

U.S. ARMY CORPS OF ENGINEERS OHIO DREDGING NEWSLETTER

2021 MAINTENANCE DREDGING OHIO FEDERAL NAVIGATION CHANNELS

● Complete
 ● Underway
 ● Not Yet Underway

Sandusky Harbor

Placement facility was not available to accept dredged material. Open lake placement precluded by "Ohio 2020" law. Contract rescheduled for 2022.

Requirement: 140,000 CY
 Placement Capacity: 140,000 CY (Wetland)
 Business Supported: \$129.2M
 Placement Area Lead: City/State/EPA (GLRI)

Lorain Harbor

The dredging contract was awarded and dredging will take place July 2022

Requirement: 80,000 CY
 Placement Capacity: 290,000 CY (CDF)
 Business Supported: \$38.4M
 Placement Area Lead: USACE

Fairport Harbor

The city's placement facility was not available to accept dredged material. Open lake placement precluded by "Ohio 2020" law.

Requirement: 200,000 CY
 Placement Capacity: TBD
 Business Supported: \$71.8M (Upland/wetland)
 Placement Area Lead: City/County (Pending)

Conneaut Harbor

The city's placement facility was not available to accept dredged material. Open lake placement precluded by "Ohio 2020" law. Contract rescheduled for 2022.

Requirement: 80,000 CY
 Placement Capacity: TBD (Upland)
 Business Supported: \$171.4M
 Placement Area Lead: City/State (Pending)

Toledo Harbor

Dredging is ongoing and scheduled to be completed in December.

Requirement: 750,000 CY
 Placement Capacity: 6,000,000 CY (CDF)
 Business Supported: \$494M
 Placement Area Lead: Toledo Lucas County Port Authority

Huron Harbor

Dredging was completed on 8/13/21

Requirement: 140,000 CY
 Placement Capacity: 670,000 CY (CDF)
 Business Supported: \$9.2M
 Placement Area Lead: USACE

Vermillion Harbor

Dredging was completed in Fall of 2021.

Requirement: 50,000 CY
 Placement Capacity: N/A (Nearshore)
 Business Supported: N/A
 Placement Area Lead: N/A

Cleveland Harbor

USACE completed spring dredging on 6/9/21. Fall dredging was completed October 2021.

Requirement: 250,000 CY
 Placement Capacity: 440,000 CY (Upland)
 Business Supported: \$545.7M
 Placement Area Lead: City of Cleveland

Ashtabula Harbor

First solicitation was canceled, due to proposals being high and un-awardable. Second solicitation was canceled due to scheduling conflicts with State environmental fish protection window. Solicitation will be reissued in 2022

Requirement: 100,000 CY
 Placement Capacity: 400,000 CY (Wetland)
 Business Supported: \$182.1
 Non-Fed Sponsor: Ashtabula City Port Authority

OVERVIEW

The Ohio harbors are part of the interconnected harbors that make up the Great Lakes Navigation System. Dredging the Ohio commercial harbors is necessary to ensure the continued flow of national and international commerce across the Great Lakes.

Over 35 million tons of commodities such as iron ore, grain, coal, sand, stone, potash, and salt pass through Ohio's eight commercial harbors on an annual basis, supporting

tens of thousands of jobs in Ohio and billions in business revenue each year. Without dredging, these harbors would naturally fill with sediment and bulk commodities would have to be moved via rail or truck, resulting in significant impacts to jobs, business revenue and the environment.

To complete dredging in 2021, the Buffalo District received about \$19.2 million in federal funds to dredge all eight of Ohio's commercial harbors (Toledo, Sandusky, Huron,

Lorain, Cleveland, Fairport, and Conneaut, and Ashtabula), and dredging occurred in all but four harbors. In Lorain a contract was awarded but will not be dredged until 2022, and Sandusky, Fairport and Conneaut harbors currently do not have a placement site available which meets the State of Ohio's 2020 law limiting open lake placement. Thus, the Corps of Engineers did not dredge these harbors in 2021.

GREAT LAKES NAVIGATION SYSTEM: SYSTEM INTERDEPENDENCY



INITIATIVES

The Corps of Engineers is committed to supporting the State's effort to find beneficial uses of dredged material using the full extent of our authorities and appropriations. Non-federal funding and locally led solutions are also vital to continued dredging operations in all Ohio harbors given the restrictions presented by the Ohio 2020 law.

State-funded programs have been essential to the success experienced to date and continued non-federal leadership will be needed to collaborate with the Corps of Engineers to fully embrace upland placement of dredged material. At the Port of Ashtabula, the Corps of Engineers' partnership

with the city enabled the award of a \$6.5 million contract to place 60,000 tons of bedding and armor stone. This project is completed and has created a placement site for 398,000 cubic yards of dredged sediment. This will create capacity of the next three to four dredging cycles over the next eight years! The Continuing Authorities Program, Section 204, also provided the Corps of Engineers the authority to undertake such an effort and required a non-federal cost share partner. It is these partnerships that are driving innovative and creative solutions to dredged material.

2022 MAINTENANCE DREDGING OHIO FEDERAL NAVIGATION CHANNELS

Sandusky Harbor

Planned: 8/1/22

Issue: Placement facility was not available to accept dredged material. Open lake placement precluded by "Ohio 2020" law. Contract rescheduled for 2022.

Requirement: 140,000 CY
Placement Capacity: 140,000 CY (Wetland)
Business Supported: \$129.2M
Placement Area Lead: City/State/EPA (GLRI)

Lorain Harbor

Planned: 7/1/22

Issue: Award of the late fall 2022 dredging contract is contingent on an environmental window waiver from the State.

Requirement: 80,000 CY
Placement Capacity: 290,000 CY (CDF)
Business Supported: \$38.4M
Placement Area Lead: USACE

Fairport Harbor

Planned: 7/1/22

Issue: Contract award is contingent on completion of Port/State upland sediment placement facility.

Requirement: 200,000 CY
Placement Capacity: TBD
Business Supported: \$71.8M (Upland/wetland)
Placement Area Lead: City/County (Pending)

Conneaut Harbor

Planned: 8/15/22

Issue: Contract award is contingent on completion of the Port/State upland sediment placement facility.

Requirement: 80,000 CY
Placement Capacity: TBD
Business Supported: \$171.4M (Upland)
Placement Area Lead: City of Conneaut (Pending)

Toledo Harbor

Planned: 7/15/22

Issue: None

Requirement: 750,000 CY
Placement Capacity: 6,000,000 CY (CDF) Business
Business Supported: \$494M
Placement Area Lead: Toledo Lucas County
Port Authority

Cleveland Harbor

Planned: 5/15/22

Issue: Dredging contract award is contingent on USACE confined disposal facility upgrade project. The contract's spring 2022 start date is contingent on an environmental window waiver from the State.

Requirement: 250,000 CY
Placement Capacity: 440,000 CY (Upland)
Business Supported: \$545.7M
Placement Area Lead: City of Cleveland

Ashtabula Harbor

Planned: 5/15/22

Issue: Contract award for a spring 2022 start date is contingent on receipt of an environmental window waiver from the State.

Requirement: 100,000 CY
Placement Capacity: 400,000 CY
Business Supported: \$182.1 (Wetland)
Non-Fed Sponsor: Ashtabula City Port Authority

CHALLENGES

In determining the Federal Standard of dredging for each harbor, the Corps of Engineers determines which method of placing dredged material is the least costly, engineeringly feasible, and environmentally acceptable manner. This is done to distribute the limited amount of federal funds in the most equitable way across the entire nation. All the harbors, except Cleveland, have a federal standard of open-lake placement. Alternate placement methods are

more expensive and take additional time. Since the Corps of Engineers is generally funded to the Federal Standard, non-federal cost sharing is needed to support innovative solutions and support fully-dredged harbors.

Without such funding, the Corps of Engineers may have to reprioritize maintenance work or defer dredging. Harbor businesses also incur additional risks.

The Corps of Engineers prides itself on partnering with the State of Ohio and local communities to support the economy as well as initiatives for ecosystem restoration and other beneficial uses.

DID YOU KNOW?

The U.S. Army Corps of Engineers survey team keeps up to date depth charts after federal navigation channels are dredged. These charts are available 24/7 at:

<https://www.lrb.usace.army.mil/Library/Maps-and-Charts/>