

## Illinois

The State of Illinois borders or contains over 1000 miles of the inland waterway system. The state's western border is defined by 580 miles of the upper Mississippi River. The Illinois Waterway flows for more than 300 miles, from Lake Michigan diagonally across the state to the upper Mississippi which it joins at mile 217. The Kaskaskia River is also a part of the Mississippi River system; it is navigable for 36 miles and flows into the upper Mississippi River at mile 117. The Ohio River forms 133 miles of the southern border of Illinois from mile 848 at the Indiana border through mile 981 at the Mississippi River. Illinois docks also ship and receive commodities on deep-draft ships on the Great Lakes; however, the statistics in this document refer only to the shallow draft barge movements to, from and within Illinois.

### Illinois 2008 Tonnage by Commodity Groups Shipped To, From and Within the State

*(values in millions of dollars)*

Commodity	Shipped	Received	Within	Total	Value
Coal	48,101,067	947,589	3,919,525	52,968,181	\$2,032
Petroleum	5,285,441	2,248,893	2,228,929	10,488,361	\$1,566
Aggregates	1,508,461	2,180,753	4,854,823	8,544,037	\$421
Grain	23,459,617	417,371	312,342	24,189,330	\$3,722
Chemicals	1,240,326	4,520,782	243,486	6,004,594	\$2,379
Ores/Minerals	13,462	3,748,932	**	3,762,394	\$430
Iron/Steel	1,517,457	3,626,243	72,320	5,216,020	\$2,967
Other	2,061,825	1,919,419	208,420	4,189,851	\$2,059
<b>TOTAL</b>	<b>83,187,656</b>	<b>19,609,982</b>	<b>11,839,845</b>	<b>114,637,483</b>	<b>\$15,576</b>

*\*\* Insufficient barge operators to release this tonnage – included in "Other Commodities"*

*Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics*



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An analysis of the waterborne commerce data for the State of Illinois shows that over 83.9 million tons of commodities were shipped on the inland waterways out of the state. Coal made up more than 57% of this amount, followed by grain with over 28%. Most of the coal originated at docks on the Ohio River, while most of the grain originated at Illinois Waterway docks. Docks in the state received 19.6 million tons, with over 60% consisting of chemicals, ores/minerals and iron/steel. Almost 12 million tons moved within the state. The main intrastate commodity was aggregates such as sand and gravel moving on the Illinois Waterway. In 2008, the over 115 million tons shipped to, from and within Illinois on shallow-draft barges had a value of over \$15.5 billion.

<b>Illinois 2008 Commodities</b>							
<b>Shipped by Barge to and from Other States</b>							
<i>(tonnage in thousands of tons; values in millions of dollars)</i>							
<b>Shipments To</b>	<b>Ktons</b>	<b>Value</b>	<b>Top Commodity</b>	<b>Shipments From</b>	<b>Ktons</b>	<b>Value</b>	<b>Top Commodity</b>
Louisiana	39,804	\$4,855	Grain	Louisiana	9,553	\$3,368	Chemicals
Indiana	14,730	\$595	Coal	Michigan	1,730	\$141	Aggregates
Tennessee	10,327	\$620	Coal	Texas	1,186	\$317	Chemicals
Ohio	5,359	\$301	Coal	Kentucky	1,173	\$150	Coal
Wisconsin	2,750	\$113	Coal	Missouri	935	\$130	Aggregates

*Source: U.S. Army Corps of Engineers Waterborne Commerce Statistics*

Illinois docks shipped commodities by barge to 18 states, and received commodities from 18 states. The leading state shipped to was Louisiana, with almost 40 million tons and a value of almost \$4.8 billion. The leading state shipping by barge to Illinois was also Louisiana, which shipped almost 9.6 million tons of high-value commodities such as chemicals and iron and steel products that are worth over \$3.3 billion.

There are 317 manufacturing facilities, terminals, and docks on the waterways of Illinois that shipped and received tonnage in 2008 (see map).

The Port of Metropolitan St. Louis is defined as 71 miles of the Mississippi River and includes facilities on both sides of the river, Missouri and Illinois. The port shipped and received 30.2 million tons in 2008 worth over \$4.7 billion, making St. Louis the 3rd busiest inland port in the country. The main commodity was coal, with over 11.2 million tons shipped and received.

There are 15 navigation projects in the portion of the Mississippi River bordering Illinois. Four of these projects feature 2 lock chambers. The southernmost projects, Locks and Dam 27 and Melvin Price Locks and Dam have 110' x 1200' main chambers and 110' x 600' auxiliary chambers. Locks and Dam 15 has a 110' x 600' main chamber and a 110' x 360' auxiliary chamber. Locks and Dam 14 has a 110' x 600' main chamber and an 80' x 320' auxiliary that is over 80 years old and is used almost exclusively for locking recreation craft on a seasonal basis. Lock and Dam 19 has a single 110' x 1200' chamber. The other Upper Mississippi River locks that border Illinois (12, 13, 16, 17, 18, 20, 21, 22, 24 and 25) each have single 110' x 600' chambers

The Illinois Waterway system has 9 single chamber lock and dam projects. The 7 projects on the main part of the waterway have single 110' x 600' lock chambers and are over 60 years old. Thomas J. O'Brien Lock and

Dam on the Calumet River has a 110' x 1000' chamber. Chicago Lock is an 80' x 600' lock chamber in the Chicago River Control Works in Chicago Harbor Channel. Most barge traffic moving to and from Lake Michigan uses the O'Brien Lock, with Chicago Lock passing over 36,000 recreation vessels and over 440,000 passengers on more than 13,000 commercial passenger vessels.

There are three navigation projects on the Ohio River bordering Illinois. They are Locks and Dam 53, Locks and Dam 52 and Smithland Locks and Dam.

The Upper Mississippi River - Illinois Waterway System Navigation Study addresses the need for navigation improvements on this system. The system's principle problem is delays to commercial navigation traffic due to limited lockage capacity and increasing traffic.

Feasibility Report was completed in September 2004 and the Chief's Report was delivered to the ASA(CW) in December of 2004. ASA(CW) has asked for delivery of a reevaluation of the recommended plan, using NETS models, by 30 September 2007.

The Corps Recommended Plan detailed in the Sept 2004 Final Integrated Feasibility Report and Programmatic Environmental Impact Statement and summarized in the Dec 2004 Chiefs Report, calls for the authorization and immediate implementation of non-structural and small-scale measures to address the existing congestion on the system. The Recommended Plan would also provide for the initiation of engineering and design of five new locks on the Upper Mississippi River and two new locks on the Illinois River. While this design moves forward the Corps would continue to monitor the system for traffic and delay trends, domestic and global market conditions and the status of research on improvements of our economic models and evaluation methodologies. The plan calls for a notification report to Congress prior to award of construction contracts that present the results of this monitoring before construction of the new locks is initiated. The plan also calls for the authorization of the first increment of ecosystem restoration measures including fish passage, water level management, and backwater habitat restoration.

Ground was broken on Olmsted Locks and Dam at Ohio River Mile 963.8 in 1996. Locks and Dams 52 and 53 will be replaced with a single facility consisting of twin 110' x 1200' lock chambers and a submersible dam for a total cost of \$1 billion. The locks are scheduled for completion in 2001, with the entire project to be completed in 2009, dependent on funding.

<b>Illinois - 2008 Lock Tonnage</b>						
<b>LOCK</b>	<b>YEAR BUILT</b>	<b>LOCATION</b>		<b>KILOTONS</b>		
		<b>RIVER</b>	<b>MILE</b>	<b>UPBOUND</b>	<b>DOWNBOUND</b>	<b>TOTAL</b>
<b>L/D 53*</b>	<b>1980</b>	<b>Ohio</b>	<b>962.6</b>	<b>37,037</b>	<b>39,073</b>	<b>76,110</b>
<b>L/D 52*</b>	<b>1969</b>	<b>Ohio</b>	<b>938.9</b>	<b>51,788</b>	<b>38,272</b>	<b>90,060</b>
<b>Smithland</b>	<b>1980</b>	<b>Ohio</b>	<b>918.5</b>	<b>45,446</b>	<b>34,385</b>	<b>79,831</b>
<b>27</b>	<b>1953</b>	<b>Mississippi</b>	<b>185.5</b>	<b>4,072</b>	<b>909</b>	<b>4,981</b>
<b>Melvin Price</b>	<b>1990</b>	<b>Mississippi</b>	<b>200.8</b>	<b>21,088</b>	<b>29,986</b>	<b>51,074</b>
<b>25</b>	<b>1939</b>	<b>Mississippi</b>	<b>241.4</b>	<b>8,760</b>	<b>13,699</b>	<b>22,459</b>
<b>24</b>	<b>1940</b>	<b>Mississippi</b>	<b>273.4</b>	<b>8,701</b>	<b>13,699</b>	<b>22,400</b>
<b>22</b>	<b>1938</b>	<b>Mississippi</b>	<b>301.2</b>	<b>8,420</b>	<b>13,169</b>	<b>21,589</b>

21	1938	Mississippi	324.9	8,477	12,669	21,146
20	1936	Mississippi	343.2	8,063	11,738	19,801
19	1957	Mississippi	364.2	7,905	11,102	19,025
18	1937	Mississippi	410.5	8,941	9,566	18,507
17	1939	Mississippi	437.1	8,924	8,658	17,582
16	1937	Mississippi	457.2	8,274	8,238	16,512
15	1934	Mississippi	482.9	8,193	7,625	15,818
14	1939	Mississippi	493	8,057	7,857	15,914
13	1938	Mississippi	523	7,128	7,083	14,211
12	1938	Mississippi	556	7,128	6,935	14,063
Lagrange	1939	Illinois	80.2	10,099	15,556	25,655
Peoria	1938	Illinois	157.7	10,379	11,384	21,763
Starved Rock	1933	Illinois	231	8,092	6,944	15,036
Marseilles	1933	Illinois	244.6	7,729	6,124	13,853
Dresden Island	1933	Illinois	271.5	7,838	5,523	13,361
Brandon Road	1933	Illinois	286	8,454	4,212	12,666
Lockport	1933	Illinois	291.1	7,419	3,896	11,315
O'Brien	1960	Calumet	326.5	4,039	2,783	6,822
Chicago	1938	Chicago Harbor	--	2	104	106
Kaskaskia	1973	Kaskaskia	0.8	72	548	620
* Original dams and auxiliary chambers built in 1928-1929						
Source: U.S. Army Corps of Engineers Lock Performance Monitoring System						



# Illinois's Rivers, Locks and Dams



212 Manufacturing Facilities, Power Plants, Terminals and Docks Are Located Along Illinois's Navigable Waterways