



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHICAGO DISTRICT, U.S. ARMY CORPS OF ENGINEERS
231 SOUTH LASALLE STREET, SUITE 1500
CHICAGO IL 60604

MAY 23 2014

Design Branch
Hydraulic and Environmental Engineering Section

James P. Casey
Illinois Department of Natural Resources
Office of Water Resources
Lake Michigan Management Section
160 North LaSalle Street, Suite S-700
Chicago, Illinois 60601

Dear Mr. Casey,

The U.S. Army Corps of Engineers (USACE), Chicago District, respectfully requests a General Federal Consistency Determination for periodic maintenance dredging of the Calumet Harbor and River Federal navigation project. The proposed dredging activity complies with the Illinois Coastal Zone Management Program (CZMP) and will be conducted in a manner consistent with such policies. Since this is an on-going project, the Chicago District requests a General Federal Consistency Determination for the life of the project.

Project map sheets and a fact sheet for Calumet Harbor have been enclosed along with this letter. The map sheets show the boundary limits and depths of the navigation project, and the fact sheet provides background information and describes the main project features. The maps, channel surveys, and fact sheet information for Calumet Harbor, as well as for the other Great Lakes harbors, are periodically updated, and the information is presently available at following website:

<http://www.lre.usace.army.mil/Missions/GreatLakesNavigation.aspx>.

As shown in the project map sheets, the Calumet Harbor and River navigation project crosses the Illinois-Indiana State Line. The entire Calumet River and a small portion of Calumet Harbor are located in the State of Illinois, and most of Calumet Harbor is located in the State of Indiana. The maximum amount of material to be dredged during a one-year, annual time period is estimated to be approximately 200,000 cubic yards (CY), but this would be unusual. Typical dredging events are expected to remove around 50,000 CY on an annual basis to keep up with shoaling, but the amount of shoaling can be affected by a number of different factors, such as erosion, storm events, high winds and strong currents, ship and barge traffic, etc. In addition, annual maintenance dredging may be temporarily suspended for a year or more due to budget constraints, high water levels, or other operational or logistical considerations, so a large dredging event may be needed to remove the backlog of accumulated shoaling when dredging resumes. Shoaling occurs throughout the navigation project, so the boundaries on the project map show the extent of the possible areas to be dredged over the life of the project.

Currently, the dredged material is placed into the Chicago Area Confined Disposal Facility (CDF), and this CDF discharges to the Calumet River in the State of Illinois. The discharge from the CDF is regulated under a five-year Illinois Environmental Protection Agency (EPA) water pollution control permit (number 2011-EA-1347), which was issued December 29, 2011 and expires on November 30, 2016. It is important to recognize that the Chicago District has been placing the dredged material into the CDF since 1984, and the CDF has only a limited volume remaining for future maintenance dredging. As a consequence, the Chicago District is in the process of preparing a feasibility study known as a dredged material management plan (DMMP) to identify and evaluate potential alternatives for a twenty-year period. As more specific information becomes available, this plan will be coordinated with your agency in accordance with the National Environmental Policy Act (NEPA).

If you have any questions concerning this letter, please feel free to contact Richard Saichek at (312) 846-5507, by e-mail to richard.e.saichek@usace.army.mil, or at the address above.

Sincerely,



Roy J. Deda
Acting Deputy for Project Management

Enclosures



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, the 36th leading U.S. port. Five year average (2007-2011) tonnage for Calumet Harbor alone is 12.8M tons of material shipped and received, making it the 45th leading U.S. port, and constituting 61% of the Port of Chicago.
- 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 ongoing DMMP is investigating future sediment disposal options; the study will be completed in FY14 with the expected approval in late FY15. If funded, the design of a new disposal facility could be completed in FY17, and constructed by the end of FY19.
- In FY14, the Chicago CDF will be “full” as defined by the original project authorization. Based on the timeline required to bring a new disposal facility online, USACE has minimally five years of dredging efforts upcoming that still must be placed within the existing CDF. Facility life-extension measures, which began in 2009, continue to be employed to allow channel maintenance to continue in the interim.



- 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 2013, and will be dredged again in 2014. River areas were dredged in 2011, and will also be dredged in 2014.
- 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 is needed to prevent further superstructure losses.

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 \$259.8M annually in direct business revenue while supporting 4,330 direct, indirect, and induced jobs that produce over \$350.0M 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. Approximately 3M tons of coal is shipped to 22 other ports.
- 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) 2013, 2014 and 2015 Calumet Harbor, IL and IN - Project Requirements and President's Budget (\$1,000)

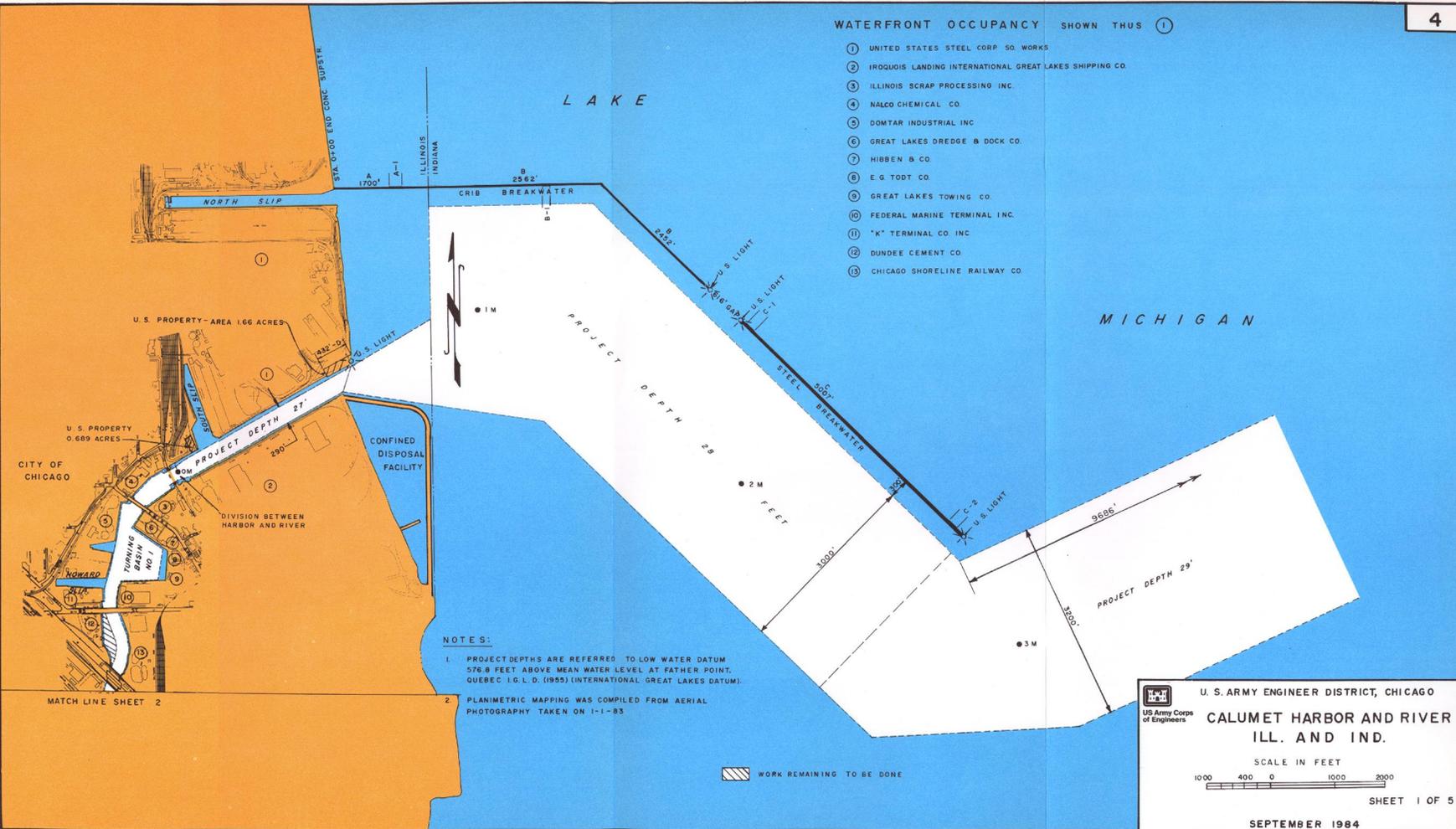
Work Package	FY13 Requirement	FY13 Allocation	FY14 Requirement	FY14 Appropriation	FY15 Requirement	FY15 President's Budget
Project Condition Surveys	350	350	357	357	359	359
Chicago CDF Water Quality Monitoring	100	100	102	102	105	105
Chicago CDF Dredged Material Management Plan	30	606	278	278	25	25
Maintenance Dredging of Harbor Channel – Primary work package	1,459	697	1,820	1,651		
Maintenance Dredging of Harbor Channel – Backlog work package			600			
Outer Harbor lakebed rock removal – functional channel to authorized depth				367		
Structural Repairs – Detached Breakwater by Gov't Floating Plant	1,850	1,074	1,720	1,620	1,434	1,434
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	460	635	635	600	600
CDF ops modification (sediment segregation area)	940	422	900	220		
TOTALS	5,174	3,709	6,412	5,230	2,523	2,523

Congressional Interests

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

WATERFRONT OCCUPANCY SHOWN THUS ①

- ① UNITED STATES STEEL CORP SO. WORKS
- ② IROQUOIS LANDING INTERNATIONAL GREAT LAKES SHIPPING CO.
- ③ ILLINOIS SCRAP PROCESSING INC.
- ④ NALCO CHEMICAL CO.
- ⑤ DOMTAR INDUSTRIAL INC.
- ⑥ GREAT LAKES DREDGE & DOCK CO.
- ⑦ HIBBEN & CO.
- ⑧ E.G. TODT CO.
- ⑨ GREAT LAKES TOWING CO.
- ⑩ FEDERAL MARINE TERMINAL INC.
- ⑪ "K" TERMINAL CO INC.
- ⑫ DUNDEE CEMENT CO.
- ⑬ CHICAGO SHORELINE RAILWAY CO.



NOTES:

1. PROJECT DEPTHS ARE REFERRED TO LOW WATER DATUM 576.8 FEET ABOVE MEAN WATER LEVEL AT FATHER POINT, QUEBEC I.G.L.D. (1955) (INTERNATIONAL GREAT LAKES DATUM).
2. PLANIMETRIC MAPPING WAS COMPILED FROM AERIAL PHOTOGRAPHY TAKEN ON 1-1-83.



WORK REMAINING TO BE DONE



U.S. Army Corps of Engineers

U. S. ARMY ENGINEER DISTRICT, CHICAGO

CALUMET HARBOR AND RIVER
ILL. AND IND.

SCALE IN FEET



SHEET 1 OF 5

SEPTEMBER 1984

WATERFRONT OCCUPANCY SHOWN THUS (1)

- | | |
|-------------------------------------|--|
| (14) CALUMET MARINE TOWING | (22) RAIL TO ELEVATORS |
| (15) AMERICAN SHIP BUILDING CO. | (23) INTERNATIONAL HARVESTER CO. & WISC. STEEL WORKS |
| (16) S.H. BELL CO. | (24) MARBLEHEAD LIME CO. |
| (17) RAIL TO WATER TRANSFER CO. | (25) INTERLAKE INC. |
| (18) THE PILLSBURY CO. | (26) HECKETT DIVISION OF HASCO CORP. |
| (19) MATERIAL SERVICE CORP. | (27) GREAT LAKES CARBON CORP. |
| (20) DUNBAR & SULLIVAN DREDGING CO. | (28) REPUBLIC STEEL CORP. |
| (21) GENERAL MILLS INC. | (29) CONTINENTAL GRAIN CO. |
| | (30) CHICAGO & NORTHWESTERN TRANSPORTATION CO. |
| | (31) CARGILL INC. |
| | (32) PVS CHEMICAL INC. |
| | (33) BIRD & SON CHICAGO FELT DIV. |
| | (34) GLOBE INDUSTRIES INC. |
| | (35) FORD MOTOR CO. |

MATCH LINE SHEET 3

TOWNECE

TURNING BASIN NO. 3

AND DEPTH 27 FEET

NOW SECTION

PROJECT DEPTH 28 FEET

CONVERTED

SLIP



NOTES:

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- PLANIMETRIC MAPPING WAS COMPILED FROM AERIAL PHOTOGRAPHY TAKEN ON 1-1-83

WORK REMAINING TO BE DONE SHOWN THUS:



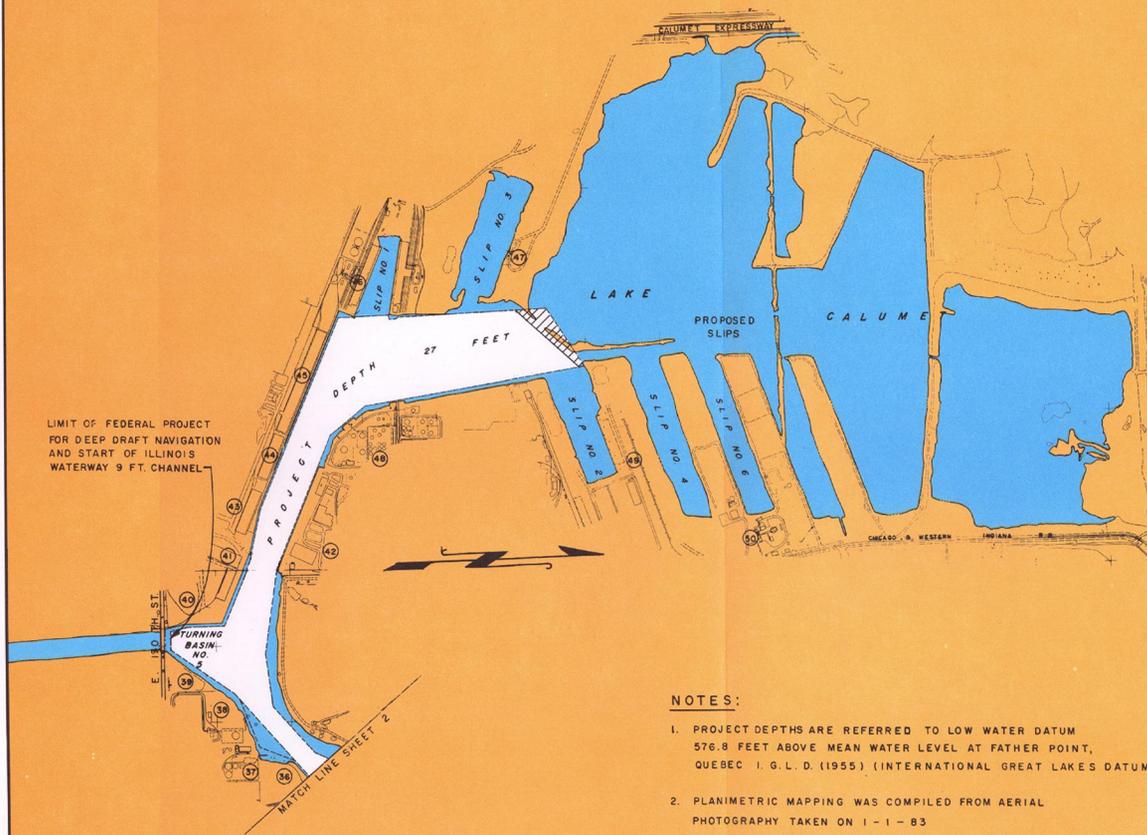
U. S. ARMY ENGINEER DISTRICT, CHICAGO

CALUMET HARBOR AND RIVER
ILL. AND IND.SCALE IN FEET
1000 400 0 1000 2000

SEPTEMBER 1984

SHEET 2 OF 5

MATCH LINE SHEET 1



LIMIT OF FEDERAL PROJECT
FOR DEEP DRAFT NAVIGATION
AND START OF ILLINOIS
WATERWAY 9 FT. CHANNEL

NOTES:

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- PLANIMETRIC MAPPING WAS COMPILED FROM AERIAL PHOTOGRAPHY TAKEN ON 1-1-83

WATERFRONT OCCUPANCY SHOWN THUS (1)

- (36) MARATHON PIPE LINE CO.
- (37) ALLIED CHEMICALS
- (38) CIL CHEMICAL INC.
- (39) MATERIAL SERVICE INC.
- (40) SCRAP CORP OF AMERICA
- (41) PENNSYLVANIA DOCK
- (42) INTERNATIONAL GREAT LAKES SHIPPING CO.
- (43) CALUMET BARGE TERMINAL INC.
- (44) MARITIME SERVICE
- (45) NORTH PIER TERMINAL SHED
- (46) INDIANA GRAIN DIV.
- (47) CEMENT TRANSIT CO. TERMINAL
- (48) STOLT TERMINAL (CHICAGO), INC.
- (49) EMES COMPANY MARINE TERMINAL
- (50) WASTE MANAGEMENT INC.



WORK REMAINING TO BE DONE



U. S. ARMY ENGINEER DISTRICT, CHICAGO

**CALUMET HARBOR AND RIVER
ILL. AND IND.**

SCALE IN FEET



SHEET 3 OF 5

SEPTEMBER 1984