



Chicago Harbor, IL

Project Features

- Located on Lake Michigan in the city of Chicago, Cook County, Illinois
- Authorization: The Rivers and Harbors Acts of 1870, 1880, 1912, 1919 and 1962.
- Authorized depths are 29 feet in the Lake Michigan harbor approach, 28 feet in the outer harbor, and 21 feet to Rush Street.
- The Federal channel within the harbor is 2.2 miles and it connects to the deep draft Chicago River channel extending 4.02 miles to the North Avenue Turning Basin.
- The harbor is a part of the Port of Chicago, and is the secondary link between the Great Lakes, the Inland Waterway System, and foreign ports. Five year average (2008-2012) tonnage is 19.6M tons of material shipped and received.
- 20,357 lineal feet of timber crib, laid-up stone, and concrete caisson breakwater structures.
- Chicago Lock completes over 11,500 lockages annually, passing over 40,000 vessels.
- The harbor hosts a USCG Station, Chicago Marine Police, and Illinois Conservation Police, Chicago Fire Dept.'s Fire Boat and City tug.
- Tour and Charter Boat Operations – 20 companies operate 55 boats, and host approximately 370,000 passengers annually.
- Privately-owned marinas moor 1,450 recreational boats within the harbor.

Project Requirements

- The 5,321 LF northeastern breakwater is the harbor's primary shield. It is in very poor condition, a 100' segment has failed, and the loss of further sections is expected. Further degradation to the worst segments occurred during the Oct. 2012 Hurricane Sandy storm; repairs will occur in FY15.
- Chicago Lock has a Dam Safety Action Classification System rating of II. Several repairs are Urgent, and that the project is considered Very High Risk. Stabilization of the failing North Pier Utility tunnel remains an unfunded requirement.



Consequences of Not Maintaining the Project

- The Jardine Water Purification Plant is located in the harbor and serves 5M consumers in 118 municipalities.
- The lock limits Lake Michigan water flow into the Illinois Waterway. It provides flood damage reduction to the downtown area from Chicago River, protecting \$1.40B in real estate.
- Navy Pier annually hosts 9M visitors and generates nearly \$138M in sales. Its operation employs 700 full-time and 2,000 part-time workers. Over 100 private businesses operate there, employing 750 workers.
- Reduction of bulk commodities that pass through the port and generate \$426M annually in direct revenue while supporting 6,934 direct, indirect, and induced jobs that produce over \$574M per year in personal income.
- If the port was closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 12,900 tons of harmful particulate matter (PM-10) and increase costs by \$1.2M due to increased railroad related accidents, and \$126.K due to increased trucking related accidents.

Transportation Importance

- The harbor is a safe refuge on southern Lake Michigan for barges and vessels traveling north from or south to the Port of Chicago.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2014, 2015 and 2016
Chicago Harbor, IL - Project Requirements and President's Budget (\$1,000)**

| Work Package | FY14 Requirement | FY14 Allocation | FY15 Requirement | FY15 Appropriation | FY16 Requirement | FY16 President's Budget |
|---|-------------------------|------------------------|-------------------------|---------------------------|-------------------------|--------------------------------|
| Project Condition Surveys | 102 | 102 | 105 | 85 | 105 | 105 |
| Lock Operations | 1,912 | 1,912 | 2,300 | 2,300 | 2,335 | 2,335 |
| Routine Lock Maintenance | 250 | 227.4 | 270 | 270 | 235 | 235 |
| Structural Repairs - Northeast Breakwater Crib Encapsulation of 100' failed segment by Contract | 3,900 | 4,085* | 4,085 | | | |
| Structural Repairs - Northeast Breakwater Crib Stabilization by Contract (900') | 7,000 | | 7,210 | | 6,710 | |
| Structural Repairs - Eastern Outer Breakwater Repairs by Gov't Floating Plant (500') | 1,960 | | | | 2,220 | |
| Chicago Lock Asset Renewal | | | | | | |
| Lighting system and electrical safety improvements, phase 2 | 1,000 | | 300 | 20 | | |
| Concrete Resurfacing Chamber Walls, Guidewalls, walkways | 7,420 | | 7,650 | | 7,640 | |
| North Pier Tunnel Stabilization | 10,680 | | 8,540 | | 11,280 | |
| Lock gate sill and guide wall scour holes, and upper gate hinge monitoring, | | | 470 | | | |
| Lock Facility Security Lighting, Fire & Intrusion Alarms, Security upgrades | 990 | 273.4 | 370 | | | |
| Installation of Emergency Winches for Lock Sector Gates | 1,980 | 580 | 440 | | | |
| Electrical Repairs and utility tunnel waterproofing | | | 590 | 590 | 1,060 | 1,060 |
| | | | | | | |
| TOTALS | 37,194 | 7,179.8 | 32,330 | 3,265 | 32,475 | 3,735 |

*Funds allocated through Public Law 113-2 Disaster Relief Appropriations Act, 2013

Congressional Interests

- Representative Danny K. Davis, D-IL-7
- Senator Richard Durbin, D-IL
- Senator Mark Kirk, R-IL