

U.S. ARMY CORPS OF ENGINEERS OHIO DREDGING NEWSLETTER

Updated: August 2022

2022 MAINTENANCE DREDGING OHIO FEDERAL NAVIGATION CHANNELS

● Complete
 ● Underway
 ● Challenges

Overview

To complete dredging in 2022, the Buffalo District received over \$20.9 million in federal funds to dredge seven of Ohio's commercial harbors (Toledo, Sandusky, Lorain, Cleveland, Fairport, and Conneaut, and Ashtabula), and dredging is scheduled for all but one harbor. Conneaut Harbor does not currently have a placement site available which meets the State of Ohio's 2020 law limiting open lake placement, and the Corps of Engineers will not dredge there this year.

Toledo Harbor

Schedule: AUG 2022
 Dredged sediment will be placed into the Toledo Lucas County Port Authority confined disposal facility.
Requirement: 750,000 CY
Capacity: 4,000,000 CY
Placement Area Lead: Toledo Lucas County Port Authority
Harbor Business Revenue Supported: \$494M
1'-4' shoaling will cost \$730K - \$11M ↑ transportation*

Sandusky Harbor

Schedule: SEP 2022
 Boater safety concerns have pushed back dredging start date.
Requirement: 140,000 CY
Capacity: 280,000 CY
Placement Area Lead: City/State/EPA (GLRI)
Harbor Business Revenue Supported: \$129.2M
1'-4' shoaling will cost \$630K - \$3.2M ↑ transportation*

Did you know?

Funding for harbors across the Great Lakes Navigation System are prioritized primarily on the amount of tonnage that moves through the harbor on an annual basis. Commercial harbors are more likely to receive funding over recreational harbors, ensuring the economic strength of the Nation remains open for business. Huron Harbor is facing a unique challenge, significantly reduced tonnage moving through the harbor is putting future dredging at risk.

Lorain Harbor

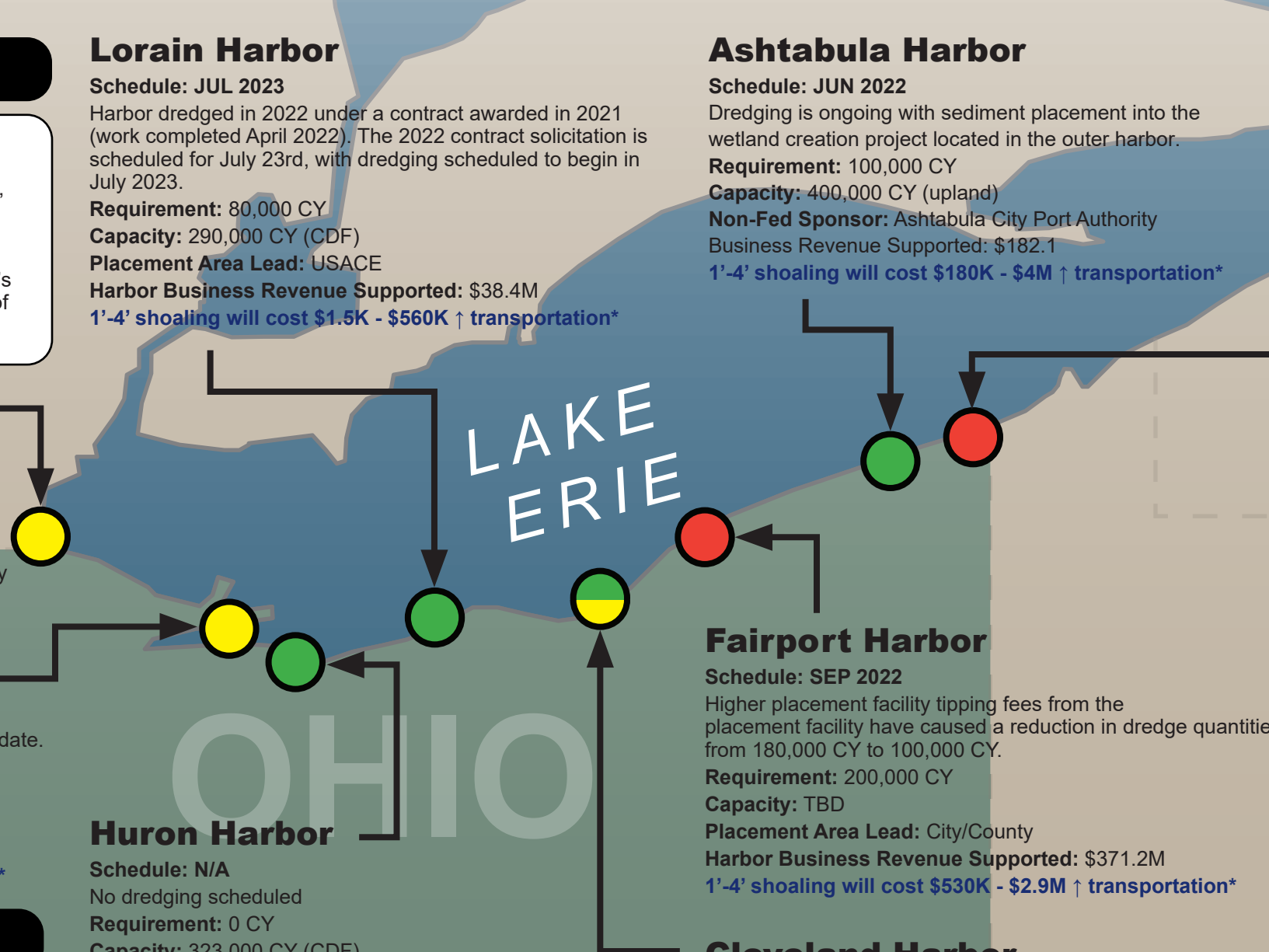
Schedule: JUL 2023
 Harbor dredged in 2022 under a contract awarded in 2021 (work completed April 2022). The 2022 contract solicitation is scheduled for July 23rd, with dredging scheduled to begin in July 2023.
Requirement: 80,000 CY
Capacity: 290,000 CY (CDF)
Placement Area Lead: USACE
Harbor Business Revenue Supported: \$38.4M
1'-4' shoaling will cost \$1.5K - \$560K ↑ transportation*

Ashtabula Harbor

Schedule: JUN 2022
 Dredging is ongoing with sediment placement into the wetland creation project located in the outer harbor.
Requirement: 100,000 CY
Capacity: 400,000 CY (upland)
Non-Fed Sponsor: Ashtabula City Port Authority
Business Revenue Supported: \$182.1
1'-4' shoaling will cost \$180K - \$4M ↑ transportation*

Conneaut Harbor

Schedule: Delayed
 The city's sediment placement facility was not available to accept dredged material. Open lake sediment placement precluded by "Ohio 2020" law.
Requirement: 80,000 CY
Capacity: TBD (upland)
Placement Area Lead: City/State Pending
Harbor Business Revenue Supported: \$171.4M
1'-4' shoaling will cost \$0- \$5.8M ↑ transportation*



Shoaling within the federal navigation channel directly increases transportation costs.

Fairport Harbor, Ohio	
Shoaling Depth	Transportation Cost Increase*
0.5	\$307,000
1.0	\$537,000
1.5	\$848,000
2.0	\$1,184,000
2.5	\$1,560,000
3.0	\$1,986,000
3.5	\$2,434,000
4.0	\$2,920,000
4.5	\$3,489,000

* Based on calendar year 2019 movements, and represents FY 2022 prices

Huron Harbor

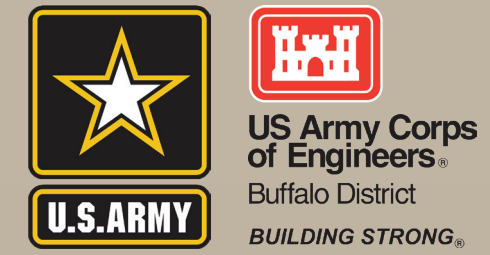
Schedule: N/A
 No dredging scheduled
Requirement: 0 CY
Capacity: 323,000 CY (CDF)
Placement Area Lead: USACE
Harbor Business Revenue Supported: \$14.9M
1'-4' shoaling will cost \$0 - \$230K ↑ transportation*

Fairport Harbor

Schedule: SEP 2022
 Higher placement facility tipping fees from the placement facility have caused a reduction in dredge quantities from 180,000 CY to 100,000 CY.
Requirement: 200,000 CY
Capacity: TBD
Placement Area Lead: City/County
Harbor Business Revenue Supported: \$371.2M
1'-4' shoaling will cost \$530K - \$2.9M ↑ transportation*

Cleveland Harbor

Schedule: OCT 2022
 Spring dredging was completed May 30th. Fall dredging will commence on or about October 15th.
Requirement: 300,000 CY
Capacity: TBD
Placement Area Lead: City of Cleveland
Harbor Business Revenue Supported: \$545.7M
1'-4' shoaling will cost \$1.5M - \$14M ↑ transportation*



Beneficial Use

From the start of dredging to maintain federal navigation channels it was common practice that dredged sediment would be placed into the lake, simply an acceleration of the natural process of sediment moving through the littoral system and in many cases improve the sediment quality of the placement sites.

In recent years the Corps of Engineers and our stakeholder have made significant strides to beneficially use sediments dredged from the Ohio's harbors, but in turn has exposed additional challenges beyond the Corps of Engineers' control.

Dredging quantities at Fairport Harbor were reduced by 80,000 cubic yards due to higher than expected placement costs to utilize the non-federal placement facility. A reduction in dredging quantifies have immediate impacts to navigation: vessels have grounded or avoided entering the harbor, while shippers have had to light-load vessels to reduce draft. If the deferment of dredging is allowed to go too long, concerted efforts will need to be made to address the issue.

A similar issue is currently unfolding at Cleveland Harbor where for years approximately 225,000 cubic yards have been dredged due to limited available placement facility space. In order to match typical sediment inflows approximately 300,000 cubic yards should be dredged

annually to adequately maintain the channel, old river channel and areas in the harbor. Remaining space in the federal confined disposal facility is near capacity and the

Sediments suitable for beneficial use are also suitable for open lake placement.

alternate placement site, the Port of Cleveland's facility, has challenges to increase capacity. Simply put space is limited and it would be hard to increase dredging over the 225,000 cubic yard annual average.

Our intention is not to be solely reliant on beneficial use as the solution to dredged material management is slowly impacting navigation within Ohio harbors, posing risk to the shipping industry and setting back actions that addressed the previous backlog of dredged material. Continued attention by the State of Ohio, local, and federal leaders on alternative solutions will greatly assist maritime transportation to ensure Ohio harbors continue to support the strength of the Great Lakes Navigation System.

2023 MAINTENANCE DREDGING OHIO FEDERAL NAVIGATION CHANNELS

Challenges

Fairport Harbor

Schedule: TBD

Harbor funded. Dredge quantities will likely be greatly reduced due to high tipping fees at the non-federal sediment placement site.

Requirement: 200,000 CY

Capacity: TBD

Placement Area Lead: City/County

Harbor Business Revenue Supported: \$371.2M

1'-4' shoaling will cost \$530K - \$2.9M ↑ transportation*

Ashtabula Harbor

Schedule: TBD

Harbor funded.

Requirement: 100,000 CY

Capacity: 300,000 CY (upland)

Placement Area Lead: Ashtabula City Port Authority

Harbor Business Revenue Supported: \$182.1

1'-4' shoaling will cost \$180K - \$4M ↑ transportation*

Conneaut Harbor

Schedule: TBD

Harbor funded. Readiness of the non-federal sediment placement site remains a concern.

Requirement: 80,000 CY

Capacity: TBD (upland)

Placement Area Lead: City/State Pending

Harbor Business Revenue Supported: \$171.4M

1'-4' shoaling will cost \$0- \$5.8M ↑ transportation*

Cleveland Harbor

Schedule: TBD

Harbor funded. Without updated permit approval from the FAA for facility operations, the Port CDF will not have full capacity to accept all dredge material. Some dredging in 2023 could be deferred.

Requirement: 300,000 CY

Capacity: TBD

Placement Area Lead: City of Cleveland

Harbor Business Revenue Supported: \$545.7M

1'-4' shoaling will cost \$1.5M - \$14M ↑ transportation*

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/>

More information:

<https://www.lrb.usace.army.mil>
lrb.public.affairs@usace.army.mil
716-879-4349

Toledo Harbor

Schedule: TBD

Harbor Funded

Requirement: 750,000 CY

Capacity: 4,000,000 CY

Placement Area Lead: Toledo Lucas County

Port Authority

Harbor Business Revenue Supported: \$494M

1'-4' shoaling will cost \$730K - \$11M ↑ transportation*

Port Clinton

Schedule: TBD

Harbor Funded. No sediment placement site has been identified.

Requirement: TBD

Capacity: TBD

Placement Area Lead: None Identified

Harbor Business Revenue Supported: \$1.2M

1'-4' shoaling will cost N/A - N/A ↑ transportation*

Sandusky Harbor

Schedule: TBD

Harbor funded. Dredging is dependent on the available capacity at the City of Sandusky's sediment placement site.

Requirement: 140,000 CY

Capacity: 140,000 CY

Placement Area Lead: City/State/EPA (GLRI)

Harbor Business Revenue Supported: \$129.2M

1'-4' shoaling will cost \$630K - \$3.2M ↑ transportation*

Huron Harbor

Schedule: TBD

Harbor Funded

Requirement: 0 CY

Capacity: 323,000 CY

Placement Area Lead: USACE

Harbor Business Revenue Supported: \$14.9M

1'-4' shoaling will cost \$0 - \$230K ↑ transportation*

Lorain Harbor

Schedule: TBD

Harbor funded. Dredging likely dependent on the readiness of a non-federal sediment placement site. Tipping fees have not yet been established and could impact dredge quantities.

Requirement: 80,000 CY

Capacity: 210,000 CY (CDF)

Placement Area Lead: USACE

Harbor Business Revenue Supported: \$38.4M

1'-4' shoaling will cost \$1.5K - \$560K ↑ transportation*

Vermillion Harbor

Schedule: TBD

Harbor Funded.

Harbor funded. Dredging in the River Channel will be limited to 10,000 CY to comply with State limits on the quantity of sediment that can be placed in the open lake.

Requirement: TBD

Capacity: TBD

Placement Area Lead: N/A

Harbor Business Revenue Supported: \$202,000

1'-4' shoaling will cost N/A - N/A ↑ transportation*

