Chicago District
Navigation Program Overview

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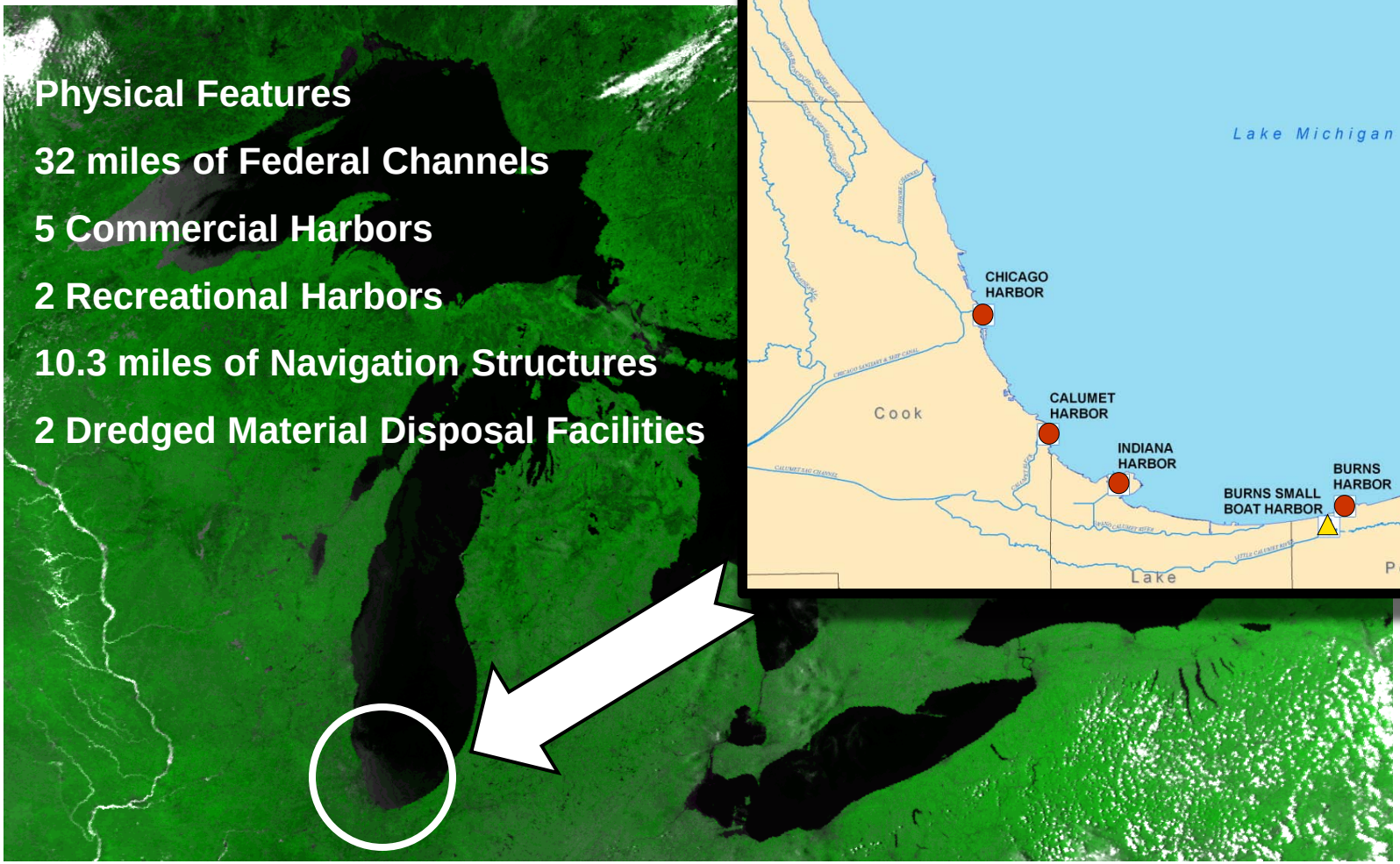
US Army Corps of Engineers

BUILDING STRONG®



Physical Features

32 miles of Federal Channels

5 Commercial Harbors

2 Recreational Harbors

10.3 miles of Navigation Structures

2 Dredged Material Disposal Facilities

FY11 LRC DREDGING PROGRAM

Project	Location	FY11 Budget	FY11 Estimated Quantity	Year Last Dredged	Freq.	Comments
Calumet Harbor, IL	RIVER	$920.K	50,000 CY	2009	1	CDF nearly full; some additional sediment unloading work required.
Indiana Harbor, IN	CANAL	$2,320.K	45,000 CY	1972	1	This will be the first dredging project since 1972
Waukegan Harbor, IL	HARBOR APPROACH	$500.K	30,000 CY	2010	1	We will dredge the most critical part of the channel
Michigan City, IN	HARBOR ENTRANCE	$0.K	32,000 CY	2008	3-4	USCG Search & Rescue Station dredging need

FY12 LRC DREDGING PROGRAM

Project	Location	FY12 Budget	FY12 Estimated Quantity	Freq.	Comments
Calumet Harbor, IL	RIVER	$1,100.K	40,000 CY	1	CDF storage limits require minimization of dredging
Indiana Harbor, IN	CANAL	$2,100.K	50,000 CY	1	Will continue with dredging of the outer harbor
Waukegan Harbor, IL	HARBOR APPROACH	$0	70,000 CY	1	Harbor may be forced to close in 2012.

Budgeted

Unbudgeted

INDIANA HARBOR

8.2M tons shipped or received in 2009.

Interconnected with 83 commercial ports: ships to 41, receives from 42.

Loss of 4.0 to 5.0 feet of channel depth due to shoaling and/or lake water level results in light loading, and increased transportation costs of between $9.7M and $13.1M annually.

The project has not been dredged since 1972 due to the lack of a suitable disposal facility for the highly contaminated sediment.

Indiana Harbor is one of the 43 areas of concern (AOC) identified by the International Joint Committee for the Great Lakes. The harbor is the only AOC that fails all fourteen criteria established by USEPA.

INDIANA HARBOR

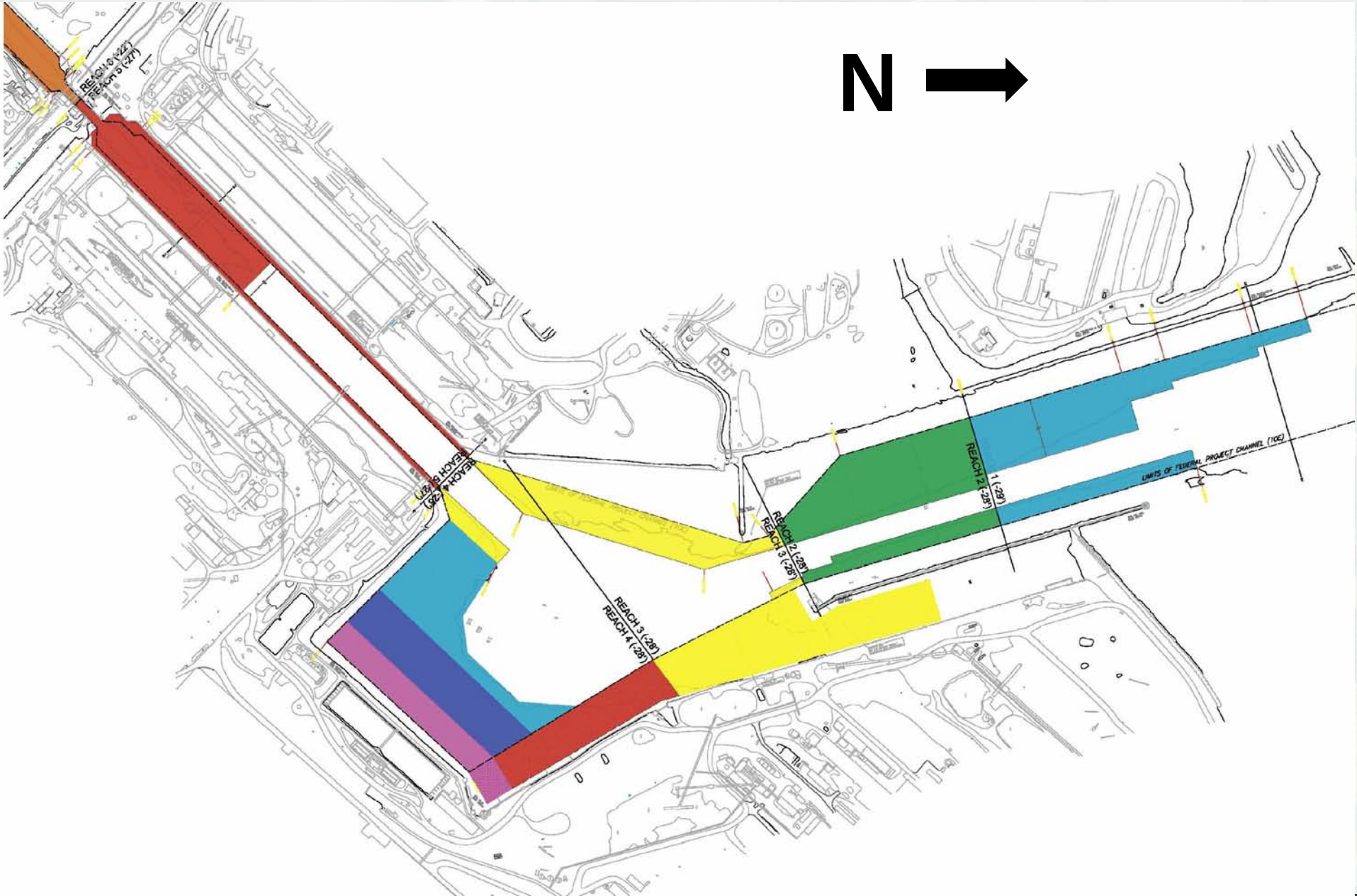
A 10-year dredging plan was developed in February 2010 to reflect agreements among USACE, the Port, local users and stakeholders.

Plan set the schedule for Federal and Non-Federal Dredging actions.

UPCOMING DREDGING SCHEDULE:

FY	Fed Dredging	Dredging Plan	Location	Non-Fed Dredging	Location	TOTAL
FY11	45,000 CY	$2.8M	Reach 5	144,000 CY	Reaches 4 & 5	189,000 CY
FY12	40,000 CY	$2.5M	Reaches 3 & 4	75,000 CY	Reach 3	115,000 CY
FY13	217,000 CY	$9.2M	Reaches 2, 6, 7, and 13	0 CY	N/A	217,000 CY
FY14	200,000 CY	$8.4M	Reaches 1 & 4	0 CY	N/A	200,000 CY

INDIANA HARBOR



INDIANA CDF

Construction of the confined disposal facility (CDF) will be completed in FY11, and permanent project operations will begin.

Contract documents for yearly site operations are being assembled. The contract will feature a base year plus up to four options, and include task orders for dredging.

LRC will host an industry meeting on 23 February in East Chicago, IN to obtain feedback on draft project solicitation.

Major elements of CDF operations include:

- **Groundwater Gradient System**
- **Water Management and excess water treatment**
- **Real-Time and Ambient Air Monitoring as a facility control**
- **Regulatory Reporting**

CALUMET HARBOR

13.8M tons shipped or received in 2008.

Interconnected with 154 commercial ports: ships to 74, receives from 80.

All sediment dredged in the harbor or river must be stored in the Chicago combined disposal facility.

The Chicago CDF was constructed in 1984, and was designed to minimally hold 1.3 M CY of contaminated sediment.

- **CDF will be “full” in FY2011.**

CALUMET HARBOR

CHICAGO CDF CURRENT ACTIVITIES:

- DMMP
- SEDIMENT MANAGEMENT

In 2009, the project received American Reinvestment and Recovery Act (ARRA)funding. Funds received were used to temporarily elevate the perimeter dikes, allowing an additional 200,000 CY to be placed within the site.

Future sediment management efforts will focus on grading, and trenching to accelerate sediment drying, and piling to optimize available space.

CALUMET HARBOR

WAUKEGAN HARBOR

339.K tons shipped or received in 2009.

Interconnected with 13 commercial ports: ships to six, receives from seven.

Loss of 3.5 to 4.5 feet of channel depth due to shoaling and/or lake water level results in light loading, and increased transportation costs of between $2.7M and $4.7M annually.