



Waukegan Harbor, IL

Project Features

- Located on Lake Michigan in the city of Waukegan, Lake County, Illinois.
- Authorization: River and Harbor Acts of 1880, 1882, 1902, 1945, 1965, and 1970.
- Deep draft commercial harbor, with a Federal channel length of 1.35 miles.
- Authorized depths are 22 feet in the Lake Michigan harbor approach, and 18 feet in the outer harbor and inner basin areas.
- 6,051 linear feet of timber crib, steel sheet pile, or concrete caisson breakwater structures, plus 1,076 linear feet of steel pile revetments.
- Five year average (2008-2012) tonnage is 255.7.K tons of material shipped and received, making it the 38th ranked Great Lakes' port.
- Interconnected with 10 commercial ports: ships to three ports, receives from seven ports.
- Local stakeholders include National Gypsum, Lafarge Cement, and St. Mary's Cement, Inc.

Project Requirements

- The Approach Channel was closed to all commercial vessels by the Oct. 2012 Hurricane Sandy storm. Dredging was completed in two phases: 71,000 CY of sand was removed in Sept 2013. The second phase will be completed in the early spring of 2015, and remove 97,000 CY.
- The Outer Harbor will be dredged during the summer of 2015 using funds from the USEPA Great Lakes Restoration Initiative. 98,000 CY of material will be removed, restoring the depth to -22' LWD.
- The Inner Harbor was completed by USEPA during July 2013 as a Superfund project, removing all contaminated material.
- Due to the long-term beach accretion north of the shorearm breakwater, the shoaling rate for the Approach Channel has increased to 80,000 CY/year. If dredging work is not funded every year, winter storms will close the port to all commercial traffic. Funding for low tonnage harbors has been a low national priority.



- A Dredged Material Management Plan is needed to develop alternatives to reduce this \$1.4M/year approach channel dredging need.

Consequences of Not Maintaining the Project

- Loss of 8 feet of depth in the approach channel from winter storms results in port closure. The increased transportation cost of shipping materials via other methods is over \$2M annually.
- Both the National Gypsum Drywall Plant and the LaFarge Cement Terminal will permanently close. St. Mary's Cement would attempt to truck materials from Milwaukee and continue to operate.
- Elimination of bulk commodities that pass through the harbor and generate \$9.5M annually in direct revenue while supporting 313 direct, indirect, and induced jobs that produce over \$20.4M per year in personal income.
- By closing to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 543 tons of harmful particulate matter (PM-10) and increase costs by \$95.K due to increased railroad related accidents, and \$185.K due to increased trucking related accidents.

Transportation Importance

- Commodities are bulk cement and gypsum rock.
- 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
Waukegan Harbor, IL - Project Requirements and President's Budget (\$1,000)**

Work Package	FY14 Requirement	FY14 Appropriation	FY15 Requirement	FY15 Appropriation	FY16 Requirement	FY16 President's Budget
Project Condition Surveys	98		40	30	40	
Maintenance Dredging of Harbor Approach Channel	1,325	1,004.5	1,500	1,500	1,439	1,439
Restoration of Harbor Approach Channel (Phase 2)*	1,700.4	1,700.4				
Structural Repairs - North Pier, by Government Plant	1,890		1,866		2,360	
Dredged Material Management Plan			100		100	
Backlog dredging					1,000	
TOTALS	5,013.4	2,704.9	3,506	1,530	4,839	1,439

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

Congressional Interests

- Representative Robert Dold, R-IL-10
- Senator Richard Durbin, D-IL
- Senator Mark Kirk, R-IL