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 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), which has a nominal storage capacity of 1.3M cubic yards for contaminated sediment.
- The harbor is the central element of the Port of Chicago.
- Five year average (2006-2010) tonnage for Calumet Harbor alone is 12.9M tons of material shipped and received
- 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's original storage capacity was estimated at 1.6 M cubic yards (CY). A portion of the volume was set aside for future cap and closure improvements that may require up to 0.3 M CY. The CDF currently contains 1.3 M CY. 50,000 CY of shoaling occurs annually. The ongoing Dredged Material Management Plan, set for FY14 completion, is investigating future sediment disposal options and locations.
- Authorized depth is maintained only in the center half-width of the harbor channel. The loss of depth elsewhere ranges between 1.0 to 4.0 feet.
- The outer harbor was last dredged in 2009, and will be dredged again in 2013. River areas were completed in 2011. Debris removal under the bridges was completed 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 80 years of service. Two breaches have previously occurred - both were large and expanded rapidly. Repairs to this structure continue, and will be completed in FY13.

Consequences of Not Maintaining the Project

- Light loading losses of between 2 and 3 feet of channel depth results in increased transportation costs of between $0.9M and $1.6M annually.
- Reduction of bulk commodities that pass through the harbor and generate $84.5M annually in direct revenue while supporting 2,700 direct, indirect, and induced jobs that produce over $175.6M 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.

Transportation Importance

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

April 2013

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.

- 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) 2012, 2013 and 2014
Calumet Harbor, IL and IN
Project Requirements and President's Budget ($1,000)

Work Package	FY12 Requirement	FY12 Work Plan	FY13 Requirement	FY13 President's Budget	FY14 Requirement	FY14 President's Budget
Project Condition Surveys	355	355	350	350	357	357
Chicago CDF Water Quality Monitoring	100	100	100	100	102	102
Chicago CDF Dredged Material Management Plan	650	650	30	606	278	278
Maintenance Dredging of Harbor Channel – Primary work package	743	665	1,459	697	1,820	1,700
Maintenance Dredging of Harbor Channel – Backlog work package					600	
Structural Repairs – Detached Breakwater by Gov't Floating Plant	1,760	1,760	1,850	1,074	1,720	1,620
Maintenance Dredging of River Channel – Backlog work package						
Chicago CDF Dikes Mod/Closure prep			70	0	0	0
Chicago CDF Sediment Management (grading & piling)	375	375	375	460	635	635
CDF ops modification (sediment segregation area)			940	422	900	220
TOTALS	**3,983**	**3,905**	**5,174**	**3,709**	**6,412**	**4,912**

Congressional Interests

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