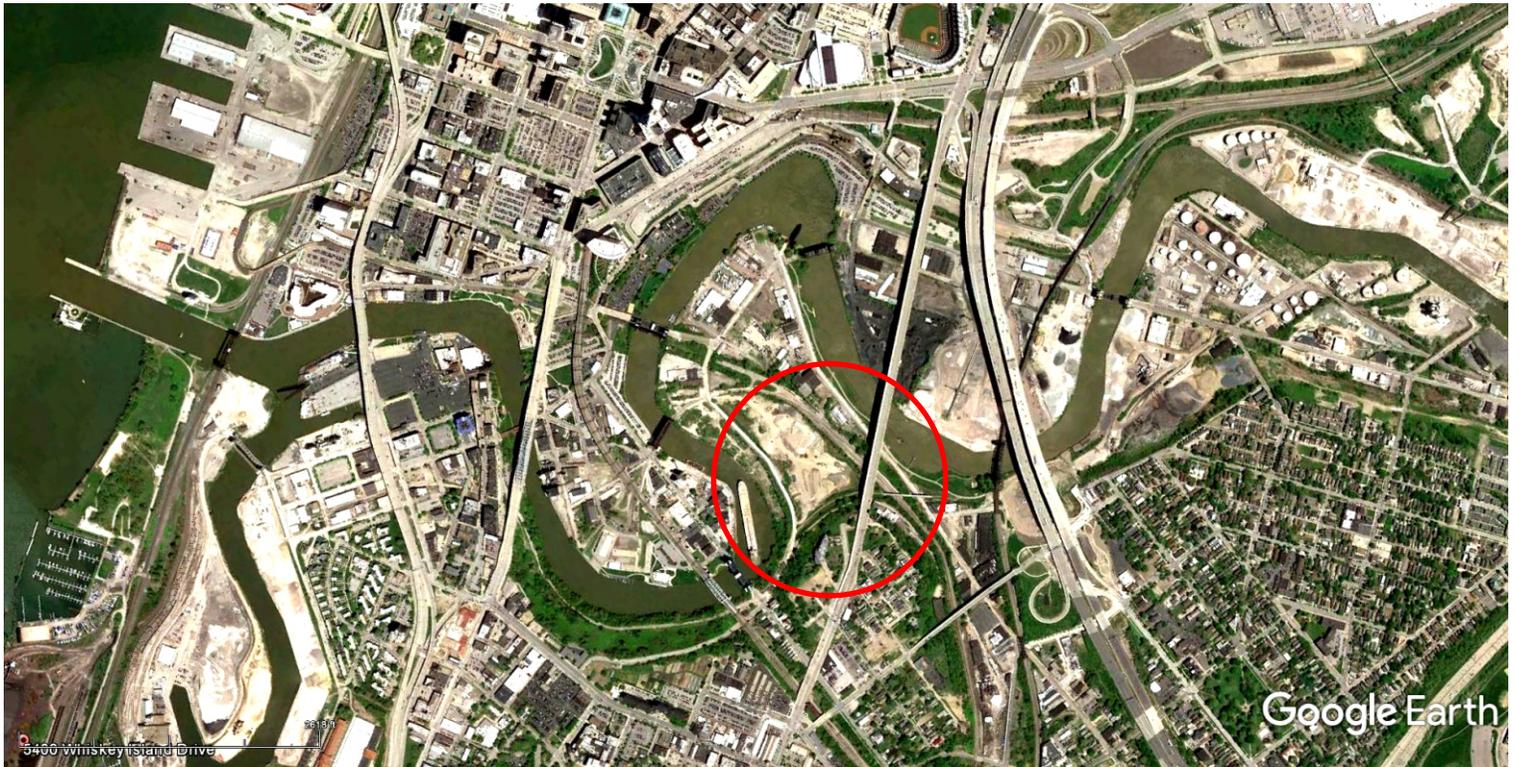
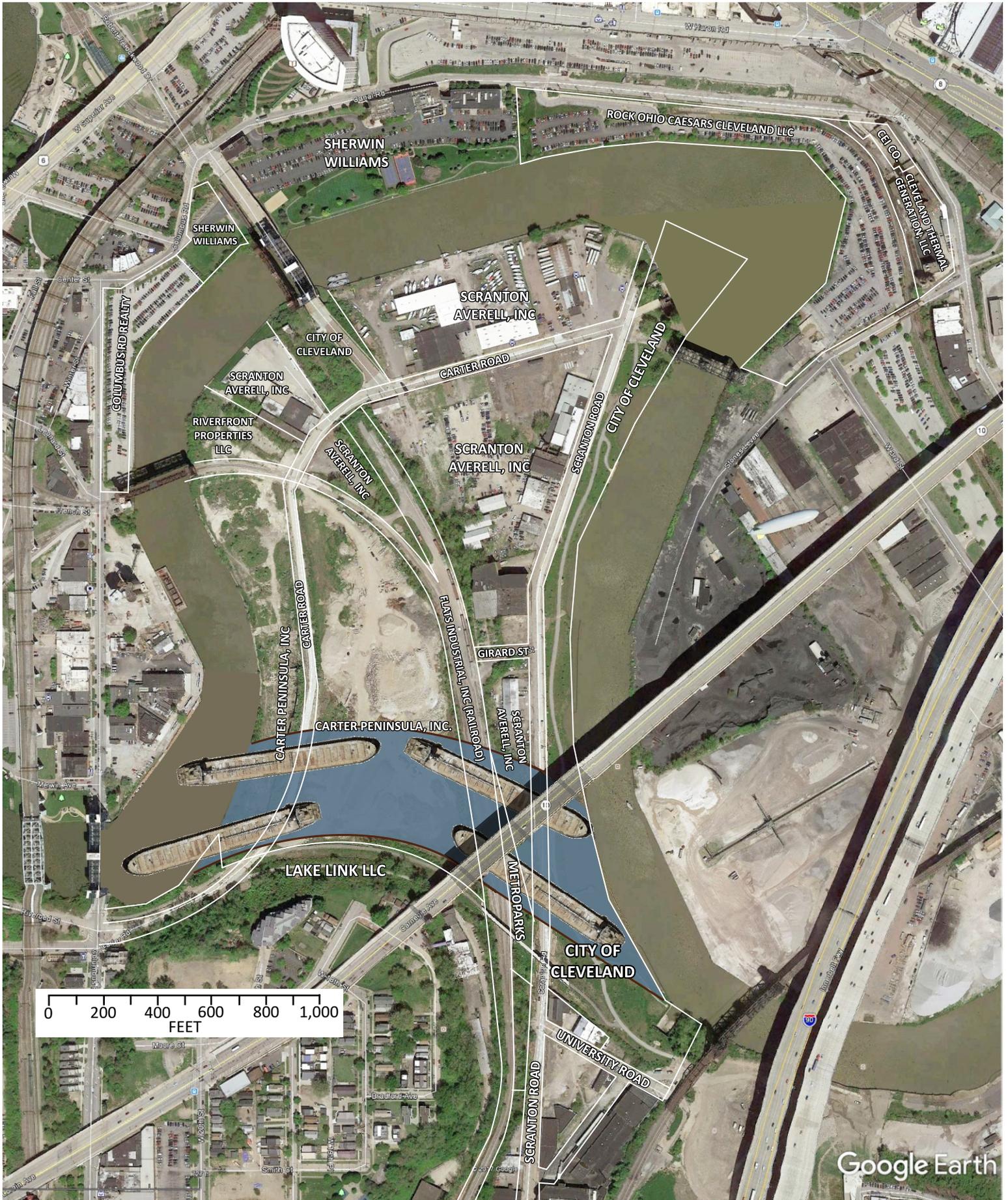


A plan to increase shipping efficiency for the Cuyahoga River



Prepared by
Citizens Vision

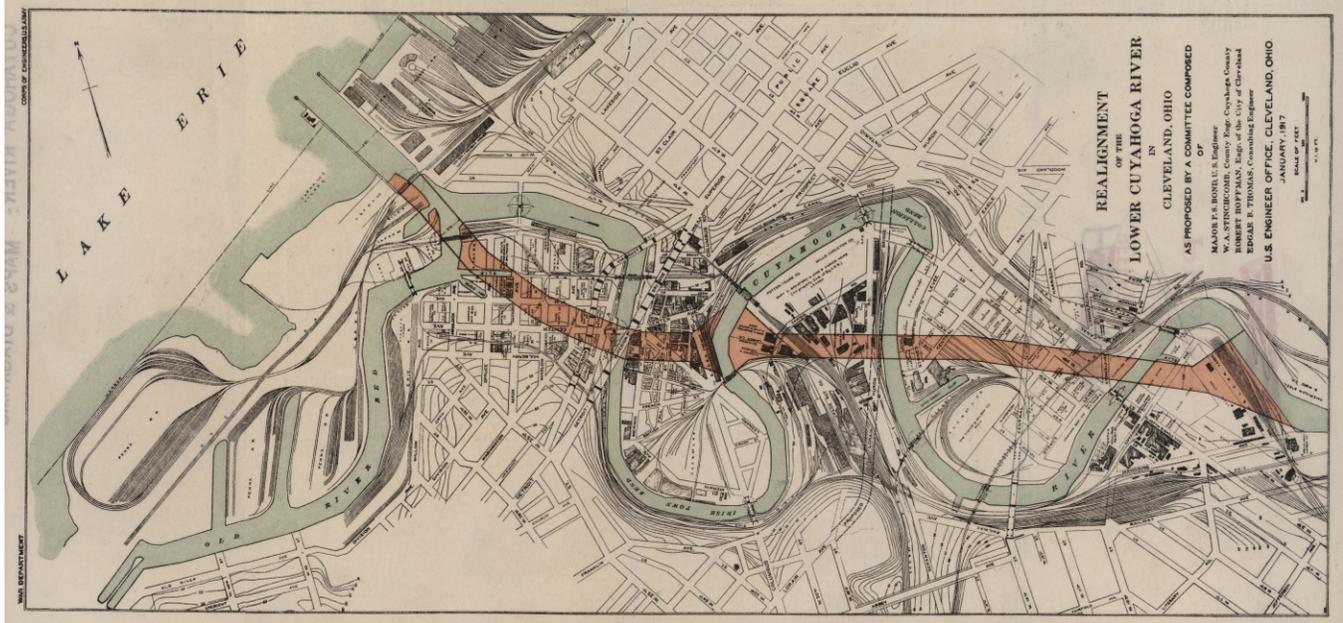


What is the problem today?

Apart from being widened in some areas along its path, the Cuyahoga River lives up to its name “Crooked River” given by native Americans over 200 years ago. While the river is a valuable resource for transportation of goods, its convolutions impede shipping and in turn increase the cost of raw material delivered to the manufacturing facilities as well as finished product shipped via river from those facilities.

What can be done?

One hundred years ago, the city, county, and U.S. Army Corps of Engineers (USACE) proposed a major realignment. It called for seven miles of channel to eliminate major bends, and shorten shipping distance by three miles at most. It was an ambitious plan that was never implemented.



What is special about the Citizens Vision plan for improving shipping efficiency on the Cuyahoga River?

Our plan is very practical. It involves only digging and building a channel through the base of Scranton Peninsula. This channel, a quarter-mile long, will shorten shipping distance by four times its length—one mile. It will also bypass a perennial navigation hazard: Collision bend.

What other benefits will the channel across Scranton Peninsula deliver for Cleveland and the region?

1. It would yield a mile of river for public recreational use, as well as almost two miles of riverfront property for development which could include residential units with marinas. When a ship is navigating the river, the bow and aft thrusters (side discharging propellers) make it hazardous for any smaller boats to even be near them.
2. It would eliminate a mile of dredging every year and possibly extend the need for dredging in this new public and recreation use area to every five or even ten years.
3. The channel will allow a faster flow for the rest of the river, helping reduce settling of sediment along its path and in turn the amount and frequency of dredging.
4. Item 1 will generate much needed income (construction and long term) as well as property taxes. Items 2 and 3 will deliver substantial savings in tax dollars which can help pay for the project.

What costs are involved in creating the channel?

1. Property acquisition—offset by the substantial increase in value of the remaining—and available for development—property. For example:
 - a. On the newly-created Scranton Island yielding high end residential development and its property taxes.
 - b. New mile of high-end riverfront property on other side of river across the new Scranton Island, and its property taxes.
 - c. New public use and recreation mile of the river with marinas and docking fees.
 - d. Attendance fees from events on the new public access portion of river.
2. Digging the channel, installing approximately 3300 ft. of sheet piling and its tiebacks and reinforcing wales.
3. Disposing of approximately 500,000 cubic yards of excavated soil.

Where is the soil going to go?

The nearby Irishtown Bend is collapsing and it is slowly sliding into the Cuyahoga River and threatening shipping, and is in desperate need of restoration.

1. All of the material excavated from the channel could be used as fill and reinforcement of the hill for the restoration of Irishtown Bend.
2. Using the excavated material for fill at Irishtown Bend could result in a savings of approximately \$15 million dollars and speed the progress of both projects.

This is a long-term solution that could last into the next century and beyond.

What is the next step in exploring this opportunity?

1. Establish a partnership between the US Army Corps of Engineers and at least one local governmental body to have the USACE study the feasibility of this Scranton Peninsula channel
 - a. USACE pays first \$100,000.00 of the study project and every cost beyond is shared 50%-50% with the local partners
2. Bring all levels of government, industry, and developers as partners

What entities might be involved in or support a shipping channel project?

United States Army Corps of Engineers – responsible for navigational waters

Cleveland-Cuyahoga County Port Authority.

City of Cleveland

County of Cuyahoga

NOACA: NE Ohio Coordinating Agency

Northeast Ohio Sewer District

State of Ohio (including OEPA)

U. S. EPA

Cleveland Metroparks

Ohio City Inc., LAND Studio

Greater Cleveland Partnership

Developers – Commercial, residential, marine

ArcelorMittal USA Inc.

Other industries on the Cuyahoga River

Maritime shipping companies.

Jack's Casino (Rock Ohio)

Sherwin-Williams Company

Cavaliers, Indians: Organizations, players

Unions: Steelworkers, Ironworkers, Teamsters, Longshoremen, Construction trades