



US Army Corps
of Engineers ®



Grand Haven Harbor and Grand River, MI

Harbor Features

- Located on the east shore of Lake Michigan, 180 miles northeast of Chicago, IL and 23 miles north of Holland, MI. The Grand River originates in Jackson County, MI and flows 260 miles west into Lake Michigan
- Authorization: Rivers & Harbors Acts of 23 Jun 1866, and subsequent acts
- Deep draft commercial harbor
- Project depths: 23 feet in the entrance, 18 to 21 feet in the river channel and turning basin, and 8 feet in the upper Grand River channel
- 1.3M tons of material shipped and received in 2018
- Ranked 28th in tonnage among the Great Lakes harbors in 2018
- Over 9,000 feet of structures including piers and revetments
- Over 2.5 miles of maintained deep draft channel and 14.5 miles of shallow draft river channel which has not been maintained
- Outer channel dredged material is used for beach nourishment. Inner channel material is placed upland in a site that enables reuse.
- Major stakeholders: U.S. Coast Guard, Construction Aggregate Corporation, Grand Haven Board of Light and Power, Meekoff Dock Inc., St. Marys Cement Inc., and Verplank Trucking.

Project Requirements

- Approximately 35,000 cubic yards of material must be dredged from the outer harbor annually. Approximately 20,000 to 40,000 cubic yards of material must be dredged from the inner channel on a 2 to 4 year cycle.
- The outer harbor was last dredged in 2017 and is scheduled to be dredged in early 2020.



- The inner harbor was last dredged in 2019, when approximately 38,000 cubic yards of material were removed.
- The south pier was damaged by significant wave action associated with a major storm that impacted southern Lake Michigan on October 31, 2014. Repairs were funded in 2016 and 2017 and substantially completed in 2019.
- Repairs are needed to the north pier to incorporate wave attenuator measures.
- Phase I development of dredged material management strategy is required.
- Beach nourishment is required.

Consequences of Not Maintaining the Project

- If the harbor were closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 9.5M lbs of harmful particulate matter (PM-10) and increase costs by \$1.8M due to increased railroad related accidents and \$2.9M due to increased truck related accidents.
- Light loading; loss of between 4 and 5 feet of channel depth results in increased transportation costs of between \$1.6M and \$2.4M annually.

Transportation Importance

- Significant regional receiving port on the Great Lakes
- Commodities received include sand, gravel, salt, cement, gypsum, coal, and manufactured goods.
- Waterborne transportation facilitated by the harbor supports \$44.4M in business revenue, 186 direct, indirect, and induced jobs, and \$12.3M in labor income to the transportation sector.
- Commodities handled by the harbor support \$3.4B in business revenue, 20,774 direct, indirect, and induced jobs, and \$1B in labor income.
- Adequate rail lines do not exist to deliver coal to the municipal power plant, which supplies power to over 13,500 customers.
- Grand Haven is a critical harbor of refuge.
- Large recreational tourism base that relies on the functionality of the harbor; the city of Grand Haven reports revenue of \$49M and 3,100 jobs that rely on harbor tourism
- The harbor is home to the U.S. Coast Guard Sector Grand Haven Station, which is responsible for subordinate commands including: search and rescue, law enforcement, ice rescue, and homeland security defense operations.

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

| Work Package | FY19 Requirement | FY19 Appropriation | FY20 Requirement | FY20 Appropriation | FY21 Requirement | FY21 President’s Budget |
|--|-------------------------|---------------------------|-------------------------|---------------------------|-------------------------|--------------------------------|
| Maintenance Dredging Outer Harbor – Primary Work Package | 600 | 600 | 600 | 600 | 700 | 0 |
| Maintenance Dredging Inner Harbor – Primary Work Package | 900 | 900 | 0 | 0 | 0 | 0 |
| Maintenance Dredging-Backlog Work Package | 500 | 0 | 0 | 0 | 0 | 0 |
| Beach Nourishment | 0 | 0 | 500 | 0 | 500 | 0 |
| Grand Haven Facility Security - CIPR | 300 | 0 | 300 | 0 | 300 | 0 |
| Dredged Material Management | 0 | 0 | 75 | 0 | 75 | 0 |
| Engineering & Design-North Pier Wave Attenuation | 250 | 250 | 0 | 0 | 0 | 0 |
| Repairs to North Pier – Wave Attenuation | 0 | 0 | 0 | 0 | 2,000 | 0 |
| Industrial Hygiene Assessment | 0 | 0 | 100 | 0 | 100 | 0 |
| Real Estate Management | 0 | 0 | 0 | 0 | 29 | 29 |
| Cultural Resource Management (Env. Stewardship) for Nav | 0 | 0 | 0 | 0 | 19 | 19 |
| Other Business Lines | | | | | | |
| Environmental Stewardship | 18 | 18 | 19 | 19 | 0 | 0 |
| TOTAL | 2,568 | 1,768 | 1,594 | 619 | 3,723 | 48 |

Congressional Interests

- Representative Bill Huizenga R-MI-2
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI