



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
- 49.2M tons of material traversed the channels in 2019
- 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.
- The channels were last dredged in 2019 with FY18 funds, when approximately 53,000 cubic yards of material were removed.
- FY21 funds will be used for maintenance dredging in fall 2021.
- Backlog material is present from the Peche Island Range to St Clair Flats.
- Occasional channel obstruction removal is required by the government floating plant.
- Dredged material from 2017 was placed in shallow water near the mouth of the Clinton River to facilitate shallow water habitat creation.
- Project condition surveys are required on a yearly basis.



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) 2020, 2021, and 2022
Channels in Lake St. Clair, MI - Project Requirements and President's Budget (\$1,000)**

Work Package	FY20 Requirement	FY20 Appropriation	FY21 Requirement	FY21 Appropriation	FY22 Requirement	FY22 President's Budget
Project Condition Surveys	192	192	198	198	240	240
Maintenance Dredging – Primary Work Package	0	0	2,130	2,130	2,130	0
Maintenance Dredging – Backlog Work Package	0	0	2,000	0	2,000	0
Real Estate Management	0	0	3	3	3	3
TOTAL	192	192	4,331	2,331	4,373	243

Congressional Interests

- Representative Lisa McClain R-MI-10
- Representative Andy Levin D-MI-9
- Representative Brenda Lawrence D-MI-14
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI