

Buffalo District Navigation Program Overview

16 FEB 2011



Buffalo District Area of Operations

Our Facilities

- District Headquarters
- 2 Area Offices
- 3 Regulatory Field Offices
- 1 Lock
- 1 Dam



Features

- 35 Harbors
- 1 Lock
- 1 Dam
- 25 members of Congress

38,000 square miles; 700 miles of shoreline!



BUILDING STRONG®

FY11 DREDGING PROGRAM

Project	FY11 Budget	FY11 Estimated Quantity	Comments
Cleveland, OH	2,600,000	225,000	
Toledo, OH – BAY	2,390,000	400,000	
Toledo, OH – RIVER	2,109,000	250,000	
Ashtabula, OH	980,000	85,000	
Fairport, OH	1,500,000	160,000	
Sandusky, OH	1,057,000	140,000	
Buffalo, NY	1,075,000	110,000	GLRI and FY10 E&W funds added to contract (625k CY total)
Erie, PA	1,345,000	182,000	FY10 E&W funds added to contract (200k CY total)



FY12 DREDGING PROGRAM

Project	FY12 Budget	FY12 Estimated Quantity	Frequency
Cleveland, OH	2,730,000	225,000	1
Toledo, OH – BAY	3,200,000	580,000	1
Toledo, OH – RIVER	2,215,000	340,000	1
Lorain, OH	1,004,000	100,000	2
Huron, OH	0	150,000	2
Fairport, OH	0	120,000	2
Conneaut, OH	0	85,000	2
Rochester, NY	0	220,000	2
Oswego, NY	0	75,000	4

Budgeted
Unbudgeted



Cleveland Harbor

- Harbor is 51st busiest in Nation, 7th busiest on the Great Lakes
- **Existing CDFs will run out of capacity in 2014**
- Annual maintenance dredging quantity reduced from approx. 330,000 CY to 250,000 CY (Federal and non-Federal)
- June, 23 2010 – Port Authority removed support for E. 55th Street CDF – Favor cost effective sustainable approaches
- District aggressively pursuing innovative interim and long term dredged material management strategies



Cleveland Harbor Economic Impacts

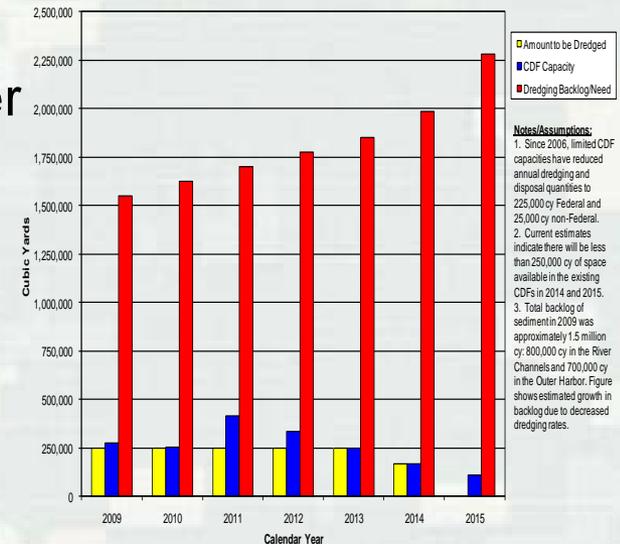
- Local Leadership Is Needed to Implement Interim Measures;
- 2014 is Fast Approaching And Dredging Ceases Without Placement Capacity;
- Risks Vary Due to Weather and Affect Upper River the Most; Impacts Are Compounded Over Time;

Best Case – Progressive Shoaling/Light Loading (1-2 ft/yr Adds \$2.7M - \$6.3M Per Year to Transportation Costs) ;

Worst Case – A Single Storm Can Deposit As Much As 10 Feet (Upper River) and Interrupt Operations (i.e. 5,200 Direct/Indirect Steel Jobs);

Most Likely – Approx. 3 ft/yr of Shoaling, \$11M/yr Increased Transportation Costs, Less Competitive Businesses and Significant Job Impacts;

Cleveland Harbor Dredging and Disposal Capability Assessment



Cleveland Harbor Current Milestones

- Complete Beneficial Use Evaluation Report - April 2011;
- Complete First Interim Measure(s) – Fall 2012;
- Issue Revised DMMP/EIS – February 2012 ;
- Start Design of a New CDF (Contingent on Funding) – March 2013;
- Ready To Advertise Construction of a New CDF – March 2015;



Toledo Harbor Dredging Requirements

- Current Annual Maintenance Dredging target/requirement is 800,000 CY;
- Current Backlog estimated at 1.4M CY not including over-depth. 2.0M including over-depth;
- Nearly all sediment is suitable for open lake placement in accordance with the GL Dredged Material Testing and Evaluation Manual authored by the USEPA and USACE in 1998



111-acre Jeep Toledo Site



**University of Toledo
Football Field**



Toledo Harbor USACE Confined Disposal Facility Capacity

- With 100% CDF disposal, less than one year of dredged material capacity remains
- Based on Federal law which requires use of management practices to extend the capacity and useful life of CDFs, USACE policy is to place only dredged material unsuitable for open-lake placement in CDFs



CDF Name	Year Built	Total Capacity (Cubic Yards)	Remaining Capacity (Cubic Yards)	Annual Maximum Capacity (Cubic Yards)*	Owner/Local Sponsor	Intended Post Closure Use
Island 18	1962	5,000,000	300,000 (Repairs Req'd)	100,000	USACE	Wildlife Area
Facility 3 -Cell 2	1994	5,300,000	2,000,000	670,000	Toledo-Lucas County Port Authority	Port Development



Toledo Harbor Status of 401 Certification

- In 2010, a 401 Certification was issued by OEPA for open lake disposal of dredged material.
- The 401 Certification was subsequently appealed in a single action by five independent parties.
- The appeal has not yet been resolved by the Appeals Commission (no date set for resolution).
- A 401 application for 2011 dredging was submitted by USACE on 16 DEC 2010. A 401 Certification is desired before the scheduled bid opening on 22 Apr 2011 for the dredging contract.



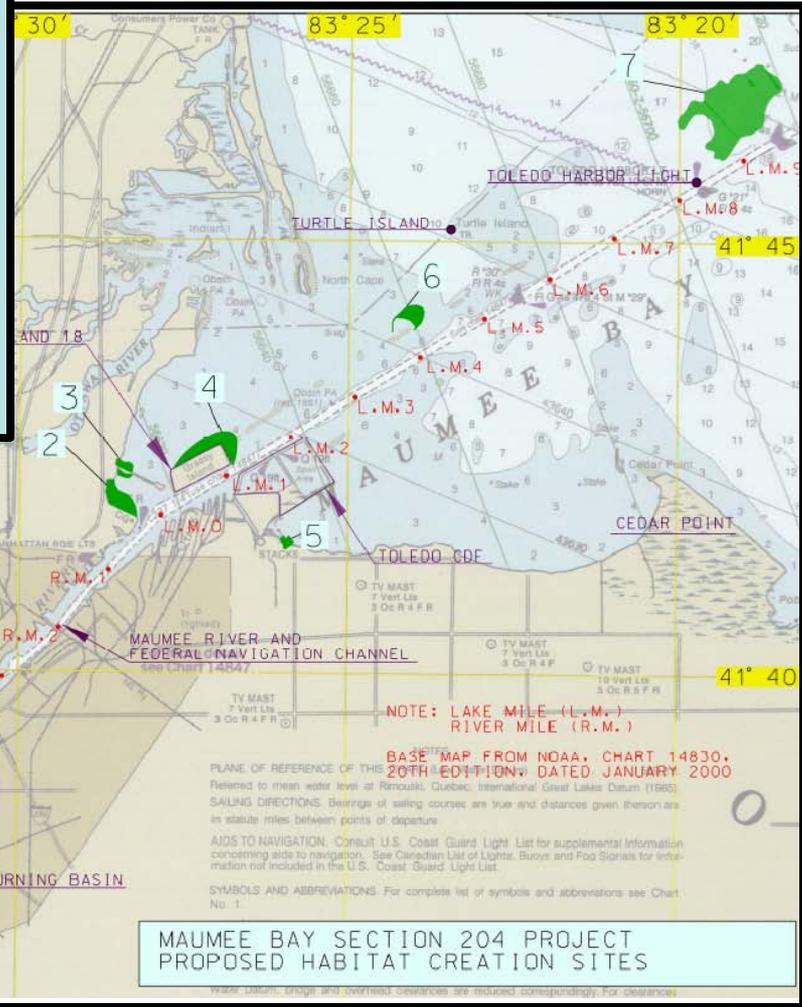
Toledo Harbor Dredged Material Placement Options

	Annual Placement Capacity (CY)	Federal Cost Share (%)	Non-Federal Cost Share (%)
New Non-Federal CDF for material suitable for open-lake placement	800,000	0	100
Maumee Bay HRU (see next slide for projects)	Varies	65	35
Open Lake Placement	800,000+	100	0



Toledo Harbor Potential Path Forward – Habitat Restoration Units (HRUs)

#	Project Site	Cubic Yards	Cost
1	Maumee River Island	200,000	\$14.7M
2	Cullen Park Site 1	510,000	\$32.7M
3	Cullen Park Site 2	200,000	\$20.6M
4	Island 18	510,000	\$39.8M
5	Heckman Ditch Outfall	170,000	\$14.5M
6	Uncover Site	260,000	\$23.2M
7	Toledo Harbor Light	15,600,000	\$300.0M



Note that nearly all HRU options will require continued open lake placement.



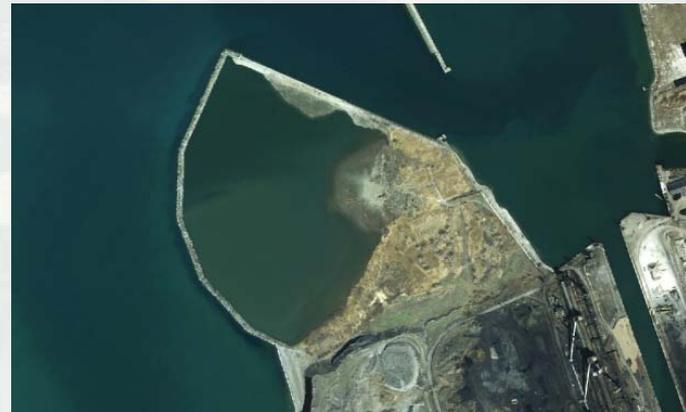
Ashtabula Harbor

- Harbor is 63rd busiest in Nation, 11th busiest on the Great Lakes
- Sediments in lower river and portions of outer harbor are not suitable for open lake placement.
- Due to the lack of Corps operated CDF at the harbor, the current plan is to utilize a contractor furnished disposal site
- LRD requires a decision document to detail method and location for sediment disposal and project cost sharing requirements.



Buffalo Harbor

- Harbor is 125th busiest in Nation, 27th busiest on the Great Lakes
- Strategic navigation dredging of Buffalo River and Buffalo Dike 4 CDF repairs is largest GLRI project in the Great Lakes (Total \$8,180k)
- Dredging contract will utilize both GLRI (\$5,000k/450k CY) and E&W (\$1,744k/150k CY) funds
- Dike 4 CDF repairs were completed in November 2010 and dredging will be completed in November 2011



Lorain Harbor

- Harbor is 108th busiest in Nation, 24th busiest on the Great Lakes
- CDF reached design capacity in 2006
- DMMP completed in 2009.
- The plan selected in the DMMP includes a combination of continued implementation of a fill management plan from 2009 through 2013, open lake placement of sediments dredged lakeward of river mile 2, and placement of sediment dredged landward of river mile 2 from 2014.
- Phase I berm raising was completed in 2007; Phase II was completed in Spring 2010; and Phase III is scheduled to be completed in FY 2011.

