



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: River & Harbor Acts of 1899, 1902, 1935, 1960, 1962, and 1965
- Authorized depths are 29 feet in the approach channel, 28 feet in the outer harbor, and 27 feet 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 Lake 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
- 11.7M tons of material shipped or received in 2013.
- Ranked 3rd among the Great Lakes harbors, constituting 75% of the Port of Chicago
- Interconnected with 36 commercial ports: ships to 29 ports, and receives from 22 ports
- Stakeholders include 30 industrial tenants as well as a U.S. Coast Guard Search and Rescue Station.

Project Requirements

- The ongoing DMMP is investigating future sediment disposal options; the study will be completed in 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 to 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 to 2 feet. The loss of depth in river segments annually ranges between 1 to 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 to 3 feet of channel depth results in increased transportation costs of between \$2M and \$3.5M annually.
- Reduction of bulk commodities that pass through the harbor and generate \$14.6B annually in direct business revenue while supporting 80,980 direct, indirect, and induced jobs that produce over \$2.3B per year in personal income.
- 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 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.

Consequences of Not Maintaining the Project cont.

➤ The pilot rock removal efforts funded in FY14 (performed in FY15) helped refine effective work methods, production rate and costs for prioritizing rock removal work effort into phases. Work is planned in FY 16 and 17 to attain the project depth in the outer harbor functional channel (mid-channel half width).

➤ 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 Harbor.

Transportation Importance

➤ Commodities are limestone, coke, coal, salt, grain, cement, liquid bulk, potash, and steel. Approximately 2.3M tons of coal are shipped to various Great Lakes ports.

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

Work Package	FY15 Requirement	FY15 Appropriation	FY16 Requirement	FY16 Appropriation	FY17 Requirement	FY17 President's Budget
Project Condition Surveys	373	373	381	389	389	389
Chicago CDF Water Quality Monitoring	105	105	105		107	107
Maintenance Dredging of Harbor Channel – Primary Work Package			1,850	2,290	380	380
Maintenance Dredging of Harbor Channel – Backlog Work Package					2,460	
Outer Harbor Lakebed Rock Removal – Functional Channel to Authorized Depth			8,720	4,500	5,520	
Structural Repairs to Detached and Shorearm Breakwaters by Gov't Floating Plant	1,245	1,245	1,375	1,367	1,251	1,251
Chicago Area Waterway System (CAWS) Dredged Material Management Plan	650	650	200		100	100
Storm Damage Repairs to Calumet Harbor Stone Dock: Lakefront Slope Armoring	715	715				
Chicago CDF Sediment Management (Grading & Piling)	600	600	600	460	600	600
CDF OPS Modification (Sediment Segregation Area)	40	40				
TOTAL	3,728	3,728	13,231	9,006	10,807	2,827

Congressional Interests

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