



Michigan City Harbor, IN

Project Features

- The harbor is located in Michigan City, Indiana in LaPorte County, Indiana.
- Authorization: Rivers and Harbors Acts of 1836, 1870, 1899, 1905, 1927 and 1935. Section 107 of the Rivers and Harbors Act of 1960. Section 123 of the Rivers and Harbors Act of 1970, Water Resources Development Act 1986 and 1996.
- Maintained navigation channel depths are 14 ft. in the harbor entrance, 12 ft. in the outer harbor, 10 ft. in Turning Basin No. 1, 10 ft in Trail Creek from Turning Basin No. 1 to Turning Basin No. 2 and 6 ft in Trail Creek from Turning Basin No. 2 to E. Street.
- Harbor structures consist of 2,304 linear feet of timber crib breakwaters, a West Pier 835 ft long and an East Pier 2,276 ft long.
- The Federal navigation channel within the harbor and Trail Creek is 2 miles long.

Project Requirements

- A Confined Disposal Facility (CDF) is needed for future disposal of the contaminated sediments in the channels. The previous harbor CDF was capped after it reached capacity in 1979.
- The harbor entrance (clean sand) was last dredged to 14 feet in July 2008. Dredging is needed every 2-3 years in this area; shoaling in this area has been observed in FY11, and could disrupt USCG Search and Rescue operations.
- Trail Creek dredging is needed on a 6-8 year cycle, and is currently required as the authorized depth loss due to shoaling ranges between 3.1' to 7.1'; approximately 50,000 CY should be removed. Trail Creek was last dredged in July 2002, with disposal in a landfill that was closing.
- The detached breakwater is the primary shield for safe vessel passage into and out of the harbor. Its condition is poor, and there is a high probability of concrete cap collapse due to the timber crib deterioration beneath. A 40 foot section of concrete cap was dislodged in 1998.



- The East Pier experienced a catastrophic failure on 25 Mar 2010: a 40' segment collapsed in the area immediately lakeward of the 66' gap entrance to the outer basin area. Two other 40' long adjacent segments, one on the landward side of the outer basin gap, and one directly lakeward of the failed segment, are also heavily damaged, have further settled 3" since the original collapse, and will fail the next time the port has 5-7' waves. The East Pier will provide much less protection to the outer basin recreational boat slips.

Consequences of Not Maintaining the Project

- The harbor is critical to the vitality of Michigan City; however, the Port of Michigan City no longer has significant amounts of commercial tonnage.

Homeland Security Importance

- The U.S. Coast Guard maintains law enforcement and search & rescue vessels within the port. The Coast Guard needs access to and from the port to conduct its Homeland Security missions on Lake Michigan.
- The harbor is the safe refuge on southern Lake Michigan for recreational boats because its detached breakwater provides protection for vessels entering the harbor. There are transient berths, gasoline, diesel fuel, water, electricity, sewage pump-out and launching.
- The harbor generates millions annually in direct revenue related to recreational boating.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2010, 2011 and 2012
Michigan City Harbor, IN - Project Needs and President's Budget**

Work Package	FY10 Need	FY10 Appropriation	FY11 Need	FY11 President's Budget	FY12 President's Budget
Project Condition Survey / Caretaker Funding	24	0	20		
Maintenance Dredging of Harbor Entrance – Primary work package	450	0	450		
Dredged Material Management Plan			100		
Maintenance Dredging of Trail Creek (Turning basin No. 2 to E Street) – Backlog work package					
Structural Repairs - Detached Breakwater (performed by Gov't. Floating Plant)	720	0	867		
Structural Repairs – East Pier reconstruction (performed by Contract)					
TOTALS	1,194	0	1,437	0	0

Congressional Interests

- Representative Joe Donnelly, D-IN-2
- Senator Richard Lugar, R-IN
- Senator Dan Coats, R-IN