

**Report of Dredge Task Force Meeting
By Barbara A. Martin, Chair, Dike 14 Committee
January 8, 2013**

Highlights from the January 8, 2013 Cleveland Harbor Dredge Task Force meeting held at 1:00 pm at One Cleveland Center:

- 1) Fall 2012 dredging: The Army Corps reported that 50,000 cubic yards were removed from the federal channel and placed at CDF 12, during a 4 week period that ended in December, using the new technique of “mechanical & vertical placement” – i.e. a barge with a crane with a clamshell removed sediments from the channel and placed the sediments on a scow [as has always been done in Cleveland] for transport to the CDF, where instead of pumping the dredge onto the CDF as has usually been done, an on-site crane offloaded the dredge from the scow into trucks for transport to interior portions of Dike 12, where the dredge was deposited, and following dewatering will be moved into vertical position with bulldozers. The Corps’ spokesman and Cleveland Harbor project manager, Frank O’Connor, said this trial effort of mechanical & vertical placement was a success...effective, time efficient and cost effective. He said the Fall 2012 trial gives support to the Corps’ plan for vertical placement of one million cubic yards of dredge through 2018, to be placed 2 to 6 feet above current berm heights at Dikes 10B, 9 and 12, which are located adjacent to Burke Airport. According to Mr. O’Connor, this plan is detailed in the Corps’ draft Interim DMMP/EA for Cleveland Harbor, which is currently under Division review.
- 2) Mr. O’Connor went on to say that the Port expressed interest in taking charge of Cleveland dredging in a letter dated December 3, 2012 asking the Corps for a “217 Agreement” whereby the Corps would pay the federal cost share to the Port through tipping fees on a cubic yard basis. This arrangement would for the first time reverse the roles of the Corps and the Port. Mr. Conner said the Corps and Port will meet to begin to discuss the 217 Agreement and to begin to dovetail the Port’s dredge plan (the Hull report) into the Corps’ draft IDMMMP/EA.
- 3) Open lake disposal is a component of the Corps’ draft IDMMMP/EA. The Corps and Ohio EPA are in discussions regarding site locations for open lake disposal. The Corps expects open lake disposal to begin in a small way as early as 2014.
- 4) John Hull, under contract with the Port to prepare a Port DMMP, said the Port’s plan calls for active dewatering and consolidation techniques as well as commercial beneficial uses, upland beneficial uses, and open lake placement. Through dewatering and consolidation, Mr. Hull proposes that “full expansion” of Dikes 10B, 9 and 12 will provide 5.5 million cubic yards of capacity – i.e. capacity that is expected to span a minimum of 36 years of disposal, and even longer if combined with open lake disposal and beneficial use projects.

In the near term of the next eight years, Mr. Hull proposes vertical placement of 1.2 million cubic yards of dredge at Dike 12, which would raise the elevation of Dike 12 to 10 feet above its current berm height. Full expansion of Dike 12, according to Mr. Hull, would raise the elevation to 35 feet above current berm height. Mr. Hull said the FAA approves of such a rise in elevation.

I asked about the structural weakness at the SE corner of Dike 12. Mr. O’Connor said the Corps’ plan is to install wick drains to stabilize that corner. Mr. Hull said the Port has a different approach, but that there would be no need to rebuild the outer walls of Dike 12 because the vertical rise will be set back from the dike walls by 50 feet.

- 5) During the Task Force meeting nothing was said about how the IDMMMP would be funded.
- 6) No date was given for public review and comment on the Corps’ plan or the Port’s plan.