



## Calumet Harbor, IL and IN

### Harbor Features

- Located on Lake Michigan in the city of Chicago, Cook County, Illinois. The approach channel and outer harbor are located within Lake County, Indiana
- Authorization: Rivers & 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
- Deep draft commercial harbor
- 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 sheet pile and timber crib breakwater structures
- Sediment removed from the river channel is placed within the Chicago Area Confined Disposal Facility (CDF).
- 9.0M tons of cargo shipped/ received in 2021. Ranks 8th among the Great Lakes ports
- Interconnected with 36 commercial ports: ships to 29 ports, and receives from 22 ports
- Major stakeholders: 30 industrial tenants and U.S. Coast Guard Search and Rescue Station

### Project Requirements

- 25K cubic yards of sediment accumulates annually but the channel is typically maintained every other year. The harbor sediment is suitable for unconfined upland placement while the river material requires confinement. Current sediment backlog within all federal channel areas is 1.1M cubic yards



- Authorized depth is maintained within the center half-width of the outer harbor (minimum functional channel). The loss of depth in river segments annually ranges between 1 to 4'.
- In FY14, the Chicago Area CDF reached the 1.3M cubic yards anticipated by the original project authorization. Facility life-extension measures have been employed since then to allow river channel maintenance to continue.
- The dredged material management plan (DMMP) was approved in September 2020. The selected plan is to vertically expand the existing CDF, for a 20-year storage capacity of about 530K cubic yards which includes beneficially reusing the Calumet Harbor sediment within the berms. Design for Stage 1 for the first 13 vertical feet to add 266K cubic yards capacity is completed and the contract was awarded in September 2022
- 45K of sediment removal from the river and harbor was completed in FY22. Channel maintenance is suspended until the CDF expansion is completed

### **Project Requirements (Cont'd)**

- Rock removal within the outer harbor was completed in 2019. 57K tons of material was removed from 2017 through 2019, delivering full authorized depth within the center half width of the channel for the first time since the 1964 project authorization change
- The timber crib shore-arm 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 repairs were completed in 2015 and armor stone placement is generally completed on an annual basis by the government owned floating plant

### **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 \$1,372K and \$3,151K annually
- 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 73.6 lbs. of harmful particulate matter (PM-10) and increase costs by \$16.5M due to increased railroad related accidents, and \$11.0M due to increased trucking related accidents

### **Transportation Importance**

- Commodities are limestone, coke, coal, salt, grain, cement, liquid bulk, potash, and steel. Approximately 500K tons of coal are shipped to various Great Lakes ports
- Commodities handled by the harbor support \$14.6B in business revenue, 80,980 direct, indirect, and induced jobs, and \$2.3B in labor income
- 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
- Port hosts the USCG's busiest and largest station in the Ninth Coast Guard District
- The harbor is the best safe refuge for commercial vessels on southern Lake Michigan due to its ease of entry during storms and wide channel. It permits the safe operation of over 3,000 river barges annually between the Inland-Waterway system and Indiana, Gary, or Burns Waterway Harbor

**U.S. Army Corps of Engineers Fiscal Year (FY) 2023, 2024, and 2025  
Calumet Harbor, IL and IN – Project Requirements and President’s Budget (\$1,000)**

<b>Work Package</b>	<b>FY23 Requirement</b>	<b>FY23 Appropriation</b>	<b>FY24 Requirement</b>	<b>FY24 Appropriation</b>	<b>FY25 Requirement</b>	<b>FY25 President’s Budget</b>
Real Estate Management	23	23	24	24	25	25
Environmental Compliance	8	8	27	27	30	30
Project Condition Surveys	377	377	368	368	410	410
Maintenance Dredging Channel & River – Primary Work Package	3,356	3,356	3,366	3,366	0	0
Shorearm Breakwater Grout Stabilization (Gov't Floating Plant)	0	0	0	0	0	0
Chicago Area CDF Management of Dredged Material	691	691	653	653	571	571
Breakwater Repair with Gov't. Floating Plant	1,964	1,964	2,070	2,070	2,000	2,000
Facility Security	0	0	0	0	55	55
CDF Operations	0	0	0	0	190	190
CDF Maintenance	0	0	0	0	50	50
<b>TOTAL</b>	<b>6,419</b>	<b>6,419</b>	<b>6,508</b>	<b>6,508</b>	<b>3,331</b>	<b>3,331</b>

**Congressional Interests**

- Representative Frank Mrvan D-IN-1
- Representative Robin Kelly D-IL-2
- Senator Todd Young R-IN
- Senator Mike Braun R-IN
- Senator Richard Durbin D-IL
- Senator Tammy Duckworth D-IL