



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.
- Authorized depths are 29 ft. in the approach channel, 28 ft. in the outer harbor, and 27 ft. in the main river channel.
- 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).
- 12,153 linear feet of steel sheetpile and timber crib breakwater structures.
- Chicago Confined Disposal Facility (CDF), with a nominal storage capacity of 1.3M cubic yards for contaminated sediment.
- The harbor is the central element of the Port of Chicago, the 36th leading U.S. port. Five year average (2008-2012) tonnage for Calumet Harbor alone is 12.3M tons of material shipped/received; 45th leading U.S. port in 2012 (4th on the Great Lakes), constituting 63% of the Port of Chicago.
- Interconnected with 87 commercial ports: ships to 51 ports, and receives from 36 ports.
- 30 industrial tenants operate in the harbor, as well as a USCG Search and Rescue Station.

Project Requirements

- The ongoing DMMP is investigating future sediment disposal options; the study will be completed in FY15 with the expected approval in late FY16. If funded, the design of a new disposal facility could be completed in FY17. The first phase of the new confined disposal facility could be in place by the end of FY19, making the site ready to accept clean material dredged from the outer harbor for perimeter dike construction.
- During FY14, the Chicago CDF achieved the volume anticipated by the original project authorization. Based on the timeline required to bring a new disposal facility online, USACE has minimally 7-9 years of channel maintenance that will place sediment within the existing CDF.



Facility life-extension measures are being employed to allow channel maintenance to continue.

- Authorized depth is maintained only in the center half-width of the outer harbor, and rock outcroppings remain that prevent dredging to full authorized depth by 1-2 feet. The loss of depth in river segments annually ranges between 1-4 feet.
- Both the outer harbor and river channel areas were dredged in 2014, and will be again in 2016.
- The timber crib shorearm breakwater maintains the outer harbor wave climate, and keeps the river mouth open for navigation. Its condition is poor, with concrete superstructure failure expanding due to crib degradation. Grout stabilization is needed to prevent further superstructure losses.

Consequences of Not Maintaining the Project

- Light loading losses of between 2-3 feet of channel depth results in increased transportation costs of between \$1.4M and \$2.6M annually.
- Reduction of bulk commodities that pass through the harbor and generate \$259.8M annually in direct business revenue while supporting 4,330 direct, indirect, and induced jobs that produce over \$350.0M per year in personal income.
- If the harbor was closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by 238 tons of harmful particulate matter (PM-10) and increase costs by \$218,000. due to increased railroad related accidents, and \$23,000 due to increased trucking related accidents.

➤ The pilot rock removal efforts funded in FY14 (performed in FY15) will help refine effective work methods, production rate and costs for prioritizing the \$8.7M rock removal work effort into phases. Work in future years could be broken down into more efficient work packages to attain the project depth in the Outer Harbor functional (mid-channel half width) channel incrementally.

Transportation Importance

➤ Commodities are limestone, coke, coal, salt, grain, cement, liquid bulk, potash, and steel. Approximately 3M tons of coal is shipped to 22 other ports.

➤ 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.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2014, 2015 and 2016
Calumet Harbor, IL and IN - Project Requirements and President's Budget (\$1,000)**

Work Package	FY14 Requirement	FY14 Appropriation	FY15 Requirement	FY15 Appropriation	FY16 Requirement	FY16 President's Budget
Project Condition Surveys	357	357	373	373	381	381
Chicago CDF Water Quality Monitoring	102	102	105	105	105	105
Maintenance Dredging of Harbor Channel – Primary work package	1,820	1,650.9			1,850	1,850
Maintenance Dredging of Harbor Channel – Backlog work package	600					
Outer Harbor lakebed rock removal – functional channel to authorized depth		367.2			8,720	
Structural Repairs to Detached and Shorearm Breakwaters by Gov't Floating Plant	1,720	1,620	1,230	1,230	1,375	1,375
Chicago Area Waterway System (CAWS) Dredged Material Management Plan	278	278	650	650	200	200
Storm damage repairs to Calumet Harbor stone dock: lakefront slope armoring			330	330		
Chicago CDF Sediment Management (grading & piling)	635	635	600	600	600	600
CDF ops modification (sediment segregation area)	900	220	440	440		
TOTALS	6,412	5,230.1	3,728	3,728	13,231	4,506

Congressional Interests

- Representative Robin Kelly, D-IL-2
- Senator Richard Durbin, D-IL
- Senator Mark Kirk, R-IL