



**US Army Corps  
of Engineers®**  
Buffalo District



February 2007

## ASHTABULA HARBOR, OH FACT SHEET

**Appropriation Category:** Operations and Maintenance (O&M)

**Congressional Interests:**

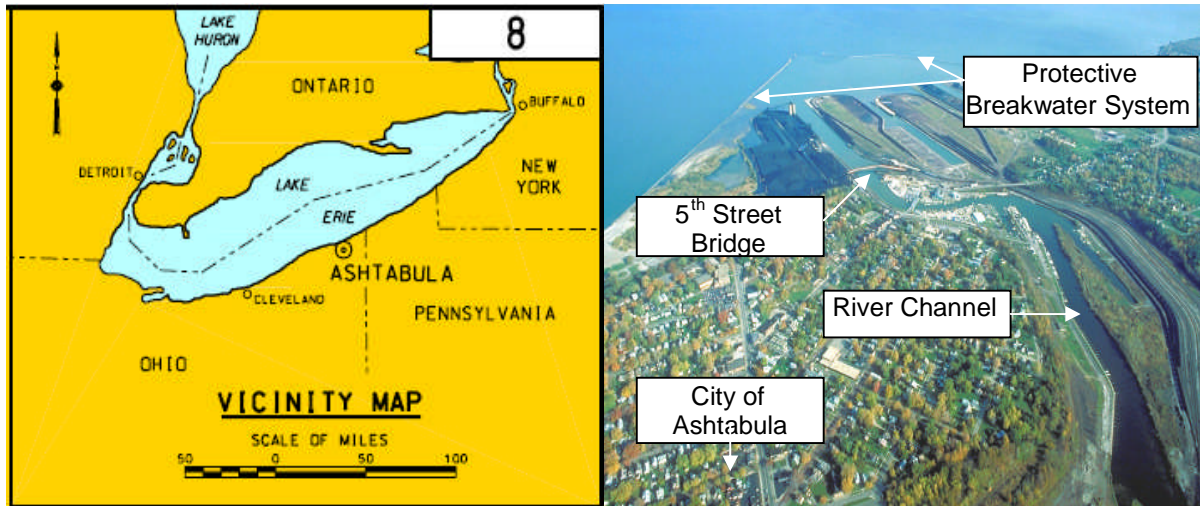
Representative Steven LaTourette R-OH-14  
Senator George Voinovich R-OH  
Senator Sherrod Brown D-OH

**Project Capabilities:**

Activity	FY08 Capability	FY08 Budget	Issues
Dredging	\$12,800k	\$0k	Unless funds of \$12M for dredging the river mouth and outer harbor are provided, the Corps of Engineers cannot complete the dredging downstream of the bridge, the contaminated sediments will migrate downstream, impacting maintenance of the channel serving the coal dock, and also eventually the facilities in the outer harbor. Balance of \$.8M is required for annual maintenance dredging of approximately 85,000 CY.
Structure Repair	\$900k	\$900k	Funds are available to make necessary repairs to the East and West Pier Heads which support U.S. Coast Guard commercial aids to navigation, and East and West arrowhead breakwaters. Without repair, the structures will continue to deteriorate and eventually fail.
<b>TOTAL</b>	<b>\$13,700k</b>	<b>\$900k</b>	

**Current Condition:** Dredging in the mouth of the river is scheduled for 2007. Critical shoals will be removed and a narrow channel will be established for commercial navigation. Dredging will be concentrated from Lake Erie to a point midway between the mouth of the river and the 5<sup>th</sup> Street Bridge. Additional dredging is needed to achieve full and safe channel dimensions for commercial users and reopen the river for navigation up to the 5<sup>th</sup> Street Bridge. The lack of a suitable disposal area for contaminated sediments has prevented dredging of the navigation channel between the area scheduled for dredging in 2007 and the upstream limit of the Federal channel. The U.S. Environmental Protection Agency is removing the contaminated sediments upstream of the 5<sup>th</sup> Street Bridge under the Great Lakes Legacy Act. This dredging began in September 2006, with completion scheduled in the fall of 2007. In addition, routine harbor maintenance dredging was last completed in 2003. Additional dredging is needed to maintain safe navigation in critical channel areas.

**Background:** Project features include deep draft shipping channels and navigation structures that provide a protective harbor for commercial navigation and a major Great Lakes coal dock in the city of Ashtabula, Ashtabula County, OH. Significant shoaling occurs in the outer harbor and lower river to warrant nearly annual maintenance. Dredged material suitable for open-lake placement is deposited at authorized open-lake disposal site approximately two miles north of the harbor. The 2.5 mile long system of protective breakwaters requires periodic inspection and repair as necessary.



**Purpose:** Ashtabula Harbor serves a number of commercial and recreational interests. Major commercial interests include the Norfolk Southern Ashtabula Coal Dock, Pinney Dock and Transport Company and Sidley Stone Products. Other interests include the U.S. Coast Guard, the Ashtabula Port Authority and numerous recreational marinas. The breakwaters also protect Lakeshore and Walnut Beach Parks.

**Significance:** At 9.2M tons, Ashtabula was a leading U.S. port in 2005. Tonnage increased almost ten percent between 2002 and 2005. The port is a perennial leader on the Great Lakes for the shipment of coal. The table below summarizes revenue, jobs, and personal income *directly* attributed to tonnage moving through the harbor. It does not include secondary benefits associated with businesses that use materials received at the port.

2005 Tonnage	Direct Revenue	Direct Jobs	Direct Personal Income
9.2M	\$126M	1,601	\$59M

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