



US Army Corps  
of Engineers ®



## Channels in Lake St. Clair, MI

### Project Features

- One of the Great Lakes connecting channels
- Two-way 14.5-mile vessel track located in the expansive shallow basin of Lake St. Clair
- Authorization: Rivers & Harbors Acts of 5 Aug 1886, 13 Jul 1892, 13 Jun 1902, 2 Mar 1919, 3 Jul 1930, 30 Aug 1945, 21 Mar 1956
- Deep draft commercial project
- Project depth is 27.5 feet
- 46.1M tons of material traversed the channels in 2021
- Approximately 14.5 miles of federal channels
- Dickinson Island Confined Disposal Facility (CDF) has provided a suitable placement site for material dredged from the St. Clair River and Lake St. Clair since 1980 and is anticipated to have sufficient capacity for at least 25 more years.
- Major stakeholders: U.S. Coast Guard and a majority of Great Lakes shipping interests

### Project Requirements

- The upper end of the channel near the mouth of the St. Clair River requires maintenance dredging on a 5- to 10-year cycle of approximately 75,000 to 150,000 cubic yards. Dredging requirements vary relative to shoaling patterns, usage, placement site and environmental coordination efforts.
- The channels were last dredged in 2021, when approximately 78,000 cubic yards of material were removed.
- Backlog material is present from the Peche Island Range to St Clair Flats.
- Occasional channel obstruction removal is required by the government floating plant.
- Project condition surveys are required on a yearly basis.



- Maintenance dredging was started in 2022 and will be completed in 2023.
- Funding identified in the FY24 President's Budget for maintenance dredging.

### Consequences of Not Maintaining the Project

- If the channel were closed to commercial traffic, commodities would have to be transported by rail or truck. This would increase annual emissions rates by over 388.1M lbs. of harmful particulate matter (PM-10) and increase costs by \$86.9M due to increased railroad related accidents, or by \$58.1M due to increased trucking related accidents.
- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of between \$6.26M and \$21.2M annually
- Access between Lake Huron and the Detroit River would be cut off.
- Key component of the Great Lakes and St. Lawrence Seaway navigation system; disruption of service would have severe maritime and economic impacts.

**Transportation Importance**

- Great Lakes connecting channel between the St. Clair River and the Detroit River
- This project is vital to the Great Lakes and St. Lawrence Seaway shipping industry.
- Commodities transported through these channels include coal, iron ore, limestone, wood pulp, petroleum products, salt, and other general cargo.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2022, 2023, and 2024  
Channels in Lake St. Clair, MI – Project Requirements and President’s Budget (\$1,000)**

<b>Work Package</b>	<b>FY22 Requirement</b>	<b>FY22 Appropriation*</b>	<b>FY23 Requirement</b>	<b>FY23 Appropriation</b>	<b>FY24 Requirement</b>	<b>FY24 President’s Budget</b>
Project Condition Surveys	240	240	245	245	254	254
Maintenance Dredging	2,130	2,130*	0	0	2,200	2,200
Real Estate Management	3	3	3	3	4	4
<b>TOTAL</b>	<b>2,373</b>	<b>2,373</b>	<b>248</b>	<b>248</b>	<b>2,458</b>	<b>2,458</b>

*\*Funded with supplemental funds, Bipartisan Infrastructure Law (BIL)*

**Congressional Interests**

- Representative Lisa McClain R-MI-9
- Representative John James R-MI-10
- Representative Shri Thanedar D-MI-13
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI