



US Army Corps
of Engineers ®



Chicago Harbor, IL

Harbor Features

- Located on Lake Michigan in the city of Chicago, Cook County, Illinois
- Authorization: The Rivers & Harbor 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
- Deep draft commercial harbor
- The federal channel within the harbor is 2.2 miles and it connects to the deep draft Chicago River channel extending 4.0 miles to the North Avenue turning basin.
- The harbor is a part of the Port of Chicago and is an alternative link among the Great Lakes, the Inland Waterway System, and foreign ports
- 20,357 linear feet of timber crib, laid-up stone, and concrete caisson breakwater structures
- Chicago Lock was the second-busiest lock in the US in 2021; completing over 9,101 lockages. It passed the most vessels in the nation (45,063) with 1,162,809 recreational and commercial passengers
- The harbor hosts a U.S. Coast Guard Station, Chicago Marine Police, Illinois Conservation Police (Illinois Department of Natural Resources), Chicago Fire Dept., 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

- Chicago Harbor and River were last dredged in 1986; the sediment placed into the Chicago Area Confined Disposal Facility (CDF). That facility is no longer available for sediment originated from Chicago Harbor or River.



- There are no immediate channel maintenance needs due to the draft of the vessels using the port. Present channel backlog is 908K cubic yards.
- Were channel maintenance necessary for navigation purposes, a new upland sediment placement site will need to be identified and developed, an extensive multi-year process.
- The North Pier is a dam separating Lake Michigan from the Chicago River. It has a Dam Safety Action Classification (DSAC) rating of 3, which is considered conditionally unsafe. FY19 work plan funds were used to award a contract to repair the north pier. The work will be completed in 2022.
- The 5,321 linear foot northeastern breakwater is the harbor's primary shield. Approximately 1,700 feet of the timber crib structure has been stabilized from fill loss via grout injection. FY22 funds were used to continue grout stabilization, needed along the entire remaining length of the structure.
- The lock chamber walls and floor are in poor condition. Reconstruction of the walls and floor are fully funded via the BIL and FY22 USACE work plan. Construction is scheduled for completion in 2025.

Consequences of Not Maintaining the Project

- The Jardine Water Purification Plant (largest in world) is in the harbor, treating 1.4B gal/day, serving 3 million households in 119 municipalities.
- The lock limits Lake Michigan water flow into the Illinois Waterway. It provides flood damage reduction of \$1.4B to the downtown area from Chicago River.
- Navy Pier hosted 9.2M visitors in 2019. Its operation employs approximately 250 full-time and 400 part-time workers. More than 70 private businesses operate there, employing over 3,000 workers.
- 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 126.1M lbs. of harmful particulate matter (PM-10) and increase costs by \$28.2M due to increased railroad related accidents, and \$18.9M 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.
- Waterborne transportation facilitated by the harbor supports \$954.7M in business revenue, 4,207 direct, indirect, and induced jobs, and \$306.2M in labor income to the transportation sector.
- Commodities handled by the harbor support \$18.6B in business revenue, 95,134 direct, indirect, and induced jobs, and \$5B in labor income.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2023, 2024, and 2025
Chicago Harbor, IL - Project Requirements and President’s Budget (\$1,000)**

Work Package	FY23 Requirement	FY23 Appropriation*	FY24 Requirement	FY24 Appropriation	FY25 Requirement	FY25 President’s Budget
Real Estate Management	62	52	54	54	56	56
Environmental Compliance	21	21	21	21	23	23
Facility Security	89	89	93	93	96	96
Dam Safety Activities	30	30	58	58	0	0
Routine Lock Operations	2,795	2,795	2,822	2,822	2,996	2,996
Routine Lock Maintenance	619	619	643	643	664	664
Lock Chamber Floor Repairs Phase 2 of 2	14,900	14,900*	0	0	0	0
Chamber Walls Resurfacing, Phase 4 of 4	0	0	0	0	0	0
Chicago Harbor Visitor Center Study	400	0	400	0	0	0
Lock Building Interior Renovation Design and Construction	713	713	0	0	0	0
Ice Management	0	0	0	0	0	0

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Work Package	FY23 Requirement	FY23 Appropriation*	FY24 Requirement	FY24 Appropriation	FY25 Requirement	FY25 President's Budget
Replacement of Gate Drives	0	0	0	0	0	0
Parking Lot Resurfacing	621	621	0	0	0	0
IRRM Additional Monitoring of Instrumentation	0	0	10	10	0	0
Lock Electrical Rehabilitation	0	0	6,000	0	6,000	0
Lock Power Relocation (separation)	0	0	2,500	2,500	0	0
Lock Public Address System	0	0	155	155	0	0
Lock Parking Lot Security Upgrades	0	0	125	0	0	0
Power Distribution Upgrade Phase 2	0	0	800	800	0	0
Northeast Breakwater Grout Stabilization	0	0	3,850	0	0	0
Structure Repairs – Eastern Outer Breakwater Repairs (North End; by Gov't Floating Plant)	2,000	0	5,000	5,000	0	0
North Pier Resurfacing	64	64	0	0	0	0
Shorearm Extension Rubble Mound	0	0	4,500	4,500	0	0
Southerly Extension Rubble Mound	0	0	4,000	0	1,500	1,500
TOTAL	22,314	19,904	31,031	16,656	11,335	5,335

**Funded with supplemental funds, Bipartisan Infrastructure Law (BIL)*

Congressional Interests

- Representative Danny K. Davis D-IL-7
- Senator Richard Durbin D-IL
- Senator Tammy Duckworth D-IL