



US Army Corps
of Engineers ®



Cheboygan Harbor, MI

Harbor Features

- Located at the mouth of the Cheboygan River and empties into western Lake Huron approximately 16 miles southeast of the Straits of Mackinac
- Authorization: Rivers & Harbors Acts of 3 Jun 1896, 2 Mar 1907, 26 Aug 1937, 17 May 1950
- Deep draft commercial harbor
- Subsistence harbor serving Bois Blanc Island and Mackinac Island
- Project depths: 21 feet in outer channel/turning basin, 18.5 feet above the turning basin, and 8.5 feet above State Road Bridge
- 301K tons of material shipped and received in 2019
- Approximately 775 feet of rubble mound breakwaters
- Approximately 12,000 feet of maintained channel
- Major stakeholders: U.S. Coast Guard, U.S. Fish and Wildlife Service, Michigan DNR, Arkona LLC, Cheboygan Dive Center, Durocher Marine (division of Kokosing), Moran Iron Works, Plaunt Transportation, Ryba Marine, Shepler's Ferry, TherCom Inc., U.S. Oil Fuel Terminal, U.S. Venture, and Walstrom Marine

Project Requirements

- Maintenance dredging required on a 10 to 20 year cycle
- 20,000 cubic yards of material were dredged in fall 2014 and spring of 2015.
- Maintenance dredging is not currently required.



Consequences of Not Maintaining the Project

- Narrowing of the maintained channel increases risk of vessel groundings in offshore approach channel and could negatively affect U.S. Coast Guard and Homeland Security operations within harbor.
- If the harbor were closed to commercial traffic, commodities would have to be transported by truck and by rail. This would increase annual emissions rates by 1.4M lbs. of harmful particulate matter (PM-10) and increase costs by \$250,000 due to increased railroad related accidents and \$400,000 due to increased truck related accidents.
- Light loading: losses of between 1 and 2 feet of channel depth would result in increased transportation costs of between \$16,000 and \$90,000 annually.

Transportation Importance

- Significant receiving port on the Great Lakes
- Commodities shipped and/or received include sand, gravel, crushed stone, gasoline, fuel oil, and slag
- Home port of the U.S. Coast Guard’s only U.S. heavy ice breaking resource, the cutter Mackinaw, which is essential to keeping navigable waterways open in late fall/early winter and spring on the Great Lakes. The Mackinaw also plays a key role in buoy tending in spring and fall.
- Provides ferry service to Mackinac Island.
- Cheboygan is a harbor of refuge.
- Provides the only ferry service to Bois Blanc Island, the marine bypass route for freight that is not permitted across the Mackinac Bridge. The ferry carries people, cars, trucks, commodities, and mail. Approximately 4 to 5 ferry trips are made daily from early spring through late fall.
- Supports approximately 40 charter fishing boats and approximately 300 recreation boat slips
- Supports scuba diving training and shipwreck diving excursions
- Serves as gateway to 43 miles of inland waters that support a large amount of tourism in Cheboygan County

**U.S. Army Corps of Engineers Fiscal Year (FY) 2019, 2020, and 2021
Cheboygan Harbor, MI - Project Requirements and President’s Budget (\$1,000)**

Work Package	FY19 Requirement	FY19 Appropriation	FY20 Requirement	FY20 Appropriation	FY21 Requirement	FY21 Appropriation
Real Estate Management	0	0	0	0	6	6
TOTAL	0	0	0	0	6	6

Congressional Interests

- Representative Jack Bergman R-MI-1
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI