GENERAL

These navigation charts were generated from information field surveys conducted by the U.S. Army Corps of Engineers offices and from aerial photography taken circa 2012. Information presented on these charts can change and, therefore, anyone navigating on the Illinois Waterway must exercise caution and acknowledge the ever-present hazards of this natural resource. Mariners are urged to report any condition found to differ from those shown on the charts to:

(309) 794-5455
CEMVR-Charts-WEB@usace.army.mil

PROCUREMENT OF NAVIGATION CHARTS

Navigation charts for the Federal navigation projects on the Western Rivers of the United States are available for purchase from the US Army Corps of Engineers. Navigation charts for the Illinois Waterway can be procured from the following sources:

Mississippi River Visitor Center
Post Office Box 2004
Rock Island, IL 61204-2004
(309) 794-5338
http://www.mvr.usace.army.mil/Missions/Navigation.aspx

A list of location for the purchase of navigation charts for other Corps' projects and all Inland electronic navigation charts can be obtained from the following internet address:
http://www.agc.army.mil/Missions/Echarts.aspx

NAVIGATION NOTICES

Notices to Navigation Interests (Navigation Notice) containing data on channel conditions, lock closures, location of dredges, etc., are issued by the Corps of Engineers as occasions warrant. Corps' Navigation Notices for the Illinois Waterway are published on the websites:
http://www.mvr.usace.army.mil/Missions/Navigation.aspx

Distribution of the Navigation Notices for the Illinois Waterway is by e-mail. Requests to be placed on the distribution list for the Illinois Waterway need to contact:

Operations Division
Clock Tower Building
Post Office Box 2004
Rock Island, IL 61204-2004
(309) 794-5366

AUTHORIZED PROJECT

The Illinois Waterway begins at the confluence of the Illinois and Mississippi Rivers at Grafton, IL. It continues upstream through the entire Illinois River and the Des Plaines River up to the confluence with the Chicago Sanitary And Ship Canal (CSSC) at Lockport Lock And Dam. The CSSC continues upstream, connecting with the South Branch Chicago River, then the Chicago River and ending at Lake Michigan, Chicago Harbor through the Chicago Lock And Controlling Works. The CSSC also splits at the junction with the Calumet Sag Channel (CSC) near Lemont, IL. The CSC continues upstream, connecting with the Little Calumet and Calumet Rivers and ending at Lake Michigan, Calumet Harbor. The Illinois Waterway has a minimum 9' depth, with varying widths by reach. The Calumet and Chicago Rivers and Harbors are separate, federal, deep draft projects. For more detailed information about the Illinois Waterway, see Navigation Bulletins 1 and 2 at this website:
http://www.mvr.usace.army.mil/Missions/Navigation.aspx

RECREATIONAL CRAFT FACILITIES AND FEATURES

The navigation charts show the location and identification of many private and public recreational craft facilities, but may not depict the full extent of the facilities. Also, extensive recreational developments and other river bank installations of interest to recreational craft, may exist which are not shown on the navigation charts. Both recreational craft and commercial tows are encouraged to operate in a manner considerate to the safety of all vessels using the waterway and to prevent damage and/or destruction to facilities during periods on increased river stages.

LOCKS AND DAMS

A plan view of the Locks and an elevation view of the Looks and Dams is shown on the back of the chart preceding each of the structures. The plan view of the locks shows location of wall ladders, bollards, and distances inside chambers and the upper and lower guide walls. The profile view shows the height of the highest fixed points on the features of the Locks and Dams, in feet, above the reference datum of the upper gage, except as otherwise noted. Contact information is on SHEET C.

MILE POINTS

Rive mileage, as shown along the navigation project's sailing line, is measured from the confluence of the Illinois and Mississippi Rivers at Grafton, IL and continues to Lake Michigan at Chicago and Calumet Harbors. The mile points do not represent actual distance along the sailing line. Generally, the mile points approximate a mile between the points; however, in areas where the alignment of the navigation channel has changed during its existence, the distance between mile points would tend to be greater or less than 1-mile in distance.

BUOYS

Buoys used to mark channels on the Illinois Waterway system conform to the standard lateral system of buoyage on the Western Rivers of the United States. All buoys are equipped with reflectors; buoys on the left descending side of the channel reflect red; buoys on the right descending side of the channel reflect green. Due to practical limitations of positioning and maintaining floating buoys in precise geographical locations, buoy position shown on these navigation charts are approximate positions only. Prevailing river conditions alter the actual locations of the buoys. They may be carried off position by currents, high stages, accumulation of drift, ice, sunk by collision or other causes. When carried off position, destroyed or removed to prevent loss, buoys are re-established at the earliest opportunity by the U.S. Coast Guard.

GAGES

River gages provide current river stage conditions. See gage table in Appendix D for data specific to individual gages. For real-time gage stages and historical stage data, go to this website:
http://www.rivergages.com

WATER SURFACE ELEVATIONS, STAGES AND LOW OPERATING LEVEL

All water surface elevations referenced on these charts are referenced to National Geodetic Vertical Datum (NGVD) 1929.

Low Operating Level (LOL, sometimes called "Flat Pool Elevation") is the minimum designed controlled water surface elevation for a navigation pool. Project depths are shown from LOL.

VERTICAL CLEARANCES

Vertical clearances under bridges and aerial crossings are shown on the respective charts at LOL. On the Calumet River from Lake Michigan to T.J. O'Brien Lock And Dam, clearances are shown from Low Water Datum (LWD) Lake Michigan (577.5', IGLD 1985).

Actual clearance may be calculated by reducing the clearance value by the difference between actual river stage and LOL/LWD.

LOCK CONTACTS

Lock	Mile	Bank	VHF	Phone	Width x Length
Chicago	327.2	Right	16	312-787-4795	80' x 600'
T. J. O'Brien	326.3	Right	16	773-646-2183	110' x 1000'
Lockport	291.0	Left	14	815-838-0536	110' x 600'
Brandon Road	286.0	Right	14	815-744-1714	110' x 600'
Dresden	271.5	Left	14	815-942-0840	110' x 600'
Marseilles	244.6	Left	14	815-795-2593	110' x 600'
Starved Rock	231.0	Right	14	815-667-4114	110' x 600'
Peoria	157.6	Left	14	309-699-6111	110' x 600'
LaGrange	80.2	Right	14	217-225-3317	110' x 600'

NAVIGATION DATA CENTER PRODUCTS

Port Series Report Books
The U. S. Army Corps of Engineers, Navigation Data Center, produces the Port Series Report Books that describe the physical and inter-modal (infrastructure) characteristics of the coastal, Great Lakes, and inland ports of the United States. Imagery sheets are included that reference the Port Series facility numbers for easy of locating individual facilities. Port Series products may be obtained from the following websites:
Data: **http://www.ndc.iwr.usace.army.mil/ports/ports.asp**
Books: **http://www.ndc.iwr.usace.army.mil//ports/ps/psbooks.htm**

Waterborne Commerce Statistics Center
The U. S. Army Corps of Engineers, Waterborne Commerce Statistics Center under the authority of the Rivers and Harbors Act of 1922, collects, processes, distributes, and archives vessel trip and cargo data. Under Federal law, vessel operating companies must report domestic waterborne commercial movements to the Corps.

Data summaries include origin to destination information of foreign and domestic waterborne cargo movements by region and state, and also waterborne tonnage for principal ports and state and territories. Internal waterway tonnage indicators are updated monthly on the NDC web site.

This acquired vessel movement data is primarily for Corps and other government agencies' use. However, summary statistics, which do not disclose movements of individual companies, are also released to private companies and to the general public.

The Waterborne Commerce Statistics Center's summarizes this data in the publication, Waterborne Commerce of the United States. It is issued in five parts (one to cover each coast and a national summary). Data are available in both hard copy and electronic form. Specialized data processing requests are considered on a case-by-case basis. Products may be obtained from the following website:
http://www.ndc.iwr.usace.army.mil//wcsc/wcsc.htm

USCG RESOURCES

The Eighth Coast Guard District is continuously alert for circumstances which affect safe and efficient passage of river traffic. The Aids to Navigation Office in New Orleans receives reports from mariners and government agencies and distributes information to mariners through various marine information channels.

The four primary means of passing marine information in the Eighth Coast Guard District:
1. Broadcast Notice to Mariners
2. Local Notice to Mariners
3. Channel Reports
4. Directly from Lockmasters

There are four basic marine information publications printed by either the Coast Guard of U.S. Army Corps of Engineers which should be on all vessels:
1. Corps of Engineers Navigation Charts
2. Navigation Rules, International - Inland
3. Light List, Volume V (Western Rivers) and Volume VII
4. Corps of Engineers Regulations (Bluebook) 33 CFR 207

Local Notice to Mariners may be obtained by either a one-way email service, via subscription, or downloaded directly from the U.S. Coast Guard Navigation Center website:
http://www.navcen.uscg.gov/

INLAND ELECTRONIC NAVIGATION CHARTS

The U.S. Army Corps of Engineers produces IENCs for the Inland Waterway System, including the Illinois Waterway up to river mile 319.3 on the Chicago Sanitary and Ship Canal and river mile 322.6 on the Little Calumet River. These IENCs are maintained with updates of new or corrected Local Notice to Mariner information as it becomes available. Electronic charts from those points to Lake Michigan are produced by NOAA.

These IENCs are created for use in Electronic Chart Systems (ECS) to position a vessel upon the navigational chart display Use of ECS in conjuction with IENCs does not eliminate the USCG paper chart carriage requirement. Until such guidance and policy is established, IENCs provide a valuable adjunct to the 2013 Navigation Charts.

IENCs offer significant benefits to vessels including accurate and real-time display of vessel position relative to waterway features, voyage planning and monitoring tools, Automatic Identification Systems (AIS) integration, and training tools for new personnel and integrated display of river charts, radar, and AIS.

IENC chart products, services, and information are available for download at:
http://www.agc.army.mil/Missions/Echarts.aspx

ENCs and other chart products produced by NOAA, including Lake Michigan and associated harbors, can be found at this website:
http://www.charts.noaa.gov/

PERMITS

In the administration of laws, enacted by Congress for the protection and preservation of navigation and the navigable waters of the United States, the U.S. Army Corps of Engineers exercises jurisdiction over the Illinois Waterway and several of its tributary streams and wetlands. Anyone wishing to undertake a project in, under, over or adjacent to water (including wetlands) of the United States need to inquire to the appropriate Corps of Engineers District regarding permit requirements. Inquires for such work or structures should be addressed to:

St Louis District (Downstream from LaGrange Lock & Dam)
http://www.mvs.usace.army.mil/ConOps/permits/permits.html
(314) 331-8575

Rock Island District (LaGrange Lock & Dam through Grundy County)
http://www.mvr.usace.army.mil/Missions/Regulatory.aspx
(309) 794-5190 or 5191

Chicago District (Will & Cook Counties)
http://www.lrc.usace.army.mil/Missions/Regulatory/Illinois.aspx
(312) 846-5530