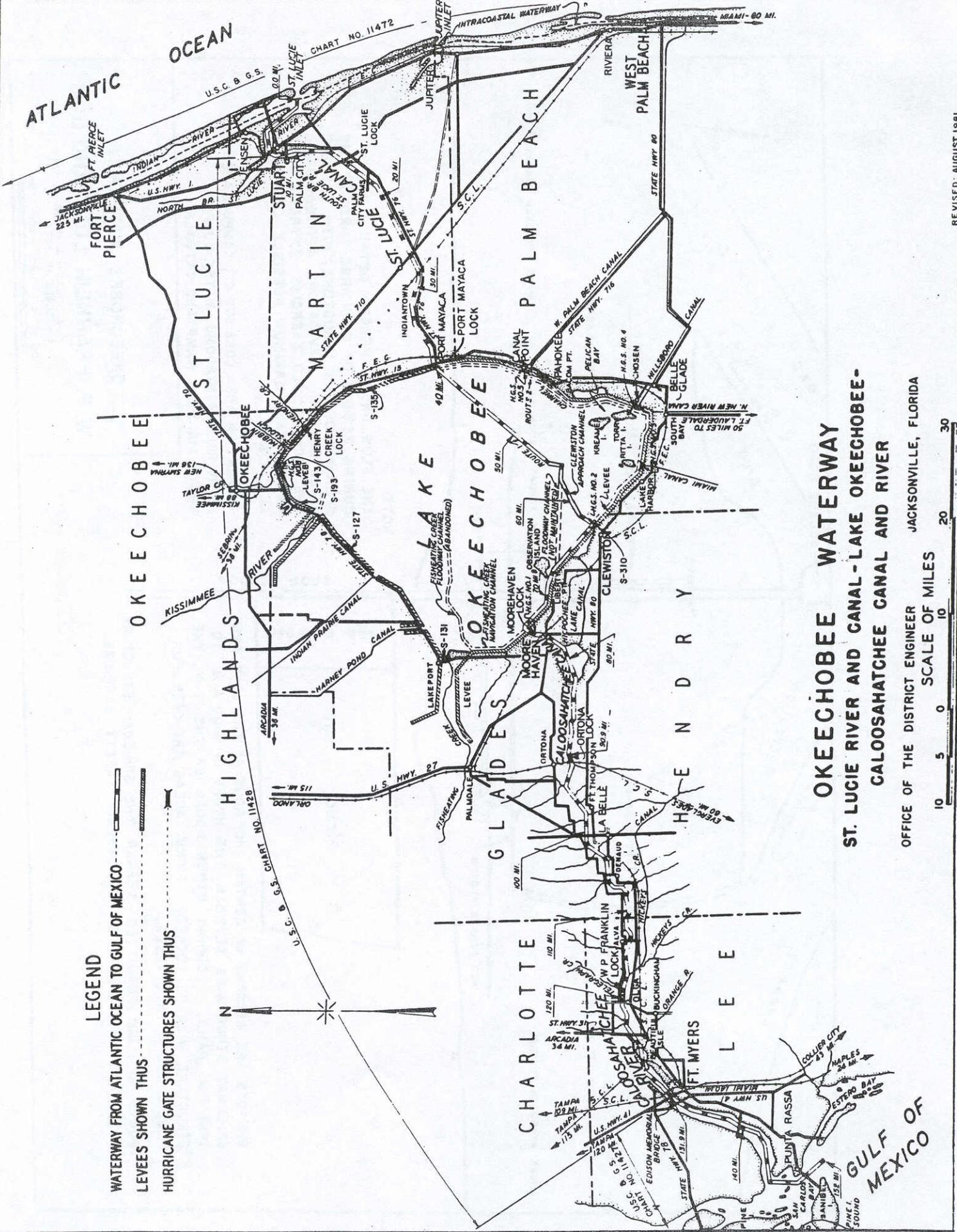


# OKEECHOBEE WATERWAY

Stuart to Fort Myers, Florida

Section II

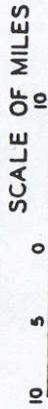


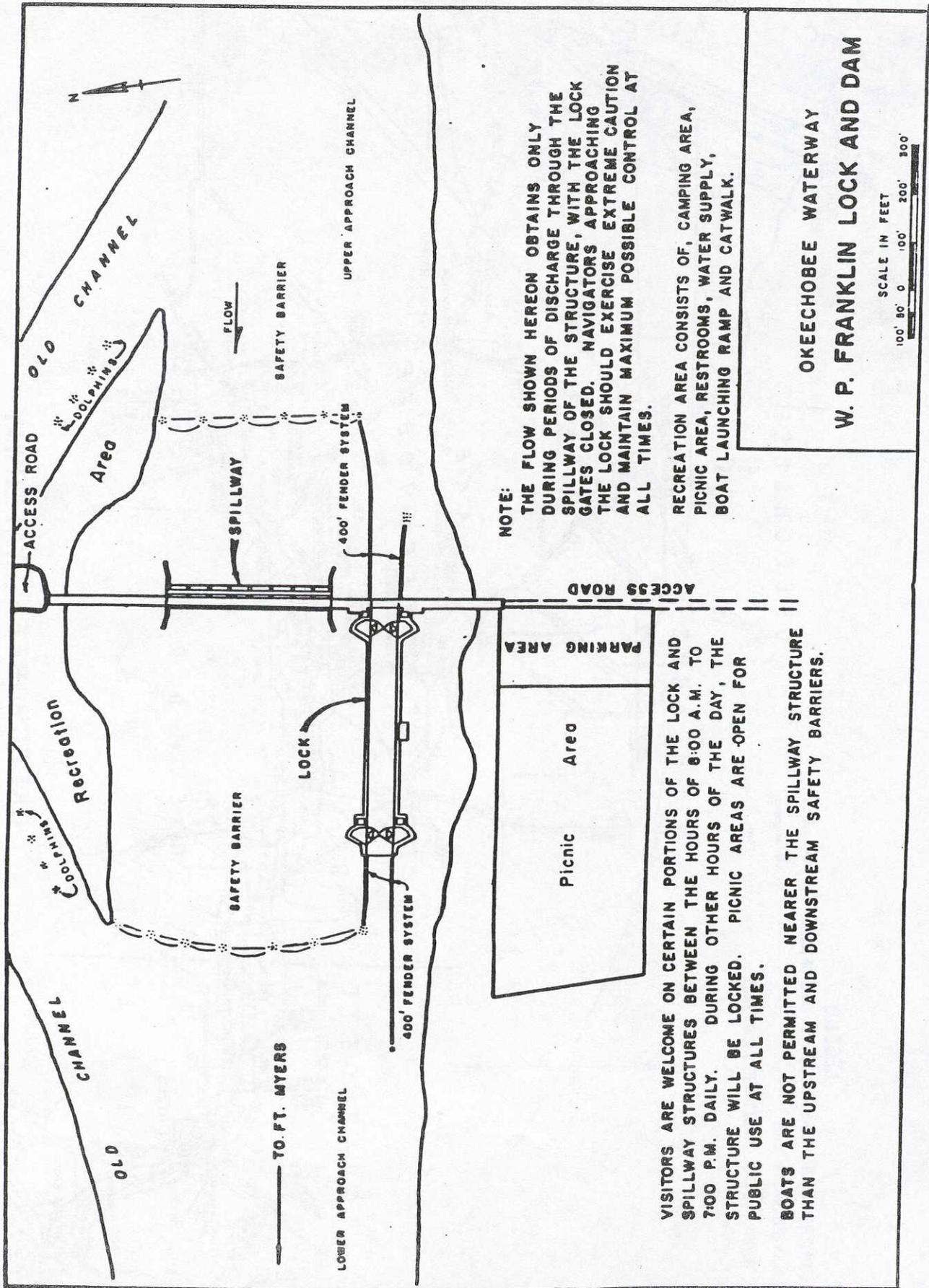
**LEGEND**

- WATERWAY FROM ATLANTIC OCEAN TO GULF OF MEXICO -----
- LEEVES SHOWN THUS - - - - -
- HURRICANE GATE STRUCTURES SHOWN THUS - - - - -

**OKEECHOBEE WATERWAY**  
**ST. LUCIE RIVER AND CANAL - LAKE OKEECHOBEE -**  
**CALOOSAHATCHEE CANAL AND RIVER**

OFFICE OF THE DISTRICT ENGINEER JACKSONVILLE, FLORIDA





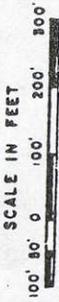
**NOTE:**  
 THE FLOW SHOWN HEREON OBTAINS ONLY DURING PERIODS OF DISCHARGE THROUGH THE SPILLWAY OF THE STRUCTURE, WITH THE LOCK GATES CLOSED. NAVIGATORS, APPROACHING THE LOCK SHOULD EXERCISE EXTREME CAUTION AND MAINTAIN MAXIMUM POSSIBLE CONTROL AT ALL TIMES.

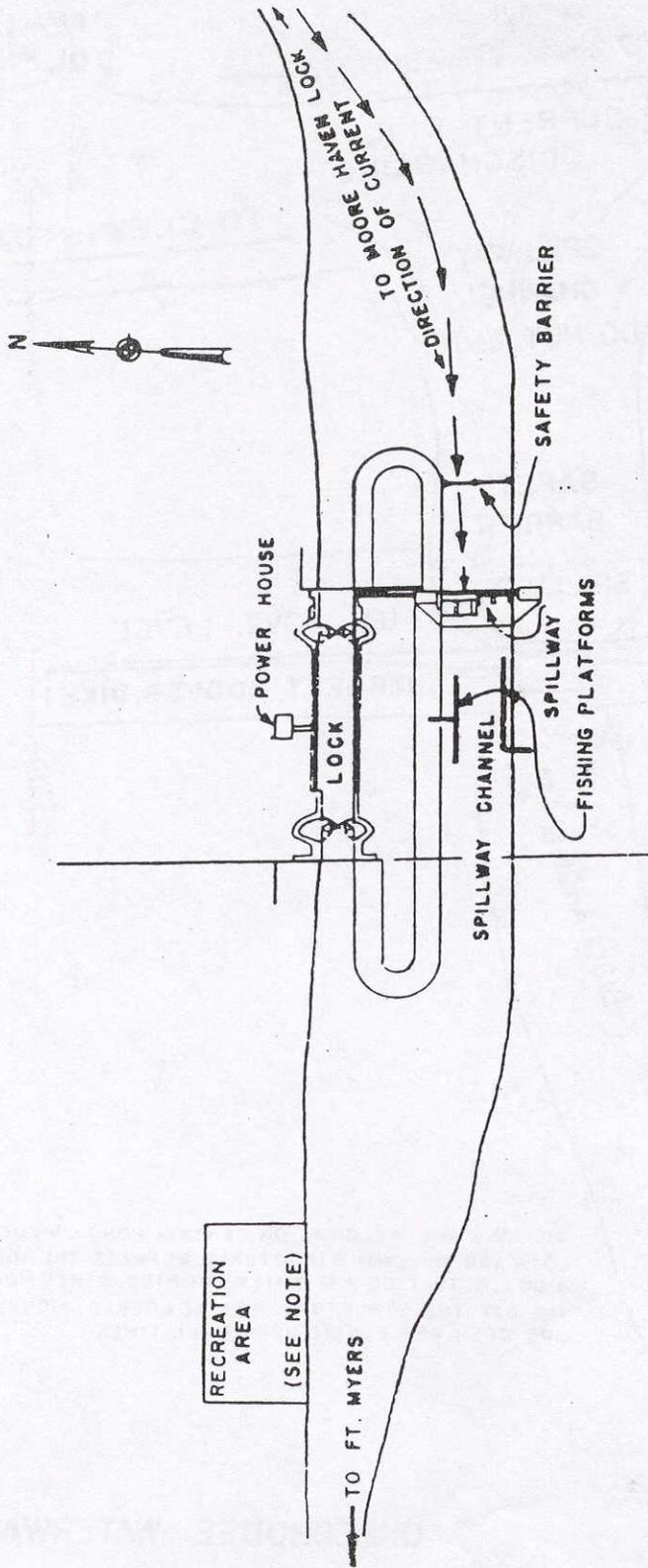
RECREATION AREA CONSISTS OF, CAMPING AREA, PICNIC AREA, RESTROOMS, WATER SUPPLY, BOAT LAUNCHING RAMP AND CATWALK.

VISITORS ARE WELCOME ON CERTAIN PORTIONS OF THE LOCK AND SPILLWAY STRUCTURES BETWEEN THE HOURS OF 8:00 A.M. TO 7:00 P.M. DAILY. DURING OTHER HOURS OF THE DAY, THE STRUCTURE WILL BE LOCKED. PICNIC AREAS ARE OPEN FOR PUBLIC USE AT ALL TIMES.

BOATS ARE NOT PERMITTED NEARER THE SPILLWAY STRUCTURE THAN THE UPSTREAM AND DOWNSTREAM SAFETY BARRIERS.

**OKEECHOBEE WATERWAY  
 W. P. FRANKLIN LOCK AND DAM**





VISITORS ARE WELCOME ON CERTAIN PORTIONS OF THE LOCK AND SPILLWAY STRUCTURES BETWEEN THE HOURS OF 8:00 TO 7:00 P.M. DAILY. DURING OTHER HOURS OF THE DAY, THE STRUCTURE WILL BE LOCKED. PICNIC AREAS ARE OPEN FOR PUBLIC USE AT ALL TIMES.

NOTE:

RECREATION AREA CONSISTS OF, CAMPING AREA, PICNIC AREA, RESTROOMS, WATER SUPPLY, BOAT LAUNCHING RAMP AND CATWALK.

NOTE. THE CURRENTS SHOWN HEREON OBTAIN ONLY DURING PERIODS OF HEAVY DISCHARGE THROUGH THE SPILLWAY OF THE STRUCTURE, WITH THE LOCK GATES CLOSED. NAVIGATORS, APPROACHING THE LOCK SHOULD EXERCISE EXTREME CAUTION AND MAINTAIN MAXIMUM POSSIBLE CONTROL AT ALL TIMES.

THE RAILROAD BRIDGE IS MANUALLY OPERATED AND WESBOURD VESSELS SHOULD SIGNAL FOR OPENING OF THE BRIDGE WHILE STILL IN THE LOCK CHAMBER AND ANTICIPATE DELAY AWAITING FULL OPENING. FULL CONTROL SHOULD BE MAINTAINED AT ALL TIMES.

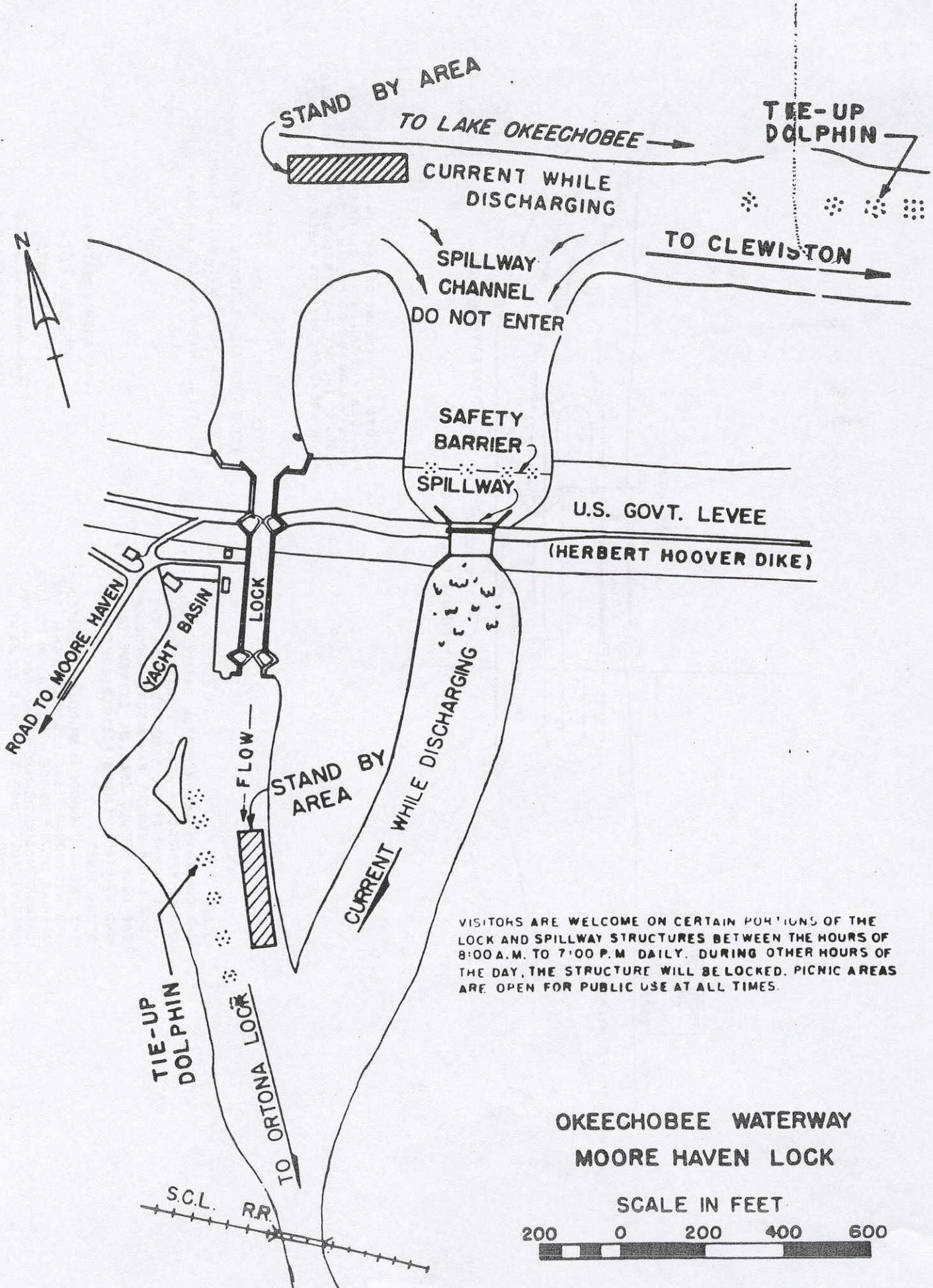
OKEECHOBEE WATERWAY

ORTONA LOCK

SCALE IN FEET

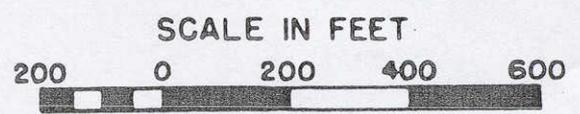


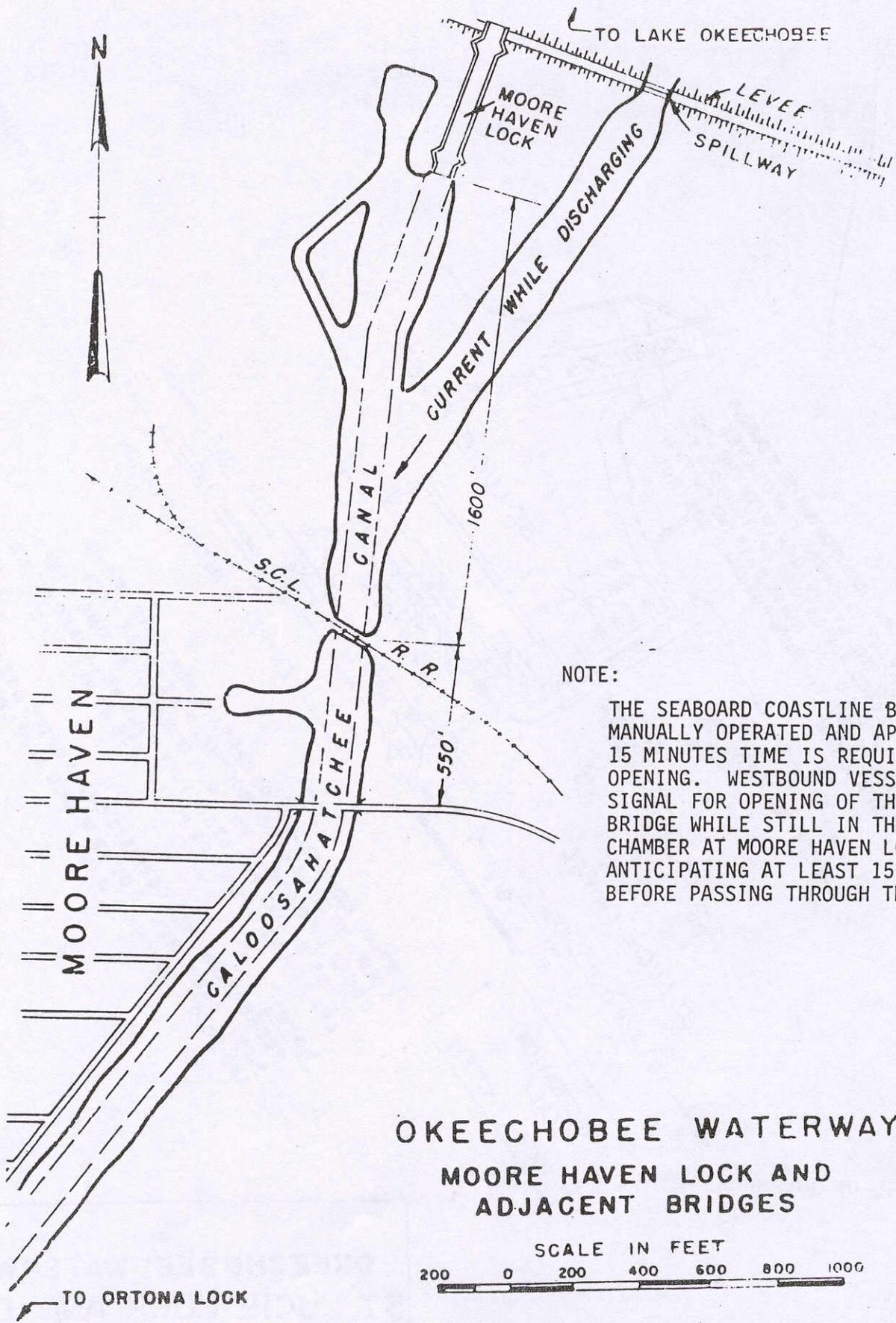
REVISED OCTOBER 1966

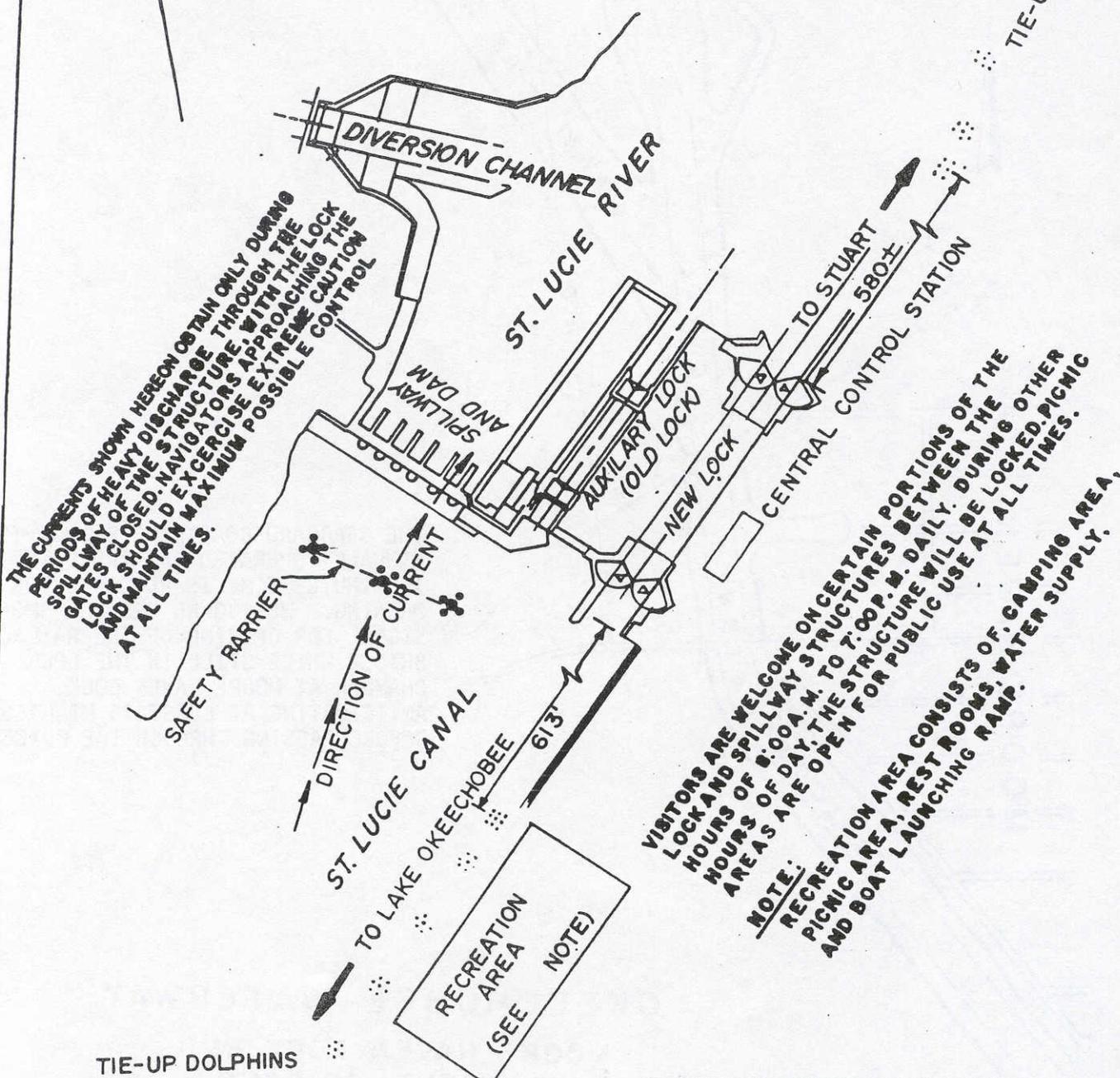


VISITORS ARE WELCOME ON CERTAIN PORTIONS OF THE LOCK AND SPILLWAY STRUCTURES BETWEEN THE HOURS OF 8:00 A.M. TO 7:00 P.M. DAILY. DURING OTHER HOURS OF THE DAY, THE STRUCTURE WILL BE LOCKED. PICNIC AREAS ARE OPEN FOR PUBLIC USE AT ALL TIMES.

**OKEECHOBEE WATERWAY  
MOORE HAVEN LOCK**







THE CURRENTS SHOWN HEREON OBTAIN ONLY DURING PERIODS OF HEAVY DISCHARGE THROUGH THE SPILLWAY OF THE STRUCTURE. WITH THE LOCK GATES CLOSED, NAVIGATORS APPROACHING THE LOCK SHOULD EXERCISE EXTREME CAUTION AND MAINTAIN MAXIMUM POSSIBLE CONTROL AT ALL TIMES.

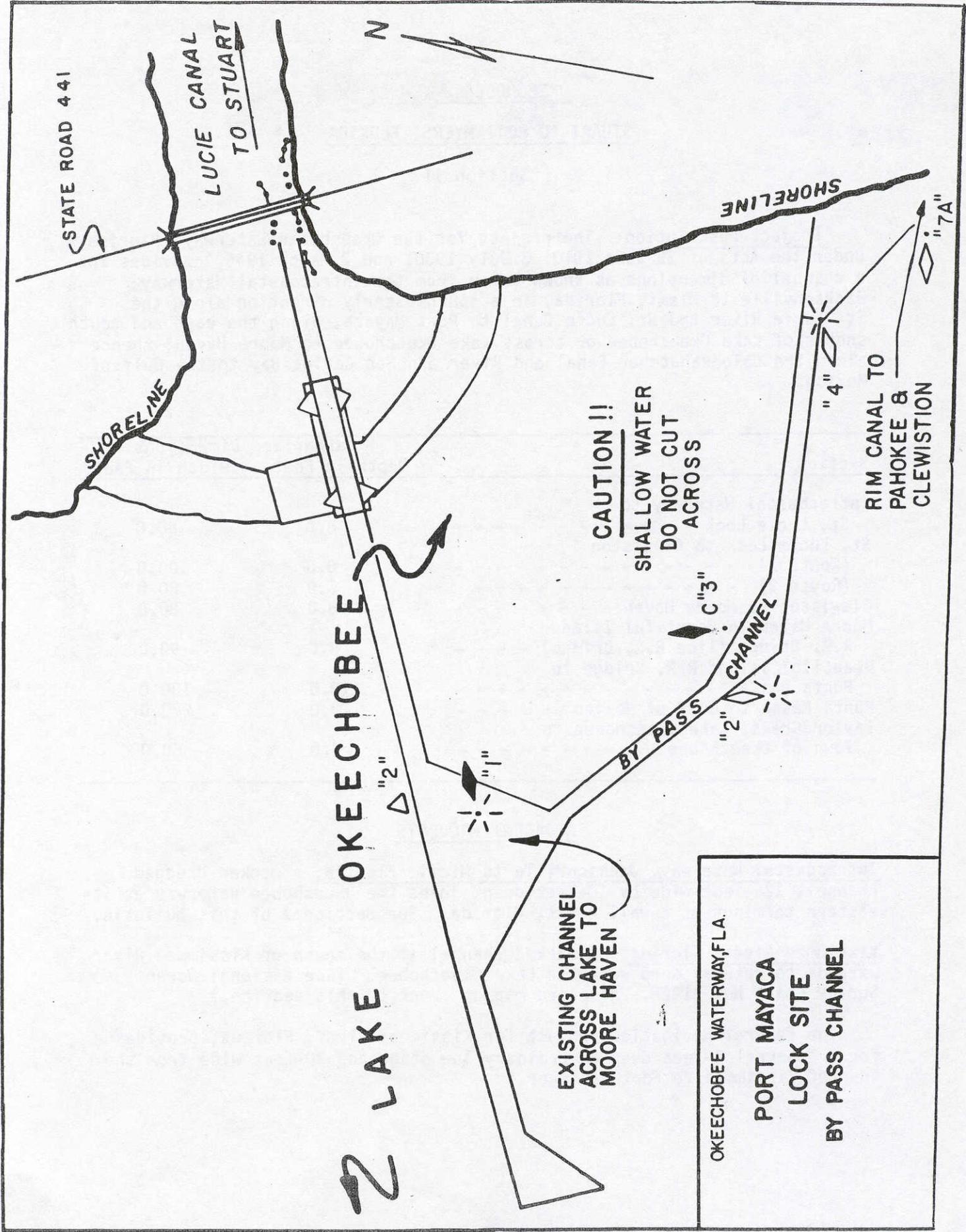
VISITORS ARE WELCOME ON CERTAIN PORTIONS OF THE LOCK AND SPILLWAY STRUCTURES BETWEEN THE HOURS OF 8:00 A.M. TO 7:00 P.M. DAILY. DURING OTHER HOURS OF DAY THE STRUCTURE WILL BE LOCKED. PICNIC AREAS ARE OPEN FOR PUBLIC USE AT ALL TIMES.

**NOTE:**  
RECREATION AREA CONSISTS OF, CAMPING AREA, PICNIC AREA, REST ROOMS, WATER SUPPLY, AND BOAT LAUNCHING RAMP.

**OKEECHOBEE WATERWAY  
ST. LUCIE LOCK AND DAM**

SCALE IN FEET

200 100 50 0 200 40



OKEECHOBEE WATERWAY, FLA.

PORT MAYACA  
 LOCK SITE  
 BY PASS CHANNEL

OKEECHOBEE WATERWAY

STUART TO FORT MYERS, FLORIDA

Section II

Project Description: The project for the Okeechobee Waterway, Florida, under the Acts of 25 June 1910, 3 July 1930, and 2 March 1945, provides for a channel of dimensions as shown below from the Intracoastal Waterway, Jacksonville to Miami, Florida, in a southwesterly direction along the St. Lucie River and St. Lucie Canal to Port Mayaca, along the east and south shores of Lake Okeechobee or across Lake Okeechobee to Moore Haven; thence along the Caloosahatchee Canal and River and San Carlos Bay to the Gulf of Mexico.

| Section   | Authorized Dimensions |               |
|---|-----------------------|---------------|
|   | Depth in Feet         | Width in Feet |
| Intracoastal Waterway to<br>St. Lucie Lock - - - - -                      | 8.0                   | 80.0          |
| St. Lucie Lock to Clewiston<br>(Route 1) - - - - -                        | 8.0                   | 100.0         |
| (Route 2) - - - - -   | 6.0                   | 80.0          |
| Clewiston to Moore Haven - - - - -  | 8.0                   | 80.0          |
| Moore Haven to Beautiful Island<br>R.R. Bridge (Tice R.R. Bridge) - - - - | 8.0                   | 90.0          |
| Beautiful Island R.R. Bridge to<br>Punta Rassa - - - - -                  | 10.0                  | 100.0         |
| Punta Rassa to Gulf of Mexico - - - - -                                   | 12.0                  | 200.0         |
| Taylor Creek, Lake Okeechobee to<br>Town of Okeechobee - - - - -          | 6.0                   | 60.0          |

ADJACENT PROJECTS

Intracoastal Waterway, Jacksonville to Miami, Florida, a marked dredged channel, 125-feet wide by 10-feet deep, joins the Okeechobee Waterway at its eastern terminus at Sewall Point, Florida. See Section I of this bulletin.

Kissimmee River, Florida. A marked channel at the mouth of Kissimmee River extends to natural deep water in Lake Okeechobee. (See National Ocean Survey Chart No. 11428. Also see map at front of this section.)

The Federal Navigation project for Kissimmee River, Florida, provides for a "channel 3-feet deep at ordinary low stage and 30-feet wide from the town of Kissimmee to Fort Basinger."

Present water stages in the separate reaches of the river are adequate to provide the 3-foot navigation depth. However, the water levels vary with the amount of rainfall and current navigation information may be obtained from the South Florida Water Management District, 901 Evernia Street, P.O. Box V, West Palm Beach, Florida 33402. Horizontal clearance for the river is limited to 30 feet by the seven locks.

There are seven bridges across the river and vertical clearance is limited to 12 feet above "Design Water Surface" by a fixed bridge across the canal between Lakes Kissimmee and Hatchineha. A swing railroad bridge limits the vertical clearance to 12 feet near Fort Basinger, about 37 miles from Lake Okeechobee.

Intracoastal Waterway, Caloosahatchee River to Anclote River, Florida, a marked dredged channel, 100 feet wide by 9 feet deep, runs north from about Mile 149 of Okeechobee Waterway near Punta Rassa, Florida. See Section III of this bulletin.

#### Tides, Velocities, and Datum Plane.

a. Mean tidal range at Sewall Point is 2.5 feet and a mean diurnal range of 2.4 feet at Punta Rassa.

b. (1) In the St. Lucie River between the Intracoastal Waterway and the lower end of St. Lucie Lock, the plane of mean low water at Sewall Point is used, which is 0.01 foot below mean sea level as established by the NOAA. (Point Sewall is near St. Lucie Inlet.)

(2) From downstream face of the St. Lucie Lock, across the St. Lucie Canal, the Lake Okeechobee, and across Caloosahatchee Canal to the downstream face of Ortona Lock, the reference plane is m.s.l.

(3) From the downstream face of Ortona Lock to the Gulf of Mexico, the Punta Rassa m.l.w. reference plane is used. This datum plane is 0.88 feet below m.s.l.

Aids to Navigation. The waterway is marked throughout with day beacons consisting of single-pile finger pointers, multiple-pile clusters, and steel structures. Markers not having lights are equipped with red and green reflectors for navigation at night. Lights have been established at critical points across Lake Okeechobee and in the lower Caloosahatchee River below Fort Myers. Maintenance of these aids to navigation is under the direction of the Commander, 7th Coast Guard Dist, 909 Brickell Bldg., SE 1st Ave., Miami, Florida 33131. Mariners should consult the current "Local Notice to Mariners" issued by the 7th Coast Guard District for changes in aids to navigation. Mileage and direction signs have been erected throughout the waterway.

Anchorage and Wharves. Dockage facilities open to the public are available at the following points along the waterway: Salerno (about 1.2 miles south on Manatee Pocket, a natural channel with 6-foot depth), Rio, Stuart, St. Lucie Lock, Indiantown, Port Mayaca, Canal Point, Pahokee, Belle Glade, Clewiston, Moore Haven, Ortona, LaBelle, Olga, and Fort Myers.

Anchorage areas are available at intervals throughout the waterway. There is a Government yacht basin with four slips available for overnight tieup of medium-size boats at the Moore Haven Lock. Similar facilities are available in a Government Yacht Basin below Ortona Lock.

Government-owned tieup dolphins. The Government-owned tieup dolphins are located on this waterway immediately above and below all five (5) navigation locks and immediately west of Industrial Canal entrance at Clewiston.

Exposure. The waterway from the Intracoastal Waterway to Lake Okeechobee is well protected. The route across Lake Okeechobee is exposed and subject to sudden rough weather at frequent intervals. The route via the south shore navigation channel is exposed to Bacom Point, but from there to Moore Haven it is well protected with the exception of short reaches where open water must be navigated. The waterway from Moore Haven to Fort Myers utilizes the improved Caloosahatchee River from this point to the Seaboard Coast Line Railroad Bridge at Beautiful Island and is well protected, but there is open water on to Fort Myers. From Fort Myers, the route is open and exposed to the Gulf of Mexico.

Communications. Mail, telephone, and telegraph facilities are available at the following points along the waterway: Stuart, Palm City, St. Lucie Lock, Port Mayaca, Canal Point, Pahokee, Lake Harbor, Clewiston, Olga, and Fort Myers.

Marine radio telephone service is available at Jacksonville, Miami, West Palm Beach, and Tampa, Florida. All five (5) locks monitor Channel 16 on Ship-to-Shore radio.

Channel Information. Detailed channel information may be obtained from the Area Engineer, Clewiston, Florida, telephone (863) 983-8101 or the District Engineer, Jacksonville, Florida, telephone (904) 232-2539.

Publications. The entire route is outlined on the project map. The route is also shown on Coast Chart Nos. 11428 and 11427. Chart No. 11427 indicates the Caloosahatchee River below Fort Myers including San Carlos Bay and Pine Island Sound to Charlotte Harbor. These charts may be obtained from any of the authorized nautical chart agents listed in Section I of this bulletin.

## CONTROLLING CHANNEL DEPTHS

Controlling depths of the channel given in the following table are based on minimum water elevations referred to Mean Sea Level as follows:

|  | <u>ELEVATION</u> |
|--|------------------|
| Intracoastal Waterway to St. Lucie Lock                          | - 0.1            |
| St. Lucie Lock to Port Mayaca Lock                               | 12.56            |
| Port Mayaca Lock to Moore Haven Lock (Lake Okeechobee elevation) | 12.56            |
| Moore Haven Lock to Ortona Lock                                  | 10.06            |
| Ortona Lock to W.P. Franklin Lock                                | - 0.88           |
| W.P. Franklin Lock to Gulf of Mexico                             | - 0.88           |

Depths of water available for navigation are shown on gauges displayed at each of the four locks. This gauge reading does not take into account any shoaling which may have occurred within the project channel limits.

Controlling depth across Lake Okeechobee is based on the 12.56 feet mean sea level datum plane. The lake level varies during various times of the year, thereby changing the depth of water available for navigation. Current lake level data may be obtained from the South Florida Area Engineer (863) 983-8101.

Controlling depth in the canal between St. Lucie Lock and Port Mayaca Lock is based on 12.56 feet, mean sea level. The canal level varies depending on daily discharge. Current canal level may be obtained from the South Florida Area Engineer (863) 983-8101.

These depths are based on a lake datum stage of 12.56 feet, mean sea level. The lake stage varies weekly. To obtain the depth of water available for navigation, the difference in the lake level above or below 12.56 feet must be added to or subtracted from the 12.56 datum plane and applied to the depths shown as controlling.

Example: Controlling depth reported as 6.2 feet (when lake level is 12.56 feet).

Depth available for navigation if lake level is 15.00 feet will be (15.00' - 12.56') + 6.2' controlling = 8.6 feet.

Depth available for navigation if lake level is 11.50 feet will be (11.50' - 12.56') + 6.2' controlling = 5.1 feet.

REPORT OF CHANNEL CONDITIONS  
100 TO 400 FEET WIDE  
(ER 1130-2-316)

Page 1 of 1

September 1999

TO:  
South Florida Water Management District, P.O. Box 24680  
West Palm Beach, FL

FROM:  
USACE, District Engineer  
Attn: CESAJ-CO-OM Jacksonville, Florida

RIVER/HARBOR NAME AND STATE  
St. Lucie River, Martin Co., FL

MINIMUM DEPTHS IN EACH 1/4 WIDTH OF  
CHANNEL ENTERING FROM SEAWARD

| NAME OF CHANNEL  | Date of Survey | AUTHORIZED PROJECT |                |              | Left Outside Quarter (feet) | Middle Half (feet) | Right Outside Quarter (feet) |
|--|----------------|--------------------|----------------|--------------|-----------------------------|--------------------|------------------------------|
|  |                | Width (feet)       | Length (miles) | Depth (feet) |                             |                    |                              |
| Okeechobee Waterway Cut-1 thru Cut-3, from the intersection of the Intracoastal Waterway to red Daybeacon-10 | Jul-1998       | 80                 | 1              | 8            | 3.6 (1)                     | 3.0 (1)            | 2.1 (2)                      |
| Cut-3 thru Cut-8, from red Daybeacon-10 to green Light-21  | Jul-1998       | 80                 | 3.5            | 8            | 8.0                         | 8.6                | 9.0                          |
| Cut-9, from green Light-21 to red Light-22   | Jul-1998       | 80                 | 1.7            | 8            | 7.5 (3)                     | 7.5 (3)            | 7.8 (3)                      |
| Cut-10, from red Light-22 to green Light-23  | Jul-1998       | 80                 | 0.9            | 8            | 8.0                         | 7.4 (4)            | 7.3 (4)                      |
| Cut-11 thru Cut-16A, from green Light-23 to green Daybeacon-25A  | Jul-1998       | 80                 | 1.6            | 8            | 7.3 (5)                     | 8.4                | 8.5                          |
| Cut-16B thru Cut-20, from green Daybeacon-25A to 900 feet easterly of red Daybeacon-34                       | Jul-1998       | 80                 | 2              | 8            | 5.3 (6)                     | 6.0 (6)            | 4.9 (6)                      |
| From the south end of Cut-20 to green Daybeacon-39A  | Jul-1998       | 80                 | 2.6            | 8            | 6.8 (7)                     | 7.3 (7)            | 2.6 (7)                      |
| From green Daybeacon-39A to the St. Lucie Lock   | Jul-1999       | 80                 | 2              | 8            | 6.7 (8)                     | 7.6 (8)            | 6.8 (8)                      |

Remarks:

1. Shoaling across entire channel from 300 feet east of red buoy-2 extending 200 feet west. Shoaling continues across channel at green Buoy-3A extending approximately 200 feet westerly. Note: The USCG has marked more navigable water north of the Federal channel between buoy's 3-A and 4. Continued shoaling throughout northern half of channel from green daybeacon-5, then extending across entire channel to red daybeacon-6.
2. Shoaling continues throughout northern half of channel from red daybeacon-6 extending 200 feet south of red daybeacon-10. Note: More navigable water has been marked to the south in this area.
3. Slight shoaling throughout channel from 2,500 feet west of green light-21 extending approximately 3,000 feet westerly.
4. Shoaling throughout northern half of channel starting from 1,000 feet west of red light-22 then extending to southern side of channel at red daybeacon-22A. Shoaling then continues from red daybeacon-22A throughout channel and ends approximately 1,700 feet to the west of daybeacon-22A.
5. Spot shoal along southern edge of channel at green light-23.
6. Shoaling throughout reach from approximately 1,000 feet north of green light-27 to 300 feet north of green light-33. Least depths occur between green daybeacon-29 and the Palm City Bridge.
7. Shoaling throughout western side of channel from approximately 1,800 feet northerly of green daybeacon-35 to 400 feet northerly of daybeacon-35. Continued shoaling throughout channel from green daybeacon-37 to 300 feet southerly of green daybeacon-39. Least depths occur just north of green daybeacon-39 on west side of channel.
8. Shoaling on west side of channel from 100 feet south of red daybeacon-40A extending approximately 500 feet south. Shoaling along southern side of channel from green daybeacon-47 to green daybeacon-49.

REPORT OF CHANNEL CONDITIONS  
100 TO 400 FEET WIDE  
(ER 1130-2-316)

Page 1 of 1

March 2001

TO:  
South Florida Water Management District, P.O. Box 24680  
West Palm Beach, FL

FROM:  
USACE, District Engineer  
Attn: CESAJ-CO-OM Jacksonville, Florida

RIVER/HARBOR NAME AND STATE  
Lake Okeechobee, Cross Lake Channel, Route-1, FL

MINIMUM DEPTHS IN EACH 1/4 WIDTH OF  
CHANNEL ENTERING FROM SEAWARD

| NAME OF CHANNEL  | Date of Survey | AUTHORIZED PROJECT |                |              | Left Outside Quarter (feet) | Middle Half (feet) | Right Outside Quarter (feet) |
|--|----------------|--------------------|----------------|--------------|-----------------------------|--------------------|------------------------------|
|  |                | Width (feet)       | Length (miles) | Depth (feet) |                             |                    |                              |
| Cross Lake Channel, Route-1<br>(Clewiston side) :<br>from green Daybeacon-1 to red Daybeacon-2 | Feb-2001       | 100                | 0.9            | 8            | 7.8                         | 7.9                | 7.8                          |
| from red Daybeacon-2 to red Light-8  | Feb-2001       | 100                | 1.9            | 8            | 8.0                         | 8.7                | 7.9                          |
| from red Light-8 to red Light-12   | Feb-2001       | 100                | 1.7            | 8            | 7.8                         | 8.3                | 8.0                          |
| from Light-12 to Clewiston Lock (S-310)  | Feb-2001       | 100                | 1              | 8            | 8.0                         | 8.7                | 6.9 (1)                      |

Remarks:

Note: Depths shown are based on Lake Okeechobee Datum, which is 12.56 feet above NGVD 1929. Current lake levels are now lower due to drought conditions (10.16 feet on 3/19/01). Actual current depths are obtained by subtracting the current lake level reading from 12.56 and then subtracting that from the depths shown above. Current lake level readings can be obtained on the Internet at <http://www.saj.usace.army.mil/h2o/reports/r-oke.txt>.

1. Shallow water along north side of channel, 75 feet lakeward of red can buoy-20.

REPORT OF CHANNEL CONDITIONS  
 100 TO 400 FEET WIDE  
 (ER 1130-2-316)

Page 1 of 1

March 2001

TO:  
 South Florida Water Management District, P.O. Box 24680  
 West Palm Beach, FL

FROM:  
 USACE, District Engineer  
 Attn: CESAJ-CO-OM Jacksonville, Florida

RIVER/HARBOR NAME AND STATE  
 Okeechobee Waterway, Calosahatchee River, FL

MINIMUM DEPTHS IN EACH 1/4 WIDTH OF  
 CHANNEL ENTERING FROM SEAWARD

| NAME OF CHANNEL | Date of Survey | AUTHORIZED PROJECT |                |              | Left Outside Quarter (feet) | Middle Half (feet) | Right Outside Quarter (feet) |
|-----------------|----------------|--------------------|----------------|--------------|-----------------------------|--------------------|------------------------------|
|                 |                | Width (feet)       | Length (miles) | Depth (feet) |                             |                    |                              |

|  |          |     |     |   |      |     |     |
|--|----------|-----|-----|---|------|-----|-----|
| Caloosahatchee River:<br>from the west gate of Ortona Lock to<br>the Seaboard Coastline Railroad<br>bridge | Oct-2000 | 100 | 0.4 | 8 | 10.3 | 9.0 | 9.4 |
|--|----------|-----|-----|---|------|-----|-----|

Remarks:

Note: Depths shown are relative to a Franklin-Ortona pool stage of 3.0 feet above NGVD 1929.

REPORT OF CHANNEL CONDITIONS  
100 TO 400 FEET WIDE  
(ER 1130-2-316)

Page 1 of 1

February 2001

TO:  
South Florida Water Management District, P.O. Box 24680  
West Palm Beach, FL

FROM  
USACE, District Engineer  
Attn: CESAJ-CO-OM Jacksonville, Florida

RIVER/HARBOR NAME AND STATE  
Okeechobee Waterway, Routes 1 & 2, FL

MINIMUM DEPTHS IN EACH 1/4 WIDTH OF  
CHANNEL ENTERING FROM SEAWARD

| NAME OF CHANNEL  | Date of Survey | AUTHORIZED PROJECT |                |              | Left Outside Quarter (feet) | Middle Half (feet) | Right Outside Quarter (feet) |
|--|----------------|--------------------|----------------|--------------|-----------------------------|--------------------|------------------------------|
|  |                | Width (feet)       | Length (miles) | Depth (feet) |                             |                    |                              |
| Cross Lake Channel, Route-1:<br>from the west gate of Port Mayaca<br>Lock west to green Light-1  | Feb-2001       | 100                | 0.25           | 8            | 5.8 (1)                     | 6.5 (1)            | 6.8 (1)                      |
| Route-1, from green Light-1 to green<br>Light-5  | Feb-2001       | 100                | 0.3            | 8            | 7.6                         | 8.7                | 8.6                          |
| Rim Canal, Route-2:<br>from the intersection of Route-1 at<br>green Light-1 south to red Light-2 | Feb-2001       | 80                 | 0.3            | 6            | 5.6                         | 5.9                | 6.0                          |
| Route-2, from red Light-2 to red<br>Light-4  | Feb-2001       | 80                 | 0.3            | 6            | 4.0 (2)                     | 3.9 (2)            | 4.4 (2)                      |

Remarks:

\* Depths shown are based on Lake Okeechobee Datum, which is 12.56 feet above NGVD 1929.

Current lake levels are now lower due to drought conditions (10.71 feet on 2/21/01). Actual current depths are obtained by subtracting the current lake level reading from 12.56 and then subtracting that from the depths shown above. Current lake level readings can be obtained on the Internet at <http://www.saj.usace.army.mil/h2o/reports/r-oke.txt>.

1. Shoaling across entire channel, just outside fender system of lock
2. Extreme shoaling across entire channel beginning 400 feet north of and extending to red Light-4.

REPORT OF CHANNEL CONDITIONS  
100 TO 400 FEET WIDE  
(ER 1130-2-316)

August 2001

TO:  
South Florida Water Management District, P.O. Box 24680  
West Palm Beach, FL

FROM  
USACE, District Engineer  
Attn: CESAJ-CO-OM Jacksonville, Florida

RIVER/HARBOR NAME AND STATE  
Okeechobee Waterway, St. Lucie Canal, FL

MINIMUM DEPTHS IN EACH 1/4 WIDTH OF  
CHANNEL ENTERING FROM SEAWARD

| NAME OF CHANNEL   | Date of Survey | AUTHORIZED PROJECT |                |              | Left Outside Quarter (feet) | Middle Half (feet) | Right Outside Quarter (feet) |
|---|----------------|--------------------|----------------|--------------|-----------------------------|--------------------|------------------------------|
|   |                | Width (feet)       | Length (miles) | Depth (feet) |                             |                    |                              |
| OWW: From Port Mayaca Lock to the US HWY 98 Bridge.         | Jul-2001       | 100                | 0.2            | 8            | 7.8                         | 10.2               | 7.4 (1)                      |
| From the US HWY 98 Bridge to the Warfield HWY/SR 710 Bridge | Jul-2001       | 100                | 10.6           | 8            | 7.8                         | 9.4                | 8.5                          |
| From the Warfield HWY/SR 710 Bridge to SW 96th Street.      | Jul-2001       | 100                | 11.1           | 8            | 10.3                        | 10.4               | 9.7                          |
| From SW 96th Street to the St. Lucie Lock                   | Jul-2001       | 100                | 1.9            | 8            | 10.2                        | 11.8               | 11.9                         |

Remarks:

1. Minor spot shoaling located along the southern edge of channel, just west of the US HWY 98 Bridge.

AERIAL CABLE CLEARANCES

| <u>LOCATION</u>                                | <u>VERTICAL<br/>CLEARANCE</u> | <u>STATUTE<br/>MILES(2)</u> |
|--|-------------------------------|-----------------------------|
| <u>St. Lucie River and Canal</u>               |                               |                             |
| At Roosevelt Highway Bridge, Stuart, Fla.      | 75                            | 7.5                         |
| At Palm City Bridge                            | 55                            | 9.5                         |
| 660 ft. northward from Palm City Farms Bridge  | 56(3)                         | 17.1                        |
| 8 mi. NE SR 710 (Indiantown Rd)                | 82(3)                         | 20.2                        |
| 4.36 mi. NE State Road 710 (Indiantown Rd)     | 76(3)                         | 23.7                        |
| 4.35 mi. NE State Road No 710 (Indiantown Rd)  | 58(3)                         | 23.7                        |
| 3 mi. NE State Road 710 (Indiantown Rd)        | 63(3)                         | 25.1                        |
| 2.75 mi. NE State Road 710 (Indiantown Rd)     | 82(3)                         | 25.4                        |
| 2.74 mi. NE State Road No 710 (Indiantown Rd)  | 64(3)                         | 25.4                        |
| 1.20 mi. NE State Road 710 (Indiantown Rd)     | 76(3)                         | 26.9                        |
| 45 ft. W of SCL Ry. Bridge, Indiantown, Fla.   | 59(3)                         | 28.5                        |
| 0.7 mi. W of SCL Ry. Bridge, Indiantown, Fla.  | 75(3)                         | 28.9                        |
| 4.4 mi. E of FEC RR Bridge, Port Mayaca, Fla.  | 80(3)                         | 33.6                        |
| 3.5 mi. E of FEC RR Bridge, Port Mayaca, Fla.  | 56(3)                         | 34.5                        |
| 2.6 mi. E of FEC RR Bridge, Port Mayaca, Fla.  | 79(3)                         | 35.4                        |
| 1.7 mi. E of FEC RR Bridge, Port Mayaca, Fla.  | 72(3)                         | 36.3                        |
| 1.3 mi. E of FEC RR Bridge, Port Mayaca, Fla.  | 77(3)                         | 36.7                        |
| 0.2 mi. E of FEC RR Bridge, Port Mayaca, Fla.  | 85(3)                         | 37.8                        |
| 0.2 mi. E of FEC RR Bridge, Port Mayaca, Fla.  | 87(3)                         | 37.0                        |
| At Torry Island Bridge (Lake Okeechobee)       | 75                            | 60.7                        |
| <u>Caloosahatchee River and Canal</u>          |                               |                             |
| 450 ft. S of SCL Ry. Bridge, Moore Haven, Fla. | 75                            | 78.4                        |
| Aerial Cable                                   | 75                            | 90.0                        |
| Ortona   | 76                            | 93.7                        |
| LaBelle  | 60                            | 103.0                       |
| Denaud   | 79                            | 108.2                       |
| Alva   | 77                            | 116.0                       |
| 6 mi. E of Ft. Myers, Fla.                     | 85                            | 128.0                       |
| 6 mi. E of Ft. Myers, Fla.                     | 80                            | 128.0                       |
| <u>Taylor Creek Side Channel</u>               |                               |                             |
| North Side of Highway Bridge (U.S. 441)        | 50                            | -                           |
| South Side of Highway Bridge (U.S. 441)        | 40                            | -                           |
| <u>Kissimmee River</u>                         |                               |                             |
| North of Fixed Bridge                          | 71                            | -                           |

(1) Proposed aerial cable.

(2) COE and NOAA mileages are identical.

(3) Clearance based on canal stage of 14.5 feet between St. Lucie Lock and Port Mayaca Lock.

OKEECHOBEE WATERWAY - STUART TO FORT MYERS, FLORIDA

BRIDGE CLEARANCES

| Location                               | Owner   | Type       | Clearance                          |                        | Stat-<br>ute<br>Miles(6) | Straight<br>Approach |             |
|--|---------|------------|------------------------------------|------------------------|--------------------------|----------------------|-------------|
|  |         |            | Vertical<br>Above MHW<br>Ctr. Line | Hori-<br>zontal        |                          | Channel<br>East      | Ft.<br>West |
| <u>St. Lucie River and Canal</u>       |         |            |                                    |                        |                          |                      |             |
| AIA                                    | DOT     | B          | 21                                 | 89                     | 3.4                      | 5,000                | 5,000       |
| Stuart                                 | FEC     | B(5)       | 7                                  | 50                     | 7.4                      | 1,350                | 450         |
| Roosevelt Br (US1)                     | DOT     | TB(5)      | 14.3                               | 58.6                   | 7.4                      | 1,500                | 300         |
| Palm City                              | DOT     | F          | 55                                 | 92.5                   | 9.5                      | 1,600                | 1,600       |
| <u>Sunshine State</u>                  |         |            |                                    |                        |                          |                      |             |
| Pkwy                                   | FTA     | F          | 55                                 | 92                     | 14.5                     | 1,500                | 1,800       |
| Palm City Farms                        | DOT     | F          | 55                                 | 90                     | 17.0                     |                      |             |
| Indiantown                             | DOT     | F(3)       | 56                                 | 90                     | 28.1                     | 1,500                | 4,500       |
| Indiantown                             | SCL     | S(2)(3)(5) | 6                                  | L51-47R                | 28.2                     | 3,000                | 4,000       |
| Port Mayaca                            | FEC     | L(3)(5)    | 6                                  | Closed 56<br>49 Raised | 38.0                     | 1,300                | 4,000       |
| Port Mayaca                            | DOT     | F          | 55                                 | 90                     | 38.8                     |                      |             |
| <u>Lake Okeechobee</u>                 |         |            |                                    |                        |                          |                      |             |
| Torry Island                           | DOT     | S(4)(5)(8) | 11                                 | 50R                    | 60.7                     | 800                  | 450         |
| <u>Caloosahatchee River and Canal</u>  |         |            |                                    |                        |                          |                      |             |
| Moore Haven                            | SCL     | S(2)       | 5                                  | L50                    | 78.3                     | 1,500                | 500         |
| Moore Haven                            | DOT     | B (5)      | 23                                 | 90                     | 78.4                     | 2,000                | 100         |
| Ortona                                 | SCL     | S(2)       | 7                                  | L54                    | 94.0                     | 2,000                | 1,300       |
| LaBelle                                | DOT     | B(5)       | 28                                 | 90                     | 103.0                    | 3,000                | 2,000       |
| Denaud                                 | DOT     | S(5)       | 9                                  | 80                     | 108.2                    | 1,000                | 1,000       |
| Alva                                   | DOT     | B(5)       | 21                                 | 90                     | 116.0                    | 2,000                | 1,300       |
| Wilson Pigott                          | DOT     | B (5)      | 27                                 | 89                     | 126.3                    | 400                  | 2,000       |
| I-75                                   | DOT     | TF         | 55                                 | 107                    | 128.9                    |                      |             |
| Beautiful Island                       | SCL     | SW         | 5                                  | R50<br>L49             | 129.9                    | 6,000                | 500         |
| <u>Ft. Myers, Edison</u>               |         |            |                                    |                        |                          |                      |             |
| Memorial (US 17)                       | DOT     | B(5)(7)    | 10                                 | 78                     | 134.5                    | 500                  | 6,000       |
| Ft. Myers                              | DOT     | F          | 55                                 | 105                    | 135.0                    | 2,000                | 5,000       |
| Cape Coral                             | Lee Co. | F          | 55.3                               | 110                    | 142.0                    | 1,000                | 1,000       |
| Punta Rassa                            | Lee Co. | B          | 26                                 | 90                     | 151.0                    | 1,000                | 1,000       |
| <u>Taylor Creek Side Channel</u>       |         |            |                                    |                        |                          |                      |             |
| (US 441) about 1/4 mile<br>above mouth |         | B          | 9                                  | 40                     | --                       | --                   | --          |

Type: B - Bascule, TB - Twin Bascule, S - Swing, F- Fixed, TF - Twin Fixed, L- Lift.  
The letters L and R on either side of horizontal clearance indicate passing sides  
left or right proceeding from the Atlantic to the Gulf.

Owner: DOT - State of Florida, Department of Transportation  
STA - State Turnpike Authority  
FEC - Florida East Coast Line Railroad Company  
SCL - Seaboard Coast Line Railroad Company

- (1) Proposed bridge, clearances are those shown on bridge plans.
- (2) Manually operated bridge.
- (3) Overhead clearance is based on 14.5 feet St. Lucie Canal stage from  
St. Lucie Lock to Port Mayaca Lock.
- (4) This is the only bridge crossing the south shore navigation channel. It  
connects the mainland at Chosen with Torry and Kraemer Islands.
- (5) See Special Bridge Regulations at front of Bulletin.
- (6) COE and NOAA mileages are identical.
- (7) Bridge under construction/repair.
- (8) Based on a lake stage of 12.56 feet at Lake Okeechobee.

#### NATURAL HAZARDS AT BRIDGE

There are no known natural hazards on bridges crossing this waterway.

#### BRIDGES UNDER CONSTRUCTION/REPAIR

No information concerning this section was available at the time of publication. Please  
refer further inquiries to the Commander (OAN), U.S. Coast Guard, Seventh District,  
Miami, Florida, telephone (305) 536-4108.

LOCK INFORMATION

Lockage service is provided at all five locks on the Okeechobee Waterway from 6:00 a.m. to 9:30 p.m. daily. Due to drought conditions in South Florida at the publication date of this booklet, lock operating hours is subject to change. Refer to <http://www.saj.usace.army.mil/conops/structures/navbulln.htm> for latest hours of operation. All navigation interests are urged to schedule their operations so as to arrive at the locks during the scheduled hours of operations as operating personnel are not on duty during other hours. For locking information on and around Lake Okeechobee, see pages at end of this section.

Public address systems are installed at all locks as an aid to navigation and a safety feature. Craft approaching any of the locks should approach for passage only upon receiving instructions from the locktender through loudspeaker system, or by standard light signal.

CAUTION SHOULD BE USED BY ALL VESSELS  
APPROACHING THE LOCKS DURING PERIODS  
OF DISCHARGE OF WATER FROM LAKE OKEECHOBEE

| Lock                                | Controlling | Dimensions | Depth over sill |          | Statute |
|-------------------------------------|-------------|------------|-----------------|----------|---------|
|                                     | Width       |            | Length          | Lower    |         |
| St. Lucie Lock                      | 50          | 250        | 12.0            | 13.0 (1) | 15.1    |
| Port Mayaca Lock                    | 56          | 400        | 16.0            | 16.0 (2) | 39.0    |
| S-310 Clewiston<br>Industrial Canal | 50          | 60         | 10.0 (3)        | (2)      | 65.0    |
| Moore Haven Lock                    | 50          | 250        | 11.0            | 10.0 (2) | 78.0    |
| Ortona Lock                         | 50          | 250        | 11.0            | 12.0     | 93.5    |
| W.P. Franklin Lock                  | 56          | 400        | 14.0            | 14.0     | 121.4   |

- (1) This depth is reduced to 8 feet when water is being discharged from Lake Okeechobee.
- (2) Based on lake level of 12.56 feet above NGVD 1929.
- (3) Modified Hurricane Gate Structure - Not on navigation chart.

The five (5) COE-operated locks along the waterway may be contacted by telephone as follows:

St. Lucie Lock, (561) 287-2665, Stuart, Florida.

Port Mayaca Lock, (561) 924-2858, Indiantown, Florida.

Moore Haven Lock, (863) 946-0414, Moore Haven, Florida.

Ortona Lock, (863) 675-0616, LaBelle, Florida.

W.P. Franklin Lock, (863) 694-5451, Fort Myers, Florida.

South Florida Operations Office, (863) 983-8101, Clewiston, Florida.

The POC for the seven (7) locks operated by South Florida Water Management District is Mr. Fred Remen and he may be contacted by telephone as shown below:

Regional Director, (561) 753-2400 ext. 4784, Brooksville, FL

HURRICANE GATES (LAKE OKEECHOBEE LEVEES)

| Location                                      |          | Width | Depth over Sills |
|---|----------|-------|------------------|
| West Palm Beach Drainage Canal                | HGS No 5 | 50.0  | 10.0             |
| Hillsboro & North New River<br>Drainage Canal | HGS No 4 | 50.0  | 10.0             |
| Miami Drainage Canal                          | HGS No 3 | 50.0  | 10.0             |
| Town of Okeechobee, Taylor Creek<br>(S-193)   | HGS No 6 | 50.0  | 7.0              |

Pumping stations are operated in connection with the hurricane gate structures at HGS No. 3, HGS No. 4, and HGS NO. 5; therefore, the gates are kept closed and cannot be opened for the purpose of navigation during such periods. When hurricane gate structures are closed, any navigation requiring passage for access to the canals behind the levee should notify the Corps of Engineer Area Office at Clewiston, Florida, telephone (813) 983-8101. Arrangements will be made for necessary handling of navigation when feasible.

Lake Okeechobee, Navigation Lock (S-310) on Industrial Canal at Clewiston, Florida; use, administration, and navigation.

(a) The owner or agency controlling the lock shall be required to open the lock for passage of vessels during the following hours and periods:

October 1 through April 30 - 5:30 a.m. to 8:00 p.m.  
May 1 through September 30 - 5:30 a.m. to 9:00 p.m.

(b) The owner of the lock shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of this lock indicating the nature of the regulations of this section. The hours of operation are based on local time.

Taylor Creek, Navigation Lock (S-193) across the entrance to Taylor Creek at Lake Okeechobee, Okeechobee, Florida; use, administration, and navigation.

(a) The owner or agency controlling the lock shall be required to open the lock upon demand for passage of vessels during the following hours and periods:

October 1 through April 30 - 5:30 a.m. to 8:00 p.m.  
May 1 through September 30 - 5:30 a.m. to 9:00 p.m.

(b) The owner of the lock shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of this lock indicating the nature of the regulations of this section. The hours of operation are based on local time.

Okeechobee Waterway, Navigation Lock on Caloosahatchee River at Olga, Florida; use, administration, and navigation.

(a) The lock shall be operated from 6:00 a.m. to 9:30 p.m. daily. During these hours the lock shall be opened upon demand for the passage of vessels.

(b) The District Engineer, U.S. Army Engineer District, Jacksonville, Florida, shall place signs at each side of the lock indicating the nature of the regulations of this section.

Okeechobee Waterway, Navigation Lock on Caloosahatchee River at Ortona, Florida; use, administration, and navigation.

(a) The lock shall be operated from 6:00 a.m. to 9:30 p.m. daily. During these hours the lock shall be opened upon demand for the passage of vessels.

(b) The District Engineer, U.S. Army Engineer District, Jacksonville, Florida, shall place signs at each side of the lock indicating the nature of the regulations of this section.

Okeechobee Waterway, Navigation Lock on Caloosahatchee River at Moore Haven, Florida; use, administration, and navigation.

(a) The lock shall be operated from 6:00 a.m. to 9:30 p.m. daily. During these hours the lock shall be opened upon demand for the passage of vessels.

(b) The District Engineer, U.S. Army Engineer District, Jacksonville, Florida, shall place signs at each side of the lock indicating the nature of the regulations of this section.

Okeechobee Waterway, Navigation Lock (S-308B) on the East Side of Lake Okeechobee at Port Mayaca, Florida; use, administration, and navigation.

(a) The lock shall be operated from 6:00 a.m. to 9:30 p.m. daily. During these hours the lock shall be opened upon demand for the passage of vessels.

(b) The District Engineer, U.S. Army Engineer District, Jacksonville, Florida, shall place signs at each side of the lock indicating the nature of the regulations of this section.

Okeechobee Waterway, Navigation Lock on St. Lucie Canal at Penny Farms, Florida; use, administration, and navigation.

(a) The lock shall be operated from 6:00 a.m. to 9:30 p.m. daily. During these hours the lock shall be opened upon demand for the passage of vessels.

(b) The District Engineer, U.S. Army Engineer District, Jacksonville, Florida, shall place signs at each side of the lock indicating the nature of the regulations of this section.

Lake Okeechobee, Navigation Lock (S-131) on Fisheating Creek at Lakeport, Florida; use, administration, and navigation.

(a) The owner or agency controlling the lock shall be required to open the lock for passage of vessels during the following hours and periods:

October 1 through April 30 - 5:30 a.m. to 8:00 p.m.  
May 1 through September 30 - 5:30 a.m. to 9:00 p.m.

(b) The owner of the lock shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of this lock indicating the nature of the regulations of this section. The hours of operation are based on local time.

Lake Okeechobee, Navigation Lock (S-127) on canal at Buckhead Ridge, Florida; use, administration, and navigation.

(a) The owner or agency controlling the lock shall be required to open the lock for passage of vessels during the following hours and periods:

October 1 through April 30 - 5:30 a.m. to 8:00 p.m.  
May 1 through September 30 - 5:30 a.m. to 9:00 p.m.

(b) The owner of the lock shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of this lock indicating the nature of the regulations of this section. The hours of operation are based on local time.

Lake Okeechobee, Navigation Lock (G-36) on Hendry Creek, Florida; use, administration, and navigation.

(a) The owner or agency controlling the lock shall be required to open the lock for passage of vessels during the following hours and periods:

October 1 through April 30 - 5:30 a.m. to 8:00 p.m.  
May 1 through September 30 - 5:30 a.m. to 9:00 p.m.

(b) The owner of the lock shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of this lock indicating the nature of the regulations of this section. The hours of operation are based on local time.

Lake Okeechobee, Navigation Lock (S-135) on northeast shore of lake at J&S Park, Florida; use, administration, and navigation.

(a) The owner or agency controlling the lock shall be required to open the lock for passage of vessels during the following hours and periods:

October 1 through April 30 - 5:30 a.m. to 8:00 p.m.

May 1 through September 30 - 5:30 a.m. to 9:00 p.m.

(b) The owner of the lock shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of this lock indicating the nature of the regulations of this section. The hours of operation are based on local time.

Kissimmee River. The Federal flood control project for Central and Southern Florida provides "floodway channels to the Kissimmee River Basin with suitable control structures to prevent overdrainage". These channels have been constructed and seven navigation locks with 30-foot by 90-foot chambers have been completed in the Kissimmee River between Lake Okeechobee and Lake Tohopekliga (Kissimmee, Florida). The seven locks are designated in order from the lake northerly as S-65E, S-65D, S-65C, S-65B, S-65A, S-65, and S-61. Following are special regulations governing the operation of these locks.

207.170c Kissimmee River, Navigation Locks between Lake Tohopekliga and Lake Okeechobee, Florida; use, administration, and navigation.

(a) The owner of or agency controlling the locks shall be required to open the navigation locks upon demand for passage of vessels during the following hours and periods:

Locks S-61, S-65, and S-65E

|                |                   |                        |
|----------------|-------------------|------------------------|
| Mon. thru Fri. | All year          | 7:00 a.m. to 6:00 p.m. |
| Sat. and Sun.  | 1 Mar thru 31 Oct | 5:30 a.m. to 7:30 p.m. |
| Sat. and Sun.  | 1 Nov thru 28 Feb | 5:30 a.m. to 6:30 p.m. |

Locks S-65A, S-65C, and S-65D

|                |                   |                        |
|----------------|-------------------|------------------------|
| Mon. thru Fri. | All year          | 8:00 a.m. to 5:00 p.m. |
| Sat. and Sun.  | 1 Mar thru 31 Oct | 5:30 a.m. to 7:30 p.m. |
| Sat. and Sun.  | 1 Nov thru 28 Feb | 5:30 a.m. to 6:30 p.m. |

(b) The owner of or agency controlling the locks shall place signs, of such size and description as may be designated by the District Engineer, U.S. Army Engineer District, Jacksonville, Florida, at each side of this lock indicating the nature of the regulations of this section.