US Army Corps of Engineers

Great Lakes Navigation System

Cleveland Harbor, OH

Harbor Features

- Located on Lake Erie in the city of Cleveland, Cuyahoga County, Ohio
- Authorization: River & Harbor Acts of 1875, 1886, 1888, 1896, 1899, 1902, 1907, 1910, 1916, 1917, 1935, 1937, 1945, 1946, 1958, 1960, 1962, Water Resources Development Acts of 1976 and 1986, Supplemental Appropriations Act of 1987 and the Energy & Water Appropriations Act of 1988
- Deep draft commercial harbor
- Project depths are 29 feet in the Entrance Channel; 27 and 28 feet in the East and West Basin, respectively; 25 feet in the eastern Outer Harbor; 27 feet in the Lower Cuyahoga River and Old River; 23 Feet in the remainder of the Cuyahoga River; 18 feet in the turning basin
- 11.5M tons of material shipped and received in 2013
- Ranked 6th among the Great Lakes Harbors
- 48th leading U.S. port
- Interconnected with 34 commercial ports: ships to 12 ports; receives from 19 ports; and ships and receives to/from 3 ports.
- Over 5.5 miles of breakwater structures
- 5.8 miles of Federal channel on the Cuyahoga River and 1 mile of Federal channel on the Old River
- Confined disposal facilities (CDFs) are located to the east of the harbor entrance
- Major stakeholders include Cleveland-Cuyahoga County Port Authority, Burke Lakefront Airport, U.S. Coast Guard, ArcelorMittal Steel, Bituminous Products, Cargill Deicing Technology, Carmeuse Lime & Stone, Cuyahoga Concrete Co., Essroc Cement Corp., Federal Marine Terminals Inc., Fleet Supplies Inc., Lafarge North America, Marathon Petroleum, Mid-Continent Coal & Coke, Ontario Stone Corp., Sand Products, Shelly Company, and St. Marys Cement

Project Requirements

- Approximately, 225,000 cubic yards (CY) of material from the Federal Channel must be dredged each year. Dredging was last completed in 2015 and is scheduled for 2016
- The sediment backlog within the Cuyahoga River channel was approximately 600,000 CY in 2012
- Severely deteriorated sections of the West Breakwater, and wharf/utility pier must be repaired. Government floating plant repairs to 120 LF of the West Breakwater were completed in 2015 and additional repairs are scheduled for 2016
- Repairs to breakwaters totaling over $45M as a result of Hurricane Sandy are scheduled to be completed by December 2016
- USACE is required to manage dredged sediment in accordance with the Federal Standard (33 CFR Parts 335-337), which requires implementation of the least costly alternative consistent with sound engineering practices and selected through the Section 404(b)(1) Guidelines - including compliance with applicable Ohio water quality standards

- The 2013 dredged sediment evaluation and December 2014 Clean Water Act Section 404(b)(1) Evaluation conclusion that most of the dredged sediment is suitable for open-lake placement based on Clean Water Act Section 404(b)(1) guidelines has been reinforced by the 2015 sediment evaluation based on the 2014 and 2015 sampling. The application to the state for a 2016 water quality certification was based on this most recent evaluation. evaluation
- A designated placement site is nine miles offshore in the open-lake
- It is critical that limited remaining CDF capacity be reserved for placement of dredged sediment unsuitable for open-lake placement in the future
- USACE approved a Short-Term Decision Document recommending an alternative proposed by the Port of Cleveland in which the Port would create additional confinement capacity at its existing CDF and take over disposal operations under a Section 217 tipping fee arrangement. Progress toward an agreement has been stalled due to litigation
- A lawsuit was filed in April 2015 by the State of Ohio against USACE contending that the Corps failed to adequately consider the impacts of placing dredged sediment in the lake. The Port of Cleveland subsequently joined as a co-plaintiff against USACE
- The Buffalo District continues to support beneficial use of dredged sediment at Cleveland Harbor

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor and generate $10.5B annually in business revenue while supporting 59,173 direct, indirect, and induced jobs that produce over $2.17B per year in personal income in the transportation and commodity related industries
- 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 over 226,135 tons of harmful particulate matter (PM-10) and increase costs by $5,098,000 due to increased railroad related accidents, and $6,383,000 due to increased trucking related accidents
- Light loading; losses of between 1 and 2 feet of channel depth would result in increased transportation costs of between $2.6M and $6.8M annually

Transportation Importance

- Major receiving and shipping port on the Great Lakes; and Critical Harbor of Refuge
- Commodities shipped or received include iron ore, limestone, sand and gravel, salt, cement and concrete, general cargo and liquid bulk
- Major iron ore transshipment facility located at Cleveland's Outer Harbor. This facility provides iron ore to inland steel mills at lower delivery costs when compared to truck or direct rail delivery

The Way Ahead

- Stakeholder meetings have ceased as a result of the litigation. The last meeting of the Dredging Task Force took place in March of 2015
- Similarly, completing an EA/FONSI for the Port's plan and finalizing a Section 217 agreement have been delayed pending the outcome on the lawsuit

U.S. Army Corps of Engineers Fiscal Year (FY) 2015, 2016 and 2017
Cleveland Harbor, Ohio - Project Requirements and President's Budget ($1,000)

Work Package	FY15 Requirement	FY15 Appropriation	FY16 Requirement	FY16 Appropriation	FY17 Requirement	FY17 President's Budget
Maintenance Dredging – Primary	2,230	2,230	2,800	2,800	2,800	2,800
Dredge Material Management Activity					400	400
E&D Long Term Management Plan			600	600		
Sediment Sampling and Analysis					280	280
Interim CDF Operation (formerly Maint.)			375	375	250	250
Critical Maintenance of Coastal Navigation Structures and Obstruction Removal			1,070	1,070	1,090	1,090
E&D, West Breakwater East End Section Repair					250	250
E&D, West Breakwater Repair			300	300		
Project Condition Surveys			545	545	535	535
Regional Economic Data Collection			250	250	250	250
Sandy Supplemental East Breakwater Repair	7,100*	7,100*				
Sandy Supplemental East Breakwater Repair – Dolosse	36,847*	36,847*				
TOTALS	**46,177**	**46,177**	**5,940**	**5,940**	**5,855**	**5,855**

*Funds allocated through Public Law 113-2 Disaster Relief Appropriations Act, 2013

Congressional Interests

- Representative Marcia Fudge D-OH-11
- Senator Rob Portman R-OH
- Senator Sherrod Brown D-OH