East Chicago
WATERWAY MANAGEMENT DISTRICT

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

2026 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/.

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/.

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/ or the SBOA's website at www.in.gov/sboa.

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 2026

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 seven 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 the initial project phases, the District, USEPA, and TetraTech completed the Remedial Investigation and Feasibility Study, with state, community, and stakeholder input incorporated into the final cleanup plan through meetings and the public-comment process. Because funding and project constraints prevented the entire area from being designed and remediated at one time, the Remedial Design and Remedial Actions have proceeded separately in distinct areas of the Grand Calumet River and Lake George Canal areas as funding has become available and constraints have been managed.

2015 GLLA Project Agreement, 1st 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, 2nd Amendment – ECWMD, AR, BP, and EPA

On November 8, 2018, the GLLA Project Agreement was amended again by ECWMD, AR, BP, and EPA to include remediation of the Lake George Canal (LGC) East and Middle Sections (see Figure 2 and the written summary below). The amendment also incorporated several waterway-related projects to be completed by the project partners, with associated costs credited toward the non-federal partners' local cost share. These projects included 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, as well as an underground pipeline removal project, which was completed in summer 2021. The total project budget was originally estimated at $26 million.

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 helps 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 team held three public meetings during design and prior to construction to inform and solicit feedback from the public. AR procured domestic steel for the construction of the BWS which included approximately 2,100 linear feet of SPW along with its support features. The GWMS design is currently ongoing and is scheduled to be completed after the Army Corps of Engineers (Corps) completes its sediment removal project in the LGC-East section, which is scheduled to be dredged in 2027. 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 section of the 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 and LGC Middle Sections

The LGC-East Section – The proposed remediation plan for the LGC-East includes dredging/removal of approximately 110,000 cubic yards of sediment. Targeted sediment will be environmentally dredged to a pre-determined elevation using 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 1st 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 2nd phase of the dredging which includes approximately 70,000 to 85,000 cubic yards of sediment and is scheduled to be done in 2027.

The LGC-Middle Section – The remedial design for the LCG-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 for completion in 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, 3rd Amendment – ECWMD, AR, BP, ArcelorMittal/Cleveland Cliffs, 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 3rd 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 by 2028. 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 includes work on the BP Land Bridge Project forecasted at $900,000. This work is 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, 4th 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 3rd 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 4th Project Agreement Amendment is $70.7 million.

The 4th Amendment accounts for the installation of a deeper and more extensive sheet pile wall/barrier wall and removal of contaminated soil within the STF.

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 under one Project Agreement. See the next section for a summary of 5th Amended Project Agreement.

2025 GLLA Project Agreement, 5th Amendment – ECWMD, AR, BP, and EPA

On December 19, 2025, the GLLA project partners executed the Fifth Amended Project Agreement, formally launching an approximately $200 million environmental remediation and restoration initiative for the East Chicago waterways. This landmark agreement represents a significant investment in the community's environmental future and a major milestone in the long-term revitalization of the region's water resources.

The project will address the full GCR Junction Reaches footprint, including the GCR-West Branch, GCR-East Branch, GCR Junction Marsh, and the Indiana Harbor Canal Branch. It also includes remediation work within the LGC-East and LGC-West Branches. A summary of the GCR Junction Reaches Remediation Project schedule and scope of work is provided in the next section.

Execution of the 5th Amended Project Agreement reflects the District's sustained commitment to restoring these waterways and the strength of its collaboration with federal, state, and local partners. Beyond the immediate environmental benefits, this work lays the foundation for a cleaner, safer, and more usable waterway system, creating opportunities for future economic development, public access, and recreation throughout East Chicago.

Building on this progress, the District is exploring an economic and recreational development assessment to help shape the long-term vision for transforming the waterways into valuable community assets. The remediation project is an important step toward that vision: restoring environmental health today while positioning the community for future growth and expanded recreational opportunities.

For additional information on the 5th Amended Project Agreement, please see Attachment (1), the U.S. EPA press release dated January 22, 2025.

GCR Junction Reaches Remediation Project Summary

GCR Schedule Forecast:

- 2026 Finalize the Remedial Design, and start solicitation process
- 2027 First Half, Award Construction Contract
- 2027 Second Half, Start Construction
- 2029 Mid/Late, Project Completion

GCR Scope of work summary:

- GCR-West Section – Dredge and dispose 21,000 cubic yards (approximately 2 feet) of contaminated 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 a 16,200 cubic yards 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 43,000 cubic yards of contaminated sediment which includes 1,000 cubic yards of sediment that contains PCBs at concentrations greater than 50 mg/kg, followed by the construction of approximately 24,000 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 (48,000 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 Forecast

Project Component	Project Component Cost
GCR- West: Dredge, Cap, Wetland Shelf	$16,100,000
GCR- East: Sediment Cap	$9,170.000
IHC - Dredging, including PCB Hot Spot, Sediment Cap	$29,200,000
Junction Marsh - Excavate, Backfill, Native Plants	$12,700,000
Total Remediation Costs	**$67,170,000**
Total Project Cost	**$103,338,462**
NFS Responsibility, 35% of Total Project Cost	**$36,168,462**

Potential Remediation and Funding Sources for 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 – Ongoing work or future work performed by industries/stakeholders that benefit the waterway clean-up objectives may count towards work-in-kind contributions. If a 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 funding of 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.

  The District recently submitted two City of East Chicago projects to the EPA for consideration as qualifying work-in-kind contributions: the Former City Dump project in the amount of $837,000, and the City's Combined Sewer Overflow Improvement Project in the amount of $9.1 million. EPA has given preliminary approval that the two project qualify as work-in-kind with formal written confirmation expected later this year or in early 2027.

- Local Industries with completed or ongoing GLLA projects and potential GLLA cost share balances available for transfer to the District's projects.

- User fees collected by the District.

- On December 11, 2019, the District in partnership with EPA and IDEM, gave a presentation at a Lakeshore Chamber of Commerce luncheon summarizing the ongoing GLLA project activities and soliciting partnerships from area businesses. To-date, AR/BP, Cleveland-Cliffs, and the City of East Chicago are the only local industry/stakeholders that have partnered with the District on this project allowing qualifying work along the East Chicago waterways to be credited as in-kind credit contributions toward the project's cost share requirements.

  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; or Scott Cieniawski, Section Supervisor, U.S. EPA – Great Lakes National Program Office, cieniawski.scott@epa.gov, 312.353.9184.

- 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 additional sediment were dredged.

The Corps plans to resume dredging in 2026. Its contractor, Roen, is scheduled to begin mechanical dredging in September 2026, and anticipates removing approximately 38,200 cubic yards of shoaled material. Dredging is expected to be completed by November 20, 2026, with Roen scheduled to demobilize by December 21, 2026.

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/.

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 fmtconsulting@aol.com. You may also visit us at www.in.gov/ecwmd/.

Sincerely,

Fernando M. Treviño
ECWMD, Executive Director

John D. Fekete
John D. Fekete (Sep 25, 2026 13:26:53 CDT)

John Fekete
ECWMD, President of the Board

cc: The Honorable Mayor Anthony Copeland
The Honorable Congressman Frank Mrvan
The Honorable Governor Mike Braun
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)

January 22, 2026

David Shark
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312-353-1056

EPA and Partners Announce More Than $200 Million to Clean Up Grand Calumet River Area of Concern

CHICAGO (January 22, 2026) — Today, U.S. Environmental Protection Agency (EPA), Atlantic Richfield Company, BP Products North America Inc. and the East Chicago Waterway Management District announced a project agreement to clean up contaminated sediments at two sites in the Grand Calumet River Area of Concern in Northwest Indiana. The agreement commits more than $200 million to remove more than 240,000 cubic yards of contaminated canal and river bottom sediment across a combined area of 100 acres. This agreement builds on the progress made to clean up the AOC with more than 2 million cubic yards of contaminated sediment already remediated and six of the 12 sediment projects completed to delist the AOC.

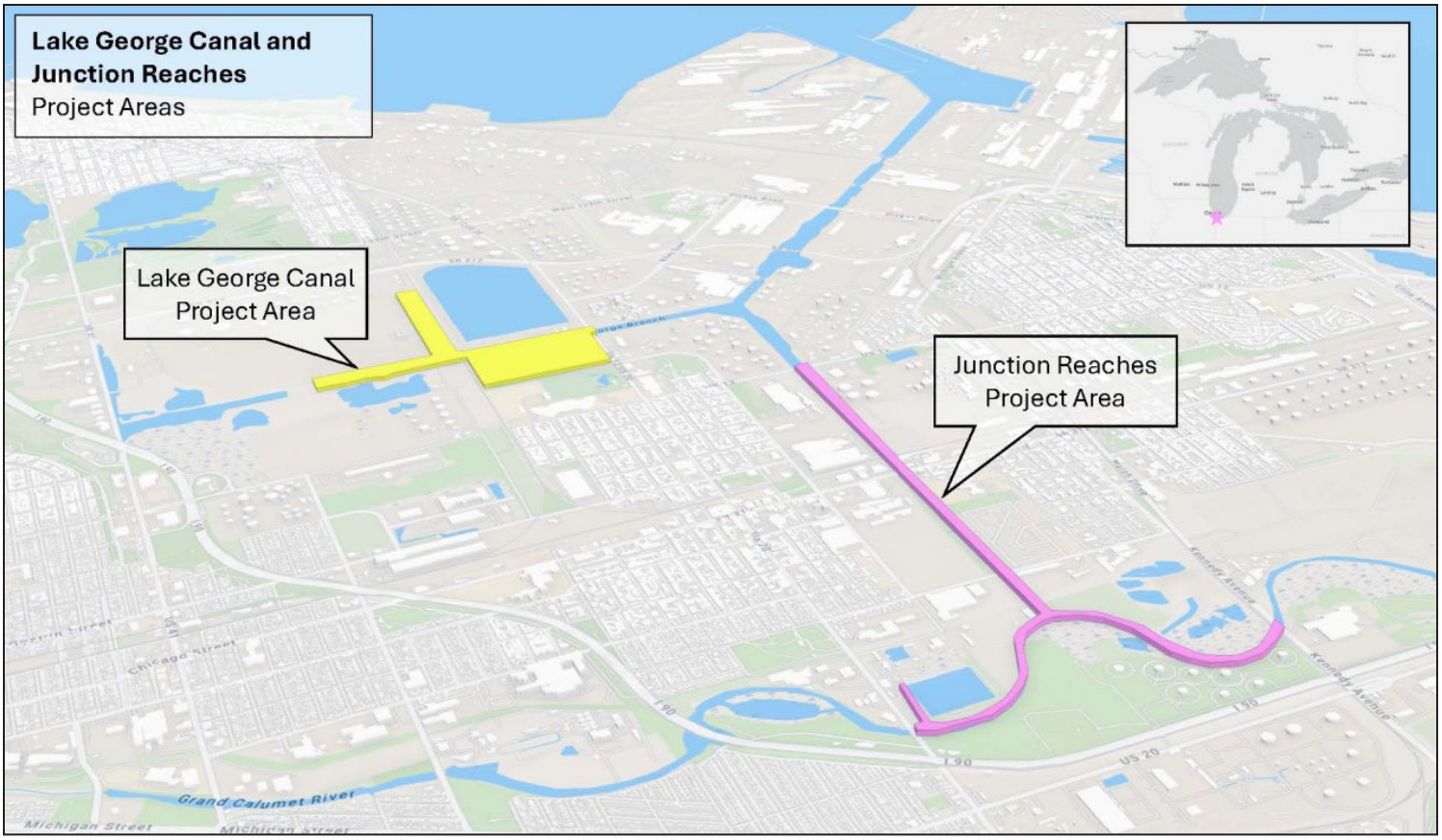
"By working side-by-side with our partners, and leveraging the Great Lakes Restoration Initiative, we're accelerating the cleanup of contaminated sediments and restoring critical habitat along the Grand Calumet River," **said EPA Region 5 Administrator Anne Vogel.** "This agreement demonstrates the power of partnership to deliver results that matter for people and nature. The impact will be clear: cleaner water, healthier neighborhoods, better fishing and recreation, and renewed economic momentum for East Chicago, Hammond, and communities across Northwest Indiana."

"This investment is more than a cleanup effort. It's a long-term commitment to the continued restoration of one of Northwest Indiana's most important natural resources," **said Gov. Mike Braun.** "Each phase of work on the Grand Calumet River brings us closer to restoring a waterway to the benefit of Hoosiers and steadily reclaiming its ecological health."

"I thank the Administration, the U.S. Environmental Protection Agency, the State of Indiana, the East Chicago Waterway Management District, the City of East Chicago, and our local industry partners for their collaboration in addressing the long-standing environmental legacy costs of the Grand Calumet River," **said U.S. Rep. Frank Mrvan.** "This more than $200 million restoration effort will further protect public health, restore one of the nation's most polluted waterways, and unlock opportunities for economic growth and new jobs in Northwest Indiana."

"The District's board appreciates the continued support and participation of Mayor Copeland, Governor Braun, Congressman Mrvan, EPA and our local partners Atlantic Richfield and BP in advancing the restoration and revitalization of East Chicago's waterways," **said Fernando M. Treviño, Executive Director of the East Chicago Waterway Management District.** "This project marks a significant milestone and sets the stage for future economic growth and expanded recreational opportunities along our waterways."

"We appreciate the opportunity to work with EPA and the East Chicago Waterway Management District on the next phase of remediation in the Grand Calumet Area of Concern," **said Patricia Gallery, President of Atlantic Richfield Co.** "These are important projects that will benefit the City of East Chicago and surrounding northwest Indiana communities."



Map showing the two project sites in the Indiana Harbor and Ship Canal and Grand Calumet River

The Junction Reaches project site includes remediation of sediments and ecosystem restoration within the Grand Calumet River and Indiana Harbor and Ship Canal in East Chicago. The Lake George Canal project site will remediate sediment within a one-mile stretch of the Indiana Harbor and Ship Canal in East Chicago and Hammond, advancing a multi-phase sediment remediation project that began in 2020. Construction activities for both projects are expected to begin in late 2026.

Background

The Grand Calumet River and Indiana Harbor and Ship Canal are located in one of the most heavily industrialized areas in the United States. The river and harbor were designated as an Area of Concern under the Great Lakes Water Quality Agreement in the 1980s. An AOC is an area where significant environmental degradation has occurred.

EPA and partners—funded by the Great Lakes Restoration Initiative and non-federal contributions through project agreements under the Great Lakes Legacy Act—have remediated more than 2 million cubic yards of contaminated sediment and restored more than 1,000 acres of important habitat within the Grand Calumet River AOC, including the restoration of globally rare dune and swale habitat. To date, six of the 12 sediment remediation projects and two of the five habitat restoration projects necessary to delist the AOC have been completed.

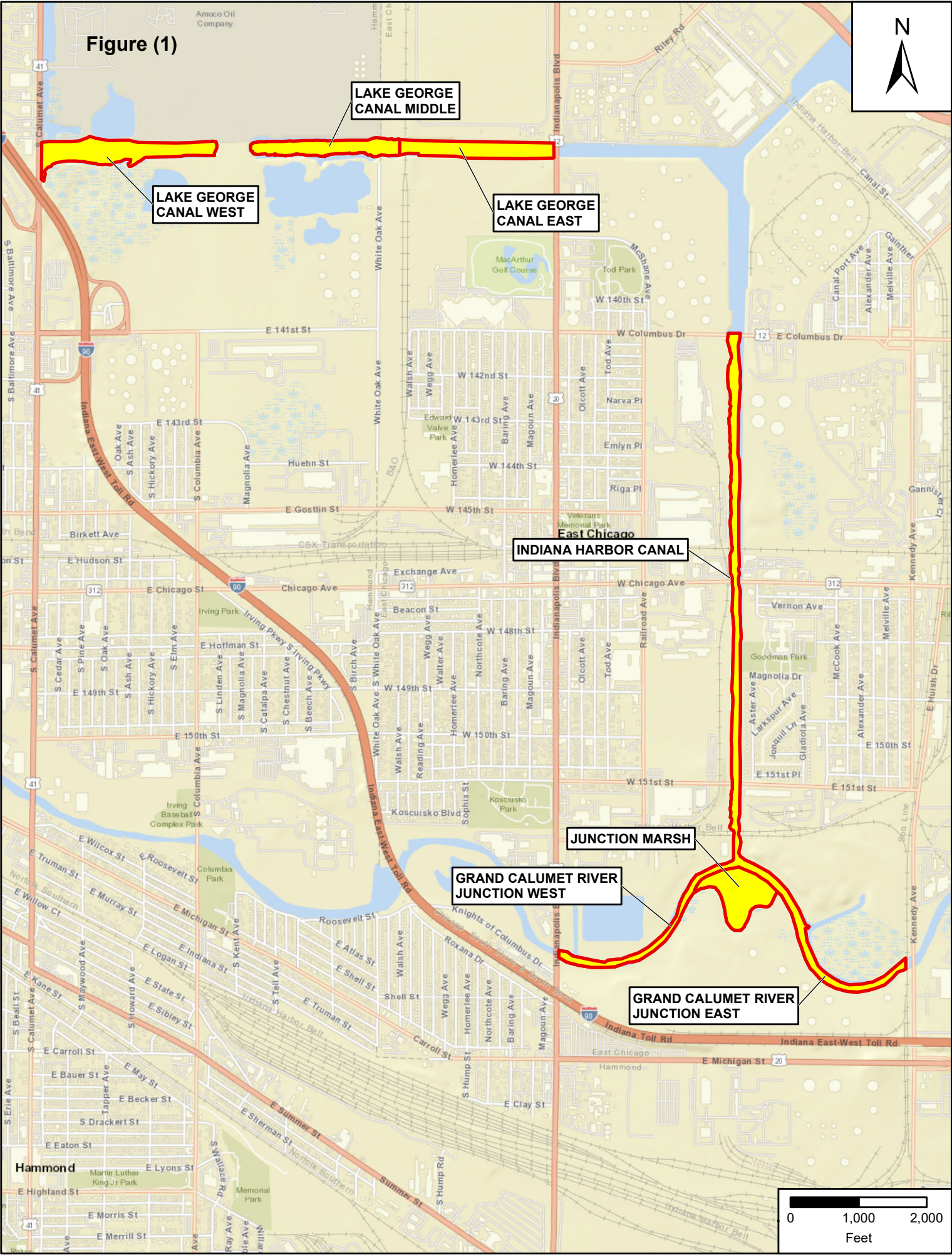
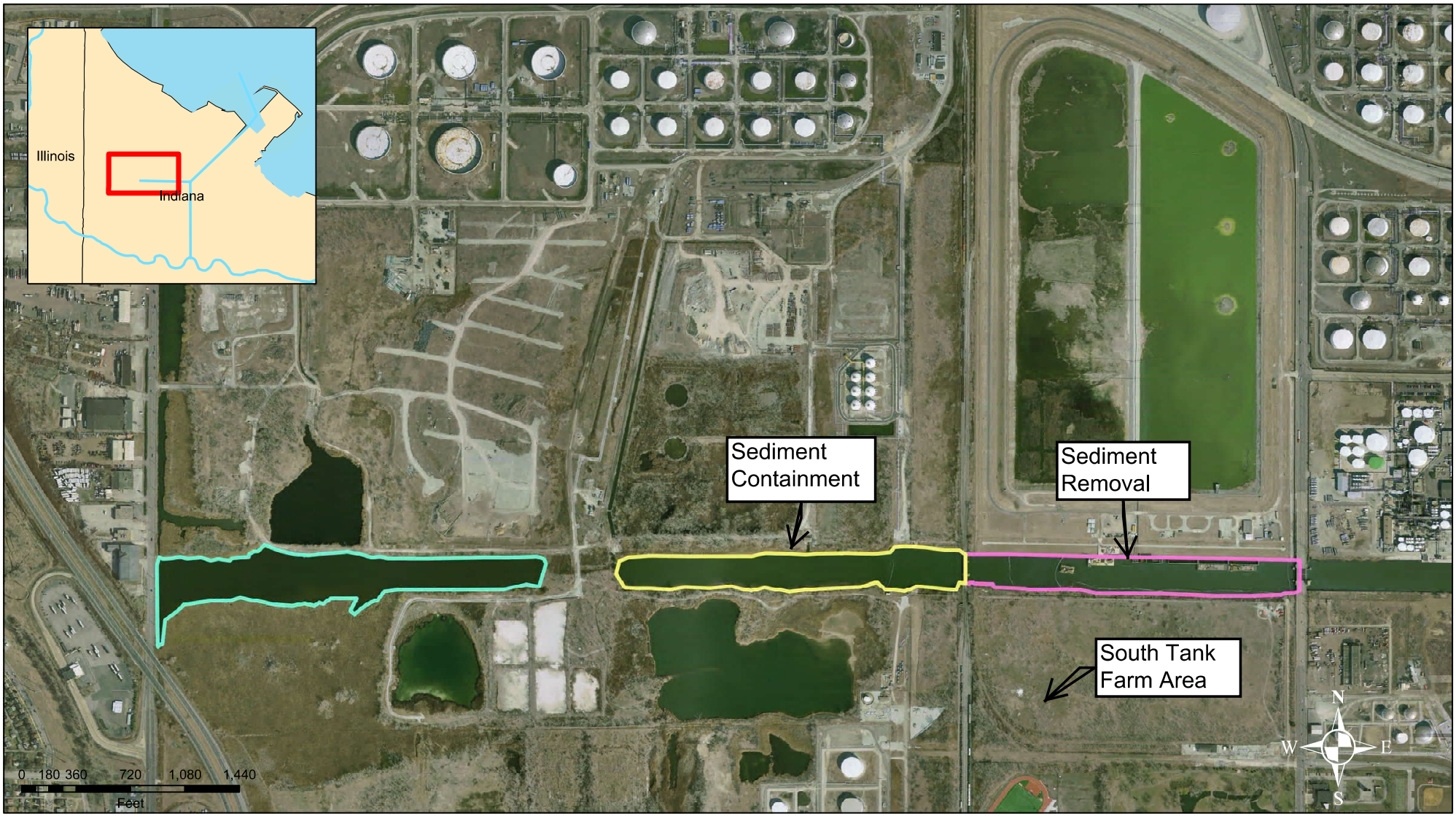

Figure (1)
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LAKE GEORGE CANAL MIDDLE
LAKE GEORGE CANAL WEST
LAKE GEORGE CANAL EAST
INDIANA HARBOR CANAL
JUNCTION MARSH
GRAND CALUMET RIVER JUNCTION WEST
GRAND CALUMET RIVER JUNCTION EAST
East Chicago
Hammond
Indiana East-West Toll Rd
Indiana Toll Rd
Indianapolis Blvd
Kennedy Ave
Columbia Ave
White Oak Ave
Chicago Ave
Roosevelt St
Summer St
Carroll St
Michigan St
Kosciusko Blvd
Irving Pkwy
Amoco Oil Company
MacArthur Golf Course
Tod Park
Veterans Memorial Park
Goodman Park
Irving Baseball Complex Park
Columbia Park
Martin Luther King Jr Park
Memorial Park
Edward Valve Park
Kosciusko Park
Indiana Harbor Belt Canal
Norfolk Southern
CSX Transportation
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Shoo Line
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Feet

Figure (2)



U.S. Army Corps Of Engineers ®
Chicago District

Legend

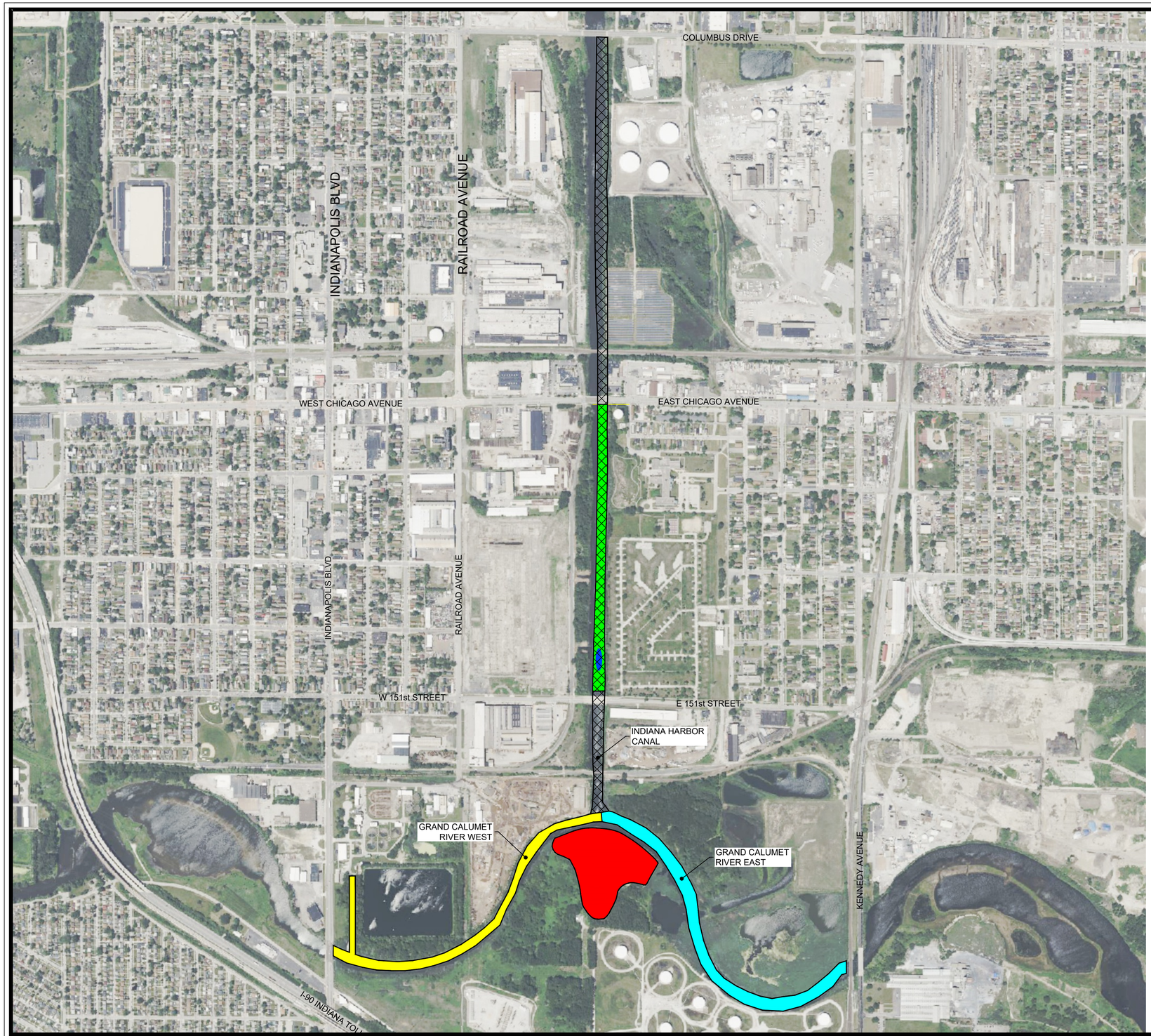
LGC-West LGC-Middle LGC-East

Lake George Restoration

Project Area

Chicago District, U.S. Army Corps of Engineers

For Official Use Only
September 2019



LEGEND

- GCR-W DREDGE AND CAP (DREDGE: approximately 21,000 CY, CAP: approximately 11,300 CY)
- GCR-E CAP (approximately 16,200 CY)
- IHC NON TSCA DREDGE ONLY (approximately 43,000 CY)
- IHC TSCA DREDGE ONLY (approximately 1,000 CY)
- IHC CAP (approximately 24,000 CY)
- JUNCTION MARSH RESTORATION (10 ACRES, approximately 48,000 CY)

D:\GIS\103S9263 Grand Cal Junction\dwg\2025-09\Fig3-Phase1Effort-zoomed in.dwg

REVISIONS		
NO.	DATE	DESCRIPTION

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

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

NORTH

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.

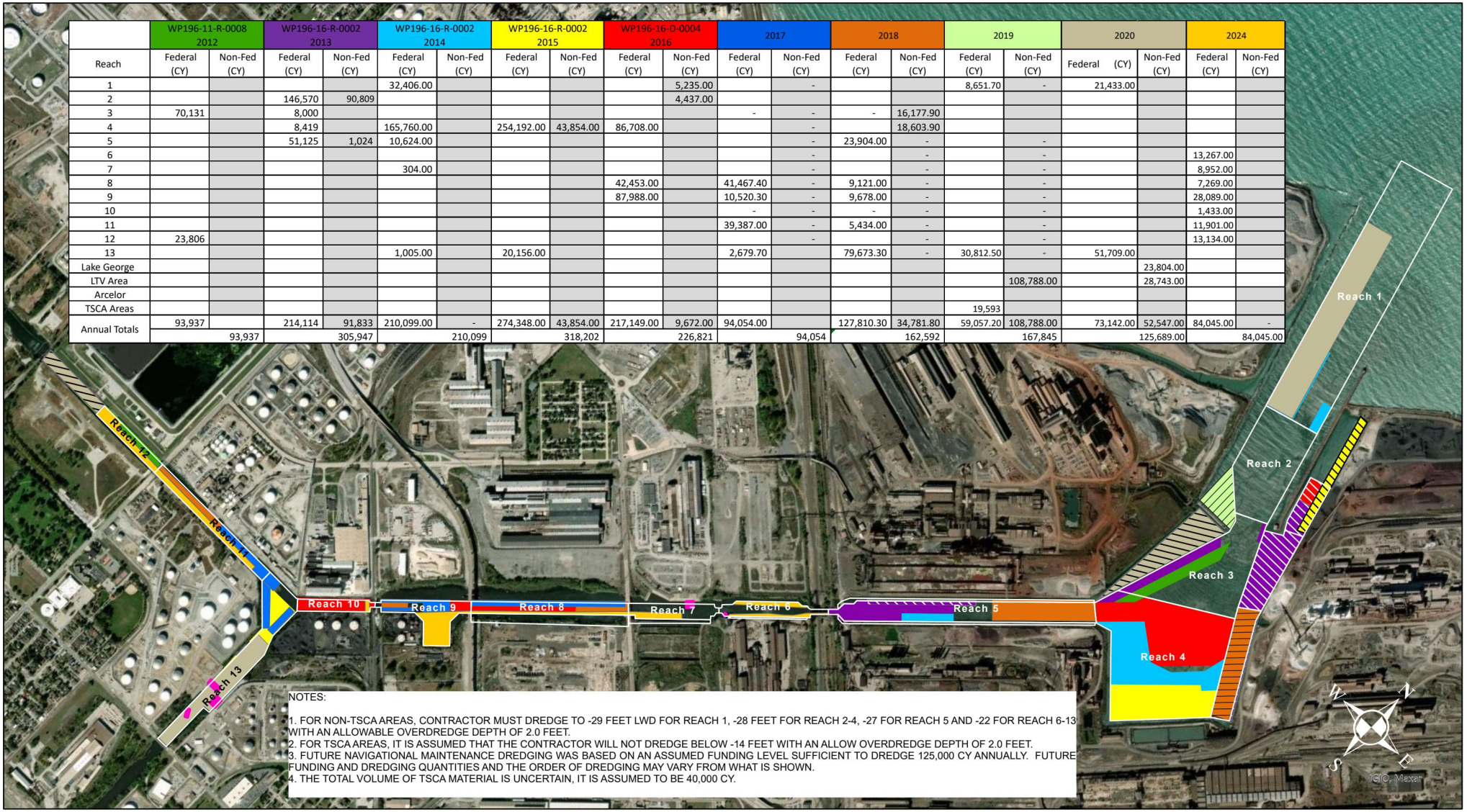
SCALES:
HORIZONTAL SCALE: NA
VERTICAL SCALE: NA

GRAND CALUMET RIVER and INDIAN HARBOR CANAL REMEDIAL DESIGN

PROJECT NO. 103S7657
DRAWING NO. FIGURE 3

Figure (4)

	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	
Reach	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					32,406.00					5,235.00		-			8,651.70	-	21,433.00			
2			146,570	90,809						4,437.00										
3	70,131		8,000								-	-	-	16,177.90						
4			8,419		165,760.00		254,192.00	43,854.00	86,708.00			-		18,603.90						
5			51,125	1,024	10,624.00							-	23,904.00	-		-				
6												-		-		-			13,267.00	
7					304.00							-		-		-			8,952.00	
8									42,453.00		41,467.40	-	9,121.00	-		-			7,269.00	
9									87,988.00		10,520.30	-	9,678.00	-		-			28,089.00	
10											-	-	-	-		-			1,433.00	
11											39,387.00	-	5,434.00	-		-			11,901.00	
12	23,806											-		-		-			13,134.00	
13					1,005.00		20,156.00				2,679.70		79,673.30	-	30,812.50	-	51,709.00			
Lake George																		23,804.00		
LTV Area																108,788.00		28,743.00		
Arcelor																				
TSCA Areas															19,593					
Annual Totals	93,937		214,114	91,833	210,099.00	-	274,348.00	43,854.00	217,149.00	9,672.00	94,054.00		127,810.30	34,781.80	59,057.20	108,788.00	73,142.00	52,547.00	84,045.00	-
	93,937		305,947		210,099		318,202		226,821		94,054		162,592		167,845		125,689.00		84,045.00	



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

Legend

2012, Federal
2013, Non-Federal
2013, Federal
2014, Federal
2015, Federal
2015, Non-Federal
2016, Non-Federal
2016, Federal
2017, Federal
2018, Federal
2018, Non-Federal
2019, Federal
2019, Non-Federal
2019 - TSCA
2020, Federal
2020, Non-Federal
2024, Federal

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Indiana Harbor
Dredging Volumes by Year

For Official Use Only
September 2025

0 500 1,000 2,000 3,000 4,000
Feet

Chicago District, U.S. Army Corps of Engineers

1