

109<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

# S. 466

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IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 6, 2006

Referred to the Committee on Transportation and Infrastructure

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## AN ACT

To deauthorize a certain portion of the project for navigation,  
Rockland Harbor, Maine.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*

1 **SECTION 1. ROCKLAND HARBOR, MAINE.**

2 As of the date of enactment of this Act, the portion  
3 of the project for navigation, Rockland Harbor, Maine, au-  
4 thorized by the Act of June 3, 1896 (29 Stat. 202, chapter  
5 314), consisting of a 14-foot channel located in Lermond  
6 Cove and beginning at a point with coordinates N.  
7 99977.37, E. 340290.02, thence running easterly about  
8 200.00 feet to a point with coordinates N. 99978.49, E.  
9 340490.02, thence running northerly about 138.00 feet to  
10 a point with coordinates N. 100116.49, E. 340289.25,  
11 thence running westerly about 200.00 feet to a point with  
12 coordinates N. 100115.37, E. 340289.25, thence running  
13 southerly about 138.00 feet to the point of origin, is not  
14 authorized.

15 **SEC. 2. REDESIGNATION OF PROJECT FOR NAVIGATION,**  
16 **SACO RIVER, MAINE.**

17 The portion of the project for navigation, Saco River,  
18 Maine, authorized under section 107 of the River and  
19 Harbor Act of 1960 (33 U.S.C. 577) and described as a  
20 6-foot deep, 10-acre maneuvering basin located at the  
21 head of navigation, is redesignated as an anchorage area.

22 **SEC. 3. HERBERT HOOVER DIKE SUPPLEMENTAL MAJOR**  
23 **REHABILITATION REPORT.**

24 (a) IN GENERAL.—Not later than May 31, 2007, the  
25 Secretary shall publish a supplement to the major rehabili-

1 tation report for the Herbert Hoover Dike system, ap-  
2 proved by the Chief of Engineers in November 2000.

3 (b) INCLUSIONS.—The supplemental report under  
4 subsection (a) shall include—

5 (1) an evaluation of existing conditions at the  
6 Herbert Hoover Dike system;

7 (2) an identification of additional risks associ-  
8 ated with flood events at the system that are equal  
9 to or greater than the standard projected flood risks;

10 (3) an evaluation of the potential to integrate  
11 projects of the Corps of Engineers into an enhanced  
12 flood protection system for Lake Okeechobee, includ-  
13 ing—

14 (A) the potential for additional water stor-  
15 age north of Lake Okeechobee; and

16 (B) an analysis of other project features  
17 included in the Comprehensive Everglades Res-  
18 toration Plan; and

19 (4) a review of the report prepared for the  
20 South Florida Water Management District dated  
21 April 2006.

22 (c) AUTHORIZATION OF APPROPRIATIONS.—There is  
23 authorized to be appropriated to carry out this section  
24 \$1,500,000.

1 **SEC. 4. ILLINOIS WATERWAY, SOUTH FORK OF THE SOUTH**  
2 **BRANCH OF THE CHICAGO RIVER, ILLINOIS.**

3 (a) IN GENERAL.—The portion of the Illinois Water-  
4 way project authorized by the Act of January 21, 1927  
5 (commonly known as the “River and Harbor Act of  
6 1927”) (44 Stat. 1013), in the South Fork of the South  
7 Branch of the Chicago River, as identified in subsection  
8 (b) is not authorized.

9 (b) DESCRIPTION OF PROJECT PORTION.—The por-  
10 tion of the project referred to in subsection (a) is the por-  
11 tion of the SW  $\frac{1}{4}$  of sec. 29, T. 39 N., R. 14 E., Third  
12 Principal Meridian, Cook County, Illinois, and more par-  
13 ticularly described as follows:

14 (1) Commencing at the SW corner of the SW  
15  $\frac{1}{4}$ .

16 (2) Thence north 1 degree, 32 minutes, 31 sec-  
17 onds west, bearing based on the Illinois State Plane  
18 Coordinate System, NAD 83 east zone, along the  
19 west line of that quarter, 1810.16 feet to the south-  
20 erly line of the Illinois and Michigan Canal.

21 (3) Thence north 50 degrees, 41 minutes, 55  
22 seconds east along that southerly line 62.91 feet to  
23 the easterly line of South Ashland Avenue, as wid-  
24 ened by the ordinance dated November 24, 1920,  
25 which is also the east line of an easement to the  
26 State of Illinois for highway purposes numbered

1 12340342 and recorded July 13, 1939, for a point  
2 of beginnings.

3 (4) Thence continuing north 50 degrees, 41  
4 minutes, 55 seconds east along that southerly line  
5 70.13 feet to the southerly line of the South Branch  
6 Turning Basin per for the plat numbered 3645392  
7 and recorded January 19, 1905.

8 (5) Thence south 67 degrees, 18 minutes, 31  
9 seconds east along that southerly line 245.50 feet.

10 (6) Thence north 14 degrees, 35 minutes, 13  
11 seconds east 145.38 feet.

12 (7) Thence north 10 degrees, 57 minutes, 15  
13 seconds east 326.87 feet.

14 (8) Thence north 17 degrees, 52 minutes, 44  
15 seconds west 56.20 feet.

16 (9) Thence north 52 degrees, 7 minutes, 32  
17 seconds west 78.69 feet.

18 (10) Thence north 69 degrees, 26 minutes, 35  
19 seconds west 58.97 feet.

20 (11) Thence north 90 degrees, 00 minutes, 00  
21 seconds west 259.02 feet to the east line of South  
22 Ashland Avenue.

23 (12) Thence south 1 degree, 32 minutes, 31  
24 seconds east along that east line 322.46 feet.

1           (13) Thence south 00 degrees, 14 minutes, 35  
2 seconds east along that east line 11.56 feet to the  
3 point of beginnings.

Passed the Senate September 5, 2006.

Attest:

EMILY J. REYNOLDS,

*Secretary.*