



**Mission Statement**  
"The ECWMD Advances Economic and Recreational Use of the Waterways"

## **2025 Communicator**

This Communicator is being sent to property owners along the East Chicago waterway who are being assessed an annual user fee and will also be posted on our website at [www.in.gov/ecwmd/](http://www.in.gov/ecwmd/).

### **About the East Chicago Waterway Management District (District or ECWMD)**

ECWMD is a special use district created in 1994 in accordance with Indiana State law (I.C. 8-10-9) to, among other things, manage and supervise the industrial, commercial, and recreational development of the waterways in the City of East Chicago. ECWMD's jurisdictional boundary is defined by a one-half (1/2) mile distant from the center line of any waterway in all directions. In 2010, the ECWMD began assessing annual user fees to fund projects and activities necessary to accomplish its statutory purposes. For more information on the ECWMD, please visit our website at [www.in.gov/ecwmd/](http://www.in.gov/ecwmd/).

Because the ECWMD is an Indiana government entity, the State Board of Accounts (SBOA) performs periodic audits of its finances. The most current SBOA review was filed on April 14, 2024, for the period of 2019 through 2023. We are pleased to report that the SBOA review was completed with no adverse findings. A copy of the SBOA review report may be found on ECWMD's website at [www.in.gov/ecwmd/](http://www.in.gov/ecwmd/) or the SBOA's website at [www.in.gov/sboa](http://www.in.gov/sboa).

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**The following is an update of ECWMD's two marquee projects:**

- 1. East Chicago Waterways Environmental Clean-up Project**
- 2. Navigational Dredging Project**

### **1. East Chicago Waterway Clean-up Project**

Decades of industrial and municipal discharges have contaminated sediments in the Grand Calumet River (GCR), Indiana Harbor Canal (IHC), and the Lake George Canal (LGC). Past sediment testing has detected contaminants ranging from ammonia, arsenic, cyanide, E-coli,

PCB's, oil and grease, lead, PAHs, and pesticides to name a few. The contamination of the waterways has disrupted economic development and recreational use for decades.

### **Clean-up Project Summary – 2013 through 2024**

#### *2013 Great Lakes Legacy Act (GLLLA) Project Agreement – ECWMD and EPA*

In December 2013, the District and the U.S. Environmental Protection Agency (USEPA) entered into a Project Agreement to conduct a Remedial Investigation, Feasibility Study and Remedial Design for clean-up of the GCR/IHC/LGC through its GLLA Program. Under the GLLA, USEPA can provide federal funding and project work when non-federal partners (NFP) provide cash, work, or in-kind contributions. In 2013, six major project areas were originally identified which have recently been expanded to 7 major project areas with the addition of the GCR Junction Marsh. The seven major areas of the Remedial Design are depicted in Figure (1):

- 1) Grand Calumet River West Junction (East Chicago)
- 2) Grand Calumet River East Junction (East Chicago)
- 3) Grand Calumet River North Junction (Indiana Harbor Ship Canal, East Chicago)
- 4) Grand Calumet River Junction Marsh (East Chicago)
- 5) Lake George Canal – East (East Chicago)
- 6) Lake George Canal – Middle (East Chicago & Hammond) and
- 7) Lake George Canal – West (Hammond) AR/BP is managing this section of the canal.

During these initial phases, the Project Team consisted of the District, USEPA, and TetraTech (who was hired by the District to provide the engineering services.) The Remedial Investigation and Feasibility Study are completed. The Remedial Design phase will be handled separately for GCR and LGC areas, which will be explained further below.

The State and Community/Stakeholder Acceptance was obtained during the public comment period. Feedback from stakeholder meetings, public meetings and the public comment period were considered in the evaluation of the final cleanup plan.

Due to limited funding and various project constraints, the Remedial Design and Remedial Action could not be completed for the entire project area all at once; therefore, the Remedial Action will be completed for specific areas of the project separately as funding becomes available and project constraints can be properly managed.

#### *2015 GLLA Project Agreement, 1<sup>st</sup> Amendment – ECWMD, AR, BP, and EPA*

In December 2015, the 2013 Project Agreement between the District and USEPA was amended to add Atlantic Richfield Company (AR) and BP Products North America, Inc. (BP) (together AR/BP) as non-federal partners which allowed AR/BP to begin capturing the cost of ongoing source control activities that qualify as in-kind contribution.

## 2018 GLLA Project Agreement, 2<sup>nd</sup> Amendment – ECWMD, AR, BP, and EPA

On November 8, 2018, the GLLA Project Agreement was again amended (with signatories ECWMD, AR, BP and EPA) to include the remediation of the Lake George Canal (LGC) East Section and Lake George Canal (LGC) Middle Section (see Figure 2 and written summary below). This GLLA Project Agreement amendment included projects along the waterways to be carried out by the project partners. The cost of these projects will count towards the non-federal partners' local share. These projects include the installation of a Barrier Wall System (BWS) along the northern boundary of the South Tank Farm (STF) adjacent to the south side of the LGC East branch in East Chicago and an underground pipeline removal project, to name a few. The underground pipeline removal project was completed in the summer of 2021.

The total project budget was originally estimated at \$26 million, (for additional information see Attachment A, EPA News Release).

### The GLLA Barrier Wall System Design and Construction Project Summary

As part of AR's objective to remove and further mitigate historic contamination on the former ECI Refinery in the upland parcels, AR designed and constructed the BWS along the northern boundary of the STF parcel adjacent to the LGC-East branch. The BWS project included installation of a steel Sheet Pile Wall (SPW) as well as design and construction of components associated with the future groundwater management system (GWMS). The SPW will stabilize the bank and will help prevent subsurface oil from migrating from the upland parcels into the waterway.

Design work on the BWS project began in 2019 and was completed in the first half of 2023. The project partners held three public review sessions to inform the public and allow public feedback on the design and construction of the BWS. The first two public review sessions were held at the 30% and 90% design phases, respectively. The third public meeting was held before the start of construction, during the District's March 16, 2023 public board meeting. At that meeting, the District board of directors approved the project to proceed to construction. AR procured domestic steel for the construction of the BWS. Mobilization started in the first quarter of 2023, and construction of the SPW was completed in the first half of 2024, which included approximately 2,100 linear feet of SPW along with its support features. The GWMS design is currently at 60% and is scheduled to be completed at a later date once the Army Corps of Engineers (Corps) completes its sediment removal project in the LGC-East section, which is scheduled to be dredged in 2026. When combined with the sediment dredging and sediment removal work that EPA and the Corps plan to undertake in the Canal, the BWS project is expected to significantly improve the quality of sediment, water and habitat in the Lake George Canal waterway. After the construction of the SPW, the project team has observed a noticeable reduction in oil sheens along the adjacent waterway.

## **Summary of Remediation Scope of Work - LGC East Section and LGC Middle Section**

The LGC-East Section – The proposed remediation plan for the LGC-East includes dredging/removal of approximately 110,000 cubic yards of sediment and the placement of a cap on a small area located on the west-end of the LGC-East Section of the Canal near the railroad bridge. Targeted sediment will be environmentally dredged to a pre-determined elevation using either hydraulic or mechanical means. Containment curtains, oil booms, or similar equipment will be used during dredging to contain sediment and oil sheen within the immediate vicinity of the dredging operation. The 1<sup>st</sup> phase of dredging which was completed in December 2020 removed 23,804 cubic yards of contaminated sediment. Now that the SPW has been installed, the Corps is planning to conduct the 2<sup>nd</sup> phase of the dredging which includes approximately 70,000 to 85,000 cubic yards of sediment and is scheduled to be done in 2026.

The LGC-Middle Section – The remedial design for the LGC-Middle includes the installation of 12 acres of an engineered cap to contain contaminated sediment in-place and prevent future contaminant releases. The final cap design was completed in 2021 and provides for a remedy that's protective of human health and the environment along the LGC. Remediation construction began in March of 2022, and was completed in the summer of 2023. Monitoring and maintenance activities related to the cap construction and restoration efforts started in the fall of 2023 and are scheduled to continue through 2026. The project team is working on an Adaptive Management Plan (AMP) to assess and address the cap's performance, including to address oil sheens within the Lake George Canal.

### 2019 GLLA Project Agreement, 3<sup>rd</sup> Amendment – ECWMD, AR, BP, ArcelorMittal, and EPA

On November 13, 2019, the GLLA Project Agreement was again amended to capture future in-kind work from an ArcelorMittal (now Cleveland-Cliffs) Supplemental Environmental Project (SEP) to perform dredging in the Indiana Harbor Ship Canal (Harbor Dredging Project SEP) and additional source control efforts from BP's Land Bridge Project. The total project budget for the activities covered by the 3<sup>rd</sup> Amendment to the Project Agreement is \$35.1 million.

The Harbor Dredging Project SEP was originally estimated to produce approximately \$8.1 million in cost share credit, but the current forecast is approximately \$5 million, and this dredging is scheduled to be done in 2027. The District may use the in-kind credits generated by the dredging work to help complete additional sediment remediation in the Grand Calumet River and IHC Area of Concern (AOC) within the City of East Chicago consistent with the Feasibility Study and Remedial Design efforts performed pursuant to the 2013 Project Agreement. The Harbor Dredging Project will be funded by Cleveland-Cliffs Inc., which acquired ArcelorMittal in 2020 and assumed ArcelorMittal's environmental liabilities.

The Project Agreement estimated cost of the AR/BP Land Bridge Project is \$900,000. This project will be funded by AR/BP and will serve as in-kind credit for AR/BP's use as match in a potential future project(s) in the west section of the Lake George Canal.

2021 GLLA Project Agreement, 4<sup>th</sup> Amendment – ECWMD, AR, BP, ArcelorMittal/Cleveland-Cliffs, and EPA

On August 19, 2021, the GLLA Project Agreement was again amended to document the changes in scope, costs and schedule to the 3<sup>rd</sup> Project Agreement Amendment and to also include completing the remedial design for the three Grand Calumet River (GCR) junction reaches. The total project budget for the work to be performed pursuant to the 4<sup>th</sup> Project Agreement Amendment is \$70.7 million.

The fourth amendment includes installation of a deeper and more extensive sheet pile wall/barrier wall and removal of contaminated soil from an area of the STF land in the area of the SPW.

The GCR remedial design includes proposed work in four sections of the waterway – the GCR-West Branch, the GCR-East Branch, the Indiana Harbor Canal Branch, and the GCR Junction Marsh, see Figure (3). This project was originally proposed to be constructed in two phases; however, due to changes in circumstances, including available funding, the project proposal was re-submitted on April 30, 2024 and the plan is now to remediate the entire area in one phase. See the next section for a summary of the current proposed project.

*2025 GLLA Grand Calumet River (GCR) and Junction Marsh Sediment Remediation Project:*

The project proposal was re-submitted on April 30, 2024, and includes all four sections—the GCR-West, GCR-East, IHC, and the GCR Junction Marsh. The current overall project forecast is \$95.3 million. The District will contribute 35% of the overall project cost, estimated at \$33.3 million, through credits generated by in-kind projects identified in the existing cost share agreement between the District and AR/BP, or through prior years’ dredging work generated by Cleveland Cliffs’ Harbor Dredging Project SEP. The Great Lakes Legacy Act funds will contribute the remaining 65%, for an estimated total of \$61.9 million. The capital cost breakdown for each major area, component, and percentage share is shown in Table 1.

The District gave a presentation of the project to EPA’s Technical Review Committee on May 2, 2024. EPA has given the project team the green light to work on the Project Agreement (PA). We are forecasting completing the PA by the end of 2025 and starting construction work in 2026, with work continuing through the end of 2027, see Section “Subsequent Project Agreement(s)” for additional information on the GCR Junction Reaches Project Agreement.

Scope of work summary:

- GCR-West Section – Dredge and dispose 22,000 cubic yards (approximately 2 feet) of sediment, which includes the East Chicago Sanitary District outfall channel, followed by the construction of a 11,300 cubic yards cap over the remaining sediment. The cap will consist of a mixture of organoclay and sand, covered by an armor layer of larger stone. The final cap surface will roughly match the current sediment elevation. The GCR-West project includes the restoration of a 1-acre wetland shelf.
- GCR-East Section – Construction of 16,200 cubic yards of sediment cap over the existing sediment. The cap will consist of a mixture of organoclay and sand covered by an armor layer of larger stone.
- IHC Section – Dredge and dispose of 42,000 cubic yards of dredged sediment which includes 1,000 cubic yards of sediment that contains PCBs >50 mg/kg, followed by the construction of a 36,700 cubic yards cap over the remaining sediment. The cap will consist of a mixture of organoclay and sand covered by an armor layer of larger stone.
- GCR Junction Marsh – The restoration of 10 acres of wetlands (50,000 cubic yards). The current plan includes the excavation of approximately 2.5 feet of soil and then backfilling it with clean sand. Open water areas will be provided for waterfowl and remaining areas planted with native species.

Table 1, Total Project Budget

<b>Project Component</b>	<b>Project Component Cost</b>
GCR- West: Dredge, Cap, Wetland Shelf	\$13,540,000
GCR- East: Sediment Cap	\$7,860,000
IHC - Dredging, including PCB Hot Spot, Sediment Cap	\$26,910,000
Junction Marsh - Excavate, Backfill, Native Plants	\$13,610,000
<b>Total Remediation Costs</b>	<b>\$61,920,000</b>
<b>Total Project Cost</b>	<b>\$95,261,538</b>
<b>NFS Responsibility, 35% of Total Project Cost</b>	<b>\$33,341,538</b>

### Subsequent Project Agreement(s)

The project team is evaluating whether remediation of the LGC areas and GCR Junction Reaches should be executed under an “Omnibus” Project Agreement – a single, comprehensive contract covering both areas – or via two separate project agreements, each specific to its respective area. The preferred approach and finalized project agreement(s) are expected to be approved in 2025.

### **Remediation and Funding for the Other Sections of the East Chicago Waterways**

The Project Team continues to work diligently to leverage and secure funding to complete the clean-up/remediation for the entire East Chicago waterway. Funding efforts and sources we continue to explore other than the AR/BP cost share agreement and Cleveland Cliffs SEP mentioned above include:

- Local industries/stakeholders as partners – industries/stakeholders that have ongoing work or future work that benefit the waterway clean-up objectives may count towards in-kind contributions. If the project benefits the waterway and qualifies as in-kind contribution towards the overall work in the AOC, the industry/stakeholder can contribute its project costs to leverage more federal clean-up work in the waterway by submitting cost documentation of the qualified work to EPA for review. No additional work or cost is required of the industry/stakeholder and in-kind contributions are considered voluntary.
- On December 11, 2019, the District along with EPA and IDEM led a presentation at a Lakeshore Chamber of Commerce luncheon that summarized the ongoing GLLA project activities and efforts and included a solicitation of potential future GLLA partnerships to area businesses. As of this writing, AR/BP and Cleveland-Cliffs are the only local industry/stakeholders that have partnered on this project allowing qualifying work along the waterway to count towards in-kind credit.

If you are interested or know someone who may be interested in entering a partnership agreement with the District or know of ongoing or future projects/activities that may count towards in-kind contribution, please contact Fernando M. Treviño, ECWMD Executive Director, at (mobile) 219-741-7714, [fmtconsulting@aol.com](mailto:fmtconsulting@aol.com); or Scott Cieniawski, Section Supervisor, U.S. EPA – Great Lakes National Program Office, [cieniawski.scott@epa.gov](mailto:cieniawski.scott@epa.gov), 312.353.9184.

- Local Industries with past or ongoing GLLA projects that may have a cost share balance after project completion that may be transferred to our project.
- User fees collected by the District.
- Reimbursement monies and credits received from the Army Corps of Engineers for past payments made by the District for the construction of the CDF.

- Cost share credit balance remaining from the above District projects that may be carried over for remediation of other parts of the waterway.

### Several Expected Long-term Benefits of Clean Waterways

- A reduction of toxics released into the Lake Michigan
- A reduction of human health and ecological risks
- Improved aquatic habitat
- Improved water quality
- Improved conditions for fish and wildlife – clean environmental conditions will allow wildlife to thrive – birds, fish, and vegetation.
- Improved aesthetics in and near the waterways
- Increased opportunities for business development and recreational use.
  - Studies of similar projects indicate a potential return of investment in the range of 6 to 1, including increasing property values.
  - A clean canal/river will enhance recreational opportunities and use.
  - The projects will remove restrictions on fish and wildlife consumptions, improving recreational opportunities for fisheries and recreational fishing.

## **2. Navigational Dredging Project**

Due to the presence of contaminated sediment in the Canal and a lack of a suitable disposal facility, the Indiana Harbor Ship Canal (IHSC) had not been dredged since 1972. The contaminated sediment in the Canal is not suitable for open water disposal into Lake Michigan, nor is it suitable for unconfined upland disposal and it has no beneficial use. The consequence of the inability to dredge for such a long period of time is a buildup of sediment in the Canal which impacts the efficiency of deep draft commercial shipping. To provide a suitable disposal site, the Army Corps of Engineers (Corps) designed and constructed a Confined Disposal Facility (CDF) located in East Chicago, Indiana.

The navigational dredging project is designed to dredge and dispose of sediment in a way that is safe to human health, improves the environment, and is economically beneficial. The commercial benefit of the navigational dredging project will be a “deeper” canal, enabling a more economical and cost-effective means for deep draft commercial shipping through the Indiana Harbor Ship Canal. The navigational dredging will have fortuitous environmental benefits resulting from a cleaner canal which will be taken into consideration in the final cleanup design.

Following the completion of the CDF construction in 2011, the Corps began dredging the IHSC in the fall of 2012 and continued annually thereafter through 2020. Dredging of the federal channel reaches was completed in December of 2020. The Corps has dredged a total of approximately 1.7 million cubic yards of sediment through 2020 (see Figure 4).

In 2021, the Corps began the construction of a second dike lift of the CDF, which increased its capacity from 2.4 million cubic yards to approximately 4.8 million cubic yards. The construction for the dike’s second lift was completed in June of 2024. There were no dredging activities

during the dike construction. However, following the completion of the second dike lift construction, the Corps resumed “maintenance” dredging. In 2024, the Corps’ contractor, Roen Salvage, performed maintenance dredging, during which approximately 84,000 cubic yards of sediment were dredged. The Corps is currently soliciting for their next dredging phase, with the contract anticipated to be awarded in 2025. This dredging cycle is expected to occur in the fall/winter of 2025 or may be scheduled for 2026. This total dredging volume is estimated at approximately 65,000 cubic yards.

The District serves as the local sponsor to the Corps for the CDF and may serve as a local sponsor for companies and private owners who wish to have the Corps perform dredging at their docks and/or property or who perform their own dredging and want to dispose of their sediment in the CDF. Costs affiliated with these dredging activities and storage in the CDF are paid by the company/private owners whose dredged sediment is placed in the CDF. The District also communicates with the Corps the concerns and issues voiced by the local community and stakeholders related to the dredging and CDF construction/maintenance activities. For additional information on the navigational dredging project, please visit the Corps’ website at <https://indianaharbor.evs.anl.gov/>.

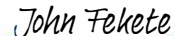
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If you have any questions, concerns, or issues with the Dredging Project, CDF project/activities, the clean-up efforts, or if you would like to learn more about the possibility of dredging material on or near your property, please contact Fernando M. Treviño, ECWMD Executive Director, at (mobile) 219-741-7714, or [fntconsulting@aol.com](mailto:fntconsulting@aol.com). You may also visit us at [www.in.gov/ecwmd/](http://www.in.gov/ecwmd/).

Sincerely,



Fernando M. Treviño  
ECWMD, Executive Director



John Fekete (Sep 27, 2025 11:45:43 CDT)

John Fekete  
ECWMD, President of the Board

cc: The Honorable Mayor Anthony Copeland  
Sandra Favela, Chief of Staff, City of East Chicago  
Val Gomez, City Controller, City of East Chicago  
ECWMD Board of Directors  
Ellen Gregory, ECWMD Board Attorney  
Scott Cieniawski, USEPA  
Adam Mittermaier, USEPA  
Ben O’Neil, USEPA  
Christian Bako, USEPA  
Natalie Mills, Army Corps of Engineers/USEPA, Project Manager  
Vaughn Coolman, Army Corps of Engineers, Project Manager  
Carl Wodrich (IDEM)  
Michael Spinar (IDEM)  
Eric Larson (Atlantic Richfield)



U.S. ENVIRONMENTAL PROTECTION AGENCY  
**NEWS RELEASE**  
WWW.EPA.GOV/NEWSROOM

CONTACT: Allison Lippert, 312-353-0967, [lippert.allison@epa.gov](mailto:lippert.allison@epa.gov)

## **EPA announces \$26 million cleanup of Grand Calumet River in Northwest Indiana**

EAST CHICAGO / HAMMOND, IND. (May 20, 2019) — The U.S. Environmental Protection Agency (EPA) announced a \$26 million cleanup will begin this month on Lake George Canal in the cities of East Chicago and Hammond, Indiana. The waterway is part of the Grand Calumet River Area of Concern on Lake Michigan, identified by the United States and Canada as one of 43 toxic hotspots in the Great Lakes basin. Work will be funded through a cost-sharing partnership with the East Chicago Waterway Management District (ECWMD), Atlantic Richfield Company and BP Products North America. EPA anticipates the cleanup will be completed in 2020.

“Through this public-private partnership, EPA, East Chicago Waterway Management District, Atlantic Richfield and BP will work together to remove more than a century’s legacy contamination, improve habitat and boost economic growth along the Grand Calumet River in Northwest Indiana,” said **EPA Region 5 Administrator / Great Lakes National Program Manager Cathy Stepp**. “This massive cleanup is a crucial step forward in restoring the river and clearly demonstrates the progress being made under the Great Lakes Restoration Initiative.”

Approximately 60,000 cubic yards of contaminated sediment will be dredged from the Lake George Canal. Any material that may remain will be capped and controlled, as needed.

“Mayor Copeland of East Chicago, Congressman Visclosky, ECWMD Board of Directors, Atlantic Richfield and BP, and EPA have been outstanding partners in the cleaning of our waterways and in the team’s hard work and effort to see this project through to fruition,” said **ECWMD Executive Director Fernando M. Treviño**.

“Atlantic Richfield Company and BP Products North America appreciate the opportunity to partner with the U.S. EPA and the East Chicago Waterway Management District on the completion of this important project,” said **Chris Greco, Portfolio Manager, Remediation Management Services Company**. “We believe it benefits the community and helps create additional opportunities in East Chicago.”

The Grand Calumet River flows 13 miles through the heavily industrialized cities of Gary, East Chicago and Hammond. The river is recognized as one of the most contaminated in the nation and consists mostly of drainage from nearby cities and industries. Historical industrial activities such as steelmaking, meatpacking and oil refining contaminated the river’s sediment with heavy metals,

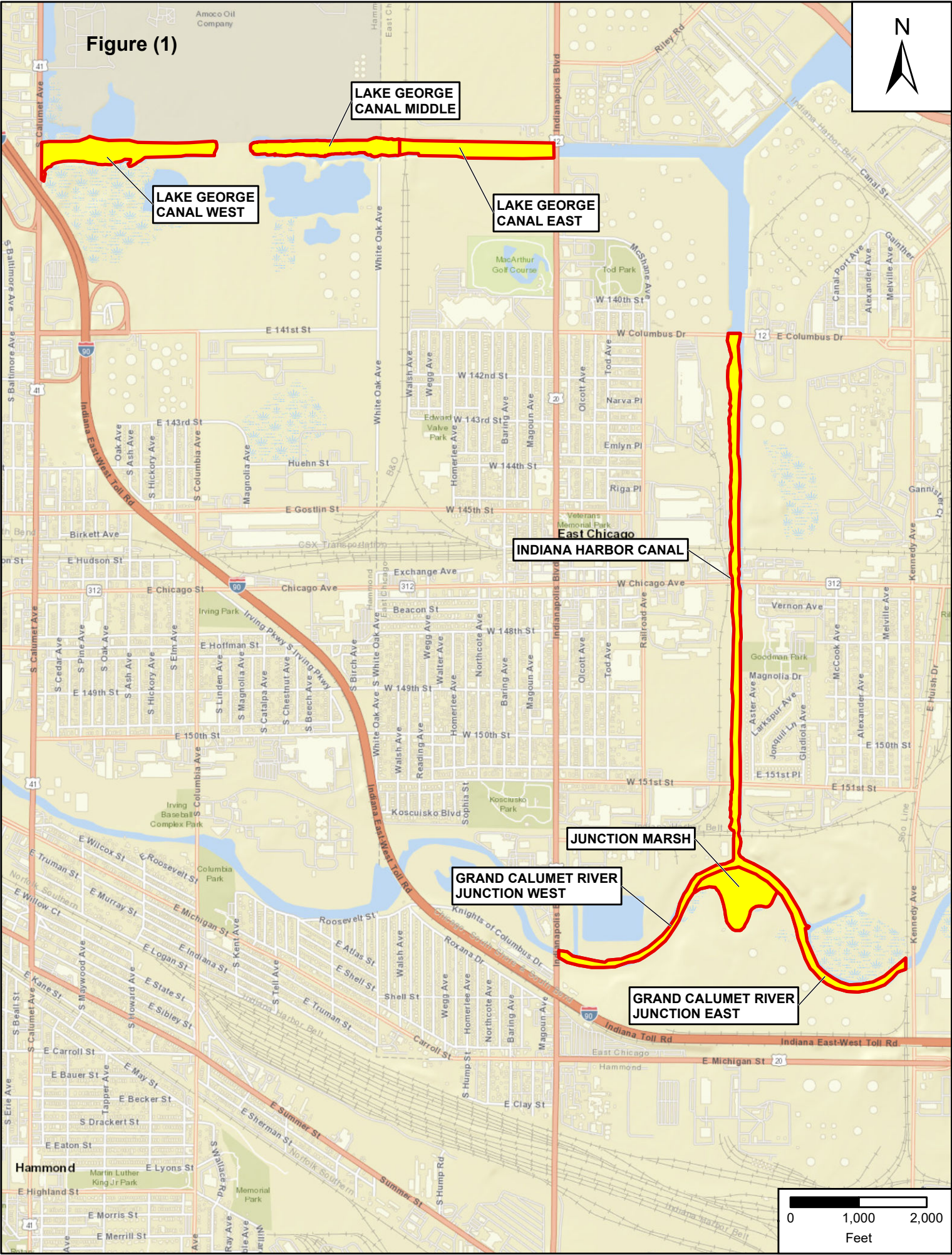
polychlorinated biphenyls (PCBs), polycyclic aromatic hydrocarbons (PAHs), and oil and grease. It is the only Area of Concern that was originally considered impaired on all fourteen beneficial uses under the bi-national Great Lakes Water Quality Agreement.

Tomorrow, EPA Great Lakes National Program Office Director Chris Korleski will join community members and stakeholders at Seidner Dune and Swale Nature Preserve for the seventh annual Grand Calumet River Stewardship Day co-hosted by The Nature Conservancy and Illinois-Indiana Sea Grant.

The GLRI was launched in 2010 to accelerate efforts to protect and restore the Great Lakes. Federal agencies have funded more than 4,700 projects totaling over \$2.4 billion to address the most important Great Lakes priorities, including: cleaning up highly-contaminated “areas of concern,” reducing nutrient runoff, combating invasive species and restoring habitat.

For more information: <https://www.epa.gov/great-lakes-aocs/grand-calumet-river-aoc>

Figure (1)



LAKE GEORGE CANAL MIDDLE

LAKE GEORGE CANAL WEST

LAKE GEORGE CANAL EAST

INDIANA HARBOR CANAL

JUNCTION MARSH

GRAND CALUMET RIVER JUNCTION WEST

GRAND CALUMET RIVER JUNCTION EAST

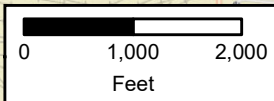
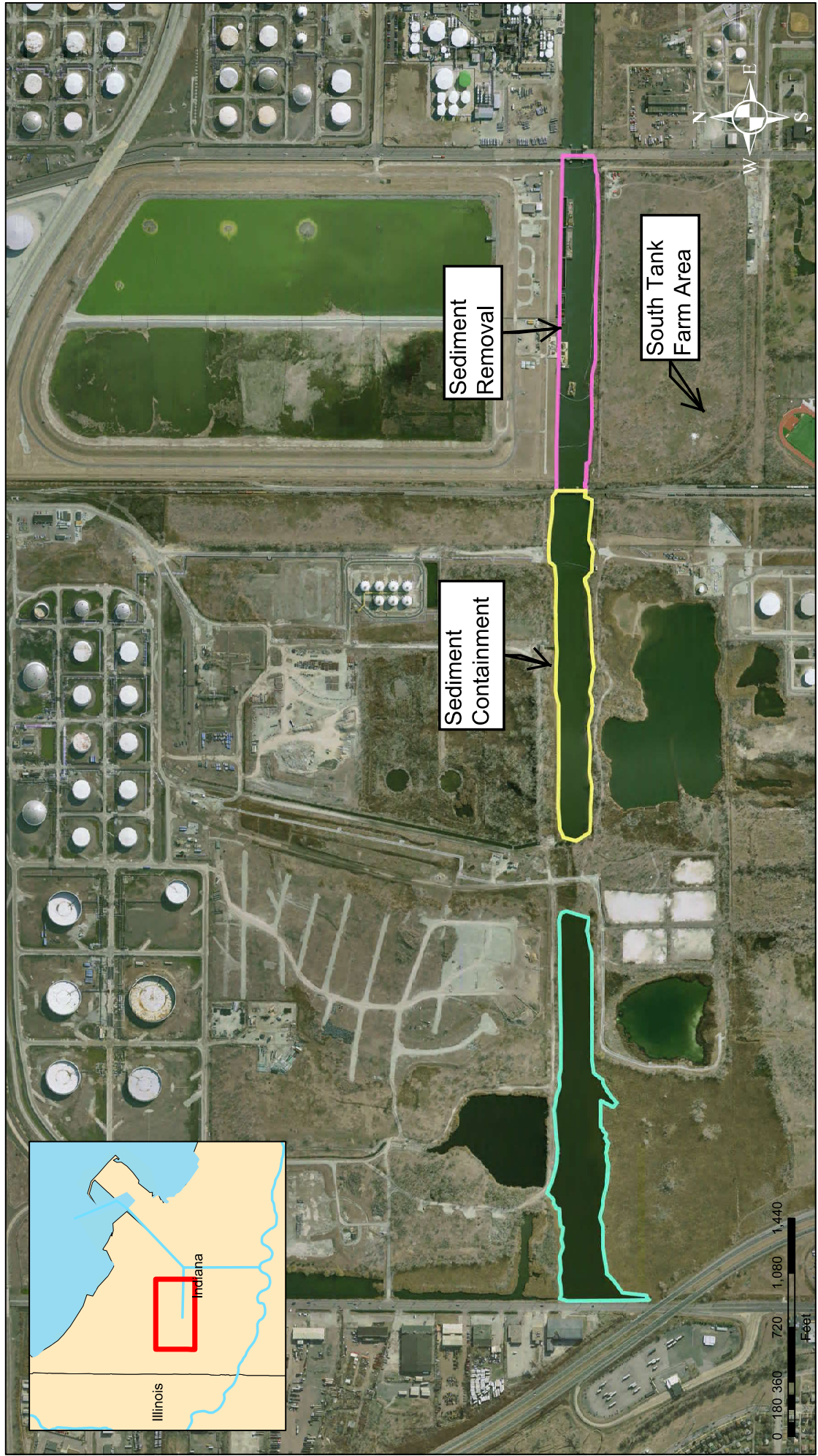
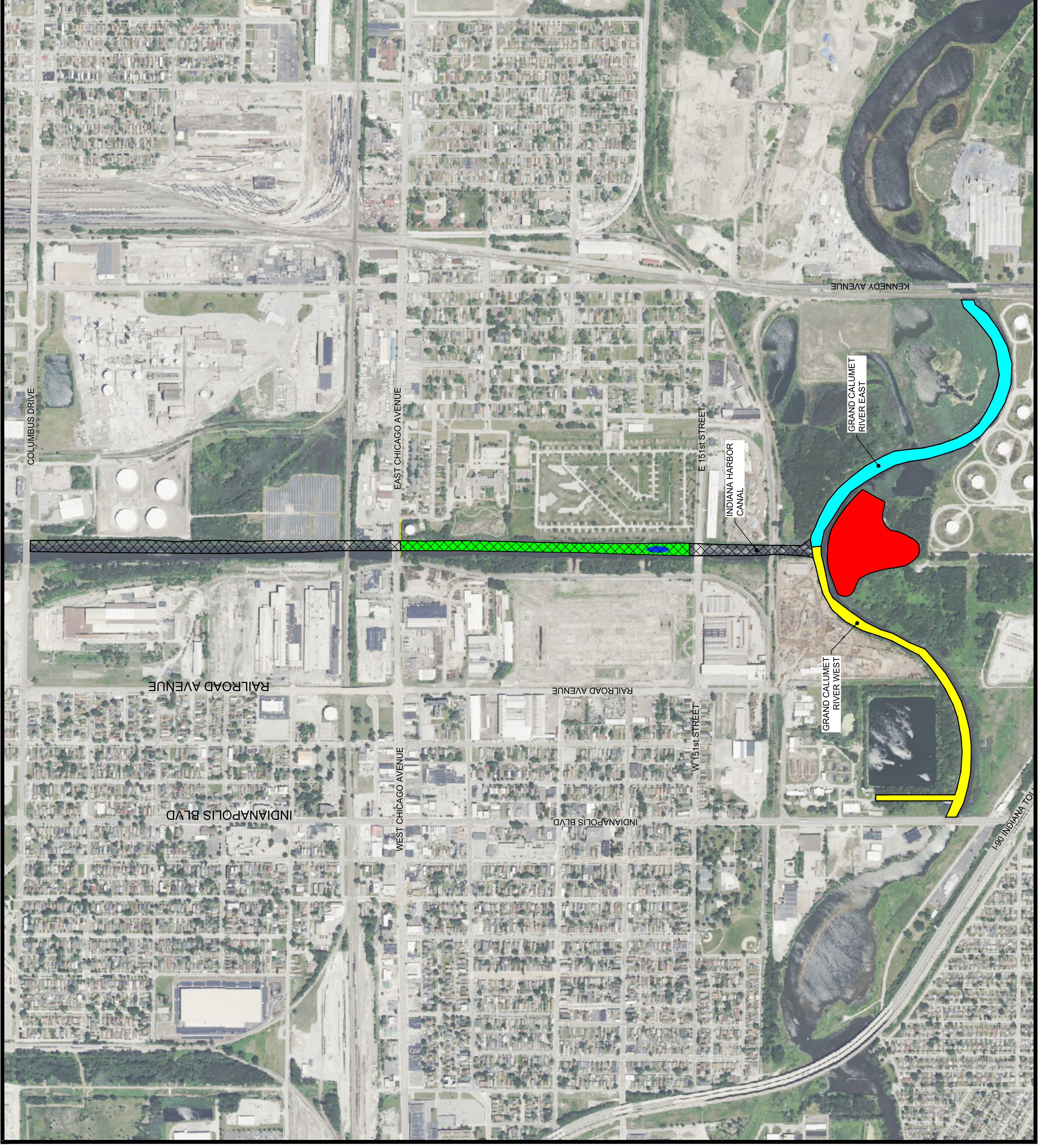


Figure (2)





**LEGEND**

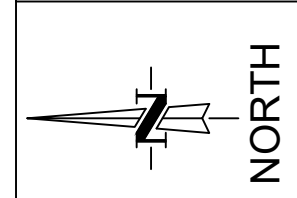
- GCR-W DREDGE AND CAP (DREDGE: 22,000 CY, CAP: 11,300 CY)
- GCR-E CAP (16,200 CY)
- IHC NON TSCA DREDGE ONLY (41,000 CY) IHC TSCA
- DREDGE ONLY (941 CY)
- IHC CAP (36,700 CY)
- JUNCTION MARSH RESTORATION (10 ACRES, 50,000 CY)

NO.	DATE	DESCRIPTION

DESIGNED	JW
DRAWN	MB
CHECKED	SDD
DATE	9/26/2025



**Tetra Tech Inc.**  
 1 S. Wacker Dr. Ste. 3700  
 Chicago, Illinois 60606  
 (312) 201-7700



GRAND CALUMET and INDIANA HARBOR CANAL  
 REMEDIAL DESIGN  
 EAST CHICAGO WATERWAY MANAGEMENT DISTRICT  
 EAST CHICAGO, INDIANA 46312

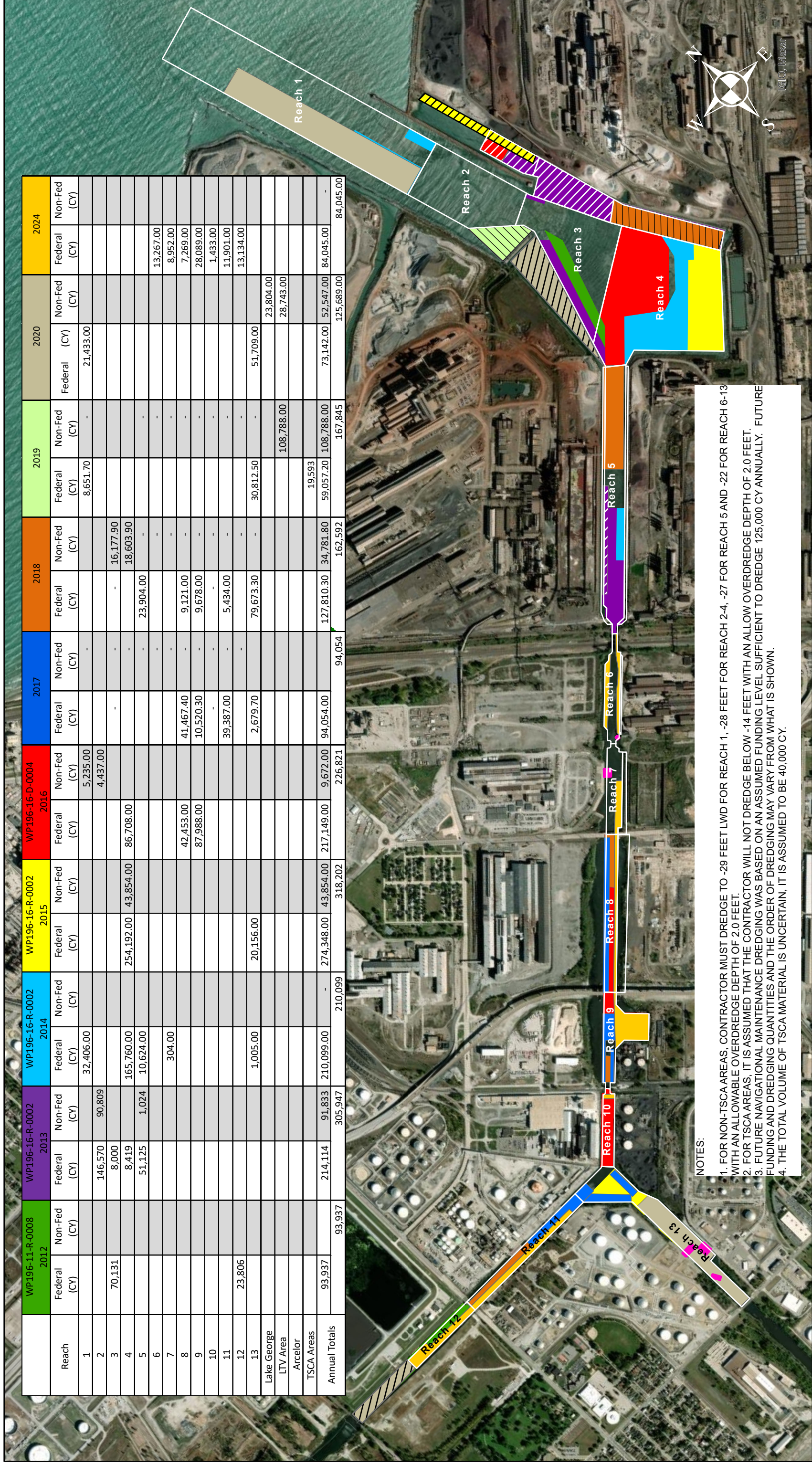
**VERIFY SCALE**  
 BAR IS ONE (1) INCH ON ORIGINAL DRAWING.  
 0 1'  
 IF NOT ONE (1) INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

<b>SCALES:</b>	HORIZONTAL SCALE:	VERTICAL SCALE:
	NA	NA

GRAND CALUMET RIVER and INDIAN HARBOR CANAL  
 REMEDIAL DESIGN

PROJECT NO. 10357657  
 DRAWING NO. FIGURE 3

Figure (4)



Reach	WP196-11-R-0008 2012		WP196-16-R-0002 2013		WP196-16-R-0002 2014		WP196-16-R-0002 2015		WP196-16-D-0004 2016		2017		2018		2019		2020		2024	
	Federal (CY)	Non-Fed (CY)	Federal (CY)	Non-Fed (CY)	Federal (CY)	Non-Fed (CY)	Federal (CY)	Non-Fed (CY)	Federal (CY)	Non-Fed (CY)	Federal (CY)	Non-Fed (CY)	Federal (CY)	Non-Fed (CY)	Federal (CY)	Non-Fed (CY)	Federal (CY)	Non-Fed (CY)	Federal (CY)	Non-Fed (CY)
1	93,937		214,114	91,833	32,406.00		5,235.00													
2		90,809	146,570				4,437.00											21,433.00		
3	70,131		8,000											16,177.90						
4		8,419	8,419		165,760.00			43,854.00	86,708.00					18,603.90						
5		1,024	51,125		10,624.00								23,904.00							
6																				13,267.00
7					304.00															8,952.00
8									42,453.00											7,269.00
9									87,988.00											28,089.00
10																				1,433.00
11																				11,901.00
12	23,806																			13,134.00
13					1,005.00			20,156.00										51,709.00		
Lake George																				
LTV Area																				23,804.00
Arcelor																				28,743.00
TSCA Areas																19,593				
Annual Totals	93,937	305,947	214,114	91,833	210,099.00	210,099.00	217,149.00	43,854.00	217,149.00	9,672.00	94,054.00	94,054.00	127,810.30	34,781.80	59,057.20	108,788.00	79,142.00	52,547.00	84,045.00	84,045.00
						210,099	318,202	318,202	226,821	226,821	94,054	162,592	162,592	167,845	167,845	125,689.00	125,689.00			

NOTES:  
 1. FOR NON-TSCA AREAS, CONTRACTOR MUST DREDGE TO -29 FEET LWD FOR REACH 1, -28 FEET FOR REACH 2-4, -27 FOR REACH 5 AND -22 FOR REACH 6-13 WITH AN ALLOWABLE OVERDREDGE DEPTH OF 2.0 FEET.  
 2. FOR TSCA AREAS, IT IS ASSUMED THAT THE CONTRACTOR WILL NOT DREDGE BELOW -14 FEET WITH AN ALLOW OVERDREDGE DEPTH OF 2.0 FEET.  
 3. FUTURE NAVIGATIONAL MAINTENANCE DREDGING WAS BASED ON AN ASSUMED FUNDING LEVEL SUFFICIENT TO DREDGE 125,000 CY ANNUALLY. FUTURE FUNDING AND DREDGING QUANTITIES AND THE ORDER OF DREDGING MAY VARY FROM WHAT IS SHOWN.  
 4. THE TOTAL VOLUME OF TSCA MATERIAL IS UNCERTAIN, IT IS ASSUMED TO BE 40,000 CY.

**U.S. Army Corps  
Of Engineers**  
Chicago District

**Indiana Harbor**  
Dredging Volumes by Year

Chicago District, U.S. Army Corps of Engineers

For Official Use Only  
September 2025

**Legend**

	2012, Federal		2014, Federal		2016, Non-Federal		2018, Federal		2019, Non-Federal
	2013, Non-Federal		2015, Federal		2016, Federal		2018, Non-Federal		2019 - TSCA
	2013, Federal		2015, Non-Federal		2017, Federal		2019, Federal		2020, Federal
	2012, Federal		2014, Federal		2016, Non-Federal		2018, Federal		2019, Non-Federal
	2013, Non-Federal		2015, Federal		2016, Federal		2018, Non-Federal		2019 - TSCA
	2013, Federal		2015, Non-Federal		2017, Federal		2019, Federal		2020, Federal