



US Army Corps  
of Engineers®



## Burns Waterway Harbor, IN

### Project Features

- Located on Lake Michigan in the city of Portage, Lake County, Indiana
- Authorization: River & Harbor Act of 1965
- Authorized depths are 30 feet in the approach channel, 28 feet in the outer harbor, and 27 feet in both harbor arms
- 7.9M tons of material shipped or received in 2013
- Ranked 10<sup>th</sup> among the Great Lakes ports
- Interconnected with 21 commercial ports: ships cargo to 6 ports, and receives from 18
- 5,830 linear feet of rubblemound breakwater structures
- 2.5 miles of federal channel combined within the approach, outer harbor, and east and west arms
- Major stakeholders include ArcelorMittal Steel, Tanco Terminals, and 29 other tenants - 14 of which are steel-related industries.

### Project Requirements

- 86,000 cubic yards of sand must be annually removed from the approach channel during the permitted dredging window of July 1 to October 15. In 2015, 177,000 cubic yards of material were removed from the approach channel.
- Shoaling is the result of littoral sediment trapped by harbor structures. Development of long-term regional sediment management alternatives could reduce future dredging needs.
- In August 2015, a contract was awarded to dredge 65,000 cubic yards from the approach channel in summer 2016. In 2016, the contract will be modified to dredge an additional 25,000 cubic yards from the approach channel.
- In August 2016, the option year of the contract will be awarded to dredge an additional 80,000 cubic yards from the approach channel in early summer 2017.



- The rubblemound breakwater is the harbor's only protective structure. Three sections, totaling 600 feet overall, require repair work.

### Consequences of Not Maintaining the Project

- Light loading: losses of between 2 and 3 feet of channel depth would increase transportation costs between \$3.5M and \$6.8M annually.
- Reduction of bulk commodities that pass through the harbor and generate \$7.1B annually in business revenue while supporting 38,926 direct, indirect, and induced jobs that produce over \$1.9B per year in personal income in transportation and commodity related industries.
- If the harbor were closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by nearly 53,400 tons of harmful particulate matter (PM-10) and increase costs by \$3.0M due to increased railroad related accidents, and \$1.1M due to increased trucking related accidents.

### Transportation Importance

- Commodities are iron ore, steel products, limestone, grain, chemicals, fertilizers, and coal. The port handles over 15% of all U.S. steel trade with Europe.

**Transportation Importance cont.**

- ArcelorMittal’s Burns Harbor facility is one of the largest steelmaking facilities in North America. It operates two blast furnaces, has a total raw steelmaking capability of 4.7M tons annually, and primarily serves the automotive industry. Principal products made are hot-rolled, cold-rolled and coated-sheet products. Other markets served include appliances, construction, office furniture and rail cars.
- The harbor provides safe refuge for inland river barges traveling between Gary Harbor, Indiana Harbor, and Calumet Harbor.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2015, 2016 and 2017  
Burns Waterway Harbor, IN - Project Requirements and President’s Budget (\$1,000)**

| <b>Work Package</b>  | <b>FY15 Requirement</b> | <b>FY15 Appropriation</b> | <b>FY16 Requirement</b> | <b>FY16 Appropriation</b> | <b>FY17 Requirement</b> | <b>FY17 President’s Budget</b> |
|--|-------------------------|---------------------------|-------------------------|---------------------------|-------------------------|--------------------------------|
| Project Condition Surveys  | 189                     | 189                       | 193                     | 193                       | 197                     | 197                            |
| Maintenance Dredging of Harbor Approach Channel                          | 1,000                   | 2,280                     | 1,659                   | 1,659                     | 1,600                   | 1,600                          |
| Maintenance Dredging of Harbor Channel                                   |                         |                           |                         |                           |                         |                                |
| Remove Accumulated Sand from East Harbor Approach/ Baily Intake (NIPSCo) | 3,100                   |                           | 3,480                   |                           | 3,480                   |                                |
| Structural Repair – Scour Hole Repair (by Gov’t Floating Plant)          |                         |                           | 535                     |                           | 1,237                   | 1,237                          |
| Structural Repair – Outer North Breakwater (by Gov’t Floating Plant)     | 3,490                   |                           | 3,490                   |                           | 4,265*                  |                                |
| <b>TOTAL</b>   | <b>7,779</b>            | <b>2,469</b>              | <b>9,357</b>            | <b>1,852</b>              | <b>10,779</b>           | <b>3,034</b>                   |

- Note: There is no excess government capacity to complete this repair in FY17 and is not recommended to be performed by contract. North Breakwater experience has shown that work is hampered by long lead time for quarrying stone, a short environmental window for performing the repair and the extensive amount of reworking of existing large stones in the structure to reestablish a proper slope.

**Congressional Interests**

- Representative Peter J. Visclosky D-IN-1
- Senator Dan Coats R-IN
- Senator Joe Donnelly D-IN