

Toledo Harbor and Maumee River
Federal Authorized Channels
(Source: US Army COE, Buffalo District)

Name of Channel	Authorized Project			
	Width (ft)	Length (ft)	Depth (ft)	Area (sf)
(A) ENTRANCE CHANNEL.	500	21,120 (a)	28	10,560,000
(B) ENTRANCE CHANNEL CONTINUES.	500	26,400	28	13,200,000
(C) ENTRANCE CHANNEL CONTINUES.	500	26,400	28	13,200,000
(D) ENTRANCE CHANNEL CONTINUES.	500-950	10,580 (b)	28	7,670,500
(E) MAUMEE RIVER CHANNEL, FROM THE END OF THE ENTRANCE CHANNEL TO THE UPSTREAM END OF THE LOWER TURNING BASIN.	400-100	14,000 (c)	27	3,500,000
(F) LOWER TURNING BASIN.	350	1300 (b)	10	455,000
(G) MAUMEE RIVER CHANNEL, FROM THE UPSTREAM END OF THE MIDDLE TURNING BASIN TO THE UPSTREAM LIMITS OF NAVIGATION.	200,300-400	18,900 (c)	27	5,670,000
(H) MIDDLE TURNING BASIN.	0-700	1300 (b)	27	455,000
(I) MAUMEE RIVER CHANNEL, FROM THE UPSTREAM END OF THE MIDDLE TURNING BASIN TO THE UPSTREAM LIMITS OF NAVIGATION.	200	2600	25*	(520,000)*
(J) UPPER TURNING BASIN.	800	1100 (b)	18	88,000

Total = 55,590,500 sf
Total = 2,058,907 cy/ft

REMARKS: (*) NOT MAINTAINED

(a) LENGTH VARIES DEPENDING ON THE LOCATION OF THE 28 FOOT CONTOUR IN THE LAKE ERIE.

(b) IRREGULARLY SHAPED, SEE PROJECT CONDITION DRAWINGS.

(c) WINDING RIVER CHANNEL, NARROWING AT BRIDGES & WIDENING AT CURVES.

NOTE: SECTION "G" HAS A LEAST WIDTH OF 200 FEET THRU THE CENTER, AND 25 FOOT DEPTHS IN THE REMAINING 400 FOOT WIDTH TO JUST ABOVE THE CHERRY STREET BRIDGE, THEN WIDENING TO 300 FEET ON THE SOUTHEAST TO THE PENN-CENTRAL RAILROAD BRIDGE, THEN WIDENING TO THE FULL 400 FOOT CHANNEL WIDTH.