



**US Army Corps
of Engineers®**

Public Notice

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OPERATION AND MAINTENANCE DREDGING AND DREDGED SEDIMENT PLACEMENT

CLEVELAND HARBOR

CUYAHOGA COUNTY, OHIO

This Public Notice has been prepared pursuant to Section 404(a) of the Clean Water Act (CWA). It is being administered in conformance with U.S. Army Corps of Engineers (USACE) regulation, "Practice and Procedure: Final Rule for Operation and Maintenance of Army Corps of Engineers Civil Works Projects involving the Discharge of Dredged Materials into Waters of the United States or Ocean Waters," 33 Code of Federal Regulations (CFR) 337.1. The purpose of this Public Notice is to specify what dredged or fill materials will be discharged into waters of the United States by implementation of the proposed action and advise all interested parties of the proposed project and provide an opportunity to submit comments, or request a public hearing.

The USACE, Buffalo District anticipates the need to maintenance-dredge sediments from the federal navigation channels of Cleveland Harbor in the 2025 and 2026 calendar years in order to maintain adequate depths for deep-draft commercial vessels. This dredging requires management of the dredged sediments. This will also include areas within the Cuyahoga River Old Channel (CROC) that is part of a sediment remediation project funded by the U.S. Environmental Protection Agency (USEPA). Some of this dredged sediment will be placed into the USACE-operated confined disposal facility (CDF) No. 10B in Cleveland Outer Harbor, which may result in a discharge of effluent (defined as a dredged material) from the facility's overflow weir. This Public Notice is directed at this anticipated discharge from CDF 10B. The overall dredging project will involve the annual removal of an estimated total of 400,000 cubic yards of sediments from Cleveland Harbor federal navigation channels (Figures 1a and 1b). The dredged sediment will either be placed in a contractor-furnished placement area (e.g., Port of Cleveland CDF) or in CDF No. 10B (Figure 2).

The dredging operation at Cleveland Harbor is tentatively scheduled to be performed in the 2025 and 2026 calendar years.

A contractor of the federal government will accomplish the dredging operation. The dredging will involve the removal of sediments that have accumulated in the federal navigation channels since the last maintenance dredging. Up to an additional four feet of shoal may be removed from the Upper Cuyahoga River Channel, including one foot of over depth and three feet of advance maintenance dredging. The Lower Cuyahoga River, Old River, Outer Harbor and Lake Approach Channels will be dredged to the authorized depth, and an additional two feet of shoal may be removed including one foot of over depth and one foot of advance maintenance dredging. Sediments will be removed from the channel bottom by mechanical dredge and placed aboard scows for transport to the CDF. In recent years, clamshell bucket dredges have been used to complete the dredging. Dredged sediments in the scows will be placed into the CDF through mechanical or hydraulic means.

The sediments to be dredged from Cleveland Harbor federal navigation channels consist primarily of silts and clays, with some sands. Sediments in the Upper Cuyahoga River Channel have been tested and evaluated in accordance with the protocols and guidance contained in the U.S. Environmental Protection Agency (USEPA)/USACE Great Lakes Dredged Material Testing and Evaluation Manual (1998) and Evaluation of Dredged Material Proposed for Discharge in Waters of the U.S.—Testing Manual (1998). While sediments dredged from this reach of the harbor were determined to meet CWA Section 404(b)(1) Guidelines for open-water placement at a designated site in Lake Erie (excluding the sediments in the CROC sediment remediation area), the dredged sediments will be managed in a manner consistent with the current federal standard. Therefore, these dredged sediments will also be placed in either a contractor-furnished facility or CDF No. 10B.

No CWA Section 404(b)(1) Evaluation has been completed for the open-water placement of sediments dredged from the Lower Cuyahoga River, Old River, Outer Harbor and Lake Approach Channels. Therefore, sediments dredged from these areas of the harbor will be placed in CDF No. 10B.

These dredging operations will be performed under one of two contract scenarios:

- **Alternative 1**—Dredge the Upper Cuyahoga River Channel, with hydraulic and/or mechanical placement of the dredged sediments in a contractor-furnished facility (water quality certification [WQC] or other environmental permits required for any discharges of dredged sediment would be a responsibility of the contractor). In addition, dredge the Lower Cuyahoga River, Old River, Outer Harbor and Lake Approach Channels, with hydraulic placement of the dredged sediment in CDF No. 10B which is anticipated to result in the discharge of effluent from CDF 10B through the overflow weir.
- **Alternative 2**—Dredge the same harbor locations described in Alternative 1, with mechanical placement of all dredged sediments in CDF No. 10B. No discharge of effluent from the CDF is anticipated with this alternative.

Pursuant to Section 401 of the CWA, WQC, or waiver of WQC, from the Ohio Environmental Protection Agency (OEPA) is required for the discharge of effluent from the overflow weir of CDF No. 10B. Therefore, a copy of this Public Notice has been provided to OEPA requesting WQC (or waiver thereof) for this discharge.

The environmental effects of the dredging operation are documented in the ***Final Environmental Impact Statement (FEIS), Operation and Maintenance, Cleveland Harbor, Ohio (1974); and FEIS, Harbor Maintenance and Confined Disposal Facility Site 10B, Cleveland Harbor, Ohio (1994) and Section 404(B)(1) Evaluation, Cleveland Harbor, Ohio, Confined Disposal Facility, Site 10B CDF (1994).***

There are no listed historic properties or properties determined as being eligible for listing in the National Register of Historic Places that will be affected by this project. By this notice, the National Park Service is advised that currently unknown archaeological, scientific, prehistorical or historical data may be lost or destroyed by the work to be accomplished.

The USACE has determined that the proposed project will have No Effect upon any species proposed or designated by the U.S. Department of the Interior as threatened or endangered, nor will the proposed work result in an Adverse Modification of designated critical habitat for any such species. Therefore, unless new information indicates otherwise, no further consultation pursuant to Section 7 of the Endangered Species Act Amendments of 1978 will be undertaken with the U.S. Fish and Wildlife Service.

This work will be undertaken in a manner consistent, to the maximum extent practicable, with the State of Ohio Coastal Management Program. A Coastal Management Program Federal Consistency Determination will be submitted to the Ohio Department of Natural Resources (ODNR) documenting this determination.

The decision whether to perform dredging will be based on channel conditions. The Corps has evaluated the probable impact, including cumulative impacts of the proposed activity on the public interest, of the proposed maintenance dredging. That decision reflects the national concern for both protection and utilization of important resources. The benefit which is reasonably expected to accrue from the proposal has been balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal have been considered including the cumulative factors thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

This activity is being coordinated with the following agencies, as well as other appropriate federal, state and local agencies and organizations:

Ohio Department of Natural Resources
Ohio Environmental Protection Agency
Ohio Historic Preservation Office
U.S. Coast Guard
U.S. Department of the Interior, Fish and Wildlife Service
U.S. Environmental Protection Agency

Any interested parties and/or agencies desiring to express their views concerning these proposed discharges of dredged sediment may do so by filing their comments, in writing, no later than 30 days from the date of this notice. Any person who has an interest which may be affected by the discharge of this dredged sediment may request a public hearing. The request must be submitted in writing within 30 days of the date of this Public Notice. The request must clearly set forth the interest which may be affected, and the manner in which the interest may be affected by this activity.

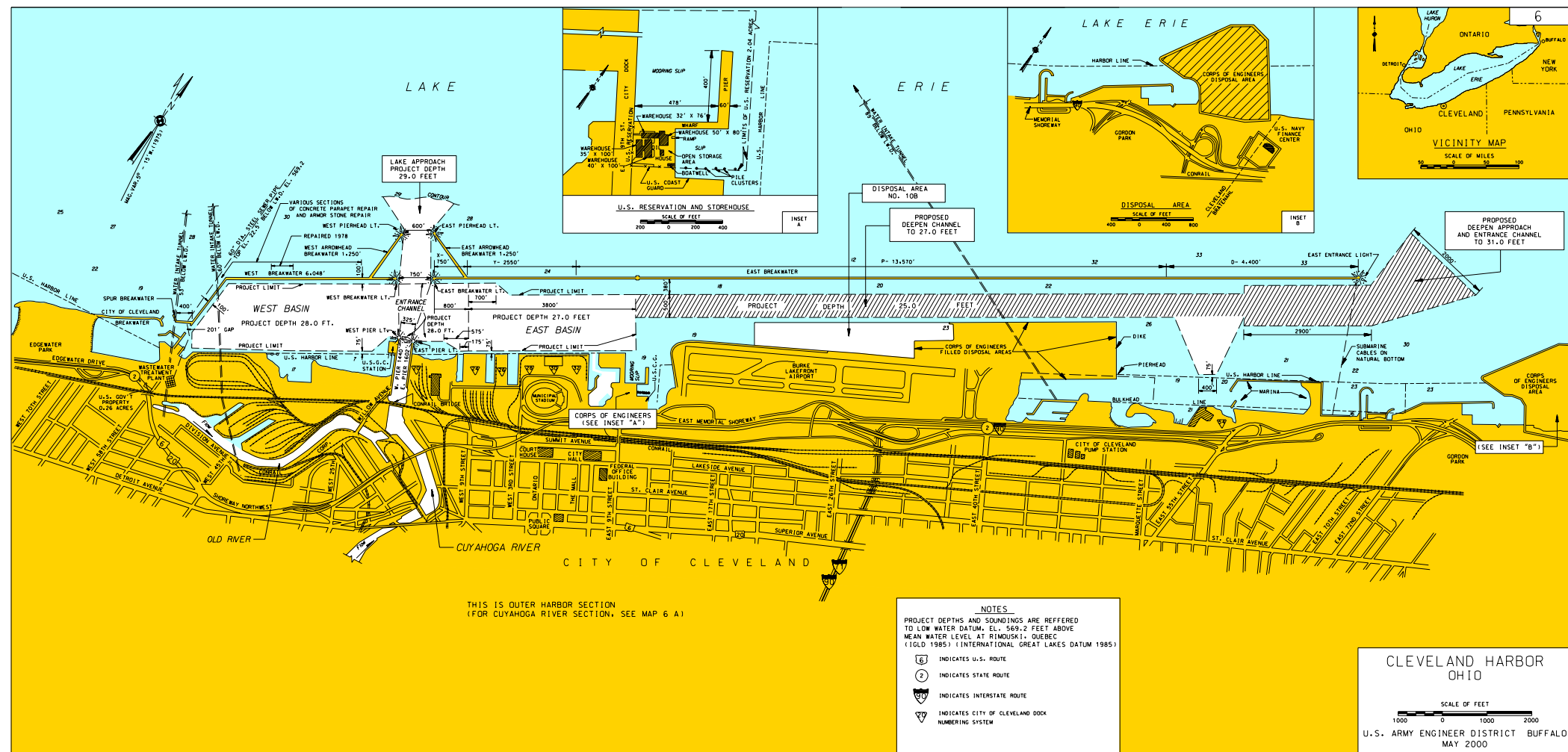
Interested parties are encouraged to contact the USACE with their comments regarding the proposed discharge of this Cleveland Harbor dredged sediment. Please review this Public Notice and send your comments in writing within 30 days to the following e-mail address:

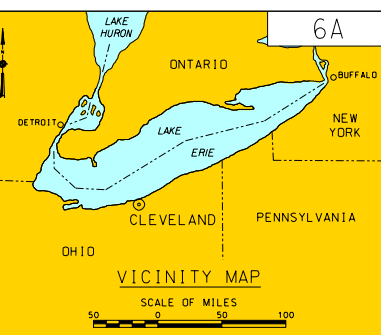
ClevelandDredging@usace.army.mil

or via regular mail to:

U.S. Army Corps of Engineers - Buffalo District
478 Main Street
Buffalo, NY 14202-3278
ATTN: Environmental Analysis – Cleveland Harbor Dredging

This public notice is published in conformance with 33 CFR 337.1. All dredging and dredged material discharge will be performed in conformance with Sections 313 and 404 of the Clean Water Act (33 USC 1323 and 1344, respectively).





INDEX TO BRIDGES

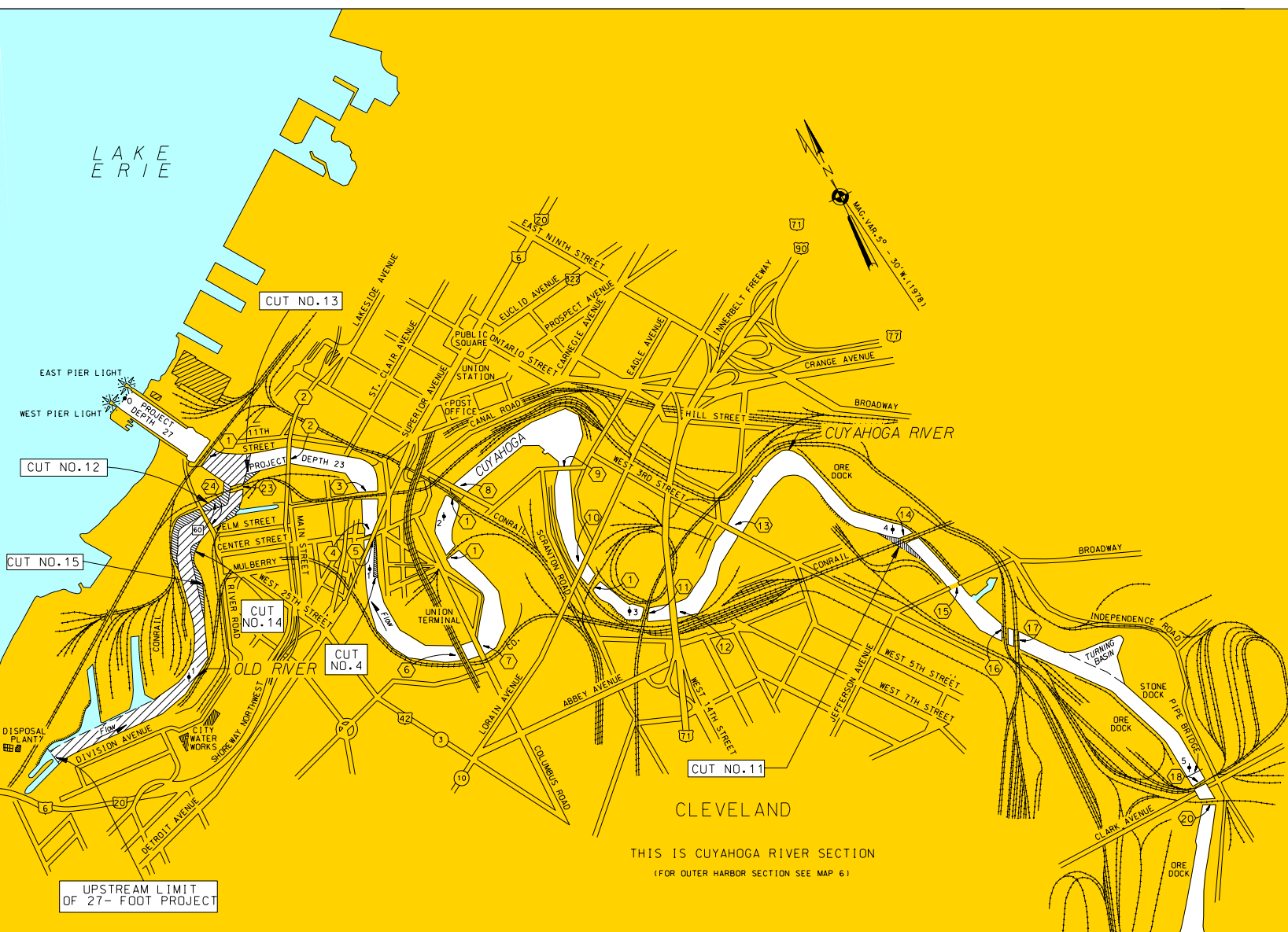
SHOWN THUS

- * 1 CONRAIL
- 2 MAIN AVE. HIGH LEVEL BRIDGE
- * 3 FLATS DEVELOPMENT INC.
- 4 CENTER STREET BRIDGE
- 5 DETROIT SUPERIOR HIGH LEVEL BRIDGE
- 6 UNION TERMINAL (RAILWAY) HIGH LEVEL BRIDGE
- 7 COLUMBUS RD. BRIDGE
- 8 CARTER RD. BRIDGE
- 9 EAGLE AVE. BRIDGE
- 10 LORAIN CARNEGIE HIGH LEVEL BRIDGE
- *11 NORFOLK AND WESTERN RAILWAY
- 12 INNER BELT FREEWAY HIGH LEVEL BRIDGE
- 13 3RD. ST. BRIDGE
- *14 CONRAIL
- 15 JEFFERSON AVE. BRIDGE SUPERSTRUCTURE REMOVED
- 16 NEWBURG AND SOUTH SHORE RAILWAY BRIDGE
- 17 BALTIMORE AND OHIO RAILWAY BRIDGE
- 18 RIVER TERMINAL RAILWAY BRIDGE
- *19 NORFOLK AND WESTERN RAILWAY, BRIDGE NO. 2 (L)
- 20 WESTERN AND LAKE ERIE RAILROAD (O)
- 21 NORFOLK AND WESTERN RAILWAY, BRIDGE NO. 3 (L)
- 22 WESTERN AND LAKE ERIE RAILROAD (O)
- 23 FLATS DEVELOPMENT INC. } OLD RIVER
- *23 WILLOW AVE. BRIDGE

NOTE: FEDERAL PARTICIPATION IN REPLACEMENT

* COMPLETED

** AUTHORIZED



NOTES

PROJECT DEPTHS

27.0 FEET IN LOWER CUYAHOGA RIVER TO JUNCTION WITH OLD RIVER AND 23.0 FEET IN REMAINDER OF CUYAHOGA RIVER.

18.0 FEET IN TURNING BASIN AT MILE 4.8 ON CUYAHOGA RIVER.

27.0 FEET IN OLD RIVER.

PROJECT DEPTHS AND SOUNDINGS ARE REFERRED TO LOW WATER DATUM ELEVATION 569.2 FEET ABOVE MEAN WATER LEVEL AT RIMOUSKI, QUEBEC (IGLD 1985) (INTERNATIONAL GREAT LAKES DATUM 1985)

MILES ABOVE WEST PIER LIGHT AT OUTER END OF WEST PIER SHOWN THUS 2 1/2

INDICATES U.S. ROUTES

INDICATES STATE ROUTES

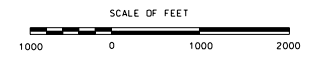
INDICATES INTERSTATE ROUTE

AREAS PARTIALLY DREDGED

CUYAHOGA RIVER PARTIALLY DREDGED TO 23.0 FEET UPSTREAM OF BRIDGE NO. 1 TO JUNCTION WITH OLD RIVER.

OLD RIVER PARTIALLY DREDGED TO 23.0 FEET FROM JUNCTION WITH CUYAHOGA RIVER TO OPPOSITE SAND PRODUCTS CORP. DOCK, REMAINDER DREDGED TO 21.0 FEET

CLEVELAND HARBOR OHIO



U.S. ARMY ENGINEER DISTRICT BUFFALO MAY 2000

Figure 2 - Cleveland Harbor Confined Disposal Facilities

