US Army Corps of Engineers

Great Lakes Navigation System

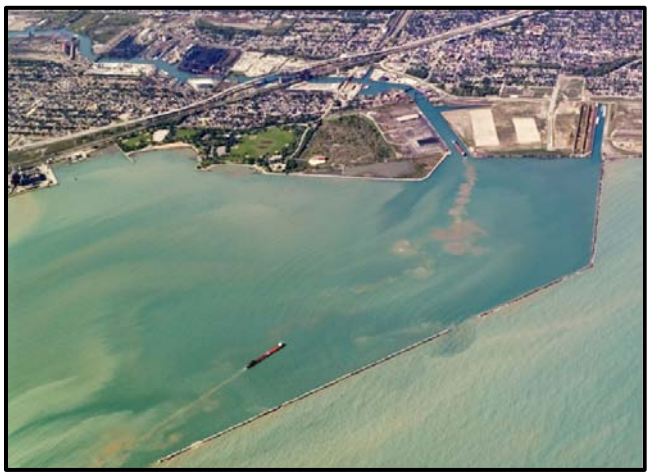
Calumet Harbor, IL and IN

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 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 L. Calumet (1.30 miles).
- 12,153 linear feet of steel sheetpile and timber crib breakwater structures.
- Chicago Confined Disposal Facility (CDF), which has a storage capacity of 1.3M cubic yards for contaminated sediment.
- The harbor is the central element of the Port of Chicago, the 33rd leading U.S. port and the 2nd largest port on the Great Lakes. Calumet Harbor, by itself, is a leading U.S. port, with 13.8M tons shipped or received in 2008.
- Interconnected with 181 commercial ports: ships to 96 ports, and receives from 85 ports.
- 30 industrial tenants operate in the harbor, as well as a USCG Search and Rescue Station.

Project Requirements

- The CDF has an estimated total storage capacity of 1.6 M cubic yards (CY). A portion of the volume is set aside for future cap and closure improvements, and may require up to 0.3 M CY. The CDF currently contains 1.2 M CY. Typical dredging events add 50,000 CY annually to keep up with shoaling. The ongoing Dredged Material Management Plan, set for FY14 completion, is investigating future sediment disposal options.
- Authorized depth is maintained only in the center half-width of the harbor channel. The loss of depth elsewhere in the river is 1.0 to 3.0 feet.
- The outer harbor was last dredged in 2009, and river segments were completed in 2011. Debris removal under the bridges is planned in FY12.



- The detached breakwater is the harbor's primary shield. Its condition is poor, having lost 6-10 inches of protective height, and there is a high probability of failure due to steel fatigue from over 75 years of service. Two breaches have previously occurred - both were large and expanded rapidly. Repairs to this structure continue, and will be completed by FY12.

Consequences of Not Maintaining the Project

- Light loading; loss of between 1 to 3 feet of channel depth due to shoaling results in increased transportation costs of between $0.8M and $4.5M annually.
- If the harbor was closed to commercial traffic, cargo would have to be transported by rail and truck. This would increase annual emission rates by over 20,233 tons of harmful particulate matter (PM-10), and increase external costs from railroad and trucking related accidents by $5.5M due to higher traffic.

Transportation Importance

- Commodities are limestone, coke, coal, salt, grain, cement, liquid bulk, potash, and steel. Nearly 3M tons of coal is shipped to 22 ports on the Great Lakes.

Transportation Importance, continued

- 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.
- Bulk commodities that pass through the harbor generate nearly $608M annually in direct revenue which supports nearly 3,494 jobs.
- These jobs generate nearly $160M per year in personal income.
- 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) 2011, 2012 and 2013
Calumet Harbor, IL and IN - Project Requirements and President's Budget ($1,000)

Work Package	FY11 Requirement	FY11 Work Plan	FY12 Requirement	FY12 Appropriation	FY13 Requirement	FY13 President's Budget
Project Condition Surveys	338	338	355	355	350	350
Chicago CDF Water Quality Monitoring	100	100	100	100	100	100
Chicago CDF Dredged Material Management Plan	100	100	650	650	30	30
Maintenance Dredging of Harbor Channel – Primary work package	1,020	800	743	665	1,037	914
Maintenance Dredging of Harbor Channel – Backlog work package						
Structural Repairs – Detached Breakwater by Gov't Floating Plant	1,900	1,900	1,760	1,760	1,850	1,000
Maintenance Dredging of River Channel – Backlog work package						
Chicago CDF Dikes Mod/Closure prep	1,000	1,000			70	70
Chicago CDF Sediment Management			375	375	375	375
Temporary Expansion of CDF					940	870
TOTALS	**4,458**	**4,238**	**3,983**	**3,905**	**4,752**	**3,709**

Congressional Interests

- Representative Jesse L. Jackson, Jr., D-IL-2
- Senator Richard Durbin, D-IL
- Senator Mark Kirk, R-IL