

# INTERIM DREDGE DISPOSAL TASK FORCE

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+ Not present

\*\*Attended by phone

ACTION BY	ITEM	DESCRIPTION
INFO	1.	No comments on the July 7 meeting minutes.
INFO	2.	Pershing Road Progress Report - Bryan Dougherty of Joe Dirt reported that the project known as the Cuyahoga Valley Industrial Center is going well. Closing on the ArcelorMittal property occurred on July 9 <sup>th</sup> . Erosion control is in place and importing of CDF material from Dike 10B is moving at a rapid pace. Checked with the on-site manager and there were approximately 30,000+ cubic yards received to date. Brian anticipates that they will be able to maintain this pace and is shooting for a sooner rather than later finish date, and certainly before the end of the year.
INFO		The USACE is excavating from the existing 10B site, which is the western most active CDF on the Lakefront. The first week the USACE's contractor shipped about 20,000 yd <sup>3</sup> . Frank O'Connor is expecting 25,000 yd <sup>3</sup> the second week. The total quantity in the contract is 300,000 yd <sup>3</sup> . The USACE feels confident it will be done by the end of the calendar year.
INFO		Frank showed photos from various angles of Dike 10B – looking towards downtown and across the CDF; this shows the creation of capacity for the coming year. The materials are in better condition than first thought; they are drier and more able to hold the sides. Another photo showed areas where dewatering is occurring at the low spots. Excavation is currently down to +2 LWD. Lake level is approximately +3 LWD.
INFO	3.	A press release was issued by the USACE, City, and Port

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		announcing the material was moving and states that the project accomplishes two key points – the capacity that is badly needed, and also goes a long way demonstrating potential beneficial use of dredged sediment.
INFO	4.	During a Port Committee meeting, a Board member asked if the material being transported to Pershing Road is being sampled and how OEPA determined the material is appropriate for placement at the Industrial Center? Frank O'Connor responded by stating the City's consultant, Hull & Associates, prepared a Material Management Plan (MMP) that presented historical sampling analysis for sediments from the river and sampling done in 10B, and also the results of the more recent sampling analysis. There was a characterization of that material in 10B and a comparison was made with Ohio VAP Standards and Regional Screening Values and the materials were shown to be acceptable for reuse under the commercial industrial site (Cuyahoga Valley Industrial Center).
INFO		He said beyond that the material management plan also requires some field screening at 10B to identify any anomalies that might indicate a difference in characterization that was done prior.
INFO	5.	Joe Kreitinger spoke about the progress of beneficial reuse alternatives. The focus now is on five top sites, which it's not to say other opportunities may surface in the near future. The focus is on collecting information. The Zaclon and ArcelorMittal properties are being looked at as sites to do material handling and not as the ultimate end use for where the sediments may go but simply for loading, dewatering and transportation to other sites.
INFO		Joe is looking at additional capacity that may be available at Pershing Road, cover for the Harvard landfill site, placement of material at a couple of gravel quarries, and Catholic Cemeteries. There's another landfill that needs some cover called Silver Oaks.
INFO		Pershing Road has additional capacity once 10B material is placed, but the volume may be significantly lower than originally estimated. The initial estimate was a million cubic yards; the best estimate now is 200,000 yd <sup>3</sup> , which is less than one year of additional capacity. Part of that is related to uncertainties related to Morgana Run in the fill height that might be placed in the run. Essentially there is a storm sewer that is at the bottom of the small valley and the issue is whether it could support the weight of dredged material if the valley is filled. Mike LaWell mentioned that historically the area was used for storage of raw materials, but the structure needs an evaluation as to how much could be placed above the sewer. The manholes would need to be altered. Frank believes the sewer is a concrete box culvert and designed to withstand the forces of a certain fill height; another issue relates to the integrity of the structure.
INFO		Bryan Dougherty mentioned that John Hull confirmed there was a

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<p>INFO</p> <p>NEORSD CITY</p> <p>CITY</p> <p>INFO</p>		<p>prior plan that shows the sewer was designed for that weight. Videos were made that showed it was in good condition and now it's a matter of taking some borings to determine if the soil around it is suitable.</p> <p>Who owns the sewer? It's either the City or NEORSD; Valarie McCall or Kellie Rotunno, please confirm.</p> <p>One additional administrative constraint we'll be working against is there is a grant that the City has that requires that the work be completed December 31, 2011. In using the grant funds, the question is what has to happen before the deadline, or whether the grant could be extended.</p> <p>Joe asked if there are any more issues with the site. Dan Lorenz stated the big issue is that the business plan has to work. It assumes bringing in beneficial reuse material and people paying to bring the material there after the initial 300,000 yd<sup>3</sup>. If the site is filled with CDF material, additional funding will be needed to fill the financial gap to make this project work. Of the overall capacity of one million yd<sup>3</sup>, the project is bringing in 300,000 and Joe Dirt is planning on bringing another 300,000 yd<sup>3</sup> that people pay \$8.50/ton to bring it on site for beneficial reuse.</p>
<p>INFO</p> <p>INFO</p>	<p>6.</p>	<p>Another site being looked at is real estate adjacent to the turning basin of the navigation channel that's currently owned by Zaclon Properties. The site is identified as a potential reprocessing facility. The site is a significant brownfield. It will require some prep work and there are environmental impairments. Our contact for this site does not own this property and does not have the permission from the owner to talk specifics about it so it's very difficult for us to understand how feasible this concept is.</p> <p>Looking at any of these options, one of the constraints that we are working against is property ownership and you need everything in place before the site becomes a reality. This is prime real estate for a material handling facility because it's adjacent to the turning basin and could easily move sediment out of the navigation channel and prep it for placement at offsite locations. It's also true with ArcelorMittal properties along the river. They will be looking at real estate that might be available. These sites may represent the opportunity for a short term demonstration project to show that you can actually get sediment out of the harbor mechanically without hydraulic dredging. Then directly load it on the trucks and move it out with minimal amount of material handling. This is ultimately what's driving the costs on sediment management.</p>
<p>Lafarge</p>	<p>7.</p>	<p>Kelleys Island has a tremendous amount of capacity for managing sediments, but there are huge issues related to the State's acceptance of placement of materials there. Looking to LaFarge to provide the data and work the issues out with the State.</p>

<p>INFO</p> <p>INFO</p> <p>INFO</p>		<p>Catholic Cemetery – site of gravel pits is located some distance away from the navigation channel. The one million cubic yards of capacity available in the two gravel pits through brownfield redevelopment by filling in these gravel pits, could create a potential recreational end use for habitat restoration. There is a potential for wetland restoration and thoughts about mitigation credits. Joe isn't sure if this site could be developed this way but would like to discuss that with regulatory agencies. There are concerns with OEPA relative to storm water management. The creek that naturally flows through this area, needs to be redesigned relative to the low levels of contaminants that are present in the sediments and the appropriateness for the natural site restoration for natural resources.</p> <p>Another site is the Harvard Road landfill site where there is a large shoulder above a very steep ravine; there are some significant problems with the landfill. But there is some capacity to place material on the shoulder above the ravine. The first reaction to the site is it is the perfect site to create recreational ball fields if we could use the sediment from the navigation channel and raise the area, it would be a perfect spot to create soccer and baseball fields.</p> <p>The last site is Silver Oaks landfill that is a closed construction debris landfill adjacent to Metro Parks. The County is in a receivership mode for this particular landfill. It never got closed properly and there is a \$400,000 bond that's available to help put the cover on top. Because it's adjacent to Metro Parks, it's a great spot to create some open fields that are a nature preserve.</p>
<p>ERDC</p> <p>ERDC</p>	<p>8.</p>	<p>ERDC is continuing to collect data including data that has been developed and put together with the draft dredging material management plan (DMMP) which was originally designed for the new 20 year CDF. There are also project condition and lab reports of characterizing sediments that the USACE has. The information provided in the plan for Dike 10B is important including the framework the State wants to use for characterizing material for commercial and industrial use.</p> <p>The USACE has cost data so they can start looking at economics. The Corps will be contacting the County to pick up the Cuyahoga County GIS data. For Dike 14 there is some background data that the Corps will try to look at relative to the material that is in the navigation channel now. Later this month, the Corps wants to come out and open the data gap analysis. This will identify what's missing.</p>
<p>INFO</p>	<p>9.</p>	<p>Jim White, Director, Cuyahoga River RAP, and Brian Dougherty, Site Manager at Joe Dirt spoke next about their sediment collection project. Jim became affiliated with Joe Dirt because they are managing the Pershing site that's in the process of beneficial reuse</p>

		and are capable site logistics managers. Jim introduced John McArthur, the president of Streamside Systems. They have had conversations for the last several years about their innovative patent technology for intercepting sediment from the river. The goal is to ultimately be able to treat sediments as a commodity, so rather than an expense item, it becomes a source of market opportunity to develop an income stream.
INFO	10.	The ship channel is a unique section of the Cuyahoga River and the RAP has always acknowledged that it's different from the natural flowing river. The City of Cleveland has been putting finishing touches on a strategic plan that will be published soon about the City's role in Maritime commerce along the river and the relationship with the Port Authority. The City's study indicates that river Maritime users (those industries that also rely on dredging) produce \$844M of direct and indirect payrolls in the region and \$90M in state and local taxes. The port authority is in the process of having its own economic impact study for its operations by the same consultant, and when combined with the City's piece, will give the full impact of the maritime industry.
TASK FORCE	11.	Sediment transport in the Cuyahoga River is naturally occurring in a regular part of the river system transporting nutrients downstream that become environmental stressors as it sits on the bottom. It tends to collect more pollutants when it is in the ship channel and becomes more difficult to dispose of. The problem for the Task Force is how do we reduce or eliminate the cost of dredging and disposal, which is increasingly having a material impact on the quality of our economic vitality here.
INFO		We are dredging 300,000 yd <sup>3</sup> with an annual operating cost of approximately \$2 Million a year. The last plan that was considered for a 20 year CDF was in the \$300M range for 6,800,000 yd <sup>3</sup> ; this is the equivalent of \$44/ yd <sup>3</sup> compared to under \$10/ yd <sup>3</sup> for the current CDF's at Burke. This makes it an expensive commodity and a better plan is needed.
INFO		Mike LaWell mentioned that the following is frequently overlooked – if you took away the need for dredging the channel for navigation purposes, and allow a huge volume of sediment the system naturally produces to continue to flow into the navigation portion of the river, isn't it reasonable to anticipate that you would eventually end up with more of a swamp like environment and could increase the risk of flooding the downtown or commercial flats area? That's the beneficial impact that has not been evaluated. It's an important point to remind people that dredging benefits go beyond shipping.
INFO		The natural flood plain has been lost but because it's dredged, you don't have the enormous flow rates you have upstream where the study was done. It does have a steadily effect on the quality of the relationship between the City and the waterfront community.

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INFO	12.	John McArthur of Streamside Systems explained what services his company performs. He also explained the different uses of how their devices collect sediment and showed several examples. In his presentation he described how a concrete collector works. He said one of the important things about the collectors is it is sensitive to the ecology. The collector shown in the video was 2 feet wide and collected 27 yd <sup>3</sup> per day. It uses the river's energy to collect the sediments.
INFO	13.	The phase 1 collector project that RAP initiated was located in the Cuyahoga River and measured four feet wide. It ran over a two week period with one storm event and collected. During the storm event, 5 gallons of sediments were collected over a 2 minute period; 71% was course sand. The phase 1 pilot study cost \$47,500. A follow-up study, Phase 2, is recommended. This would involve a longer window and chemical analysis for collected sediments. Phase 2 is expected to cost \$
INFO	14.	Once the sediments are collected, there are a number of beneficial uses. Joe Dirt took the preliminary analysis and surveyed five local aggregate companies in Cleveland. The annual sales volumes for aggregate sand were in excess of 500,000 cubic yards per year. There also are engineered soils used by landscape contractors, potting soil, compost additives, etc.
INFO		Brownfield redevelopment is another use – the USACE is looking at five sites which will need material, structural fills, landfill cover, and sediment harvested from the river could be used. In addition, there are several infrastructure projects in this region (the Innerbelt and sewer interceptors) using concrete mixes, plus they are going to need aggregate material for backfill.
INFO	15.	What size footprint is needed adjacent to the river for the de-watering process? 500' x 500', it depends if you want to dewater the bulk amount, or if you want to classify it.
INFO		Does the collector run in the winter, and would ice affect it? It runs year round and water lines would be heat-traced to keep it flowing.
INFO	16.	For Phase 2, some of the issues that need to be looked at: <ul style="list-style-type: none"> <li>• Chemical, environmental analysis and all we did was sort it and then grade it,</li> <li>• Run a longer period of time,</li> <li>• How to do this for real,</li> <li>• Footprint for de-watering and inventory management,</li> <li>• Erosion,</li> <li>• Water control,</li> <li>• Moving the material truck to train, and</li> <li>• Getting it to the site.</li> </ul>

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INFO	17.	An outreach call that was held on August 2. Lynn Greer explained that the committee came up with a variety of options for mid-term and long-term. These include community education techniques, contacting various media outlets (PD, Crain's), posting information to various websites, including but not limited to the RAP, Dike 14, and Port Authority websites.
INFO		Need to get the word out not only current projects but overall benefits of the beneficial use of the dredged material and we need to should capitalize on the various uses of that material, such as, Pershing Road, and recreational opportunities. There are opportunities to work and become involved with the Dike 14 group.
OEPA	18.	Bill Skowronski will arrange for a presentation in September comparing the risk analysis for sediments from dike 14 and dike 10B.
INFO	19.	<b>The next meeting for the Working Group/Task Force will 1:30PM on September 1, 2010.</b>

Distribution: Working Group  
Task Force  
Attendees

The above covers items discussed in the last Task Force meeting. Please forward your additions or corrections to Skip Jacobsen ([skip.jacobsen@portofcleveland.com](mailto:skip.jacobsen@portofcleveland.com)) within three business days from the issue date.