



US Army Corps  
of Engineers ®



## Rouge River, MI

### River Features

- The Rouge River originates in Oakland and Washtenaw Counties, MI. The river is 30 miles long, flows southeast through Wayne County, and joins the Detroit River at the westerly limit of the city of Detroit. The navigation channel is located at the lower end of the Rouge River.
- Authorization: Rivers & Harbors Acts of 8 Aug 1917, 30 Aug 1935, 3 Jul 1958, 23 Oct 1962
- Deep draft commercial harbor
- Project depth is 21 feet in the cut-off and main Rouge channel to 17 to 25 feet in the Old Rouge channel
- 7.1M tons of material shipped and received in 2019
- Ranked 12<sup>th</sup> in tonnage among the Great Lakes harbors in 2019, when considered separately from Port of Detroit
- Total of 4.5 miles of federal channels and one turning basin
- Pointe Mouillee Confined Disposal Facility (CDF) is located in Lake Erie and has sufficient capacity to accommodate Rouge River dredged material for the next 25 years.
- Major stakeholders: Ajax Paving Industries Inc., Great Lakes Aggregates Inc., Harridon Terminal Inc., Honeywell International Inc., Jefferson Marine Terminal, Michigan Marine Terminal, Motor City Materials LLC, Nicholson Terminal & Dock Co., Severstal North America, Marathon Oil, U.S. Gypsum, U.S. Coast Guard, and Warner Petroleum

### Project Requirements

- Rouge River historically requires maintenance dredging of 50,000 to 60,000 cubic yards on a 2- to 5-year cycle.



- Maintenance dredging last occurred in 2019 with funds from the FY18 Work Plan, removing 67,000 cubic yards of material.
- Additional dredging with FY21 funds will begin in summer 2021. Dredging is also planned in FY22 with FY22 funds.
- Backlog material is present in the channel.
- Pointe Mouillee CDF Maintenance was completed in 2019.

### Consequences of Not Maintaining the Project

- If the channel were closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by 61.3M lbs of harmful particulate matter (PM-10) and increase costs by \$13.7M due to increased railroad related accidents, and \$9.2M due to increased trucking related accidents.
- Light loading: losses of between 1 and 2 feet of channel depth would result in increased transportation costs between \$6.5M to \$14.2M annually.
- Waterborne transportation facilitated by the harbor supports \$358.9M in business revenue, 1,596 direct, indirect, and induced jobs, and \$115.1M in labor income to the transportation sector.

**Consequences of Not Maintaining the Project (cont'd)**

- Commodities handled by the project support \$9.2B in business revenue, 50,282 direct, indirect, and induced jobs, and \$2.6B in labor income.

**Transportation Importance**

- Major receiving port on the Great Lakes.
- Commodities include iron ore, petroleum products, coal, slag, cement, limestone, lignite, fuel oil, coke, salt, sand, and gravel.
- State of Michigan coordinating with USACE on a planning assistance study of riverbank and commercial dock stability.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2020, 2021, and 2022  
Rouge River, MI - Project Requirements and President's Budget (\$1,000)**

<b>Work Package</b>	<b>FY20 Requirement</b>	<b>FY20 Appropriation</b>	<b>FY21 Requirement</b>	<b>FY21 Appropriation</b>	<b>FY22 Requirement</b>	<b>FY22 President's Budget</b>
Maintenance Dredging – Primary Work Package	0	0	1,130	1,130	1,130	1,130
Maintenance Dredging – Backlog Work Package	0	0	1,000	0	1,200	0
Real Estate Management	0	0	2	2	3	3
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>2,132</b>	<b>1,132</b>	<b>2,333</b>	<b>1,133</b>

**Congressional Interests**

- Representative Rashida Tlaib D-MI-13
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI