

## IX. BRIDGES

**A. CURRENT REGULATION:** Three fixed bridges (Vincent Thomas, Gerald Desmond and Commodore Schuyler Heim) and one drawbridge (Henry Ford Ave (Badger) Railroad Bridge) span the navigable channels of the ports. The latter, crossing Cerritos Channel, is the only drawbridge within the Plan's geographical area. The narrow channel width combined with restrictions on passing under the fixed Commodore Schuyler Heim bridge limit traffic through Cerritos Channel to pleasure vessels, tugs without tows and tugs with tows alongside or pushing ahead. However, tugs with bunker barges frequently pass under the bridges. The navigable channel is 180 feet wide with a vertical clearance of 52 feet measured from Mean High Water (MHW) (Elev: 4.55', NAVD88) to low steel at the fixed Heim bridge.

CFR Title 33, Subpart A to Part 117 (33 CFR 117.1-117.49) regulate general operation of all drawbridges across navigable U.S. waters. The Code addresses general duties of the bridge tender, signals to request openings, radiotelephone installation, operations during repair or maintenance, closure for natural disasters, etc. 33 CFR 117.147 specifically regulates operation of the Henry Ford Ave (Badger) drawbridge. Page 3 of this chapter is a U.S. Coast Guard "Report of Delay at Drawbridge" form which may be forwarded to USCG D11(dpw) Bridge Administration if needed. To summarize:

*The railroad draw shall be kept fully opened except for train crossings and maintenance. Use Channel 13 or other assigned frequencies to contact the bridge tender.*

**B. BRIDGE LIGHTING AND CHART NOTES:** The Committee finds sufficient the systems to mark restricted horizontal bridge clearances and the information provided about restricted vertical overhead powerline clearance. Here is a summary of lighting and marking of the four bridges and associated information from chart notes and other nautical publications relating to both the bridges and powerline:

1. Vincent Thomas Bridge

- a. Bridge lighting (33 CFR 118): Two fixed green lights mark the center of the span. Four fixed red lights (two on each side) mark the margins of the channel.
- b. Chart Note: Horizontal clearance 1150', vertical clearance 165', with vertical clearance 185' for middle width of 500'. Two fixed green lights mark center of span. Four fixed red lights mark the margins of the channel.

2. Existing Gerald Desmond Bridge

- a. Bridge lighting (33 CFR 118): Two fixed green lights mark the center of the span. Four fixed red lights (two on each side) mark the channel limits.
- b. Chart Note: Horizontal clearance 300', vertical clearance of 155' measured from MHW (Elev: 4.33', NAVD88) to low steel at center of span.

- c. The existing replaced Gerald Desmond bridge span is anticipated to be removed from the channel in summer of 2022.
3. Replacement Gerald Desmond Bridge
- a. Bridge lighting (33 CFR 118): Two fixed green lights mark the center of the span. Four fixed red lights (two on each side) mark the channel limits.
  - b. (Future) Chart Note: Horizontal clearance 300', vertical clearance of 205' measured from MHW (Elev: 4.33', NAVD88) to low steel at center of span.
4. Schuyler Heim Highway SR-47 Bridge
- a. Bridge Lighting (33 CFR 118): One fixed red light on each end (four in all) mark the fender system. Two fixed red axis lights (one on each side) mark the available horizontal opening. Two fixed green lights (one on each side) mark the center of the navigation.
  - b. Chart Note: Horizontal clearance 180', vertical clearance of 52' measured from MHW (Elev: 4.33', NAVD88) to low steel in the navigation span.
5. Badger Railroad Lift Bridge
- a. Bridge Lighting (33 CFR 118): One fixed red light on each end (four in all) mark the fender system. Two fixed red/green lights (one on each side) mark the center of the vertical lift. The lights change from red to green when the lift is in the full open to navigation position.
  - b. Chart Note: Horizontal clearance 180 feet, vertical clearance 6 feet down and 165 feet up.

U.S. COAST GUARD  
REPORT OF DELAY AT DRAWBRIDGE  
PER 33 CFR 117.5

BRIDGE NAME \_\_\_\_\_ DATE \_\_\_\_\_  
MILE \_\_\_\_\_ WATERWAY \_\_\_\_\_

1. Name/ Type of Vessel \_\_\_\_\_ Direction of Travel \_\_\_\_\_  
2. Vessel Owner (Name) \_\_\_\_\_  
(Address) \_\_\_\_\_  
3. Name of Pilot (if applicable) \_\_\_\_\_  
(Address) \_\_\_\_\_  
4. Time vessel signaled for bridge opening \_\_\_\_\_  
5. Location of vessel when signal was given \_\_\_\_\_  
6. Time and location of vessel when delay began \_\_\_\_\_  
7. Method of signal for bridge opening ( ) Radio ( ) Sound ( ) Visual  
(If sound or visual signal was used, specify \_\_\_\_\_)  
8. Time bridge operator acknowledged signal \_\_\_\_\_  
9. Method of bridge operator acknowledgement ( ) Radio ( ) Sound ( ) Visual  
(If sound or visual signal was used, specify \_\_\_\_\_)  
10. Did bridge operator acknowledgement indicate the bridge  
( ) Could be opened immediately  
( ) Could not be opened immediately  
11. If land traffic crossed the bridge:  
Time land traffic started across the bridge \_\_\_\_\_  
Time land traffic stopped crossing the bridge \_\_\_\_\_  
Did land traffic stop on the bridge? \_\_\_\_\_  
Duration land traffic stopped on the bridge \_\_\_\_\_  
12. Time drawbridge opened for navigation \_\_\_\_\_  
14. Additional comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I certify the above information is true to the best of my knowledge and understand this statement may be used by the U.S. Coast Guard in levying fines against the bridge owner.

Signature \_\_\_\_\_  
Telephone \_\_\_\_\_

Mariners may complete and send via fax or mail to:  
USCG D11(dpw) Bridge Administration  
Building 50-2  
Coast Guard Island  
Alameda, CA 94501-5100  
Cellular: (510) 219-4366, Work Phone: (510) 437-3516  
Work Fax: (510) 437-5836

Mariners are reminded not to require bridge openings for appurtenances nonessential to navigation, per 33 CFR 117.11