



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.
- Authorized depths are 28 feet in the Outer Harbor and 23 feet in the river.
- 44th leading U.S. port with 15,200,000 tons of material shipped or received in 2006.
- Cleveland Harbor ranked 5th among the Great Lakes 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.
- A confined disposal facility (CDF) is located to the east of the harbor entrance.
- Major stakeholders include Cleveland-Cuyahoga County Port Authority, Burke Lakefront Airport, Mittal Steel, U.S. Coast Guard, Lake Carriers Association, Cargill, and the Flats Industry Association.

Project Needs

- Minimum of 225,000 cubic yards (CY) of material must be dredged each year. Dredging is scheduled for FY08.
- The current sediment backlog within the functional harbor areas is estimated at approximately 1,200,000 CY.
- Severely deteriorated west pierhead, sections of the east and west breakwaters, arrowheads and finger pier must also be repaired.
- The CDF's are nearing capacity. Interim measures must be implemented to provide additional capacity until a new long term measure is available.



Consequences of Not Maintaining the Project

- Failure to dredge the harbor will result in continued shoaling and reduced channel dimensions; resulting in light loading, increased transportation costs and unsafe navigation conditions.
- Light loading; losses of between 1 and 2 feet of channel depth would result in increased transportation costs of between \$4,000,000 and \$9,000,000 annually.
- Failure to fund repairs to the west pierhead will result in the continued degradation and eventual failure of the structure, increased future maintenance costs and unsafe navigation conditions within the entrance channel leading to significant vessel delays and potential damage to shoreline structure. In addition, it is likely that the failed structure would fall into the federal navigation channel partially blocking the entrance channel and further adding to repair costs and vessel delays.
- Failure to repair deteriorated sections of the east and west breakwaters and arrowheads, will result in the continued degradation of the structure, increased future maintenance costs and unsafe navigation conditions within the harbor leading to vessel delays and potential damage to shoreline structures.

Consequences of Not Maintaining the Project

- Failure to repair the finger pier wharf and utilities will lead to the continued degradation and eventual failure of the structure, increased future maintenance costs and potential loss of USACE Floating Plant mooring facility.
- Failure to continue development of the DMMP for the harbor could lead to an inability to dredge due to the absence of economically feasible, environmentally sound maintenance practices for the disposal of dredged material.
- Failure to implement critical interim and long term CDF capacity measures will lead to a reduction in annual dredging quantities and the eventual inability to dredge once existing CDF capacity is exhausted.
- Significant loss of jobs both locally and regionally.

Transportation Importance

- Major receiving and shipping port on the Great Lakes.
- Commodities shipped or received include iron ore, limestone, sand and gravel, cement and concrete, general cargo and liquid bulk.
- Major iron ore transshipment facility has been moved to 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.
- Steel shipments were up 29% in 2006.
- The harbor ships more than 1,000,000 tons of salt annually, which is mainly used by local municipalities for road deicing.
- Bulk commodities that pass through Cleveland Harbor generate approximately \$151,000,000 annually in direct revenue which supports over 2,495 jobs. These jobs generate over \$92,000,000 per year in personal income.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2008, 2009 and 2010
Cleveland Harbor, Ohio Project Needs and President's Budget (\$1,000)**

Work Package	FY08 Need	FY08 Allocation	FY09 Need	FY09 President's Budget	FY10 Need	FY010 President's Budget*
Maintenance Dredging – Primary Work Package	2,350	2,530	2,500	2,500	2,580	
Maintenance Dredging – Backlog Work Package						
Critical Advance Maintenance Dredging	180					
Construction, Dike 10B Dredge Material Placement Management	370	300				
E&D, New CDF	250	250	400	400	500	
E&D, Interim CDF (Dike 12, Phase 2)			400	400		
Construction, Interim CDF (Dike 12)	1,400	1,442				
E&D, Interim CDF (Dike 9)			350	350		
Construction, Interim CDF (Dike 9)			2,100	2,100		
E&D, Interim CDF					400	
Snagging & Clearing (F/P)	40	40	45	45	50	
Structure Repair – Dike 10B (F/P)					200	
Dredged Material Management Plan	120	120	100		250	
Project Condition Surveys	110	110	65	65	275	
Structure Repair - Breakwater - 300 LF	1,200	1,200				
Construction, West Pierhead Repair	3,175	1,370	2,100		3,200	
E&D, East Breakwater Repair (Sta 84-94)	200	200				
Construction, East Breakwater Repair (Sta 84-94)			2,700		2,700	
E&D, Ohio Area Office Finger Pier Repair	250	250				
Construction, Ohio Area Office Finger Pier Repair			3,000			
E&D, East Breakwater West End Section Repair	250	250				
Construction, East Breakwater West End Section Repair			2,200		2,900	
Environmental Compliance (CDF Monitoring, Field)	15	15			25	
CDF ERGO Compliance (O&M Manual Update)					70	
E&D, Wharf and Utility Repair					100	
Construction, Wharf and Utility Repair					3,000	
E&D, West Pier					300	
E&D, West Breakwater East End Section					250	
Economic Data Collection	100	100			210	
Structure Repair – E & W Arrowhead Breakwater (F/P)			850	850	920	
Structure Repair – E & W Arrowhead Breakwater (Stone)					450	
Structure Repair – West Breakwater Extension (F/P)					625	
TOTALS	9,835	8,177	16,810	6,710	19,005	

*FY10 President's Budget will be available in February 2009

Congressional Interests

- Representative Dennis J. Kucinich D-OH-10
- Representative Stephanie Tubbs-Jones D-OH-11
- Senator George Voinovich R-OH
- Senator Sherrod Brown D-OH