILROAD BRIDGE

MILE 1.0

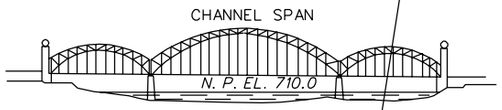
75(
40.9'
34[illegible].0'

10

VETERANS MEMORIAL BRIDGE

MILE 1.2

61.0 ×
51.0' ×
410.0'
× AT RIGHT CHANNEL PIER

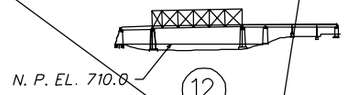


11

16TH STREET HIGHWAY BRIDGE
CHANNEL SPAN

MILE 1.4

ELEVATION OF LOW STEEL 751.3 ×
VERTICAL CLEARANCE AT POOL STAGE 41.3' ×
HORIZONTAL CLEARANCE 420.0'
× MIDDLE 180'



12

URBAN REDEVELOPMENT AUTHORITY BRIDGE
BACK CHANNEL SPAN

MILE 2.15

ELEVATION OF LOW STEEL 739.0'
VERTICAL CLEARANCE AT POOL STAGE 30.2'
HORIZONTAL CLEARANCE 152.0'

AERIAL POWER CROSSINGS

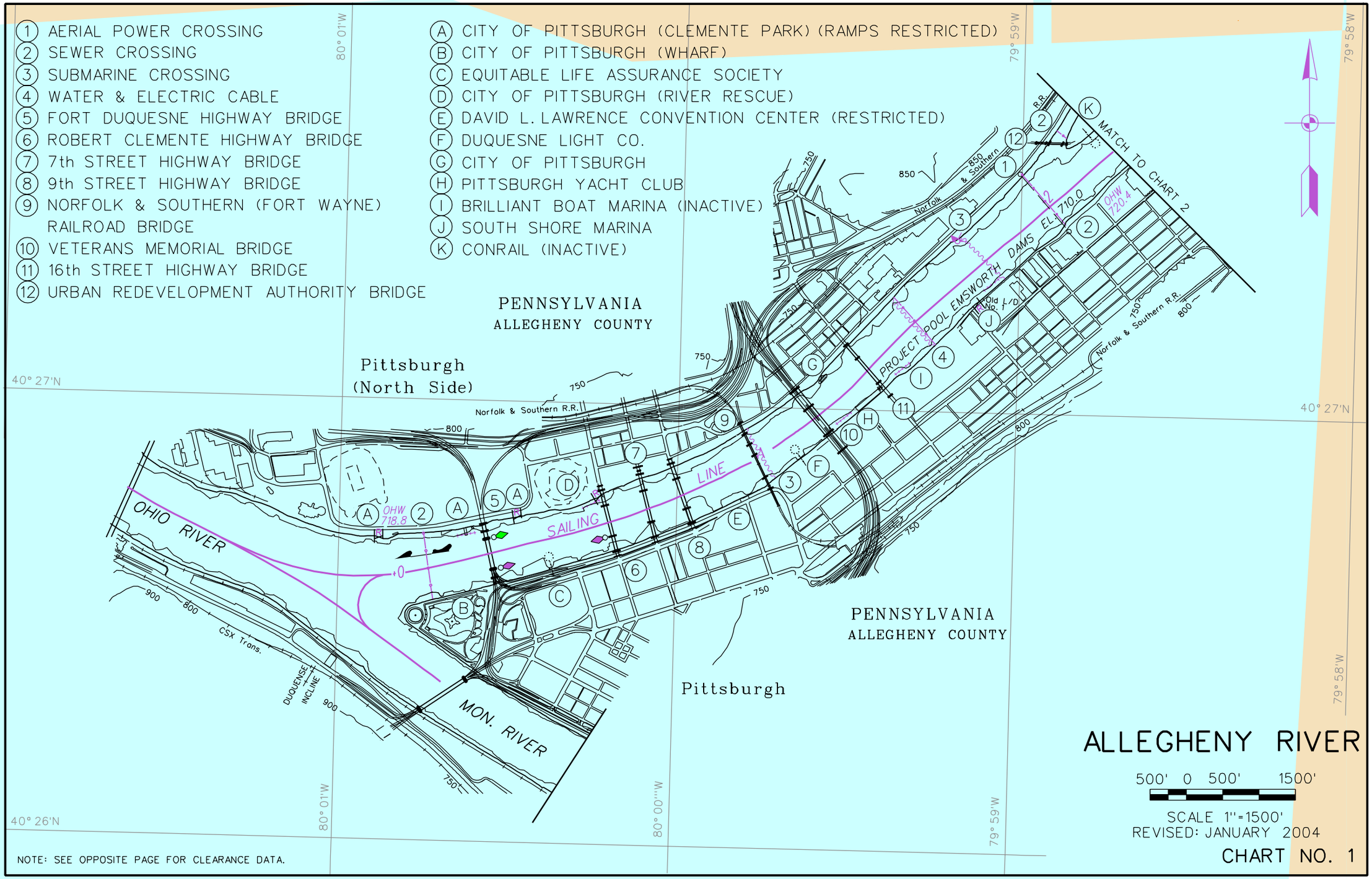
CROSSING	MILE	ELEVATION	CLEARANCE
1	2.0	791.0	81.0'

BRIDGE SCALE

400' 0 400'

ELEVATIONS LOOKING DOWNSTREAM

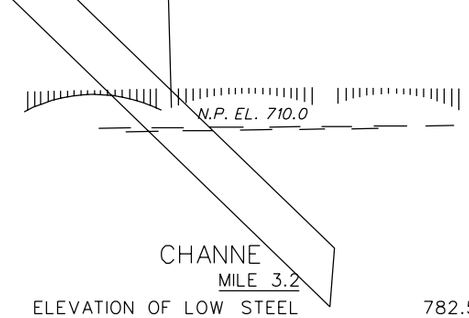
ALLEGHENY RIVER CHART 1


1 AERIAL POWER CROSSING
2 SEWER CROSSING
3 SUBMARINE CROSSING
4 WATER & ELECTRIC CABLE
5 FORT DUQUESNE HIGHWAY BRIDGE
6 ROBERT CLEMENTE HIGHWAY BRIDGE
7 7th STREET HIGHWAY BRIDGE
8 9th STREET HIGHWAY BRIDGE
9 NORFOLK & SOUTHERN (FORT WAYNE) RAILROAD BRIDGE
10 VETERANS MEMORIAL BRIDGE
11 16th STREET HIGHWAY BRIDGE
12 URBAN REDEVELOPMENT AUTHORITY BRIDGE
A CITY OF PITTSBURGH (CLEMENTE PARK) (RAMPS RESTRICTED)
B CITY OF PITTSBURGH (WHARF)
C EQUITABLE LIFE ASSURANCE SOCIETY
D CITY OF PITTSBURGH (RIVER RESCUE)
E DAVID L. LAWRENCE CONVENTION CENTER (RESTRICTED)
F DUQUESNE LIGHT CO.
G CITY OF PITTSBURGH
H PITTSBURGH YACHT CLUB
I BRILLIANT BOAT MARINA (INACTIVE)
J SOUTH SHORE MARINA
K CONRAIL (INACTIVE)
PENNSYLVANIA
ALLEGHENY COUNTY
Pittsburgh
(North Side)
Pittsburgh
PENNSYLVANIA
ALLEGHENY COUNTY
OHIO RIVER
MON. RIVER
SAILING LINE
PROJECT POOL EMSWORTH DAMS EL. 710.0
OHW 718.8
OHW 720.4
Norfolk & Southern R.R.
CSX Trans.
DUQUENSE INCLINE
MATCH TO CHART 2
40° 27'N
40° 26'N
80° 01'W
80° 00'W
79° 59'W
79° 58'W
ALLEGHENY RIVER
500' 0 500' 1500'
SCALE 1"=1500'
REVISED: JANUARY 2004
CHART NO. 1
NOTE: SEE OPPOSITE PAGE FOR CLEARANCE DATA.

4

CITY OF PITTSBURGH BRIDGE
BACK CHANNEL SPAN
MILE 2.45

ELEVATION OF LOW STEEL	738.0
VERTICAL CLEARANCE AT POOL STAGE	28.0'
HORIZONTAL CLEARANCE	147.5'



CHANNE
MILE 3.2

ELEVATION OF LOW STEEL	782.5*
VERTICAL CLEARANCE AT POOL STAGE	72.5'*
HORIZONTAL CLEARANCE	350.0'

AERIAL POWER CROSSINGS

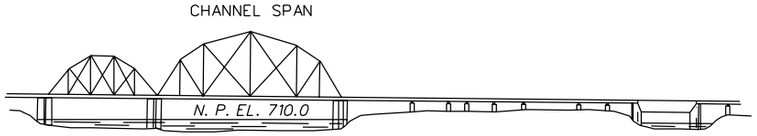
CROSSING	MILE	ELEVATION	CLEARANCE
1	2.9	817.5	107.5'
1	3.8	802.1	92.1'
1	4.0	799.4	89.4'

5

31ST STREET HIGHWAY BRIDGE
CHANNEL SPAN
MILE 2.5

ELEVATION OF LOW STEEL	782.6 *
VERTICAL CLEARANCE AT POOL STAGE	72.6' *
HORIZONTAL CLEARANCE	360.0'

* MIDDLE 180'



6

CSX TRANS. RAILROAD BRIDGE
CHANNEL SPAN
MILE 2.7

ELEVATION OF LOW STEEL	754.9
VERTICAL CLEARANCE AT POOL STAGE	44.9'
HORIZONTAL CLEARANCE	400.0'

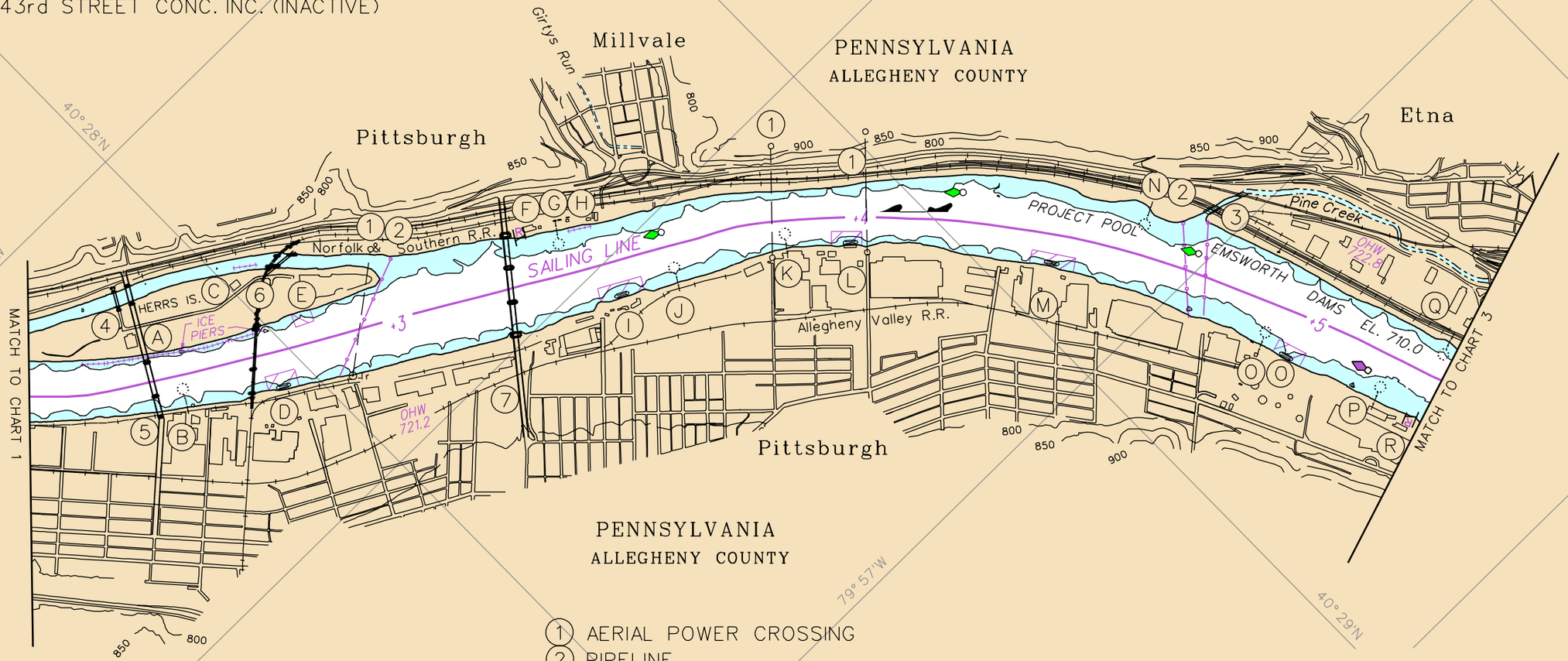
BRIDGE SCALE

400' 0 400'

ELEVATIONS LOOKING DOWNSTREAM

ALLEGHENY RIVER CHART 2

(A) WASHINGTON LANDING MARINA
(B) UNIVERSAL CYCLOPS STEEL CO. (INACTIVE)
(C) THREE RIVERS ROWING ASSOC.
(D) EXXON CO. USA (INACTIVE)
(E) URBAN RENEWAL AUTHORITY (INACTIVE)
(F) URBAN REDEVELOPMENT AUTHORITY
(G) MILLVALE BOROUGH WATERWORKS (INACTIVE)
(H) MILLVALE MARINA INC.
(I) 43rd STREET CONC. INC. (INACTIVE)
(J) HEPPENSTALL CO. (INACTIVE)
(K) McCONWAY-TORLEY CO.
(L) SAUER (INACTIVE)
(M) PENNZOIL PRODUCTS CO. (INACTIVE)
(N) SHALER TOWNSHIP
(O) SUNOCO REFINING CO.
(P) UNION STEEL CASTING CO.
(Q) ETNA BOROUGH
(R) ALLEGHENY MARINA INC.



(1) AERIAL POWER CROSSING
(2) PIPELINE
(3) SEWER CROSSING
(4) CITY OF PITTSBURGH BRIDGE
(5) 31st STREET HIGHWAY BRIDGE
(6) CSX TRANS. RAILROAD BRIDGE
(7) 40th STREET HIGHWAY BRIDGE

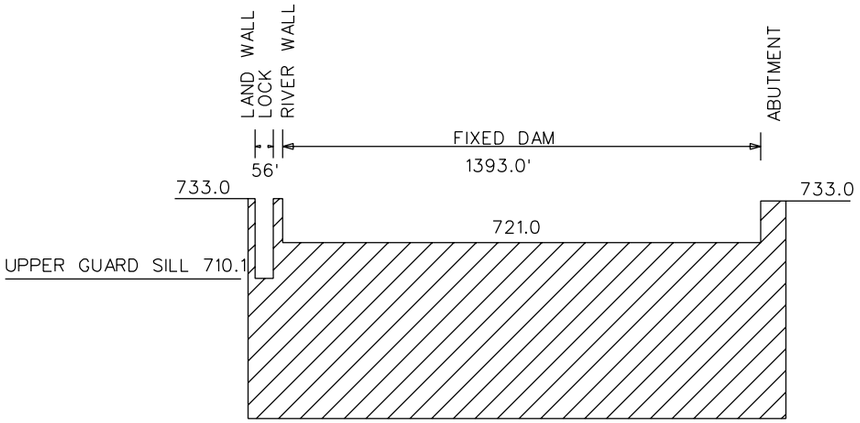
NOTE: SEE OPPOSITE PAGE FOR CLEARANCE DATA.

ALLEGHENY RIVER

500' 0 500' 1500'

SCALE 1"=1500'
REVISED: JANUARY 2004

CHART NO. 2

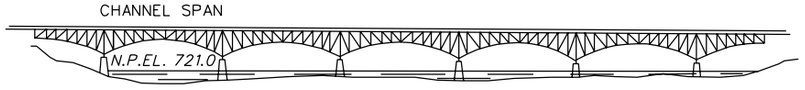


LOCK & DAM NO. 2

LOCK & DAM NO. 2	
UPPER POOL EL.	721.0
LOWER POOL EL.	710.0
UPPER GAGE	
ZERO EL.	712.1
N.P. READS	9.0'
LOWER GAGE	
ZERO EL.	694.2
N.P. READS	16.0'

NAVIGATION SUSPENDED - UPPER GAGE 19.0

TELEPHONE NO. 412-661-2217

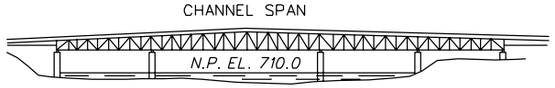


6

HIGHLAND PARK HIGHWAY BRIDGE
CHANNEL SPAN
MILE 6.8

ELEVATION OF LOW STEEL	771.0*
VERTICAL CLEARANCE AT POOL STAGE	50.0'*
HORIZONTAL CLEARANCE	266.0'

* FOR CENTER 247 FEET OF CHANNEL SPAN

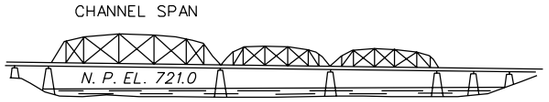


5

62ND STREET HIGHWAY BRIDGE
CHANNEL SPAN
MILE 5.4

ELEVATION OF LOW STEEL	760.0*
VERTICAL CLEARANCE AT POOL STAGE	50.0'*
HORIZONTAL CLEARANCE	370.0'

* FOR CENTER 370 FEET OF CHANNEL SPAN

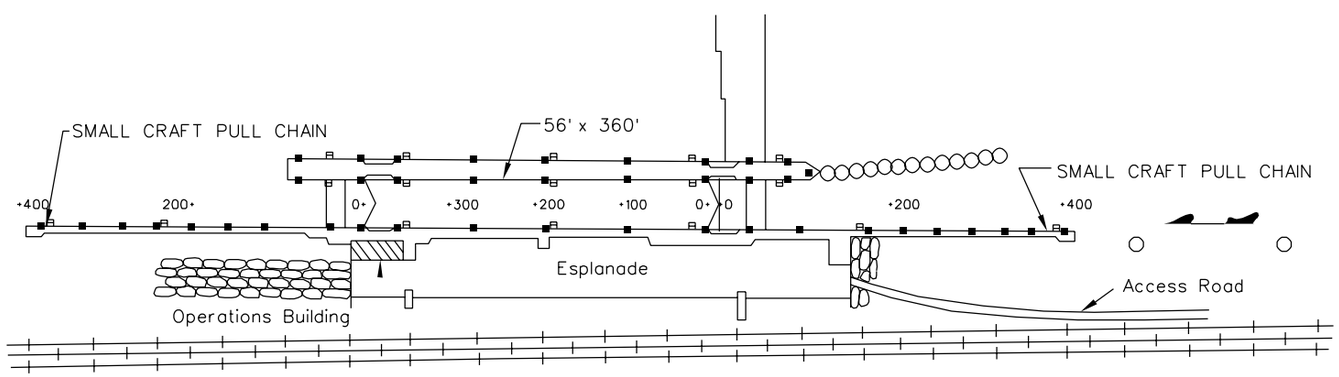


7

CHANNEL SPAN
MILE 7.2

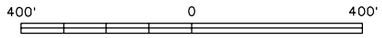
ELEVATION OF LOW STEEL	777.5*
VERTICAL CLEARANCE AT POOL STAGE	56.5'*
HORIZONTAL CLEARANCE	396.0'

* AT RIGHT CHANNEL PIER

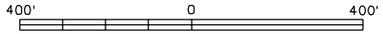


LEGEND
- ■ Check post
- ⊎ Ladder

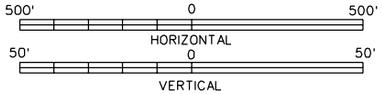
BRIDGE SCALE



LOCK SCALE

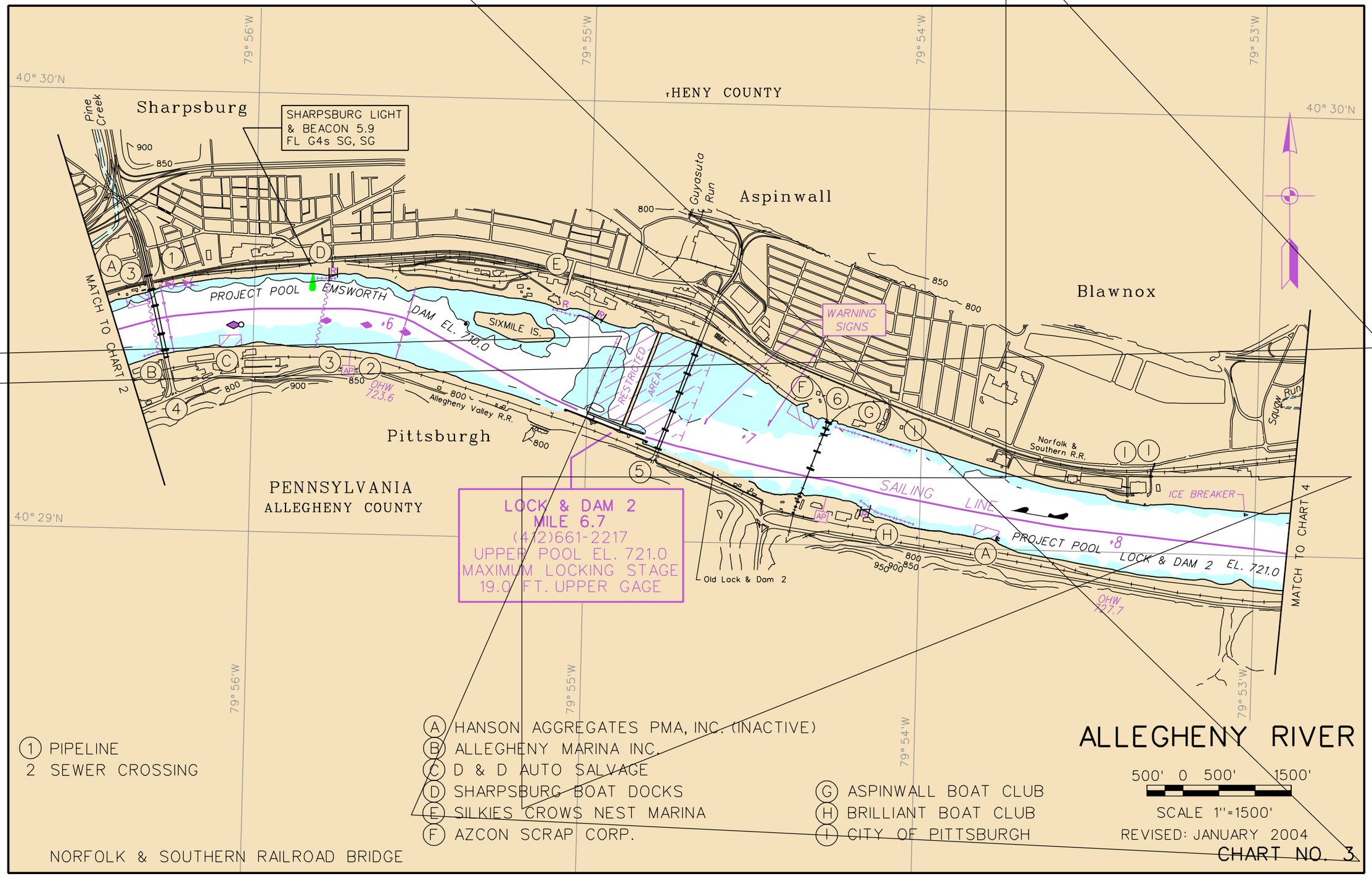


DAM SCALE



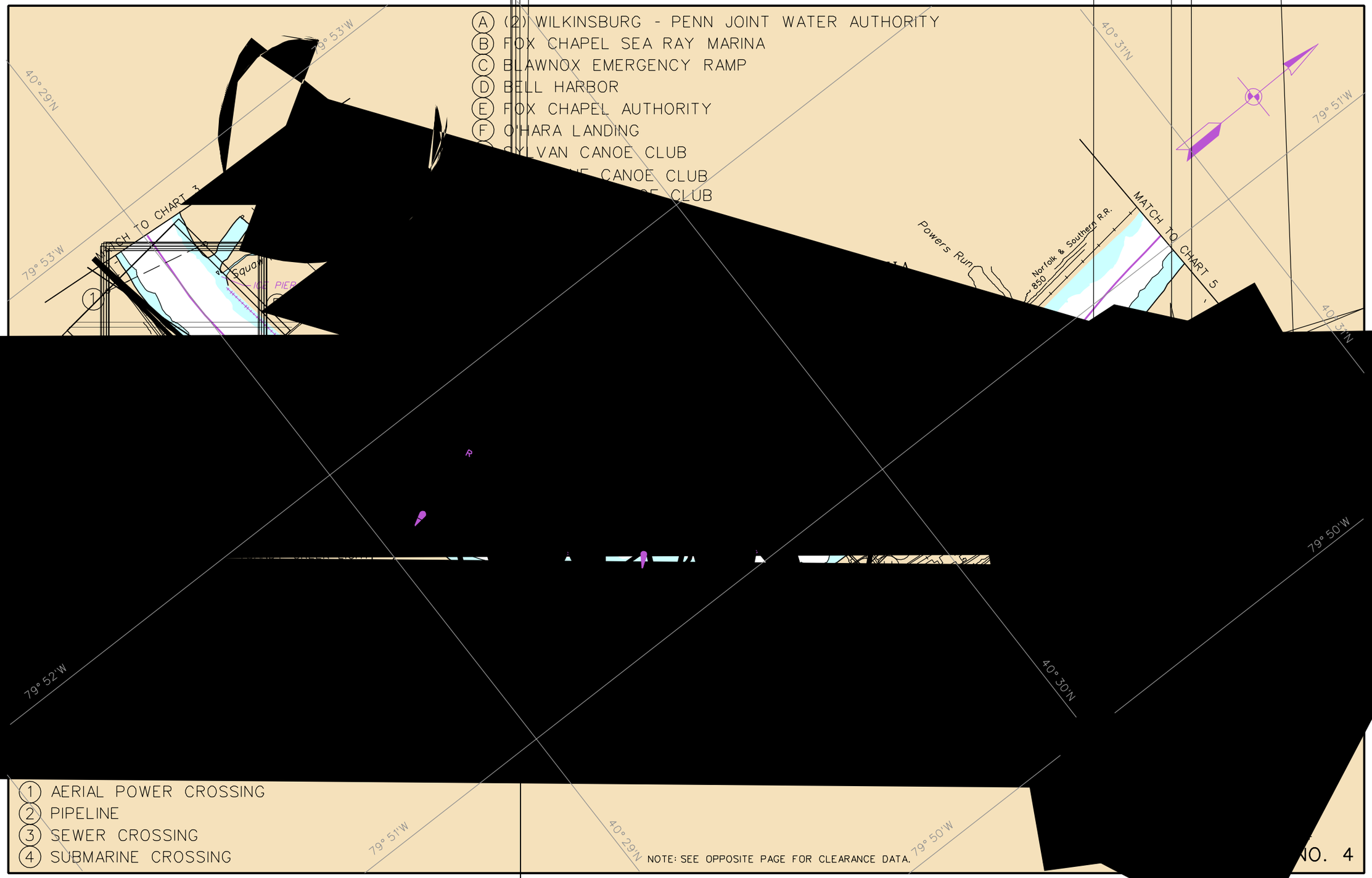
ELEVATIONS LOOKING DOWNSTREAM

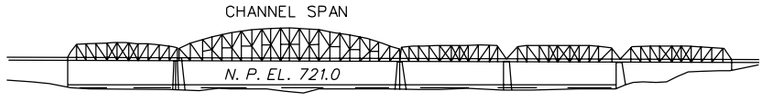
ALLEGHENY RIVER CHART 3


40° 30'N
40° 29'N
79° 56'W
79° 55'W
79° 54'W
79° 53'W
HENY COUNTY
Sharpsburg
Pine Creek
SHARPSBURG LIGHT
& BEACON 5.9
FL G4s SG, SG
Aspinwall
Guyasuta Run
Blawnox
Squaw Run
MATCH TO CHART 2
MATCH TO CHART 4
PROJECT POOL
EMSWORTH
DAM EL. 710.0
SIXMILE IS.
OHW 723.6
Allegheny Valley R.R.
Pittsburgh
PENNSYLVANIA
ALLEGHENY COUNTY
RESTRICTED AREA
WARNING SIGNS
Norfolk & Southern R.R.
ICE BREAKER
SAILING LINE
PROJECT POOL
LOCK & DAM 2 EL. 721.0
OHW 727.7
Old Lock & Dam 2
LOCK & DAM 2
MILE 6.7
(412)661-2217
UPPER POOL EL. 721.0
MAXIMUM LOCKING STAGE
19.0 FT. UPPER GAGE
1 PIPELINE
2 SEWER CROSSING
A HANSON AGGREGATES PMA, INC. (INACTIVE)
B ALLEGHENY MARINA INC.
C D & D AUTO SALVAGE
D SHARPSBURG BOAT DOCKS
E SILKIES CROWS NEST MARINA
F AZCON SCRAP CORP.
G ASPINWALL BOAT CLUB
H BRILLIANT BOAT CLUB
I CITY OF PITTSBURGH
NORFOLK & SOUTHERN RAILROAD BRIDGE
ALLEGHENY RIVER
500' 0 500' 1500'
SCALE 1"=1500'
REVISED: JANUARY 2004
CHART NO. 3

AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
1	8.5	842.4	121.4'
1	10.1	791.8	70.8'

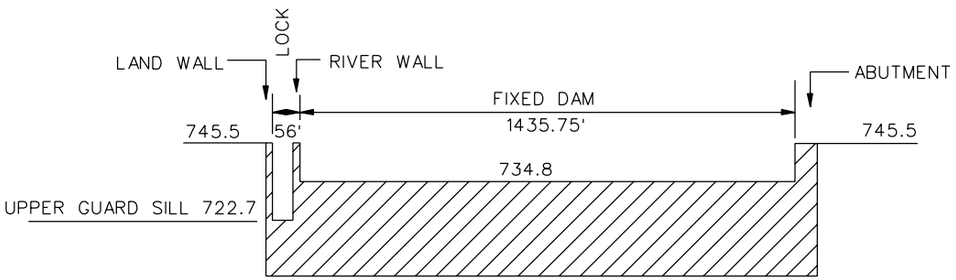

(A) (2) WILKINSBURG - PENN JOINT WATER AUTHORITY
(B) FOX CHAPEL SEA RAY MARINA
(C) BLAWNOX EMERGENCY RAMP
(D) BELL HARBOR
(E) FOX CHAPEL AUTHORITY
(F) O'HARA LANDING
SYLVAN CANOE CLUB
CANOE CLUB
CLUB
MATCH TO CHART 3
MATCH TO CHART 5
Powers Run
Norfolk & Southern R.R.
850
ICE PIER
40° 29'N
40° 31'N
40° 30'N
79° 53'W
79° 52'W
79° 51'W
79° 50'W
(1) AERIAL POWER CROSSING
(2) PIPELINE
(3) SEWER CROSSING
(4) SUBMARINE CROSSING
NOTE: SEE OPPOSITE PAGE FOR CLEARANCE DATA.
NO. 4



(5)

OAKMONT HIGHWAY BRIDGE
CHANNEL SPAN
MILE 12.7

ELEVATION OF LOW STEEL	771.0
VERTICAL CLEARANCE AT POOL STAGE	50.0'
HORIZONTAL CLEARANCE	460.0'

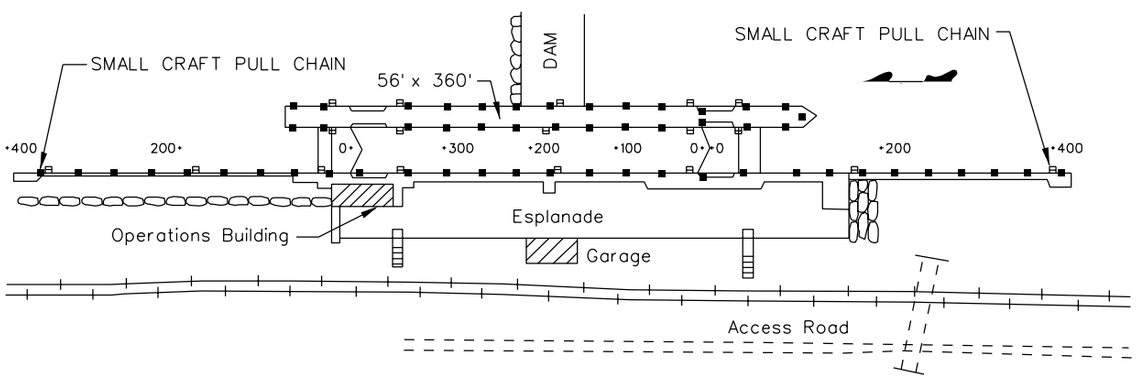


C.W. BILL YOUNG

UPPER POOL EL. 734.8
LOWER POOL EL. 721.0
UPPER GAGE
ZERO EL. 725.8
N.P. READS 9.0'
LOWER GAGE
ZERO EL. 712.1
N.P. READS 9.0'

NAVIGATION SUSPENDED - UPPER GAGE 19.0

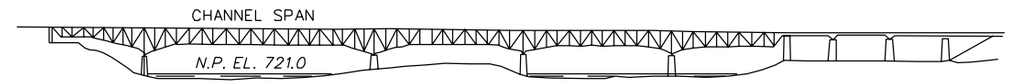
TELEPHONE NO. 412-828-3550



LEGEND
■ Check post
Ladder

AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
1	11.7	811.3	90.3'
1	11.9	811.9	90.9'
1	13.3	802.5	81.5'
1	14.2	787.0	67.0'

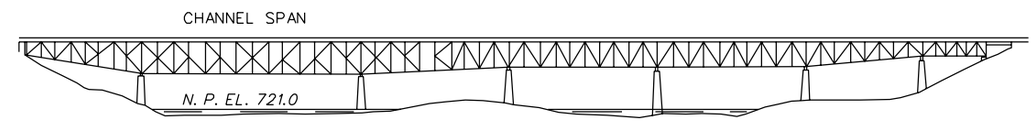


(6)

PENNSYLVANIA TURNPIKE BRIDGE
CHANNEL SPAN
MILE 14.14

ELEVATION OF LOW STEEL	785.0 *
VERTICAL CLEARANCE AT POOL STAGE	64.0'*
HORIZONTAL CLEARANCE	500.0'

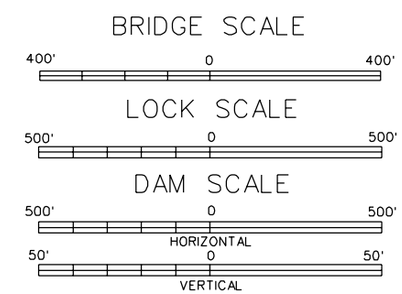
* AT CENTER OF SPAN



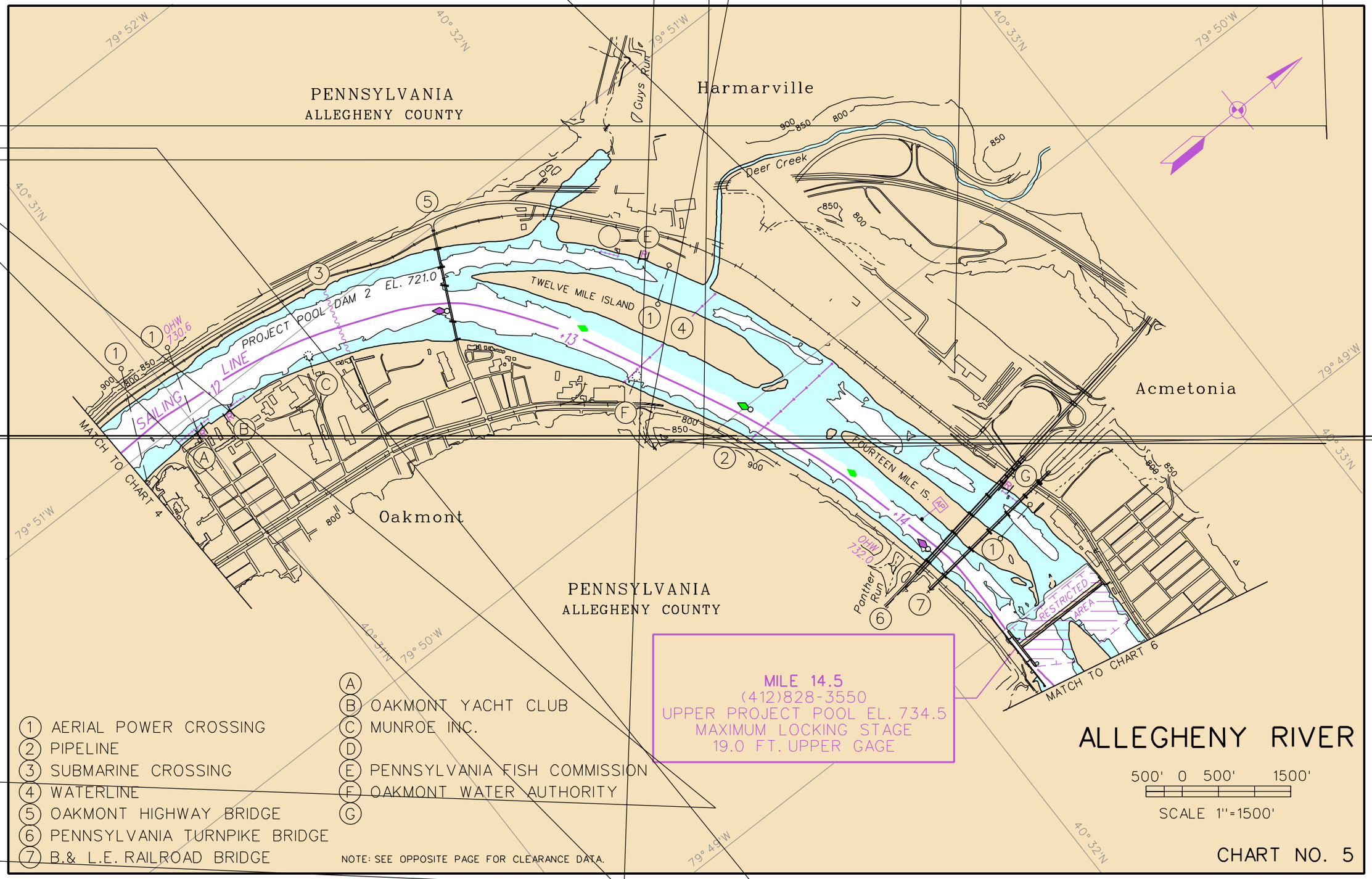
(7)

B. & L. E.R.R. BRIDGE
CHANNEL SPAN
MILE 14.2

ELEVATION OF LOW STEEL	810.0
VERTICAL CLEARANCE AT POOL STAGE	89.0'
HORIZONTAL CLEARANCE	500.0'



ELEVATIONS LOOKING DOWNSTREAM



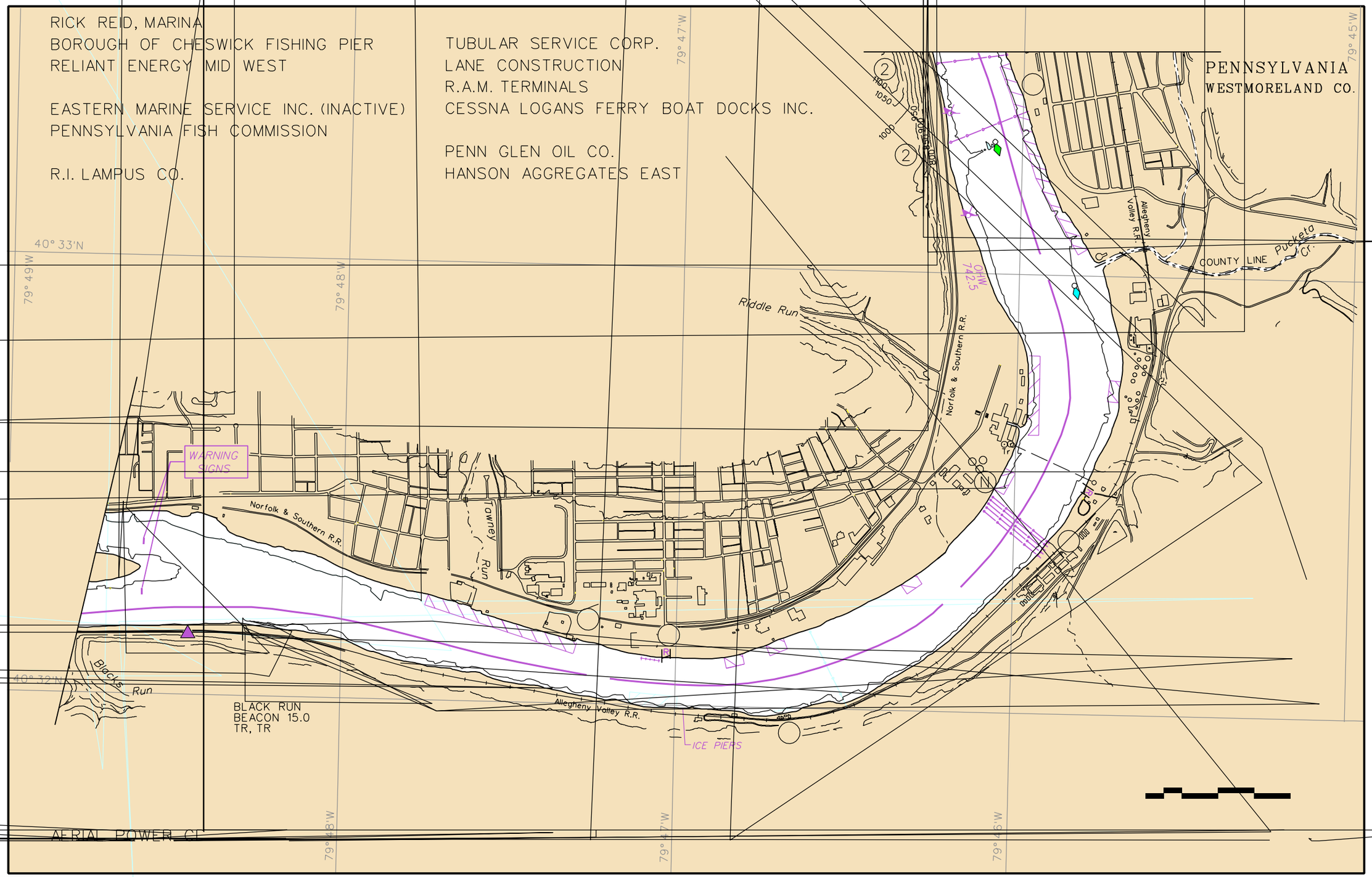
1. AERIAL POWER CROSSING
2. PIPELINE
3. SUBMARINE CROSSING
4. WATERLINE
5. OAKMONT HIGHWAY BRIDGE
6. PENNSYLVANIA TURNPIKE BRIDGE
7. B.& L.E. RAILROAD BRIDGE

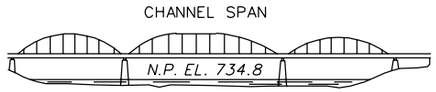
A
B. OAKMONT YACHT CLUB
C. MUNROE INC.
D
E. PENNSYLVANIA FISH COMMISSION
F. OAKMONT WATER AUTHORITY
G

NOTE: SEE OPPOSITE PAGE FOR CLEARANCE DATA.

AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
1	15.6	805.3	70.5'
1	15.9	807.7	72.9'
1	15.9	807.7	72.9'
1	17.5	805.3	70.5'
1	17.6	799.6	64.8'


RICK REID, MARINA
BOROUGH OF CHESWICK FISHING PIER
RELIANT ENERGY MID WEST
EASTERN MARINE SERVICE INC. (INACTIVE)
PENNSYLVANIA FISH COMMISSION
R.I. LAMPUS CO.
TUBULAR SERVICE CORP.
LANE CONSTRUCTION
R.A.M. TERMINALS
CESSNA LOGANS FERRY BOAT DOCKS INC.
PENN GLEN OIL CO.
HANSON AGGREGATES EAST
PENNSYLVANIA
WESTMORELAND CO.
40° 33'N
40° 32'N
79° 49'W
79° 48'W
79° 47'W
79° 46'W
79° 45'W
Riddle Run
Norfolk & Southern R.R.
Allegheny Valley R.R.
COUNTY LINE
Pucketa Cr.
OHW 742.5
WARNING SIGNS
Tawney Run
Blacks Run
BLACK RUN
BEACON 15.0
TR, TR
ICE PIERS
AERIAL POWER CL



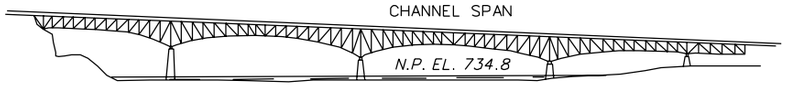
(3)

NEW KENSINGTON HIGHWAY BRIDGE
CHANNEL SPAN

MILE 19.0

ELEVATION OF LOW STEEL	784.3*
VERTICAL CLEARANCE AT POOL STAGE	49.5'*
HORIZONTAL CLEARANCE	350.0'

* AT RIGHT CHANNEL PIER



(4)

TARENTUM HIGHWAY BRIDGE
CHANNEL SPAN

MILE 21.8

ELEVATION OF LOW STEEL	782.4*
VERTICAL CLEARANCE AT POOL STAGE	47.6'*
HORIZONTAL CLEARANCE	428.0'

* 25' FROM ℄ RIGHT CHANNEL PIER

AERIAL POWER CROSSINGS

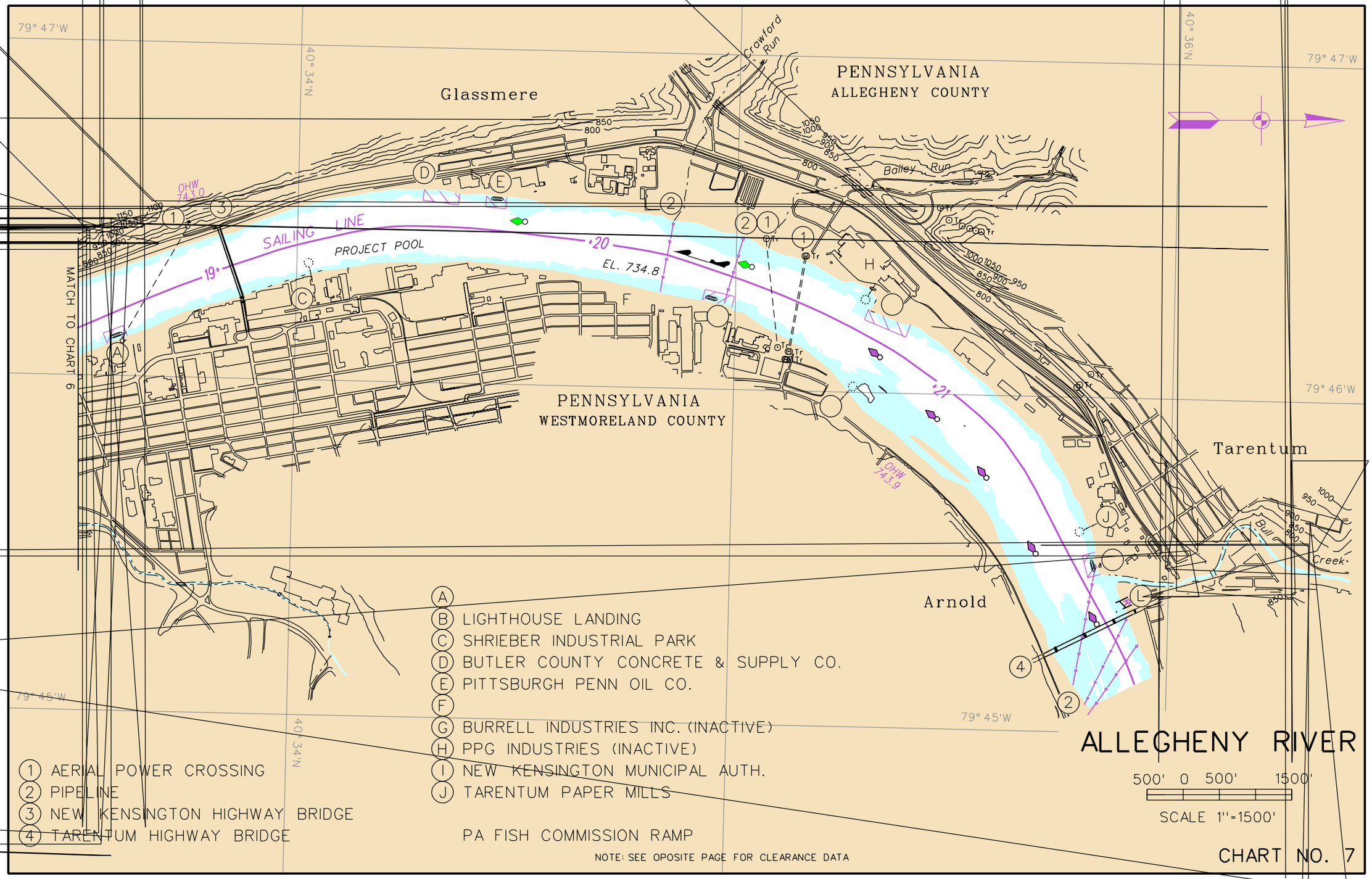
			EARANCE
1	18.8	812.6	77.8'
1	20.4	802.5	67.7'
1	20.6	804.9	70.9'

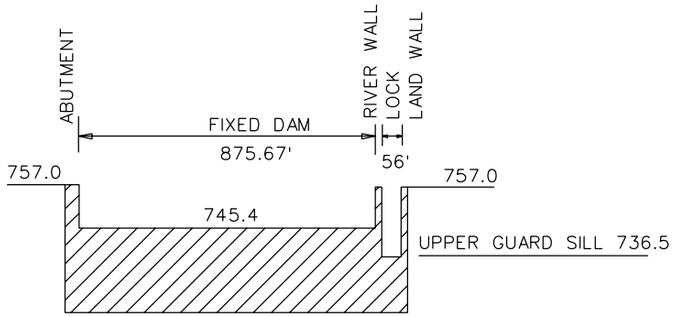
BRIDGE SCA

400' 0 400'

ELEVATIONS LOOKING DOWNSTREAM

ALLEGHENY RIVER CHART 7


79° 47'W
40° 34'N
40° 36'N
79° 46'W
79° 45'W
Glassmere
PENNSYLVANIA
ALLEGHENY COUNTY
Crawford Run
Bailey Run
SAILING LINE
PROJECT POOL
EL. 734.8
OHW 743.0
OHW 743.9
MATCH TO CHART 6
PENNSYLVANIA
WESTMORELAND COUNTY
Tarentum
Arnold
Bull Creek
(A)
(B) LIGHTHOUSE LANDING
(C) SHRIEBER INDUSTRIAL PARK
(D) BUTLER COUNTY CONCRETE & SUPPLY CO.
(E) PITTSBURGH PENN OIL CO.
(F)
(G) BURRELL INDUSTRIES INC. (INACTIVE)
(H) PPG INDUSTRIES (INACTIVE)
(I) NEW KENSINGTON MUNICIPAL AUTH.
(J) TARENTUM PAPER MILLS
PA FISH COMMISSION RAMP
(1) AERIAL POWER CROSSING
(2) PIPELINE
(3) NEW KENSINGTON HIGHWAY BRIDGE
(4) TARENTUM HIGHWAY BRIDGE
NOTE: SEE OPOSITE PAGE FOR CLEARANCE DATA
ALLEGHENY RIVER
500' 0 500' 1500'
SCALE 1"=1500'
CHART NO. 7



LOCK & DAM NO. 4

LOCK & DAM NO. 4	
UPPER POOL EL.	745.4
LOWER POOL EL.	734.8
UPPER GAGE	
ZERO EL.	736.4
N.P. READS	9.0'
LOWER GAGE	
ZERO EL.	725.8
N.P. READS	9.0'

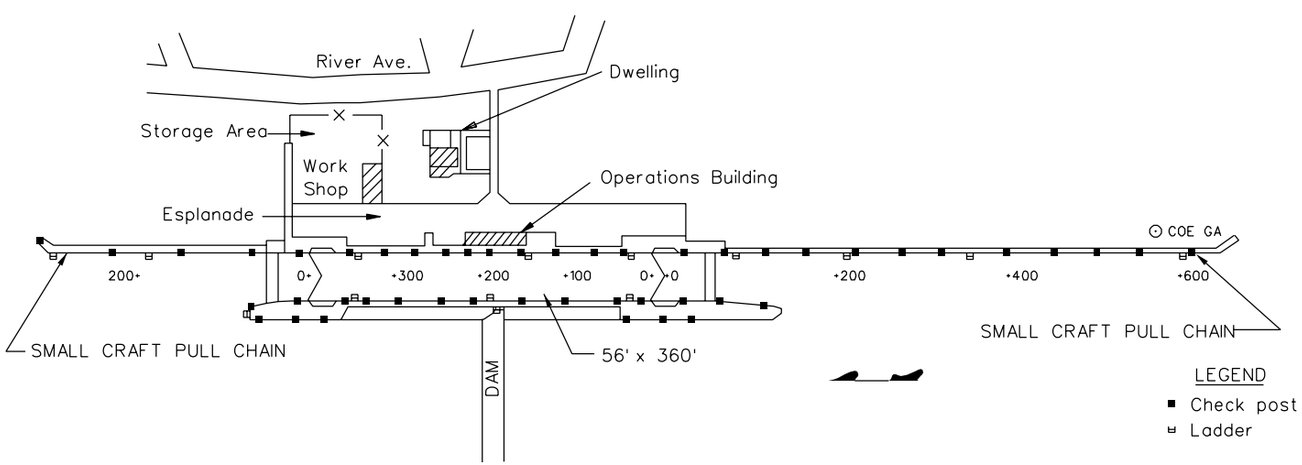
NAVIGATION SUSPENDED - UPPER GAGE 18.0'

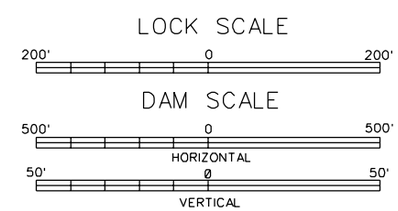
TELEPHONE NO. 724-224-2666

AERIAL POWER CROSSINGS

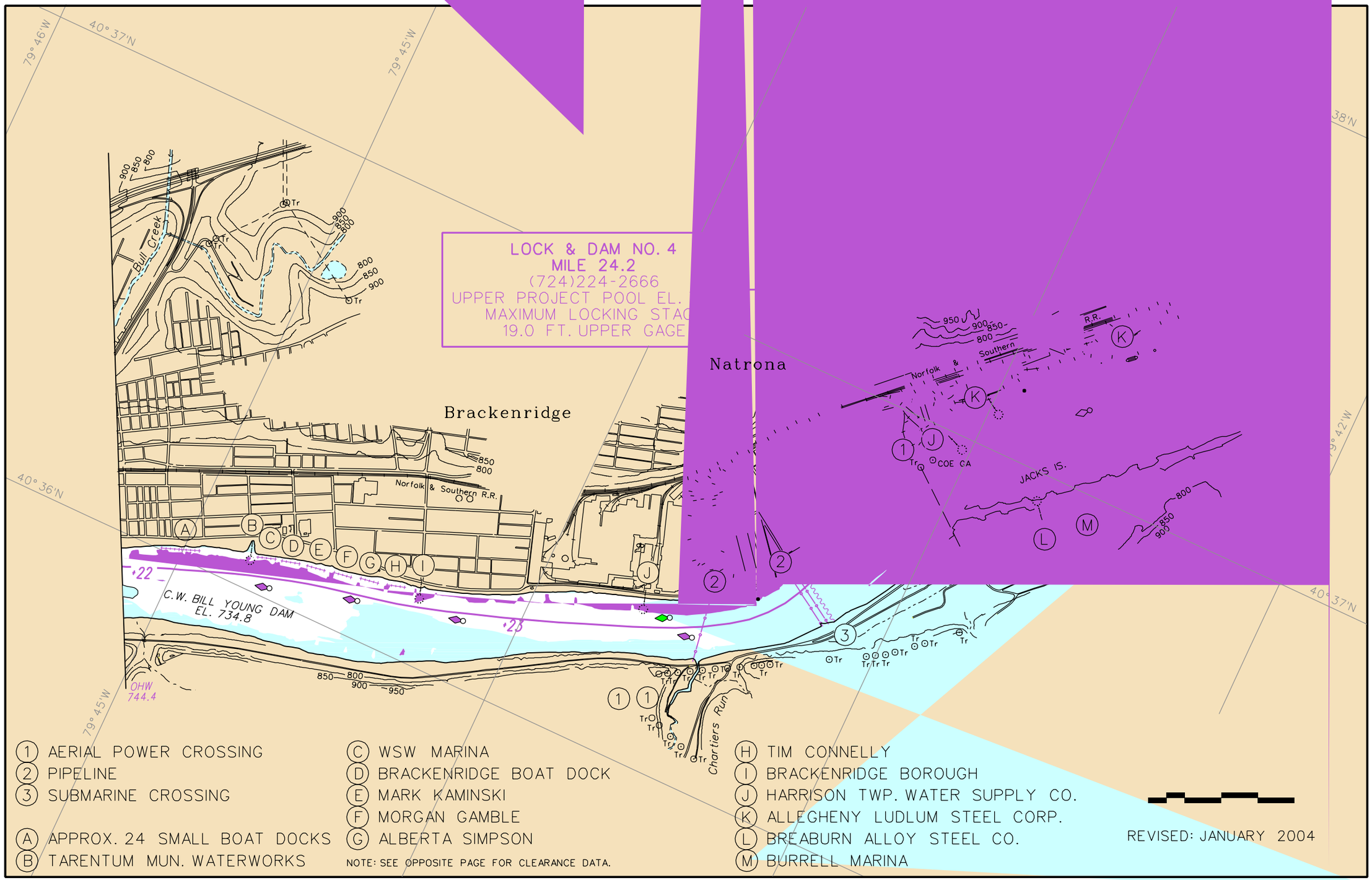
CROSSING	MILE	ELEVATION	CLEARANCE
1	23.1	802.5	67.7'
1	23.3	809.2	74.4'
1	23.4	812.8	78.0'
1	24.2	814.0	68.6'

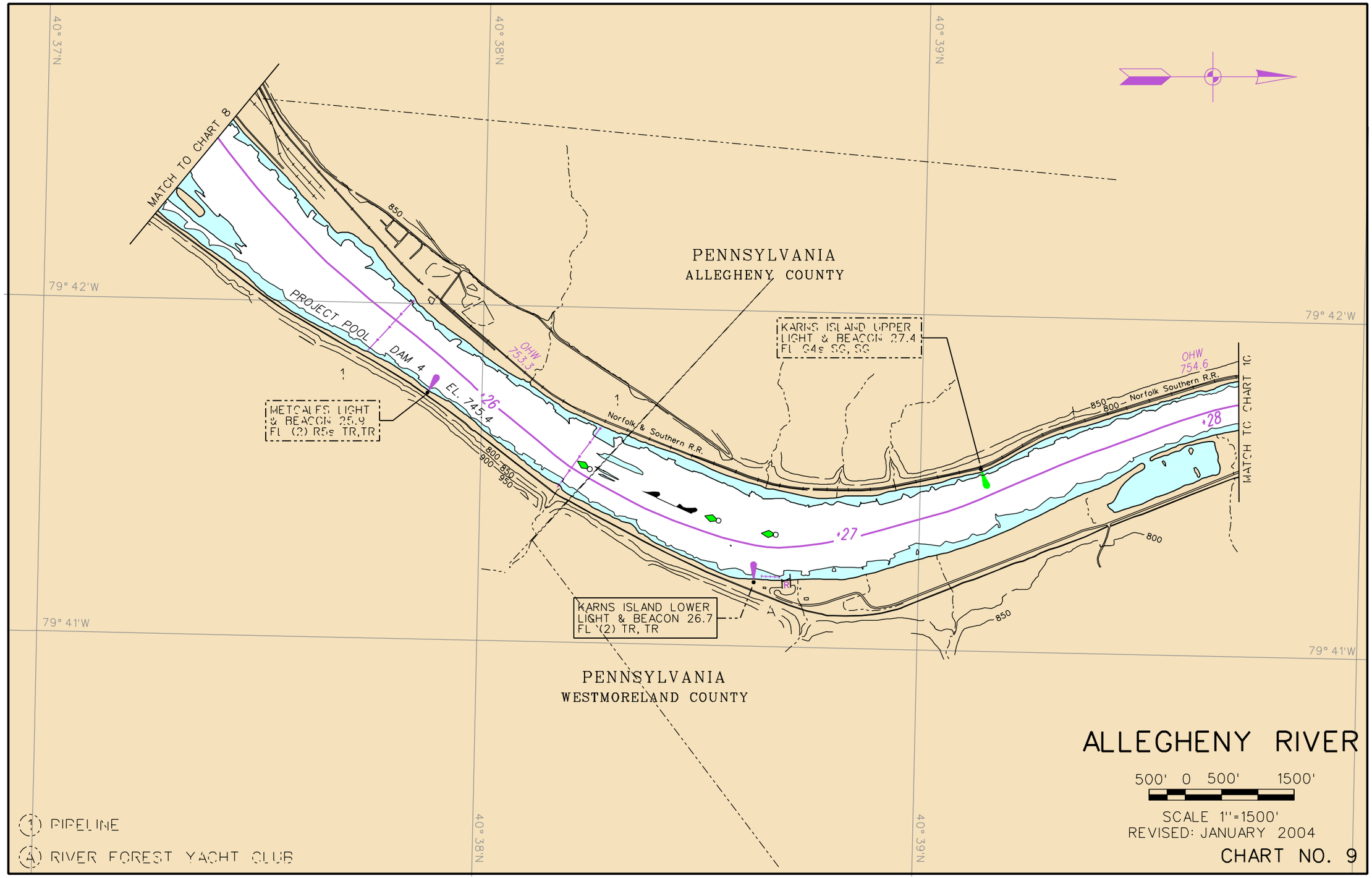
NATRONA

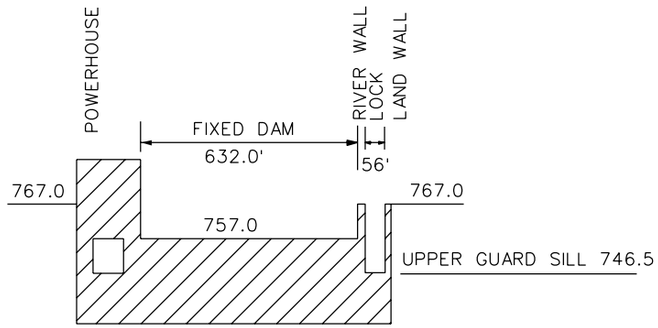




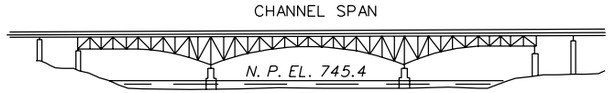
ELEVATIONS LOOKING DOWNSTREAM
ALLEGHENY RIVER CHART 8


LOCK & DAM NO. 4
MILE 24.2
(724)224-2666
UPPER PROJECT POOL EL.
MAXIMUM LOCKING STAG
19.0 FT. UPPER GAGE
Natrona
Brackenridge
Bull Creek
Norfolk & Southern R.R.
C.W. BILL YOUNG DAM
EL. 734.8
+22
+23
OHW
744.4
Chartiers Run
JACKS IS.
COE CA
40° 37'N
40° 36'N
79° 46'W
79° 45'W
79° 42'W
38'N
1 AERIAL POWER CROSSING
2 PIPELINE
3 SUBMARINE CROSSING
A APPROX. 24 SMALL BOAT DOCKS
B TARENTUM MUN. WATERWORKS
C WSW MARINA
D BRACKENRIDGE BOAT DOCK
E MARK KAMINSKI
F MORGAN GAMBLE
G ALBERTA SIMPSON
NOTE: SEE OPPOSITE PAGE FOR CLEARANCE DATA.
H TIM CONNELLY
I BRACKENRIDGE BOROUGH
J HARRISON TWP. WATER SUPPLY CO.
K ALLEGHENY LUDLUM STEEL CORP.
L BREABURN ALLOY STEEL CO.
M BURRELL MARINA
REVISED: JANUARY 2004


40° 37'N
40° 38'N
40° 39'N
79° 42'W
79° 41'W
MATCH TO CHART 8
MATCH TO CHART 10
PENNSYLVANIA
ALLEGHENY COUNTY
PENNSYLVANIA
WESTMORELAND COUNTY
PROJECT POOL
DAM 4
EL. 745.4
OHW 753.3
OHW 754.6
Norfolk & Southern R.R.
Norfolk Southern R.R.
METCALFS LIGHT & BEACON 25.9 FL (2) R5s TR,TR
KARNS ISLAND UPPER LIGHT & BEACON 27.4 FL G4s SG, SG
KARNS ISLAND LOWER LIGHT & BEACON 26.7 FL (2) TR, TR
+26
+27
+28
850
800
900
950
1
A
ALLEGHENY RIVER
500' 0 500' 1500'
SCALE 1"=1500'
REVISED: JANUARY 2004
CHART NO. 9
1 PIPELINE
A RIVER FOREST YACHT CLUB



LOCK & DAM NO. 5



(2)

FREEPORT HIGHWAY BRIDGE
CHANNEL SPAN
MILE 28.2

ELEVATION OF LOW STEEL	792.0*
VERTICAL CLEARANCE AT POOL STAGE	46.6'*
HORIZONTAL CLEARANCE	426.0'

* FOR CENTER 400 FEET OF CHANNEL SPAN

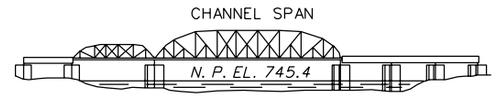
AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
1	28.7	804.2	58.8'
1	30.5	823.1	66.1'

LOCK & DAM NO. 5
UPPER POOL EL. 757.0
LOWER POOL 745.4
UPPER GAGE
ZERO EL. 748.0
N.P. READS 9.0'
LOWER GAGE
ZERO EL. 736.4
N.P. READS 9.0'

NAVIGATION SUSPENDED - UPPER GAGE 17.0

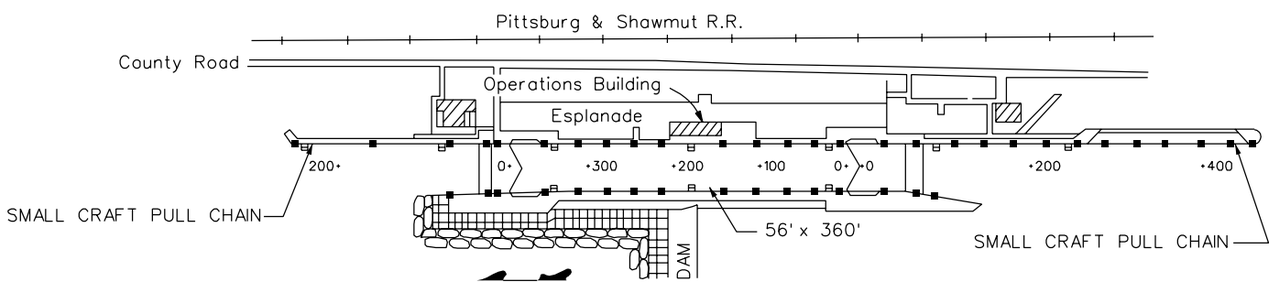
TELEPHONE NO. 724-295-2261



(3)

NORFOLK & SOUTHERN RAILROAD BRIDGE
CHANNEL SPAN
MILE 29.9

ELEVATION OF LOW STEEL	795.0
VERTICAL CLEARANCE AT POOL STAGE	49.6'
HORIZONTAL CLEARANCE	400.0'



LEGEND
■ Check post
⊔ Ladder

BRIDGE SCALE
400' 0 400'

LOCK SCALE
200' 0 200'

DAM SCALE
500' 0 500'
HORIZONTAL
50' 0 50'
VERTICAL

ELEVATIONS LOOKING DOWNSTREAM

(1) AERIAL POWER CROSSING
(2) FREEPORT HIGHWAY BRIDGE
(3) NORFOLK & SOUTHERN RAILROAD

(A) APPROXIMATELY 50 SMALL BOAT DOCKS
(B) PUBLIC LAUNCHING RAMP
(C) FREEPORT WATER CO.
(D) FREEPORT TERMINALS INC.
(E) SCHENLEY MARINA & CAMPGROUND
(F) ARMSTRONG RIVER TERMINAL INC.

MAXIMUM LOCKING STAGE

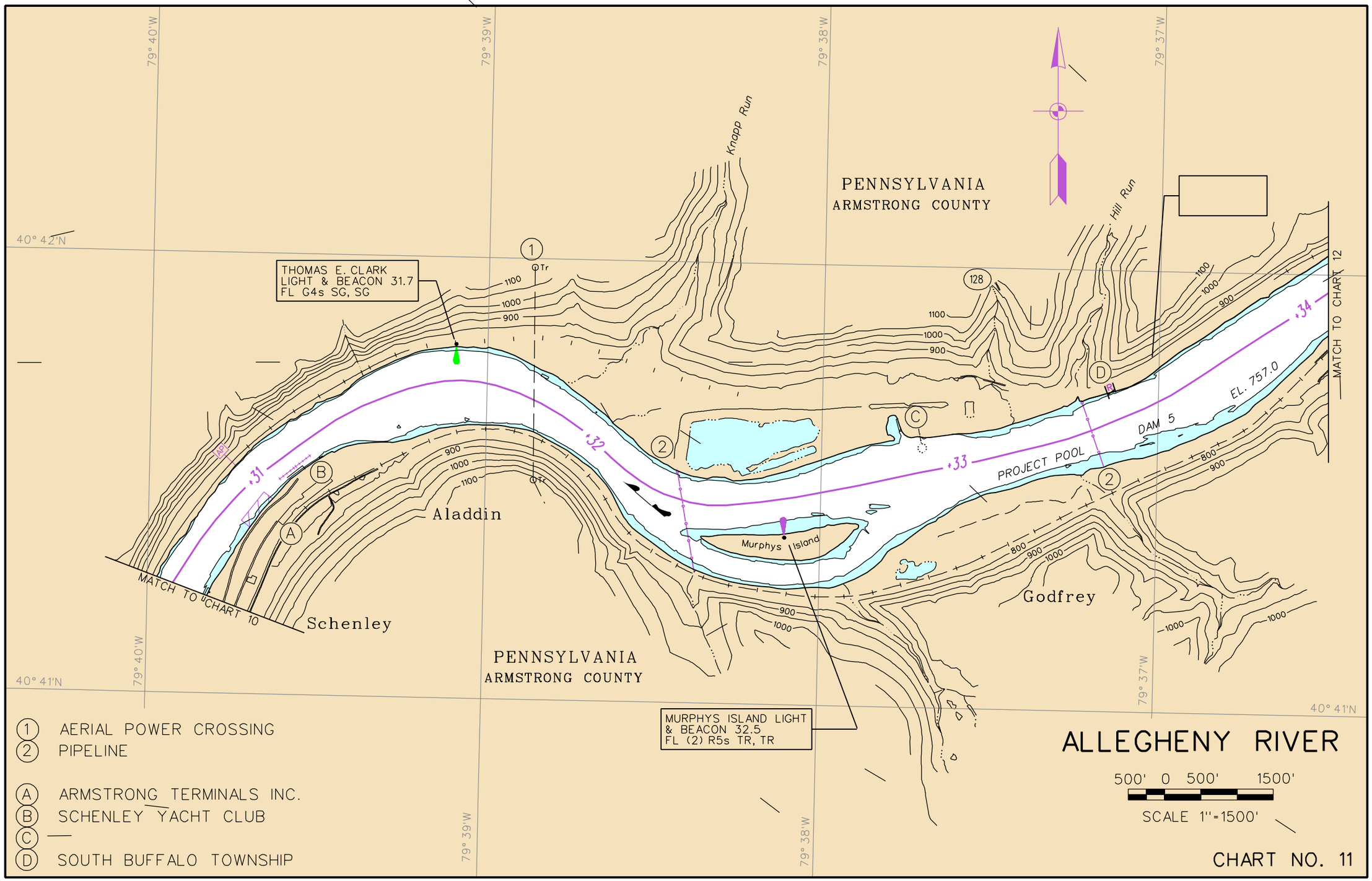
MATCH TO CHART 11

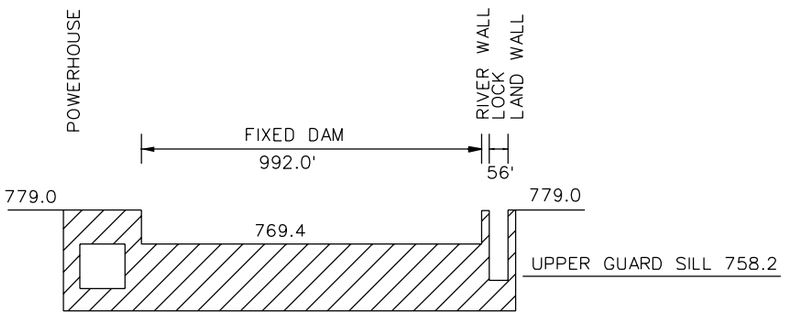
PENNSYLVA
BUTLER COU

FREEPORT BR
LIGHT & BEACO
FL (2) R5s TR, TF

AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
1	31.8	876.8	119.8'

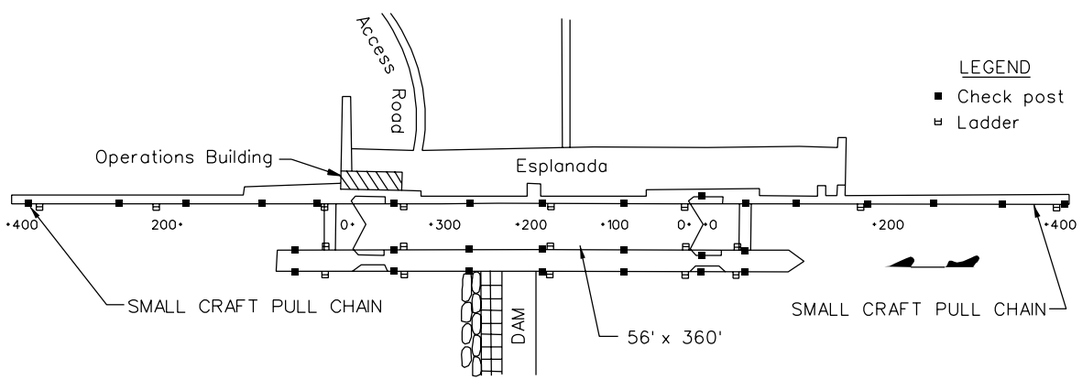

79° 40'W
79° 39'W
79° 38'W
79° 37'W
40° 42'N
40° 41'N
PENNSYLVANIA
ARMSTRONG COUNTY
Knapp Run
Hill Run
THOMAS E. CLARK
LIGHT & BEACON 31.7
FL G4s SG, SG
MURPHYS ISLAND LIGHT
& BEACON 32.5
FL (2) R5s TR, TR
Aladdin
Schenley
Godfrey
Murphys Island
PROJECT POOL
DAM 5
EL. 757.0
MATCH TO CHART 10
MATCH TO CHART 12
1100
1000
900
800
128
Tr
1 AERIAL POWER CROSSING
2 PIPELINE
A ARMSTRONG TERMINALS INC.
B SCHENLEY YACHT CLUB
C —
D SOUTH BUFFALO TOWNSHIP
ALLEGHENY RIVER
500' 0 500' 1500'
SCALE 1"=1500'
CHART NO. 11

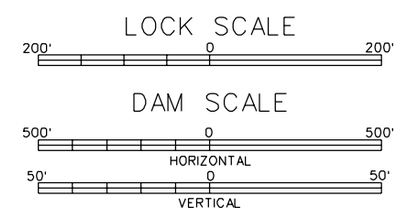


LOCK & DAM NO. 6

LOCK & DAM NO. 6	
UPPER GAGE	
ZERO EL.	760.4
N.P. READS	9.0'
LOWER GAGE	
ZERO EL.	748.6
N.P. READS	9.0'

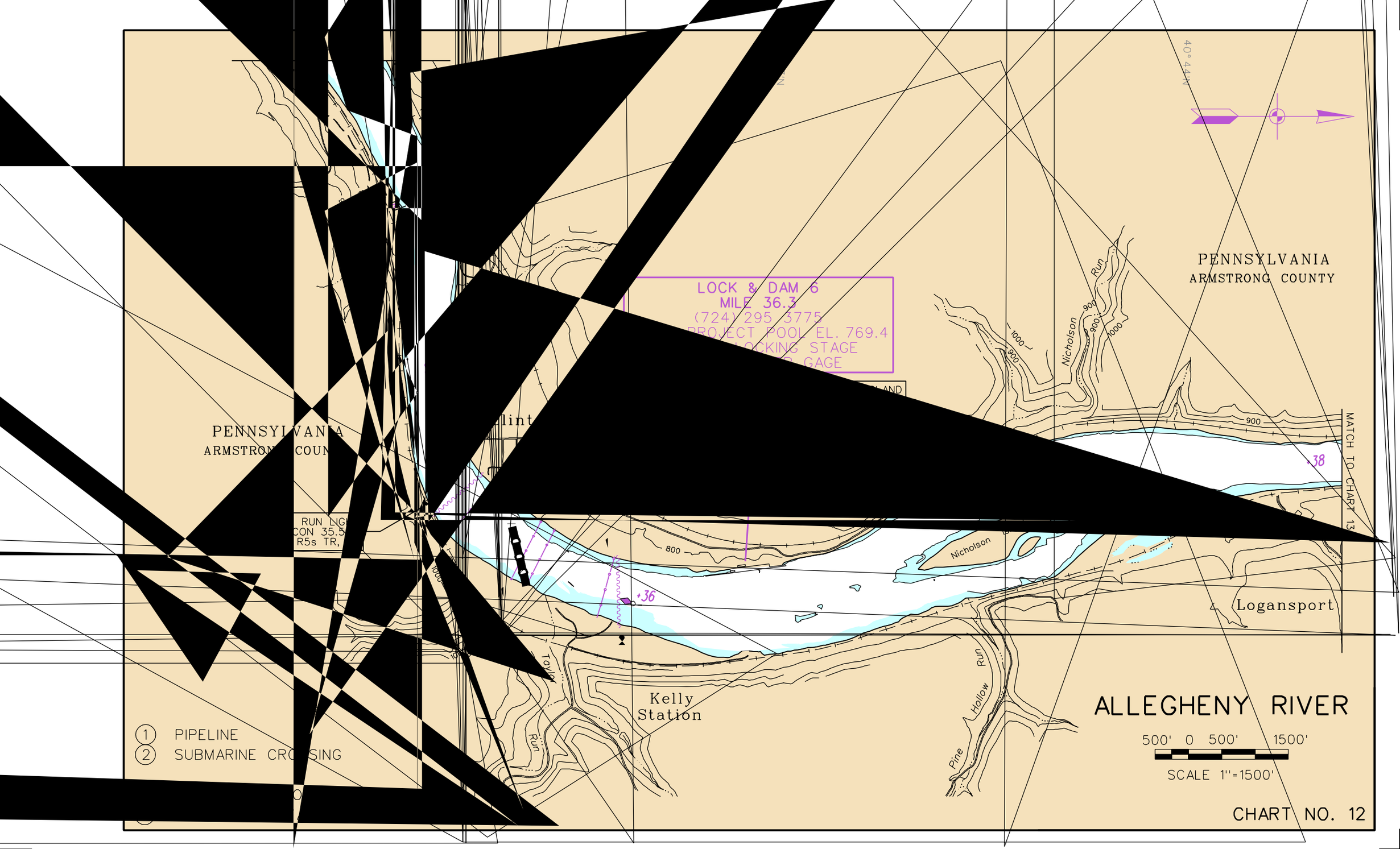
NAVIGATION SUSPENDED - UPPER GAGE 17.0
TELEPHONE NO. 412-295-3775





ELEVATIONS LOOKING DOWNSTREAM

ALLEGHENY RIVER CHART 12


LOCK & DAM 6
MILE 36.3
(724) 295 3775
PROJECT POOL EL. 769.4
PENNSYLVANIA
ARMSTRONG COUNTY
PENNSYLVANIA
ARMSTRONG COUNTY
Nicholson Run
Nicholson
Logansport
Kelly Station
Taylor Run
Pine Hollow Run
MATCH TO CHART 13
38
36
900
800
1000
ALLEGHENY RIVER
500' 0 500' 1500'
SCALE 1"=1500'
CHART NO. 12
1 PIPELINE
2 SUBMARINE CROSSING

AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
1	38.2	838.5	69.1'
1	38.4	888.5	119.1'

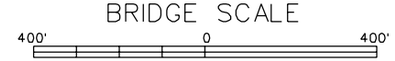
CHANNEL SPAN

3

FORD CITY HIGHWAY BRIDGE
CHANNEL SPAN
MILE 41.0

ELEVATION OF LOW STEEL	824.75
VERTICAL CLEARANCE AT POOL STAGE	55.75'
HORIZONTAL CLEARANCE	398.6'

BRIDGE SCALE



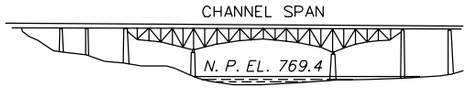
ELEVATIONS LOOKING DOWNSTREAM

ALLEGHENY RIVER, CHART 13

40° 46'N
40° 45'N

AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
1	41.6	837.3	67.9'
1	43.8	837.3	68.3'



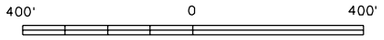
2

ALLEGHENY VALLEY EXPRESSWAY BRIDGE
CHANNEL SPAN

MILE 43.85

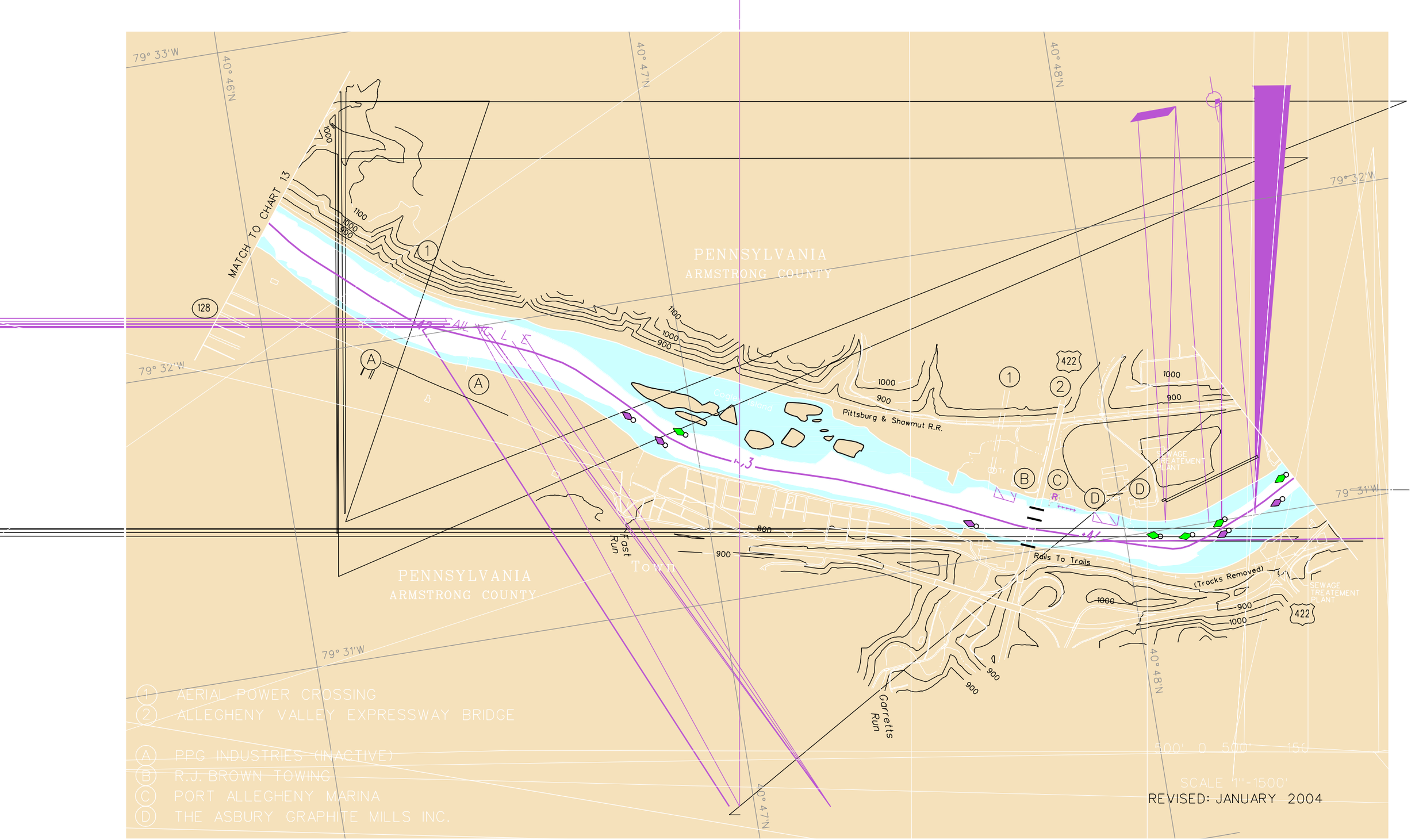
ELEVATION OF LOW STEEL	857.4
VERTICAL CLEARANCE AT POOL STAGE	88.0'
HORIZONTAL CLEARANCE	404.0'

BRIDGE SCALE



ELEVATIONS LOOKING DOWNSTREAM

ALLEGHENY RIVER, CHART 14


79° 33'W
40° 46'N
40° 47'N
40° 48'N
79° 32'W
79° 31'W
MATCH TO CHART 13
128
422
PENNSYLVANIA
ARMSTRONG COUNTY
Cogle Island
Pittsburg & Shawmut R.R.
Rails To Trails
(Tracks Removed)
SEWAGE TREATEMENT PLANT
East Run
Town
Garretts Run
1100
1000
900
1 AERIAL POWER CROSSING
2 ALLEGHENY VALLEY EXPRESSWAY BRIDGE
A PPG INDUSTRIES (INACTIVE)
B R.J. BROWN TOWING
C PORT ALLEGHENY MARINA
D THE ASBURY GRAPHITE MILLS INC.
500' 0 500' 150
SCALE 1"=1500'
REVISED: JANUARY 2004

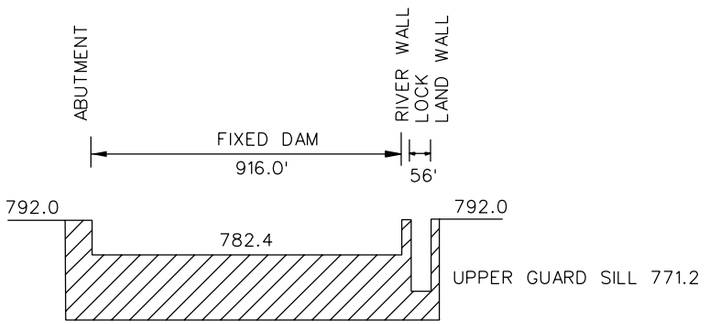
4

KITTANNING HIGHWAY BRIDGE
CHANNEL SPAN
MILE 45.1

ELEVATION OF LOW STEEL	816.0
VERTICAL CLEARANCE AT POOL STAGE	46.6'
HORIZONTAL CLEARANCE	395.0'

AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
1	47.4	847.0	64.6'

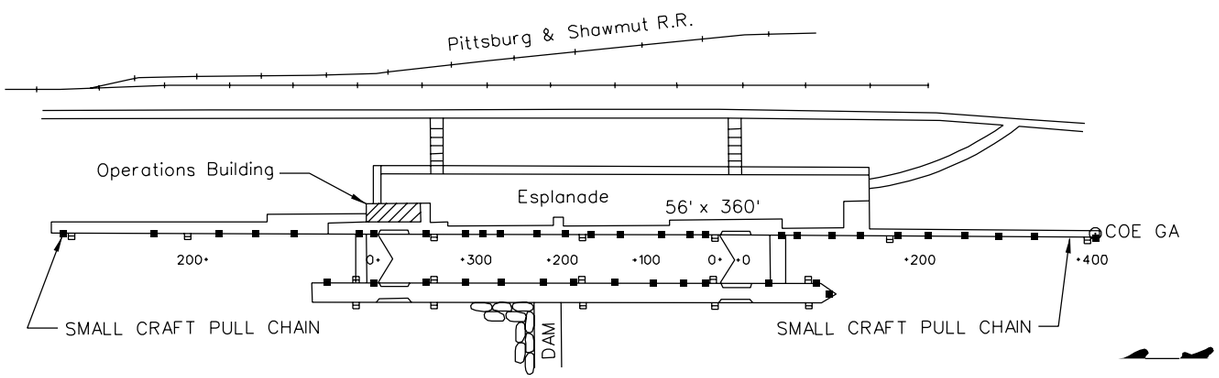


LOCK & DAM NO. 7

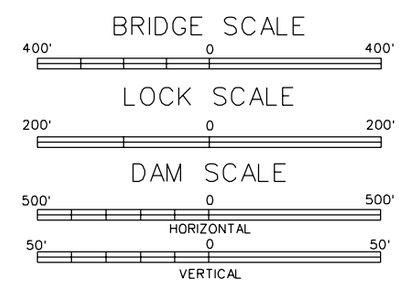
NAVIGATION SUSPENDED - UPPER GAGE 17.0

TELEPHONE NO. 724-543-2551

LOCK & DAM NO. 7	
UPPER POOL EL.	782.4
LOWER POOL EL.	769.4
UPPER GAGE	
ZERO EL.	773.4
N.P. READS	9.0'
LOWER GAGE	
ZERO EL.	760.2
N.P. READS	9.0'

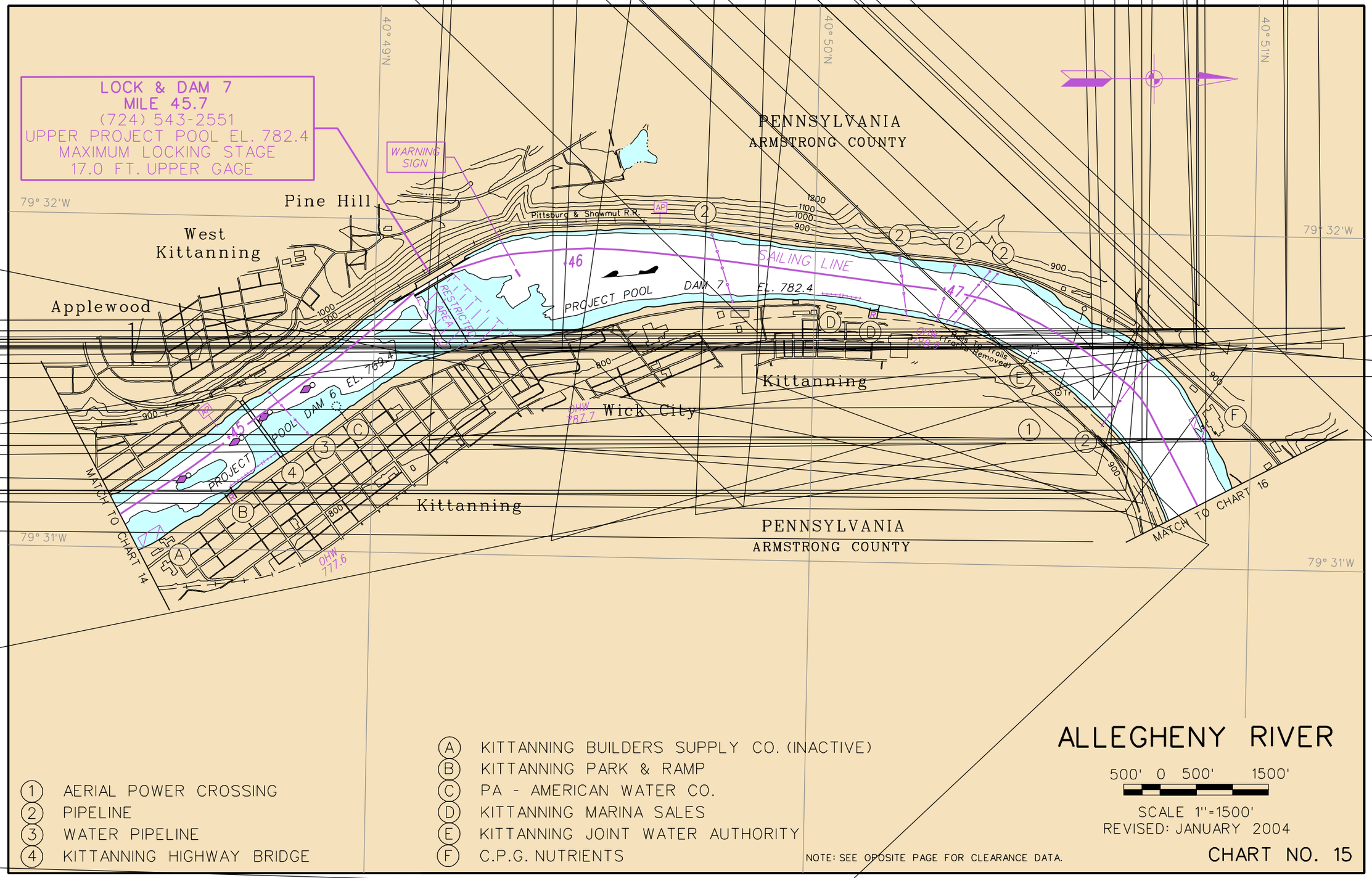


LEGEND
- Check post
- Ladder



ELEVATIONS LOOKING DOWNSTREAM

ALLEGHENY RIVER, CHART 15

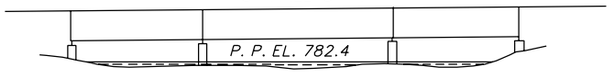

LOCK & DAM 7
MILE 45.7
(724) 543-2551
UPPER PROJECT POOL EL. 782.4
MAXIMUM LOCKING STAGE
17.0 FT. UPPER GAGE
WARNING SIGN
PENNSYLVANIA
ARMSTRONG COUNTY
Pine Hill
West Kittanning
Applewood
Pittsburg & Shawmut R.R.
SAILING LINE
PROJECT POOL
DAM 7
EL. 782.4
RESTRICTED AREA
PROJECT POOL
DAM 6
EL. 769.4
Wick City
Kittanning
Kittanning
PENNSYLVANIA
ARMSTRONG COUNTY
MATCH TO CHART 14
MATCH TO CHART 16
79° 32'W
79° 31'W
40° 49'N
40° 50'N
40° 51'N
OHW 777.6
OHW 787.7
Bridge Trails Removed
1200
1100
1000
900
800
46
47
45
1 AERIAL POWER CROSSING
2 PIPELINE
3 WATER PIPELINE
4 KITTANNING HIGHWAY BRIDGE
A KITTANNING BUILDERS SUPPLY CO. (INACTIVE)
B KITTANNING PARK & RAMP
C PA - AMERICAN WATER CO.
D KITTANNING MARINA SALES
E KITTANNING JOINT WATER AUTHORITY
F C.P.G. NUTRIENTS
NOTE: SEE OPOSITE PAGE FOR CLEARANCE DATA.
ALLEGHENY RIVER
500' 0 500' 1500'
SCALE 1"=1500'
REVISED: JANUARY 2004
CHART NO. 15

AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
1	49.8	912.5	130.1'
1	50.1	850.4	68.0'

NOTE: SUPERSTRUCTURE DIMENSIONS NOT AVAILABLE

CHANNEL SPAN



2

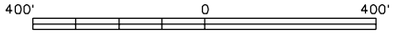
BUFFALO & PITTSBURGH RAILROAD BRIDGE

CHANNEL SPAN

MILE 50.6

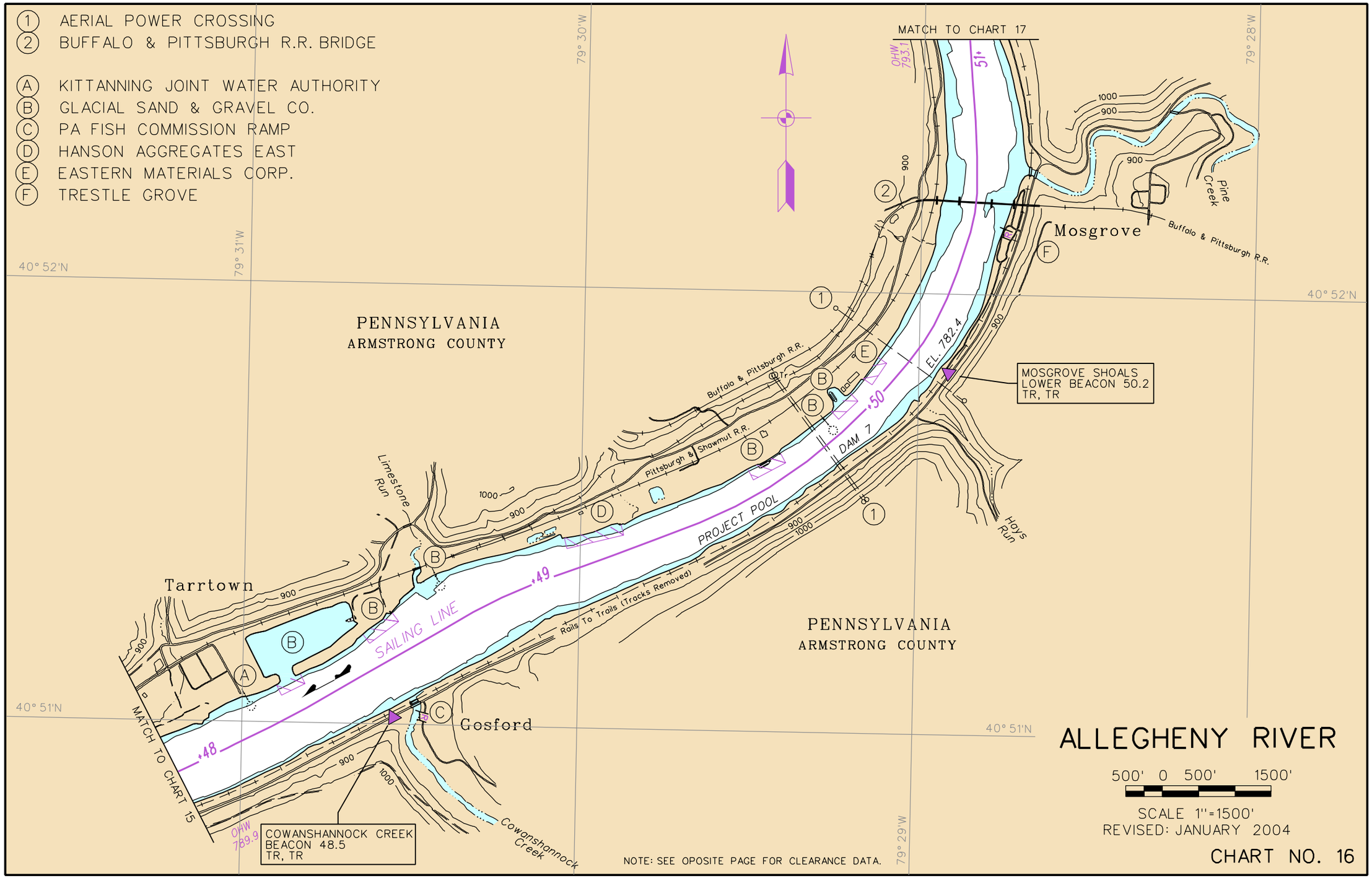
ELEVATION OF LOW STEEL	834.0
VERTICAL CLEARANCE AT POOL STAGE	51.6'
HORIZONTAL CLEARANCE	414.0'

BRIDGE SCALE

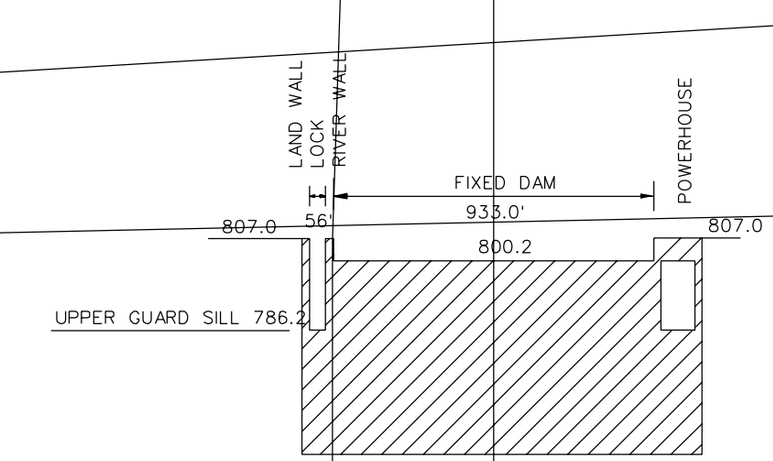


ELEVATIONS LOOKING DOWNSTREAM

ALLEGHENY RIVER, CHART 16



NOTE: SEE OPOSITE PAGE FOR CLEARANCE DATA.



LOCK & DAM NO. 8

AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
		906.6	106.4'
	8	897.1	96.9'

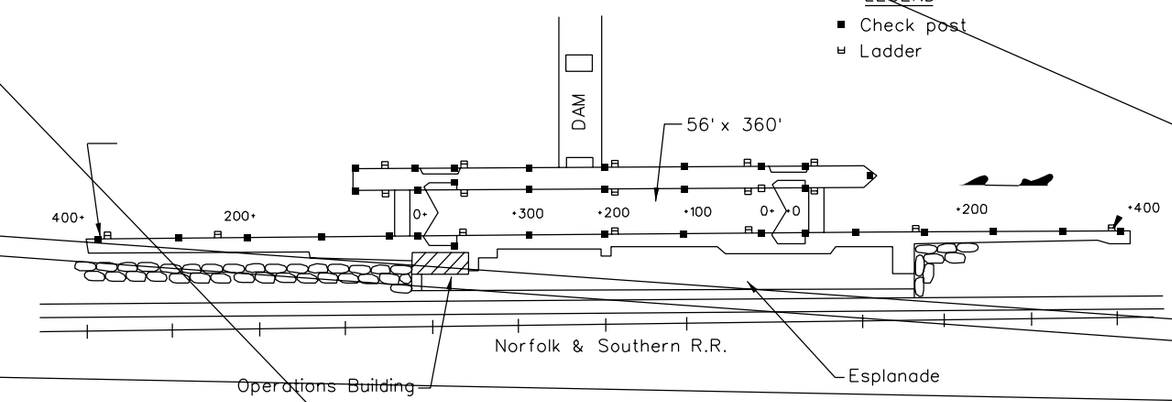
LOCK & DAM NO. 8	
UPPER POOL EL.	800.2
LOWER POOL EL.	782.4
UPPER GAGE	
ZERO EL.	791.2
N.P. READS	9.0'
LOWER GAGE	
ZERO EL.	773.4
N.P. READS	9.0'

NAVIGATION SUSPENDED

TELEPHONE NO. 724-548-5119

LEGEND

- Check post
- Ladder



LOCK SCALE

200 0 200'

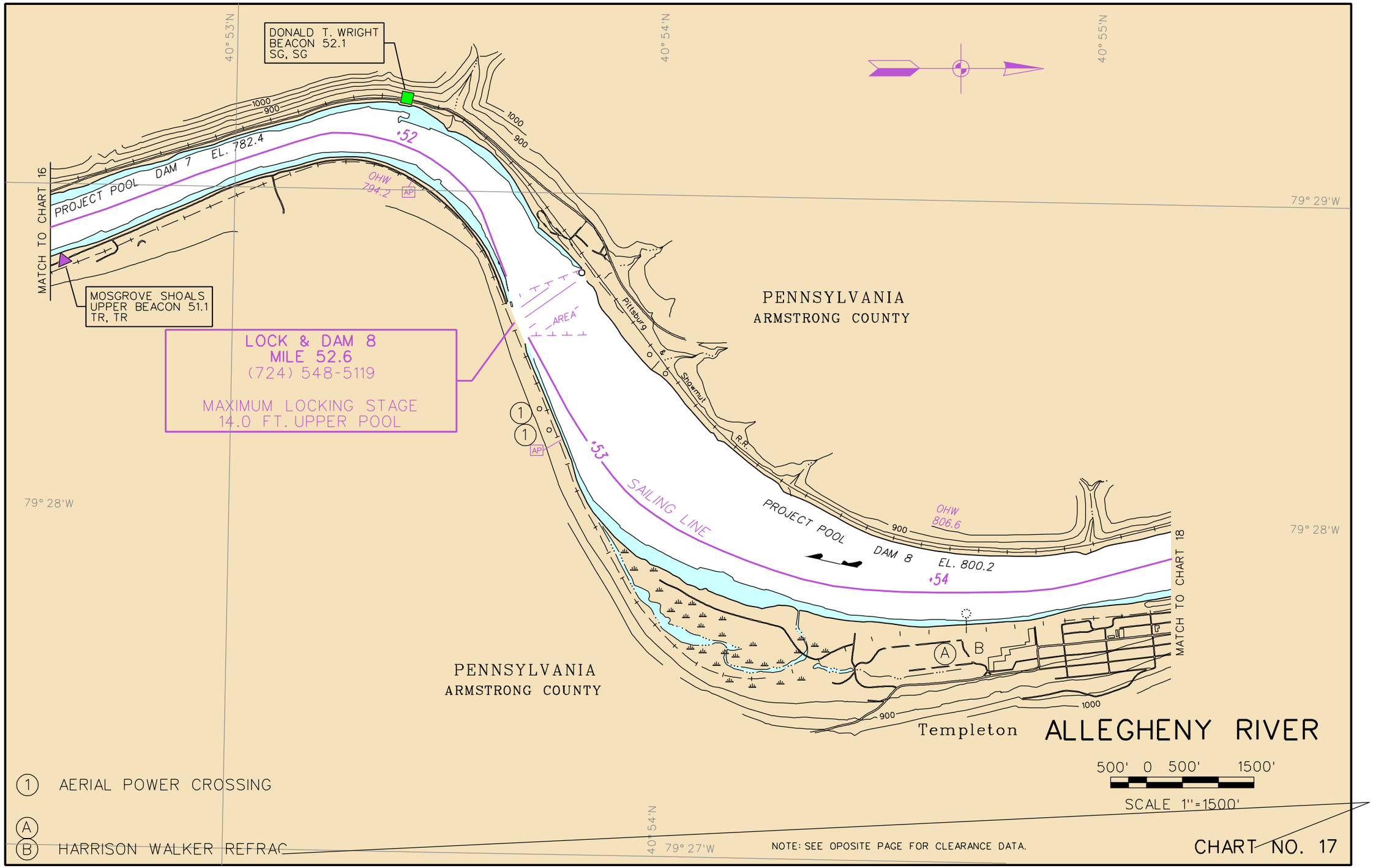
DAM SCALE

500' 0 500'
HORIZONTAL

50' 0 50'
VERTICAL

ELEVATIONS LOOKING DOWNSTREAM

ALLEGHENY RIVER, CHART 17



1 AERIAL POWER CROSSING

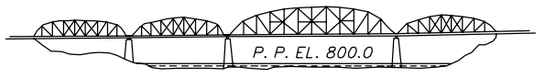
A
B HARRISON WALKER REFRAC

NOTE: SEE OPOSITE PAGE FOR CLEARANCE DATA.

AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
1	55.3	867.0	66.8'
1	55.3	867.0	66.8'
1	57.2	1121.7	321.5'
1	58.1	1055.0	254.8'

CHANNEL SPAN

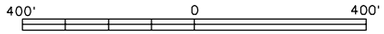


3

PITTSBURG & SHAWMUT RAILROAD BRIDGE
CHANNEL SPAN
MILE 55.6

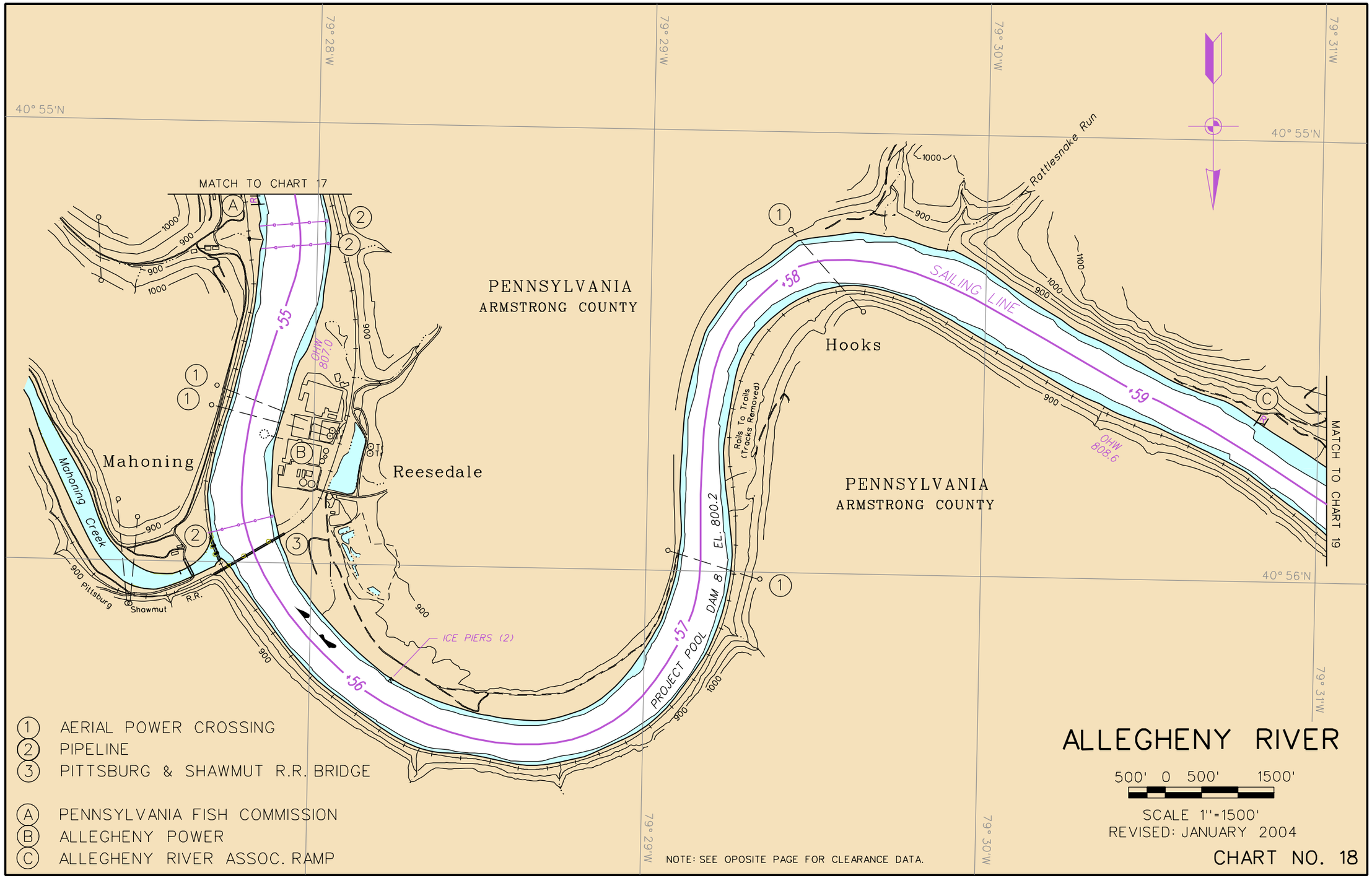
ELEVATION OF LOW STEEL	847.6
VERTICAL CLEARANCE AT POOL STAGE	47.4'
HORIZONTAL CLEARANCE	384.4

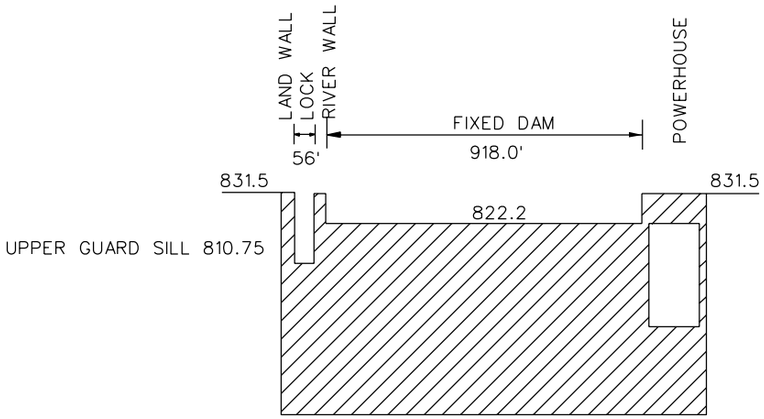
BRIDGE SCALE



ELEVATIONS LOOKING DOWNSTREAM

ALLEGHENY RIVER, CHART 18


MATCH TO CHART 17
MATCH TO CHART 19
40° 55'N
40° 56'N
79° 28'W
79° 29'W
79° 30'W
79° 31'W
PENNSYLVANIA
ARMSTRONG COUNTY
Mahoning
Reesedale
Hooks
Mahoning Creek
Pittsburg & Shawmut R.R.
Rattlesnake Run
SAILING LINE
PROJECT POOL
DAM 8
EL. 800.2
Rails To Trails (Tracks Removed)
ICE PIERS (2)
OHW 808.6
OHW 808.0
·55
·56
·57
·58
·59
1000
900
1100
1 AERIAL POWER CROSSING
2 PIPELINE
3 PITTSBURG & SHAWMUT R.R. BRIDGE
A PENNSYLVANIA FISH COMMISSION
B ALLEGHENY POWER
C ALLEGHENY RIVER ASSOC. RAMP
NOTE: SEE OPOSITE PAGE FOR CLEARANCE DATA.
ALLEGHENY RIVER
500' 0 500' 1500'
SCALE 1"=1500'
REVISED: JANUARY 2004
CHART NO. 18

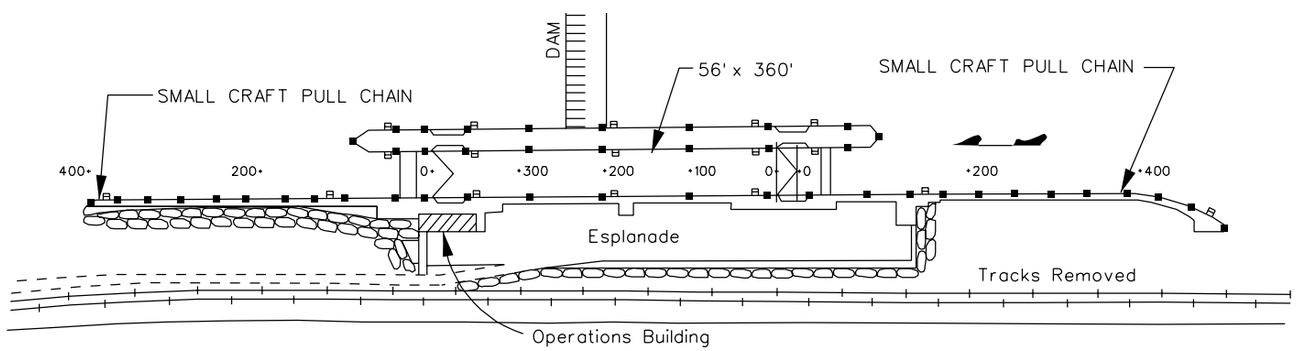


LOCK & DAM NO. 9

LOCK & DAM NO. 9	
UPPER POOL EL.	822.2
LOWER POOL EL.	800.2
UPPER GAGE	
ZERO EL.	813.2
N.P. READS	9.0'
LOWER GAGE	
ZERO EL.	791.2
N.P. READS	9.0'

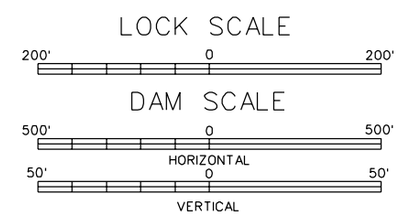
NAVIGATION SUSPENDED - UPPER GAGE 17.0

TELEPHONE NO. 724-868-2486



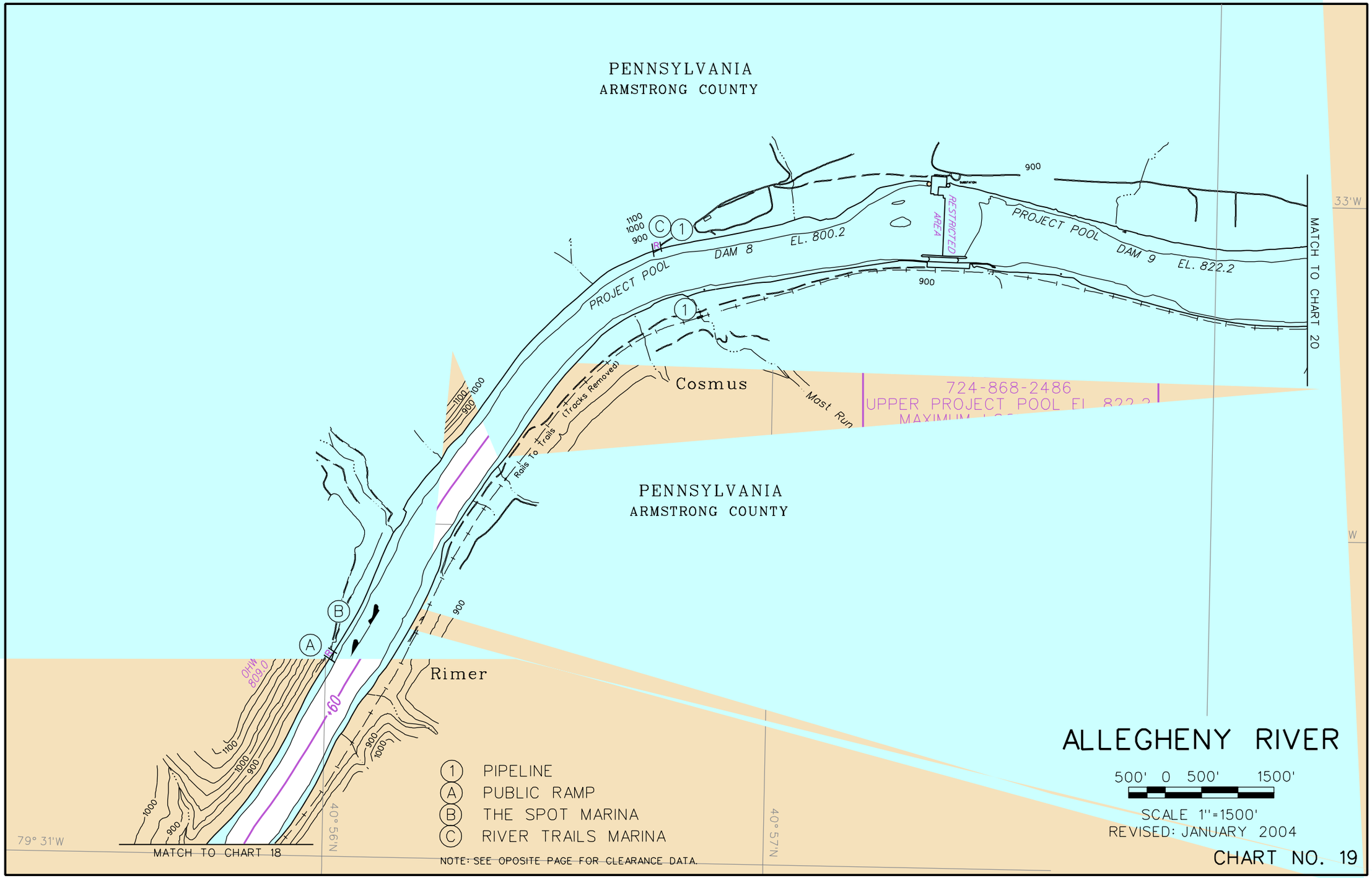
LEGEND

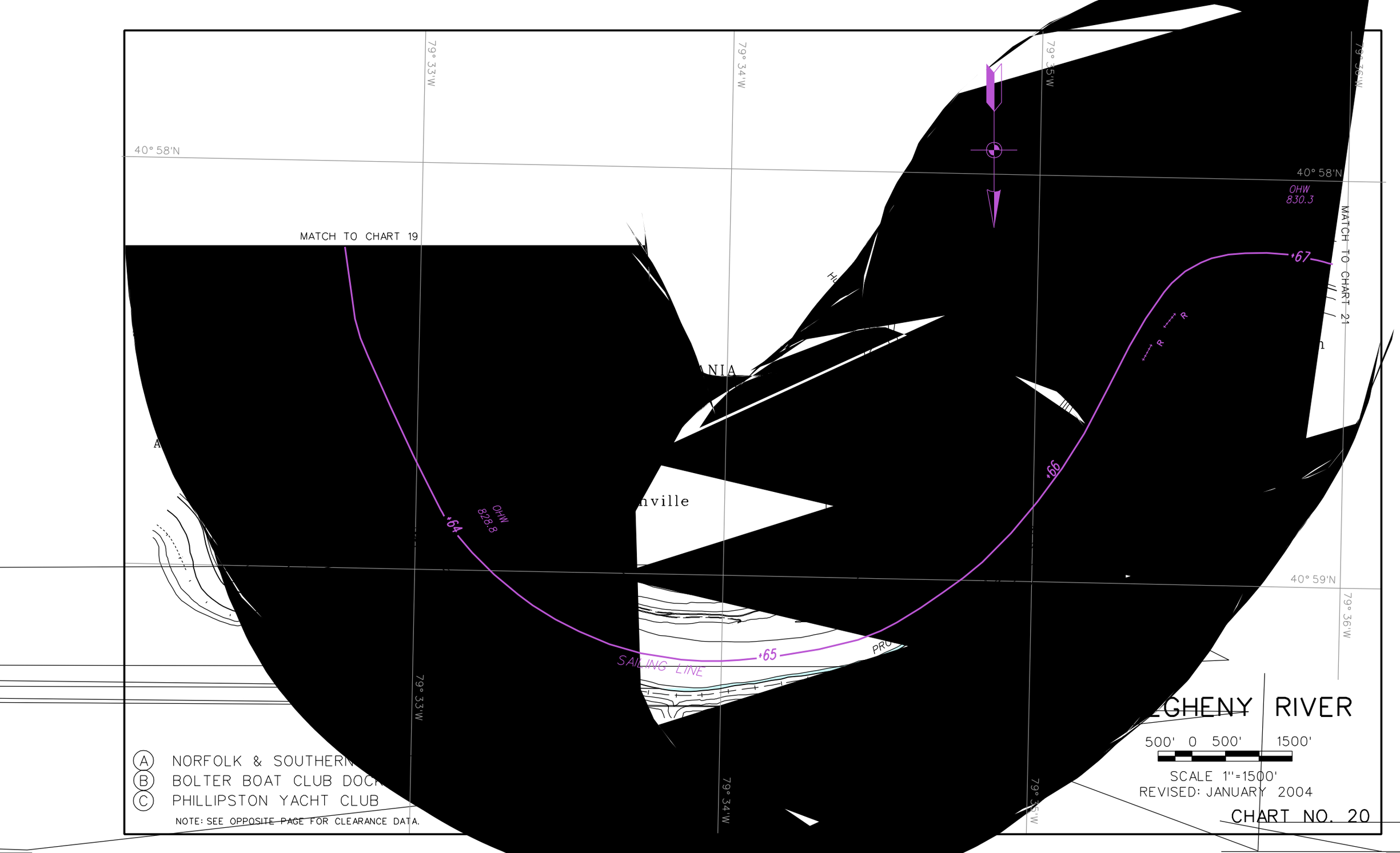
- Check post
- Ladder



ELEVATIONS LOOKING DOWNSTREAM

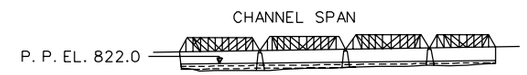
ALLEGHENY RIVER, CHART 19


PENNSYLVANIA
ARMSTRONG COUNTY
PROJECT POOL
DAM 8
EL. 800.2
PROJECT POOL
DAM 9
EL. 822.2
RESTRICTED AREA
SUBSTATION
MATCH TO CHART 20
Cosmus
Mast Run
Rails To Trails (Tracks Removed)
724-868-2486
UPPER PROJECT POOL EL. 822.2
PENNSYLVANIA
ARMSTRONG COUNTY
Rimer
OHW 809.0
+60
1100
1000
900
33'W
W
79° 31'W
40° 56'N
40° 57'N
MATCH TO CHART 18
1 PIPELINE
A PUBLIC RAMP
B THE SPOT MARINA
C RIVER TRAILS MARINA
NOTE: SEE OPOSITE PAGE FOR CLEARANCE DATA.
ALLEGHENY RIVER
500' 0 500' 1500'
SCALE 1"=1500'
REVISED: JANUARY 2004
CHART NO. 19


40° 58'N
40° 59'N
79° 33'W
79° 34'W
79° 35'W
79° 36'W
MATCH TO CHART 19
MATCH TO CHART 21
OHW
830.3
OHW
828.8
+64
+65
+66
+67
SAILING LINE
PRO
R
A NORFOLK & SOUTHERN
B BOLTER BOAT CLUB DOCK
C PHILLIPSTON YACHT CLUB
NOTE: SEE OPPOSITE PAGE FOR CLEARANCE DATA.
500' 0 500' 1500'
SCALE 1"=1500'
REVISED: JANUARY 2004
CHART NO. 20

AERIAL POWER CROSSINGS

CROSSING	MILE	ELEVATION	CLEARANCE
1	68.5	889.2	67.0'



3

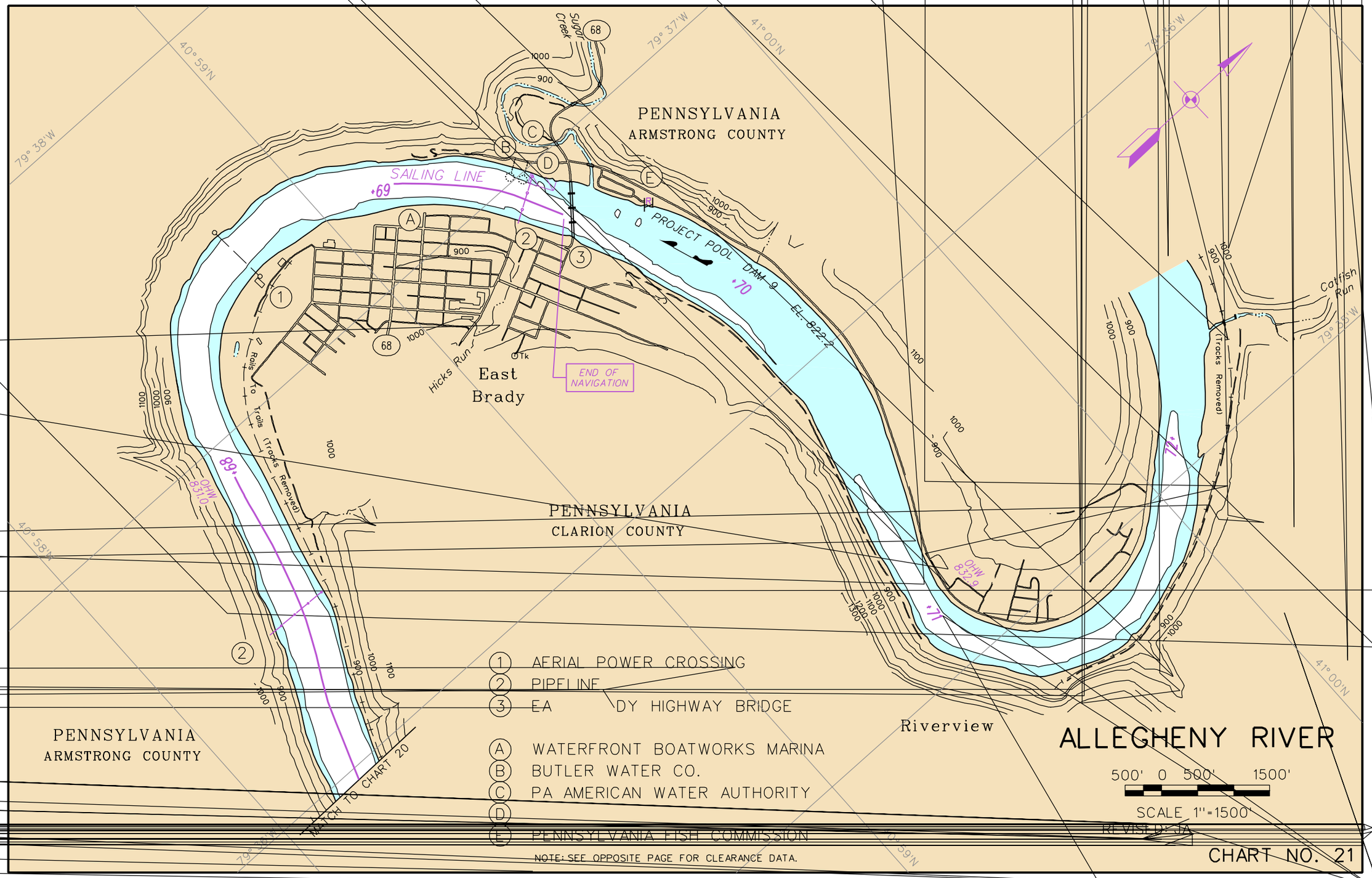
EAST BRADY HIGHWAY BRIDGE
CHANNEL SPAN
MILE 69.5

ELEVATION OF LOW STEEL	850.3
VERTICAL CLEARANCE AT POOL STAGE	28.1'
HORIZONTAL CLEARANCE	185.0'

BRIDGE SCALE

ELEVATIONS LOOKING DOWNSTREAM

ALLEGHENY RIVER, CHART 21


PENNSYLVANIA
ARMSTRONG COUNTY
PENNSYLVANIA
CLARION COUNTY
PENNSYLVANIA
ARMSTRONG COUNTY
East Brady
Riverview
Sugar Creek
Hicks Run
Catfish Run
SAILING LINE
PROJECT POOL
DAM 9
EL. 822
END OF NAVIGATION
Rails To Trails (Tracks Removed)
(Tracks Removed)
OHW 831.0
OHW 832.9
68
69
70
71
79° 38'W
40° 59'N
79° 37'W
41° 00'N
79° 36'W
79° 35'W
40° 58'N
1 AERIAL POWER CROSSING
2 PIPELINE
3 EA DY HIGHWAY BRIDGE
A WATERFRONT BOATWORKS MARINA
B BUTLER WATER CO.
C PA AMERICAN WATER AUTHORITY
D
E PENNSYLVANIA FISH COMMISSION
NOTE: SEE OPPOSITE PAGE FOR CLEARANCE DATA.
MATCH TO CHART 20
ALLEGHENY RIVER
500' 0 500' 1500'
SCALE 1"=1500'
REVISED: JA
CHART NO. 21

ALLEGHENY RIVER
RIVER TERMINALS

MILE	LOCATION	NAME	COMMODITIES	SHELTER	FACILITIES	RAIL	REMARKS
0.0L	Pittsburgh, PA	City of Pittsburgh (Wharf)	General Merchandise	None	None	None	Wharf, Restricted Public Mooring, No Mooring During Events.
1.2R	Pittsburgh, PA	City Of Pittsburgh	None	None	None	None	Landing.
2.7L	35th Street, Pittsburgh PA	Exxon Co., Inc.	Gasoline, Oil	None	Pipeline	CSX Trans.	Inactive.
2.8R	Pittsburgh, PA	Urban Redevelopment Authority	None	None	Pipeline	None	Inactive.
3.4R	Pittsburgh, PA	Para Enterprises, Inc.	None	None	None	None	Embedded Barge. Inactive.
3.5L	43rd Street Pittsburgh, PA	43rd Street Concrete & Supply Inc.	Sand, Gravel	None	Crane	None	Natural Bank.
3.9L	51st Street, Pittsburgh, PA	Sauer	Sand, Gravel, Scrap	None	Crane	Allegheny Valley R.R.	Steel Pile Wall.
4.4L	54th Street, Pittsburgh, PA	Pennzoil Products Co.	Petroleum Products	None	Pipeline	Allegheny Valley R.R.	2 Sheet Pile Cells. Inactive.
5.0L	57th Street, Pittsburgh, PA	SUNOCO	Petroleum	None	Pipeline	Allegheny Valley R.R.	Inactive.
5.3R	Etna, PA	Hanson Aggregates PMA, Inc.	Sand & Gravel	None	Crane	Norfolk Southern R.R.	Facilities Removed.
5.5L	62nd Street, Pittsburgh, PA	D & D Auto Salvage	Scrap	None	Crane	Allegheny Valley R.R.	Inactive.
7.1R	Aspinwall, PA	AZCON Scrap Corp.	Scrap	None	Crane	Norfolk Southern R.R.	Barge Scraping.
7.6L	Pittsburgh, PA	Hanson Aggregates PMA, Inc.	Miscellaneous	None	None	None	2 Concrete Ice Breakers. Inactive.
15.7R	Springdale, PA	Relient Energy Mid West	Coal	None	Barge Unloaded	None	Sheet Pile Cells & Ice Breakers. Dock 1260 feet.
16.2L	Acmetonia, PA	Eastern Marine Services Inc.	None	None	None	Allegheny Valley R.R.	2 Sheet Pile Cells & Ice Breakers. Inactive.
16.4R	Cheswick, PA	United Refining Co.	Asphalt Products	None	Pipelines	None	3 steel posts.

ALLEGHENY RIVER
RIVER TERMINALS

MILE	LOCATION	NAME	COMMODITIES	SHELTER	FACILITIES	RAIL	REMARKS
16.5R	Springdale, PA	R.I. Lampus Co.	Sand & Gravel	None	Crane	None	Natural Bank.
17.0R	Cheswick, PA	Lane Construction	Sand & Gravel	None	Crane & Conveyor	None	Portable Unloading Facility.
17.7R	Springdale, PA	Allegheny Energy Supply Co.	Coal	None	Conveyor, Pipelines	None	Dock, also Oil Dock & Ice Breakers.
17.7L	New Kensington, PA	Penn Glenn Oil Co.	Petroleum	None	Pipe	None	2 Steel Cells.
18.0L	New Kensington, PA	Hanson Aggregates East	Sand & Gravel	None	Crane	None	1 Steel Post, Sheet Pile Bulkhead.
18.3L	New Kensington, PA	Hanson Aggregates East	Sand & Gravel	None	Crane & Conveyor	None	Unloading Only.
18.7L	New Kensington, PA	R. A. M. Terminals	General Commodities	Yes	Crane & Conveyor	None	Natural Bank. Inactive.
19.6L	Creighton, PA	Butler County Concrete & Supply Co.	Concrete & Supplies	None	Crane	None	170' Precast Wall.
19.7R	Tarentum, PA	Pittsburgh Penn Oil Co.	Petroleum	None	Pipelines	None	1 Cell.
20.4L	Arnold, PA	Burrell Industries, Inc.	Raw Materials	None	Crane & Hopper	None	Embedded Barges.
20.8R	Creighton, PA	Pittsburgh Plate Glass Co.	Glass	None	None	None	Concrete Wall. Inactive.
21.6R	Tarentum, PA	Weleski Terminal	Sand & Gravel	None	Crane	None	Cell & 2 Mooring Posts.
24.9R	Brackenridge, PA	Allegheny-Ludlum Steel Corp.	Steel Ores	None	Traveling Cranes	None	Sheet Pile Docks & Cells.
29.6R	Freeport, PA	Freeport Terminals, Inc.	Petroleum Products, Raw Materials & Coal	None	Pipe, Crane, & Conveyor	None	3 Steel Posts & Harbor.
30.8L	Schenley, PA	Armstrong Terminal, Inc.	Dry Bulk	None	Crane	None	Sheet Pile Wall.
32.9R	Murphys Bottoms, PA	Pioneer Mid-Atlantic, Inc.	Sand & Gravel	None	Conveyor	None	Protected Harbor. Inactive.
43.8R	Applewold, PA	R.J. Brown Towing	General Commodities	None	Truck Chute, Crane	None	Embedded Barges.
44.1R	Applewold, PA	The Ashbury Graphite Mills, Inc.	Miscellaneous	None	None	None	6 Steel Mooring Cells.
44.7L	Kittanning, PA	Kittanning Builders Supply	Sand & Gravel	None	Crane	None	Steel Pile Wall. Inactive.

ALLEGHENY RIVER
RIVER TERMINALS

MILE	LOCATION	NAME	COMMODITIES	SHELTER	FACILITIES	RAIL	REMARKS
47.7R	Kittanning, PA	C.P.G. Nutrients	Fertilizer	None	Crane & Hopper	None	2 Clusters & Cell
48.6R	Tarrtown, PA	Glacial Sand & Gravel Co.	Sand & Gravel	None	Crane	None	Embedded Barges
49.1R	Limestone Creek	Hanson Aggregates East	Sand & Gravel	None	Crane & Conveyor	None	Embedded Barges
49.6R	Limestone Creek Harbor	Glacial Sand & Gravel Co.	Sand & Gravel	None	Conveyor	Pittsburg Shawmut R.R.	Dock Approximately 400 feet
49.9R	Limestone Creek Harbor	Glacial Sand & Gravel Co.	Sand & Gravel	None	Rubber Tires, Front Loader	Pittsburg Shawmut R.R.	
50.1R	Limestone Creek	Eastern Materials Corp.	Coal	None	Crane & Conveyor	None	Embedded Barges
69.4R	East Brady, PA	Brady's Bend Dock Co.	None	None	None	None	Cell. Inactive

ALLEGHENY RIVER
SMALL BOAT HARBORS, RAMPS, LANDING, ETC.

MILE	FACILITY & ADDRESS	PHONE NO.	FUEL	REST.	GROCERIES	O'NIGHT MOORING	LODGING	REMARKS
0.0L	City of Pittsburgh (Wharf)	None	No	No	No	No	No	RESTRICTED Public Mooring, No Mooring During Events.
0.2R	City of Pittsburgh (Clemente Park)	None	No	No	No	No	No	RESTRICTED Public Mooring & 2 Ramps. No Mooring During Events.
0.5R	City of Pittsburgh River Rescue	911	No	No	No	No	No	RESTRICTED Ramp, Fire & Rescue.
0.9L	David L.. Lawrence Convention Center 1000 Ft. Duquesne Blvd. Pittsburgh, PA 15222	412-565-6000	No	No	No	No	No	Landing (Permit Only).
1.2L	Pittsburgh Yacht Club 1501 Smallman St. Pittsburgh, PA 15222	412-282-1586	No	Yes	No	Yes	No	Inactive.
1.5L	Brilliant Boat Marina 6305 Sawyer St. Pittsburgh, PA 15201	412-661-2891	No	No	No	No	No	Inactive.
1.8L	South Shore Marina 23 & R.R. St. Pittsburgh, PA 15222	412-471-6995	Yes	No	No	Yes	No	
2.5	Washington's Landing (Herrs Is.) 100 Waterfront Dr. Pittsburgh, PA 15222	412-321-3600	Yes	Yes	No	Yes	No	Gas & Diesel Fuel.
2.6BC	Three Rivers Rowing Association Waterfront Dr. Pittsburgh, PA 15222	412-231-8772	No	No	No	No	No	Private Club, Rowing Hulls.
3.3R	Millvale Marina Inc. 101 Bridge St. P.O. Box 58004 Pittsburgh, PA 15209	412-821-4071	No	Yes	No	Yes	No	Private Club & Pump Out Station.
5.4L	Allegheny Marina Inc. 1 62nd St. Pittsburgh, PA 15201	412-782-3113	No	No	No	Yes	No	Ramp

ALLEGHENY RIVER
SMALL BOAT HARBORS, RAMPS, LANDING, ETC.

MILE	FACILITY & ADDRESS	PHONE NO.	FUEL	REST.	GROCERIES	O'NIGHT MOORING	LODGING	REMARKS
5.9R	Sharpsburg Boat Docks 13th & River Rd. Sharpsburg, PA 15215	412-782-0220	No	No	No	No	No	Ramp
6.35R	Silkies Crows Nest Marina P. O. Box 7761 19th St. & River Rd. Sharpsburg, PA 15215	412-782-3707	No	Yes	No	Yes	No	Travel Lift to 60'.
7.25R	Aspinwall Boat Club 285 River Ave. Pittsburgh, PA 15215	412-781-2340	Yes	No	No	Yes	No	Showers, Telephone.
7.3L	Brilliant Boat Club Foot of Washington Blvd. Pittsburgh, PA 15206	412-661-2891	No	No	No	Yes	No	Repairs, Rest Rooms & Ramp.
9.0R	Fox Chapel Sea Ray Marina 1366 Old Freeport Rd. Pittsburgh, PA 15238	412-967-1500	Yes	No	No	Yes	No	Services, Showers.
10.55L	Sylvan Canoe Club 132 Arch St. Verona, PA 15147	412-828-9897	No	No	No	No	No	
10.6R	Bell Harbor 1 River Rd. Blawnox,, PA 15238	412-828-3477	No	Yes	No	Yes	No	
10.6L	Duquesne Canoe Club 152 Arch St. Verona, PA 15147	412-828-4970	No	No	No	No	No	
10.65L	Algonquin Canoe Club 216 Arch St. Verona, PA 15147	412-828-9886	No	No	No	No	No	
10.7L	Outboard Haven 228 Arch St. Verona, PA 15147	412-828-4944	Yes	Yes	No	No	No	Ice, Rest Rooms, Shower & Boat Service.

ALLEGHENY RIVER
SMALL BOAT HARBORS, RAMPS, LANDING, ETC.

MILE	FACILITY & ADDRESS	PHONE NO.	FUEL	REST.	GROCERIES	O'NIGHT MOORING	LODGING	REMARKS
10.9L	Allegheny River Boat Club 314 Arch St. Verona, PA 15147	412-828-7775	No	Yes	No	Yes	No	Rest Rooms, Restaurant..
11.1R	O'Hara Landing Boat Club 14 River Rd. Pittsburgh, PA 15238	412-828-9151	No	Yes	No	Yes	No	
11.95L	Riverside Landing 10 Washington Ave. Oakmont, PA 15139	412-793-4565	No	Yes	No	Yes	No	
12.0L	Oakmont Yacht Club 11 Washington Ave. Oakmont, PA 15139	412-828-9847	No	Yes	No	No	No	Annual Regatta; Private Club, With Guest Dock.
13.1R	Rodak Boat Sales Harmar Marina 2526 Wenzel Dr. Harmarville, PA 15238	412-828-9684	No	Yes	No	Yes	No	Boat Service.
13.19R	Pennsylvania Fish Commission	None	No	No	No	No	No	Public Ramp, Parking.
14.2R	Burkhart Siebert Marina P.O. Box 34 1 Harbor View Dr. Cheswick, PA 15024	724-274-4088	No	No	No	No	No	Back Channel Fourteen Mile Island.
15.0R	Rick Reid Marina P.O. Box 71 Blockdale St. Cheswick, PA 15024	724-274-6304	No	No	No	Yes	No	Snacks.
16.2R	Springdale Marina Coalfax St. Springdale, PA 15144	412-274-6608	No	No	No	Yes	No	
16.3R	Pennsylvania Fish Commission	None	No	No	No	No	No	Public Ramp, Parking.

ALLEGHENY RIVER
SMALL BOAT HARBORS, RAMPS, LANDING, ETC.

MILE	FACILITY & ADDRESS	PHONE NO.	FUEL	REST.	GROCERIES	O'NIGHT MOORING	LODGING	REMARKS
16.6L	Old Lock 3 Marina 301 Barking Rd. New Kensington, PA 15068	724-337-8460	No	No	No	Yes	No	
17.4L	Cessna's Marina 138 Coxcomb Rd. New Kensington, PA 15068	724-337-9172	Yes	Yes	No	Yes	No	Snack Bar.
18.9L	Lighthouse Landing 799 Industrial Blvd. New Kennsington, PA 15068	724-335-6200	Yes	No	No	Yes	No	Crane, Ramp.
21.8R	Pennsylvania Fish Commission	None	No	No	No	No	No	Public Ramp.
22.2R	W.S.W. Marina 19 Kurtz St. Natrona, PA 15065	724-224-9236 724-224-8165	No	No	No	No	No	
22.3R	Brackenridge Boat Docks P.O. Box 111261 Pittsburgh, PA 15238	724-224-6950	No	No	No	No	No	
22.4R	Mark Kaminski 1339 9th Ave.. Natrona Heights, PA 15605	724- 224-0394	No	No	No	No	No	
22.5R	Morgan Gamble 5009 Freeport Rd. Natrona Heights, PA 15605	724-224-0394	No	No	No	No	No	
22.5R	Alberta Simpson 921 Summet St. Tarentum, PA 15084	None	No	No	No	No	No	
22.6R	Tim Connelly 919 First Ave. Brackenridge, PA 15014	724-224-2504	No	No	No	No	No	

ALLEGHENY RIVER
SMALL BOAT HARBORS, RAMPS, LANDING, ETC.

MILE	FACILITY & ADDRESS	PHONE NO.	FUEL	REST.	GROCERIES	O'NIGHT MOORING	LODGING	REMARKS
24.5LBC	Burrell Marina 4224 Lowe Rd. Lower Burrell, PA 15068	724-226-3977	No	No	No	Yes	No	Snack Bar.
26.9L	River Forest Yacht Club River Forest Dr. Freeport, PA 16239	(724)295-9956	Yes	No	No	Yes	No	Private Club.
28.9R	Borough of Freeport	None	No	No	No	No	No	Public Ramp (paved).
30.16R	KISKIMINETAS RIVER (see sheet 10)							
31.0L	Schenley Yacht Club Box 62 1 Railroad St. Schenley, PA 15682	(724)295-2141	Yes	No	No	Yes	No	
33.5R	South Buffalo Twp	None	No	No	No	No	No	Public Ramp.
34.5 L/R	South Buffalo Twp.	None	No	No	No	No	No	Public Ramp.
37.1R	South Buffalo Twp.	None	No	No	No	No	No	Public Ramp.
40.1L	PA Fish Commission	None	No	No	No	No	No	
40.4L	Coleman's Marina 682 Ross Ave. Ford City, PA 16226	(724)763-1202	Yes	Yes	No	Yes	No	Rest Rooms, Waste Pump Station.
43.8R	Allegheny Landing RD#7 Box 3D Kittanning, PA 16201	None	No	No	No	Yes	No	Ramp.
44.9L	Kittanning Municipal Ramp	None	No	Yes	No	No	No	Public Ramp (Paved).
46.7L	Kittanning Marine Sales North Water St., Colwell Kittanning, PA 16201	(724)545-9492	Yes	Yes	Yes	Yes	No	Ramp & Service.

ALLEGHENY RIVER
SMALL BOAT HARBORS, RAMPS, LANDING, ETC.

MILE	FACILITY& ADDRESS	PHONE NO.	FUEL	REST.	GROCERIES	O'NIGHT MOORING	LODGING	REMARKS
48.6L	Pennsylvania Fish Commission	None	No	No	No	No	No	300' Up Cowanshannock Creek.
50.5L	Trestle Grove RD #5 Box 605 New Castle, PA 16105	(724)652-7191	No	No	No	No	No	
54.0L	Nautical Mile Marina	(724)594-BOAT	No	No	No	No	No	Ramp.
54.5R	Pennsylvania Fish Commission	None	No	No	No	No	No	Ramp.
59.0R	Allegheny River Association	None	No	No	No	No	No	Public Ramp, Parking.
60.1R	Public Ramp	None	No	No	No	No	No	
60.1R	The Spot Marina R.D. 1 Adrian, PA 16210	(724)543-5052	Yes	No	Yes	Yes	No	
61.8R	River Trail Marina R.D. 1 Cowansville, PA 16218	(724)545-6855	No	Yes	Yes	Yes	No	Ramp.
66.5L	Botler Boat Club 106 Crest Haven Dr. Butler, PA 16001	(724)283-0573	No	No	No	No	No	Private Club, Ramp.
66.8L	Phillipston Yacht Club	(724)287-0313	No	No	No	No	No	Private Club, Ramp.
69.0L	Waterfront Boatworks P.O. Box 472 Corner of Broad & Second St. East Brady, PA 16028	(724)526-5665	Yes	No	No	Yes	No	Ramp, Service.
69.6R	Pennsylvania Fish Commission	None	No	No	No	No	No	Public Ramp & Parking Area.

ALLEGHENY RIVER
SMALL BOAT HARBORS, RAMPS, LANDING, ETC.

MILE	FACILITY & ADDRESS	PHONE NO.	FUEL	REST.	GROCERIES	O'NIGHT MOORING	LODGING	REMARKS
30.16R	KISKIMINETAS RIVER							
0.05R	Schenley Marina Campground 4043 Roundtop Rd. Murrysville, PA	None	No	No	No	No	No	

ALLEGHENY RIVER MILEAGE CHART

	POINT PITTSBURGH	SHARPSBURG	LOCK & DAM 2	BLAWNOX	OAKMONT	C.W. BILL YOUNG LOCK & DAM	SPRINGDALE	NEW KENSINGTON	LOCK & DAM 4	FREEPORT	KISKIMINETAS RIVER	LOCK & DAM 5	LOCK & DAM 6	CADOGAN	FORD CITY	LOCK & DAM 7	KITTANNING	MOSGROVE	LOCK & DAM 8	MAHONING CREEK	RIMER	LOCK & DAM 9	WATTERSONVILLE	EAST BRADY	END OF NAVIGATION
POINT PITTSBURGH																									
SHARPSBURG	6.0																								
LOCK & DAM 2	6.7	0.7																							
BLAWNOX	10.0	4.0	3.3																						
OAKMONT	12.3	6.3	5.6	2.3																					
C.W. BILL YOUNG LOCK & DAM	14.5	8.5	7.8	4.5	2.2																				
SPRINGDALE	16.4	10.4	9.7	6.4	4.1	1.9																			
NEW KENSINGTON	18.3	12.3	11.6	8.3	6.0	3.8	1.9																		
LOCK & DAM 4	24.2	18.2	17.5	14.2	11.9	9.7	7.8	5.9																	
FREEPORT	29.3	23.3	22.6	19.3	17.0	14.8	12.9	11.0	5.1																
KISKIMIMETAS RIVER	30.2	24.2	23.5	20.2	17.9	15.7	13.8	11.9	6.0	0.9															
LOCK & DAM 5	30.4	24.4	23.7	20.4	18.1	15.9	14.0	12.1	6.2	1.1	0.2														
LOCK & DAM 6	36.3	30.3	29.6	26.3	24.0	21.8	19.9	18.0	12.1	7.0	6.1	5.9													
CADOGAN	39.1	33.1	32.4	29.1	26.8	24.6	22.7	20.8	14.9	9.8	8.9	8.7	2.8												
FORD CITY	42.0	36.0	35.3	32.0	29.7	27.5	25.6	23.7	17.8	12.7	11.8	11.6	5.7	2.9											
LOCK & DAM 7	45.7	39.7	39.0	35.7	33.4	31.2	29.3	27.4	21.5	16.4	15.5	15.3	9.4	6.6	3.7										
KITTANNING	46.7	40.7	40.0	36.7	34.4	32.2	30.3	28.4	22.5	17.4	16.5	16.3	10.4	7.6	4.9	1.0									
MOSGROVE	50.6	44.6	43.9	40.6																					
LOCK & DAM 8		46.6							28	23.3	22.4	22.2	16.3	13.5	10.6	6.9	5.9	2.0							
MAHONING CREEK	55.6		48.9	45.6	43.3	41.1	39.2	37.3	31.4	26.3	25.4	25.2	19.3	16.5	13.6	9.9	8.9	5.0	3.0						
RIMER	60.0	54.0	53.3	50.0	47.7	45.5	43.6	41.7	35.8	30.7	29.8	29.6	23.7	20.9	18.0	14.3	13.3	9.4	7.4	4.4					
LOCK & DAM 9	62.2	56.2	55.5	52.2	49.9	47.7	45.8	43.9	38.0	32.9	32.0	31.8	25.9	23.1	20.2	16.5	15.5	11.6	9.6	6.6	2.2				
WATTERSSONVILLE	63.5	57.5	56.8	53.5	51.2	49.0	47.1	45.2	39.3	34.2	33.3	33.1	27.2	24.4	21.5	17.8	16.8	12.9	10.9	7.9	3.5	1.3			
EAST BRADY	69.0	63.0	62.3	59.0	56.7	54.5	52.6	50.7	44.8	39.7	38.8	38.6	32.7	29.9	27.0	23.3	22.3	18.4	16.4	13.4	9.0	6.8	3.0		
END OF NAVIGATION	69.6	63.6	62.9	59.6	57.3	55.1	53.2	51.3	45.4	40.3	39.4	39.2	33.3	30.5	27.6	23.9	22.9	19.0	17.0	14.0	9.6	7.4	6.1	0.6	