



## Calumet Harbor, IL and IN

### Project Features

- Located on Lake Michigan in the city of Chicago, Illinois. The approach channel and outer harbor are located in Lake County, Indiana
- Authorization: Rivers and Harbors Acts of 1899, 1902, 1935, 1960, 1962, and 1965.
- Controlling depths are 29 ft. in the approach channel, 28 ft. in the outer harbor, and 27 ft. in the main river channel.
- The harbor is central element of the Port of Chicago, the 32<sup>nd</sup> leading U.S. port and the 2<sup>nd</sup> largest port on the Great Lakes. Calumet Harbor, by itself, is a leading U.S. port, with 16.5M tons shipped or received in 2005.
- Calumet Harbor, if ranked separately, would be 3<sup>rd</sup> in tonnage of the 62 Federal commercial harbors on the Great Lakes.
- 12,153 linear feet of steel sheetpile and timber crib breakwater structures.
- The Federal navigation channel within the harbor is 4.40 miles long. The channel extends up the Calumet River to the Illinois Waterway (6.74 miles), and to L. Calumet (1.30 miles).
- Dredged Material is placed in the Chicago confined disposal facility (CDF), which has a total storage capacity of 1.3M cubic yards.
- 30 industrial tenants operate in the harbor, as well as a USCG Search and Rescue Station.

### Project Needs

- The CDF contains nearly 1.0M cubic yards. It will be completely filled within seven years. The Dredged Material Management Plan (DMMP) will investigate future disposal options.
- Authorized depth is maintained only in the center half-width of the harbor channel. The average shoaling depth elsewhere is 2.0'.
- The detached breakwater is the harbor's primary shield. Its condition is poor and has a high probability of failure due to steel fatigue from over 72 years of service. The structure has lost 6-10" of protective height. Two breaches have previously occurred - both were large (3 cells - over 120' wide), and expanded rapidly.



### Consequences of Not Maintaining the Project

- Light loading - loss of between 3 and 5 feet of channel depth due to shoaling and lake level results in increased transportation costs of between \$1.7M and \$4.3M annually.

### Transportation Importance

- Commodities are limestone, coke, coal, salt, grain, cement, liquid bulk, potash, and steel.
- The harbor is the primary link (of only two possible routes) between the Inland-Waterway system, the Great Lakes, and foreign ports. From this harbor, deep-draft ships can reach the Atlantic Ocean through the St. Lawrence Seaway, and barges can reach the Gulf of Mexico through the Illinois and Mississippi Rivers.
- The harbor is the best safe refuge on southern Lake Michigan due to its ease of entry during storms. It permits the safe operation of over 3,000 river barges annually between the Inland-Waterway system and Indiana, Gary, or Burns Waterway Harbors.
- Bulk commodities that pass through the harbor generate nearly \$556M annually in direct revenue which supports nearly 5,000 jobs.
- These jobs generate nearly \$185M per year in personal income.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2007, 2008 and 2009  
Calumet Harbor, IL and IN Project Needs and President's Budget (\$1,000)**

<b>Work Package</b>	<b>FY07 Need</b>	<b>FY07 Work Plan</b>	<b>FY08 Need</b>	<b>FY08 Budget</b>	<b>FY09 Need</b>	<b>FY09 Budget *</b>
Harbor Routine Operations – Project Condition Surveys	280	-	300	300	300	
Chicago CDF Water Quality Monitoring	115	115	121	121	90	
Chicago CDF DMMP	390	0	410	410	260	
Primary Dredging Harbor Channel	1,714	1,714	1,436	1,436	2,370	
Backlog Dredging Harbor Channel	-	-	-	-	1,780	
Breakwater Repair, Reach C, by Gov Floating Plant	2,000	1,750	1,585	1,585	1,760	
Backlog Dredging River Channel					1,240	
<b>TOTALS</b>	<b>4,499</b>	<b>3,519</b>	<b>3,852</b>	<b>3,852</b>	<b>7,800</b>	

\* FY09 President's Budget will be available in February 2008