



US Army Corps
of Engineers®



Calumet Harbor, IL and IN

Harbor 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 & 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 sheet pile and timber crib breakwater structures
- Dredged material is placed in the Chicago Confined Disposal Facility (CDF), with a nominal storage capacity of 1.3M cubic yards for contaminated sediment.
- 9.1M tons of material shipped or received in 2019; ranked 9th among the Great Lakes Waterways (with the harbor) in 2019.
- 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

- During FY14, the Chicago CDF achieved the volume anticipated by the original project authorization. Facility life-extension measures have been employed to allow river channel maintenance to continue through 2021.
- The dredged material management plan (DMMP) was completed and approved in September 2020. The selected plan is to vertically expand the existing CDF, for a 20-year capacity. Design has commenced and contract award of the first phase of construction is scheduled for FY21 out of the “Construction” appropriation account.



- Authorized depth is maintained only in the center half-width of the outer harbor. The loss of depth in river segments annually ranges between 1 to 4 feet.
- Approximately 84,200 cubic yards of sediment were dredged from the river and harbor in 2020, and river and harbor maintenance dredging is scheduled in 2021, the last dredge event until the vertical expansion is completed. The harbor material sediment quality allows its use within the berms of the vertical expansion, while the river material requires confinement.
- The final phase of removal of rock outcroppings from the outer harbor was completed in 2019. Approximately 57,000 tons of rock was removed between 2017 through 2019.
- 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 and armor stone rubble mounding is needed to prevent further superstructure losses. Funds were received in the FY19 emergency supplemental to repair a portion of the shorearm breakwater.

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 \$4.8M and \$7.1M 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 36.8M tons 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.
- USCG's busiest and largest station in the Ninth Coast Guard District.
- 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.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2019, 2020, and 2021
Calumet Harbor, IL and IN - Project Requirements and President's Budget (\$1,000)**

Work Package	FY19 Requirement	FY19 Appropriation	FY20 Requirement	FY20 Appropriation	FY21 Requirement	FY21 Appropriation
Real Estate Management	22	22	30	24	27	22
Environmental Compliance	45	45	48	48	23	23
Project Condition Surveys	338	338	428	350	473	358
Maintenance Dredging Channel & River – Primary Work Package	2,495	2,495	0	0	3,217	3,217
Shorearm Breakwater Grout Stabilization (Gov't Floating Plant)	966	966	1,572	1,572	1,961	1,961
Shorearm Breakwaters Armor Stone Replacement (Contract)	2,552	1,475	4,000	0	0	0
Chicago Area Waterway System (CAWS) Dredged Material Management Plan	730	730	0	0	0	0
Chicago CDF Dredged Material Management	620	620	636	636	655	655
TOTAL	7,768	6,691	6,714	2,630	6,356	6,236

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