



US Army Corps
of Engineers ®



Monroe Harbor, MI

Harbor Features

- Located on the lower reach of the Raisin River, which empties into Lake Erie, 36 miles south of Detroit, MI
- Authorization: Rivers & Harbors Acts of 24 Feb 1835, 3 Jul 1930
- Deep draft commercial harbor
- Authorized depths of 21 feet from Lake Erie to the turning basin, 18 feet in the turning basin, and 9 feet upstream of the turning basin
- 1.7M tons of material shipped and received in 2019
- Ranked 27th in tonnage among the Great Lakes Harbors in 2019
- Approximately 28,000 feet of maintained federal channel
- 328 acres available - zoned for heavy industrial
- 1,500 feet of private dock on the turning basin
- 2,200 feet of public dock on the river
- 1,600 feet of private dock on the river (Detroit Edison)
- Sterling State Park Confined Disposal Facility (CDF) is located just north of the harbor; it has approximately 20 years of capacity.
- Property served by Canadian National and Norfolk Southern railroads
- Major stakeholders include U.S. Coast Guard, Barnhart Crane & Rigging, DTE Energy, Gerdau MacSteel Inc., Michigan Paving and Materials Co. (MPMC), OmniSource Corp., Port of Monroe, and Ventower Industries.
- Barnhart Crane & Rigging specializes in the transport of project cargo and operates 1,500 feet of dock on the turning basin. Barnhart began shipping wind tower sections for Ventower Industries in 2012.



- The MPMC complex has the ability to store 56 million gallons of asphalt products in eight, seven-million-gallon tanks, and is the largest asphalt blending facility in the country.
- The Monroe DTE Energy Plant is a clean coal-fired electrical generating station, which utilizes stack emission scrubbers and has a capacity of 3,000MW. In 2012 the facility received over 2 million tons of coal and over 100,000 tons of limestone. This is the largest coal blending facility in the world.

Project Requirements

- Approximately 90,000 to 135,000 cubic yards of material must be dredged every 1 to 2 years.
- The harbor was last dredged in 2020, when approximately 73,000 cubic yards of material were removed.
- Maintenance dredging is currently required.
- Backlog material is present in the channel.
- Monroe CDF maintenance 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 17.0M lbs of harmful particulate matter (PM-10) and increase costs by \$3.8M due to increased railroad related accidents and \$2.5M due to increased truck related accidents.
- Light loading; loss of between 2 and 3 feet of channel depth results in increased transportation costs of between \$2.0M and \$2.9M annually. Channel maintenance less than the authorized depth poses navigational safety issues for all harbor users.
- Restriction of normal vessel delivery to DTE has indirect impacts, including a higher risk to operational reliability due to uncertain coal and limestone inventory and increased reliance on rail delivery.
- MPMC is the largest asphalt paving company in Michigan; their Monroe facility serves one of the largest asphalt pavers in Ohio. Increasing waterborne shipment costs will increase the cost of road construction and paving throughout the Midwest.

Transportation Importance

- Major receiving port on the Great Lakes
- Commodities include petroleum products, coal, stone, and aggregates.
- Waterborne transportation facilitated by the harbor supports \$112M in business revenue, 566 direct, indirect, and induced jobs, and \$37M in labor income to the transportation sector.
- Commodities handled by the harbor support \$928.9M in business revenue, 5,164 direct, indirect, and induced jobs, and \$270.1M in labor income.
- A mix of coal is received at the DTE plant from three other Great Lakes ports: Superior, Sandusky, and Toledo. Limestone delivery from a northern Michigan quarry began in 2009.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2020, 2021, and 2022
Monroe Harbor, 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
Maintenance Dredging Main Channel – Primary Work Package	1,330	1,330	1,130	0	1,130	1,130
Maintenance Dredging – Backlog Work Package	0	0	700	0	1,500	0
CDF Maintenance	0	0	150	0	150	0
Real Estate Management	0	0	6	6	7	7
TOTAL	1,330	1,330	1,986	6	2,787	1,137

Congressional Interests

- Representative Tim Walberg R-MI-7
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI