



| FY | START | COMPLETION | CUBIC YARDS | CONTRACT AMOUNT | CONTRACTOR CONTRACT NUMBER | DREDGE AREA | PLACEMENT AREA |
|--------------------------|-----------|------------|-------------|-----------------|--|--|--|
| St. Joseph Harbor | | | | | | | |
| 2024 | | | | | | ON GOING | ON GOING |
| 2023 | 8/9/2023 | 9/9/2023 | 22,256 | \$1,150,461 | GREAT LAKES DOCK & MATERIAL W911XK-21-D-0003 | STA 18+00 to STA 51+00 and STA 51+50 to STA 54+00 | Southwest Michigan Regional Airport |
| 2023 | 12/7/2022 | 5/26/2023 | 102,665 | \$1,246,775 | KING COMPANY, INC W911XK-21-D-0004 | Sta -27+00 to Sta -18+00 to a depth of 23 feet below LWD (577.5 feet) plus an allowable 1-foot overdepth. | Nearshore placement site beginning 2500' south of the channel, extending to 5500' south of the channel. The lakeward and landward limits of placement were between the most landward 4-foot depth contour and the OHWM (581.5 feet). |
| 2022 | 8/22/2022 | 8/28/2022 | 20,119 | \$341,500 | KING COMPANY, INC W911XK-21-D-0004 | STA 32+00 to STA 0+00 | Nearshore (between the OHWM and the 4-foot contour) south of the south breakwater. |
| 2022 | 7/24/2022 | 8/11/2022 | 7,473 | \$453,490 | ROEN SALVAGE W911XK-21-D-0008 | STA. 16+00 to Main St Bridge and full channel (except turn basin) from Main St. Bridge to STA. 51+00 | Southwest Michigan Regional Airport |
| 2021 | 6/11/2021 | 8/17/2021 | 11,295 | \$442,360 | GREAT LAKES DOCK & MATERIAL W911XK-21-D-0003 | STA 13+00 to STA 51+00 | Southwest Michigan Regional Airport |
| 2019 | 6/4/2020 | 6/19/2020 | 37,000 | \$419,097 | KING COMPANY, INC W911XK-19-C-0008 | Station 32+00 W to Station 12+50 W to 25 feet below L.W.D plus 1.0-foot allowable overdepth and from Station 12+50 W to Station 0+00 E to 21 feet below L.W.D. plus a 1.0 foot allowable overdepth | evenly distributed along the shoreline beginning 2,500 feet south of the south breakwater extending 1,500 feet southerly. |
| 2018 | 9/13/2018 | 9/24/2018 | 11,204 | \$215,922 | GREAT LAKES DOCK & MATERIAL W911XK-16-D-0013 | STA 30+50 and STA 45+81.5 | Southwest Michigan Regional Airport |
| 2018 | 4/2/2018 | 7/30/2018 | 85,943 | \$666,395 | KING COMPANY, INC. W911XK-16-D-0009 F0018 | sta 27+00W and sta 13+00W | Designated placement zone at point 50' south of centerline of Park Street extending 1,300 ft southerly. |
| 2017 | 7/19/2017 | 8/9/2017 | 35,005 | \$354,500 | KING COMPANY, INC. W911XK-16-D-0009 0002 | STA. 32+00W and STA. 12+50W and between STA. 12+50W to sta. 0+00 | shoreline at a point 50 ft south of the centerline of Park Street, then extending 1,300 ft southerly |
| 2016 | 7/8/2016 | 8/17/2016 | 41,085 | \$818,389 | LUEDTKE W911XK-16-C-0007 | sta 9+47 and sta 52+00 | SW Airport |
| 2016 | 5/20/2016 | 6/1/2016 | 26,974 | \$147,008 | MCM MARINE W911XK-16-C-0002 | sta 32+00W to sta 12+50W AND sta12+50 to sta 0+00. | Beginning at a point 50 ft. south of the centerline of Park Street and extending 1300 ft southerly following the shoreline |
| 2015 | 4/14/2015 | 4/30/2015 | 58,531 | \$382,624 | KING COMPANY, INC. W911XK-15-C-0005 | sta. 32+00W to sta. 0+00 | Beginning at a point 50 ft. south of the centerline of Park Street and extending 1300 ft southerly following the shoreline |
| 2014 | 7/14/2014 | 8/26/2014 | 52,491 | \$958,359 | GREAT LAKES DOCK W911XK-12-D-0009 0005 | Sta.30+00E and sta.45+15.4E on the main channel to 21.0' below L.W.D. Sta.45+15.4E to sta.51+92E (Option 1) to 21.0' below LWD and from sta.0+59.7E to 4+17.0E (Option 2) to 21.0' below LWD. | Upland at Southwest Michigan Regional Airport |
| 2014 | 6/7/2014 | 6/26/2014 | 53,843 | \$442,638 | KING COMPANY, INC. W911XK-12-D-0011 0007 | sta. 32+00W to sta. 13+00W to a depth of 25' plus 1' overdepth and from sta 12+00 W to 2+00 E to a depth of 21' plus 1' overdepth | placed at a point 50 ft south of the centerline of Park Street extended, then extending 1,300 ft southerly |
| 2013 | 4/30/2013 | 6/15/2013 | 40,855 | \$278,788 | KING COMPANY, INC. W911XK-12-D-0011 | Dredging was performed from sta. 32+00W to sta. 18+00W to a depth of 24' plus 1' overdepth. | The dredged material was placed at a point 50 ft south of the centerline of Park Street extended, then extending 1,300 ft southerly. |
| 2012 | 4/3/2012 | 5/6/2012 | 54,382 | \$367,607 | M.C.M. MARINE, INC. W911XK-12-D-0006 | Dredging was performed from sta. 32+00W to sta. 19+00W to a depth of 24' plus 1' overdepth. | The dredged material was placed at a point 50 ft south of the centerline of Park Street extended, then extending 1,300 ft southerly. |

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|------|-----------|------------|-------------|-----------------|---|---|--|
| 2012 | 1/8/2012 | 1/9/2012 | 6,329 | \$99,000 | MCM MARINE, INC. W911XK-09-D-0011 | A 200' wide channel along the centerline was dredged from sta. 27+00W to sta. 20+00W to a depth of 20' plus 4' overdepth. | The dredged material was placed at a point 1,000 ft south of the south pier in the 18' depth contour. |
| 2012 | 7/23/2012 | 8/8/2002 | 8,166 | \$290,275 | KING COMPANY, INC. W911XK-12-D-0011 | Dredging was accomplished from sta. 30+00E to 43+50E to a depth of 18' plus 1' overdepth. | The dredged material was offloaded at Central Dock and transported by truck to the placement area located at the Southwest Michigan Regional Airport. |
| 2011 | 7/14/2011 | 7/30/2011 | 61,739 | \$448,695 | M.C.M. MARINE INC. W911XK-09-D-0011 | hydraulically dredge between Sta. 32+00W to Sta. 17+02.02W | placed beginning at a point 50 ft south of the centerline of Park Street extended, then extending 1,300 ft southerly |
| 2010 | 5/10/2010 | 5/22/2010 | 64,433 | \$427,597 | KING COMPANY, INC. W911XK-09-D-0003 | STA 32+00W to 16+00W | point 50 ft south of centerline of Park Street extending 1,300 ft southerly |
| 2010 | 3/26/2010 | 5/7/2010 | 59,478 | \$904,713 | MORRISH WALLACE CONSTRUCT W911XK-09-D-0010 | inner | The dredged material was offloaded at the Dock 63 transfer site and transported and placed at the placement area located at the Southwest Michigan Regional Airport. |
| 2009 | 4/16/2009 | 5/8/2009 | 120,093 | \$1,081,609 | KING W911XK-08-D-0001 | 0+00-32+00W | BEACH 50'-1350' S OF PARK STREET 4'CNTR-EXISTING SHORELINE |
| 2008 | 5/30/2008 | 10/17/2008 | 113,190 | \$1,974,614 | GREAT LAKES DOCK W911XK-08-C-0012 | 9+00-51+00 TO 22' +1 AND 51+00-53+00 TO 18' +1' | UPLAND AT SOUTHWEST MICHIGAN REGIONAL AIRPORT AND HARBOR SHORES DEVELOPMENT |
| 2008 | 5/30/2008 | 10/17/2008 | 183,449 | \$1,974,614 | Great Lakes Dock & Materials, LL W911XK-08-C-0012 | Inner Harbor downstream limit of C/S 9+00 to Upstream limit of C/S 51+00, C/S 51+00 to C/S 53+00. | Southwest Michigan Regional Airport (140,000 CY) and Harbor Shores Golf Course Development in Benton Harbor (45,000 CY) |
| 2007 | 3/29/2007 | 4/30/2007 | 35,565 | \$257,850 | KING W911XK-06-D-0001 | 32+00w-0+00 | BEACH 50'-1350'S OF PARK STREET |
| 2006 | 4/14/2006 | 4/30/2006 | 24,612 | \$510,100 | LUEDTKE W911XK-06-D-0002 | CRITICAL SHOALS | UPLAND |
| 2006 | 4/10/2006 | 4/22/2006 | 52,120 | \$278,188 | KING W911XK-06-D-0001 | 32+00W-0+00 | BEACH 1200'-2500' S OF PARK STREET ALONG EXISTING SHORELINE |
| 2005 | 9/18/2005 | 10/3/2005 | 14,322 | \$333,776 | LUEDTKE W911XK-04-D-0004 | 31+00-43+00 DREDGING TO 20+1FT OVERDEPTH | CONFINED SOUTHWEST REGIONAL AIRPORT |
| 2005 | 4/13/2005 | 5/9/2005 | 48,089 | \$325,445 | KING W911XK-04-D-0002 | 0+00-32+00W 13+77W and sta 10+55E | BEACH 1200'-2500'S OF PARK STREET |
| 2004 | 6/28/2004 | 7/13/2004 | 35,774 | \$286,336 | MCM MARINE | Critical Shoals | Beach |
| 2003 | 5/28/2003 | 6/2/2003 | 10,440 | \$126,885 | MCM Marine DACW35-02-C-007 | Critical Shoals | Beach |
| 2002 | 6/15/2002 | 6/24/2002 | 27,117 | \$193,587 | MCM Marine DACW35-02-C-007 | 16+00E-20+00N | Beach 1200'-1300's of Park Street Centerline 4' CNTR-OHWN |
| 2001 | 8/5/2001 | 8/15/2001 | 29,498 | \$168,614 | MCM Marine DACW35-99-C-0005 | Critical Shoals | Whirlpool CDF |
| 2001 | 6/8/2001 | 6/20/2001 | 36,897 | \$262,709 | MCM Marine DACW35-99-C-0005 | Critical Shoals | Beach |
| 2000 | 4/28/2000 | 5/5/2000 | 39,472 | \$258,931 | MCM MARINE DACW35-99-C-0005 | 32+00-0+00 | BEACH 100'-2800'S OF PARK STREET OHWM TO SHORELINE WHEN POSSIBLE |
| 1999 | 6/28/1999 | 7/11/1999 | 23,189 | \$157,413 | MCM MARINE DACW35-99-C-0005 | CRITICAL SHOALS | WHIRLPOOL CDF |
| 1999 | 4/27/1999 | 5/7/1999 | 22,482 | \$171,376 | MCM MARINE DACW35-99-C-0005 | 0+00-32+00 | BEACH 500'-3200'S OF CL OF PARK STREET 4'CNTR-OHWM |
| 1998 | 4/30/1998 | 5/7/1998 | 24,285 | \$147,154 | MCM MARINE DACW35-98-C-0003 | 31+00W-20+00W 23'+1'OD & 6+00W-2+00W 21'+1'OD | BEACH 500'-3300'S OF PARK STREET 4'CNTR-OHWM |
| 1997 | 5/27/1997 | 6/17/1997 | 30,696 | \$373,870 | MCM MARINE DACW35-97-C-0002 | 17+00-54+50 | WHIRLPOOL CDF |
| 1997 | 5/14/1997 | 6/6/1997 | 35,042 | \$158,877 | KING DACW35-97-C-0004 | 12+50W-30+00W 24' + 1' OD | BEACH 50'-1550'S OF PARK STREET 4'CNTR-OHWM |
| 1996 | 6/10/1996 | 6/28/1996 | 24,918 | \$199,738 | TNT DACW35-96-C-0008 | 0+00-32+00 | BEACH 50'-3050'S OF CL OF PARK STREET 4'CNTR-OHWM |

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|------|-----------|------------|-------------|-----------------|-----------------------------------|---|--|
| 1995 | 5/3/1995 | 5/10/1995 | 33,335 | \$185,008 | KING DACW35-95-C-0010 | 0+00-32+00W | BEACH 50'-2550'S OF PARK STREET 8'CNTR-OHWM |
| 1994 | 6/3/1994 | 7/8/1994 | 31,469 | \$439,744 | KING DACW35-94-C-0023 | 0+00-28+00W | BEACH AT SHOREHAM COMMENCING AT OHWM-8'CNTR |
| 1993 | 6/18/1993 | 6/30/1993 | 2,360 | \$13,185 | MCM MARINE DACW35-93-C-0017 | 0+00-32+00W | BEACH 50' SOUTH OF THE CENTERLINE OF PARK STREET EXTENDED THENCE 2700' SOUTHWARD 7'CNTR-OHWM |
| 1992 | 6/23/1992 | 6/30/1992 | 24,182 | \$293,097 | KING DACW35-92-C-0021 | 16+66-52+00 | WHIRLPOOL CDF |
| 1992 | 5/22/1992 | 6/9/1992 | 33,644 | \$123,324 | ANDRIE DACW35-92-C-0018 | 28+00W-32+00W | BEACH CENTERLINE OF PARK STREET EXTENDED THENCE 2700' SOUTHWARD 7'CNTR-OHWM |
| 1991 | 5/3/1991 | 5/22/1991 | 52,513 | \$278,160 | KING DACW35-91-C-0010 | 0+00 - 28+00W 3' ALLOWABLE OVERDEPTH | BEACH CL OF PARK STREET EXTENDED THENCE 2700'S 7'CNTR-OHWM |
| 1991 | 5/3/1991 | 5/22/1991 | 10,225 | \$35,519 | KING DACW35-91-C-0010 | 31+00-43+00 AREA NEAR TURNING BASIN | WHIRLPOOL CDF |
| 1990 | 5/22/1990 | 6/22/1990 | 58,314 | \$317,067 | KING DACW35-90-C-0009 | CRITICAL SHOALS 0+00 - 28+00W | BEACH SOUTH CL OF PARK STREET EXTENDED THENCE 2700'S 7'CNTR-OHWM |
| 1989 | 5/24/1989 | 6/22/1989 | 18,745 | \$147,725 | LUEDTKE DACW35-89-C-0021 | 0+00-27+00W | BEACH SOUTH CL OF PARK STREET EXTENDED THENCE 2700'S 8'CNTR-OHWM |
| 1988 | 5/31/1988 | 7/28/1988 | 43,725 | \$291,446 | KING DACW35-88-C-0016 | 27+84W-16+50W | BEACH SOUTH CL OF PARK STREET EXTENDED THENCE 3100'S 8'CNTR-OHWM |
| 1987 | 6/27/1987 | 7/11/1987 | 24,227 | \$131,910 | KING DACW35-87-C-0025 | 30+00E - 52+00E INCL TB 52+00 - 44+00 OUTER | WHIRLPOOL CDF |
| 1987 | 6/26/1987 | 7/11/1987 | 3,320 | \$36,636 | KING DACW35-87-C-0025 | 52+00 - 44+00 | UPLAND - SHORELINE SOUTH OF HARBOR AT LECO CORP |
| 1986 | 7/24/1986 | 8/15/1986 | 14,564 | \$195,001 | KING DACW35-86-C-0028 | 35+00N - 38+00N 28+00N - 17+00N | WHIRLPOOL CDF |
| 1986 | 6/16/1986 | 8/14/1986 | 14,533 | \$101,004 | KING DACW35-86-C-0013 | 25+00W - 0+00 | BEACH SOUTH CL OF PARK STREET EXTENDED THENCE 3400'S 4'CNTR-OHWM |
| 1985 | 8/17/1985 | 8/26/1985 | 15,466 | \$92,796 | HARBOR MARINE DACW35-85-C-0031 | 52+00 - 43+00 AND 38+00 - 32+00 | WHIRLPOOL CDF |
| 1985 | 7/17/1985 | 8/5/1985 | 37,701 | \$209,405 | HARBOR MARINE DACW35-85-C-0006 | OUTER CONTOUR - 2+00E | BEACH SOUTH CL OF PARK STREET EXTENDED THENCE 3400'S |
| 1984 | 8/4/1984 | 9/14/1984 | 110,000 | \$396,000 | LUEDTKE DACW35-84-C-0014 | OUTER FLARE AREA (OUTER) | BEACH SOUTH CL OF PARK STREET EXTENDED THENCE 3400'S 8'CNTR-OHWM |
| 1984 | 8/21/1984 | 8/27/1984 | 17,010 | \$89,306 | LUEDTKE DACW35-84-C-0014 | 30+00E - 40+00E (INNER) | WHIRLPOOL CDF |
| 1983 | 5/22/1983 | 6/30/1983 | 140,040 | \$218,469 | GOVT/HAINS | | BEACH 1000-3000' S OF S PIER |
| 1982 | 5/28/1982 | 7/3/1982 | 152,981 | \$73,501 | GOVT/HAINS | | OPEN WATER (18,136) BEACH 1000-3000'S OF S PIER (116,895) WHIRLPOOL CDF (17,900) |
| 1981 | 6/9/1981 | 6/23/1981 | 64,110 | \$262,083 | GOVT/HAINS | | OPEN WATER (3,975) BEACH 150-1200' SOUTH (65,767) WHIRLPOOL CDF (21,094) |
| 1980 | 4/28/1980 | 6/1/1980 | 92,348 | \$387,338 | GOVT/HAINS | | BEACH (SILVER BEACH) (91,905) WHIRLPOOL CDF(24,359) |
| 1979 | 5/12/1979 | 6/26/1979 | 147,512 | \$365,958 | GOVT/HAINS | | BEACH (SILVER BEACH) (108,233) WHIRLPOOL CDF (39,279) |
| 1978 | 5/8/1978 | 6/15/1978 | 118,658 | \$345,055 | GOVT/HAINS | | BEACH (SILVER BEACH) (84,565) 7 MI SOUTH AT 18'CNTR (4,928) WHIRLPOOL CDF (38,735) |
| 1977 | 4/19/1977 | 5/29/1977 | 181,097 | \$130,675 | GOVT/HAINS | | OPEN WATER (19,101) BEACH (SILVER BEACH) (160,236) .5 MI SOUTH AT 18'CNTR (1,760) |
| 1976 | 5/27/1976 | 6/30/1976 | 94,185 | \$86,477 | GOVT/HAINS | | BEACH (SILVER BEACH) (87,810) AND 500' SOUTH AT 18'CNTR (6,375) |
| 1975 | 5/9/1975 | 5/20/1975 | 69,638 | \$89,754 | GOVT/HAINS | | OPEN WATER (15,260) BEACH OVER S PIER (54,026) 1.5 MI SOUTH AT 20'CNTR (352) |

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|------|------------|------------|-------------|-----------------|----------------------------|-------------|----------------|
| 1974 | 5/4/1974 | 5/15/1974 | 65,428 | \$54,040 | GOVT/HAINS | | |
| 1973 | 3/28/1973 | 4/11/1973 | 47,828 | \$59,222 | GOVT/HAINS | | |
| 1972 | 5/17/1972 | 5/27/1972 | 52,292 | \$46,611 | GOVT/HAINS | | |
| 1971 | 5/23/1971 | 6/1/1971 | 33,225 | \$24,557 | GOVT/HAINS | | |
| 1970 | 12/13/1969 | 12/17/1969 | 46,483 | \$37,539 | GOVT/HAINS | | |
| 1969 | 5/7/1969 | 5/20/1969 | 73,316 | \$46,791 | GOVT/HAINS | | |
| 1969 | 4/21/1969 | 5/8/1969 | 20,350 | \$23,427 | GOVT/TOMPKINS | | |
| 1968 | 5/13/1968 | 5/22/1968 | 48,186 | \$26,681 | GOVT/HAINS | | |
| 1967 | 4/27/1967 | 5/11/1967 | 99,244 | \$48,639 | GOVT/HAINS | | |
| 1967 | | | 16,450 | \$20,319 | GOVT/TOMPKINS | | |
| 1966 | 4/21/1966 | 5/19/1966 | 75,917 | \$51,546 | GOVT/HAINS | | |
| 1966 | | | 13,800 | \$19,441 | GOVT/TOMPKINS | | |
| 1965 | | | 34,500 | \$50,458 | GOVT/TOMPKINS | | |
| 1965 | | | 51,149 | \$22,543 | GOVT/HOFFMAN | | |
| 1965 | | | 79,643 | \$35,101 | GOVT/HAINS | | |
| 1964 | | | 71,078 | \$48,100 | GOVT/HAINS | | |
| 1963 | | | 19,325 | \$27,917 | GOVT/TOMPKINS | | |
| 1963 | | | 81,412 | \$33,066 | GOVT/HAINS | | |