



US Army Corps
of Engineers ®



Monroe Harbor, MI

Harbor Features

- Located on the lower reach of the Raisin River, which empties into Lake Erie, 36 miles south of Detroit, MI
- Authorization: Rivers & Harbors Acts of 24 Feb 1835, 3 Jul 1930
- Deep draft commercial harbor
- Authorized depths of 21 feet from Lake Erie to the turning basin; Turning basin has an authorized depth of 18 feet; Project depth of 9 feet upstream from the turning basin
- 2.7M tons of material shipped and received in 2016
- Ranked 19th among the Great Lakes Harbors in 2016.
- Approximately 28,000 feet of maintained federal channel
- 328 acres available - zoned for heavy industrial
- 1,500 feet of private dock on the turning basin
- 2,200 feet of public dock on the river
- 1,600 feet of private dock on the river (Detroit Edison)
- Sterling State Park Confined Disposal Facility is located just north of the harbor; it has approximately 20 years of capacity.
- Property served by Canadian National and Norfolk Southern railroads
- Major stakeholders include Barnhart Crane & Rigging, DTE Energy, Gerdau MacSteel Inc., Michigan Paving and Materials Co. (MPMC), OmniSource Corp., Port of Monroe, and Ventower Industries.



- MPMC -- The complex has the ability to store 56 million gallons of asphalt products in eight, seven-million gallon tanks, and is the largest asphalt blending facility in the country. DTE -- The Monroe Plant is a clean coal-fired electrical generating station, which utilizes stack emission scrubbers and has a capacity of 3,000MW. In 2012 the facility received over 2 million tons of coal and over 100,000 tons of limestone. This is the largest coal blending facility in the world.
- Barnhart Crane & Rigging specializes in the transport of project cargo and operates 1,500 feet of dock on the turning basin. Barnhart began shipping wind tower sections for Ventower Industries in 2012.

Project Requirements

- Approximately 90,000 to 135,000 cubic yards of material must be dredged every 1 to 2 years.
- The harbor was last dredged in 2017 with FY16 funds, and dredging is again planned for 2018.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor that generate \$543M annually in business revenue while supporting 3,095 direct, indirect, and induced jobs that produce over \$163M per year in personal income in transportation and commodity related industries
- Light loading; loss of between 2 and 3 feet of channel depth results in increased transportation costs of between \$3.5M and \$5.4M annually. Channel maintenance less than the authorized depth poses navigational safety issues for all harbor users.
- Restriction of normal vessel delivery to DTE has indirect impacts, including higher risk to operational reliability due to uncertain coal and limestone inventory and increased reliance on rail delivery

- MPMC is the largest asphalt paving company in Michigan; their Monroe facility serves one of the largest asphalt pavers in Ohio. Increasing water borne shipment costs will increase the cost of road construction and paving throughout the Midwest.

Transportation Importance

- Major receiving port on the Great Lakes
- Commodities include petroleum products, coal, as well as stone and aggregates
- A mix of coal is received at the DTE plant from three other Great Lakes ports: Superior, Sandusky, and Toledo. Limestone delivery from a northern Michigan quarry began in 2009.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2017, 2018, and 2019
Monroe Harbor, MI - Project Requirements and President’s Budget (\$1,000)**

Work Package	FY17 Requirement	FY17 Appropriation	FY18 Requirement	FY18 Appropriation	FY19 Requirement	FY19 President’s Budget
Maintenance Dredging Main Channel – Primary Work Package	510	0	650	650	0	0
CDF Fill Management	500	500	0	0	0	0
TOTAL	1,010	500	650	650	0	0

Congressional Interests

- Representative Tim Walberg R-MI-7
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI