



US Army Corps
of Engineers ®



St. Clair River, MI

Project Features

- One of the Great Lakes connecting channels; 40 miles long, flowing south from Lake Huron and discharging into Lake St. Clair
- Authorization: Rivers & Harbors Acts of 13 Jul 1892, 3 Jul 1930, 2 Mar 1945, 24 Jul 1945, 21 Mar 1956
- Deep draft commercial project
- Significant Great Lakes connecting channel with 53.7M tons of commerce passing through in 2021
- Ranked 2nd among Great Lakes Waterways in 2021
- Project depths vary from 27.1 to 30.0 feet
- Serves Ports of Marysville, Marine City and St. Clair
- Over 44 miles of federal channels
- Dickinson Island Confined Disposal Facility (CDF) has provided a suitable placement site for material dredged from the lower and middle reaches of the St. Clair River since 1980 and is anticipated to have sufficient capacity for at least 25 more years. Since 2015, material from the upper reach of the river has been placed in high erosion rate areas at the request of the state.
- Major stakeholders: U.S. Coast Guard, Blue Water Aggregates, DTE Energy, Marine City Ferry, Marysville Ethanol LLC, St. Clair Aggregates, and all connecting channels users

Project Requirements

- Requires periodic maintenance dredging of 25,000 to 40,000 cubic yards on the lower river channels on a 3- to 8-year cycle. Dredging requirements vary relative to shoaling patterns, usage, placement site and environmental coordination efforts.
- The river channels were last dredged in 2020. Maintenance dredging and sediment sampling are identified in FY24 President's Budget.



- Obstruction removal is required annually.
- Engineering and Design of Dickinson Island CDF offloading platform repairs is being conducted with FY22 funds. Construction of repairs has been identified in FY24 President's Budget.

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 over 453.3M lbs. of harmful particulate matter (PM-10) and increase costs by \$101.5M due to increased railroad related accidents, and \$67.8M 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 \$16.1M and \$34.2M annually
- Key component of the Great Lakes and St. Lawrence Seaway navigation system
- Disruption of service would have severe maritime and economic impacts

Transportation Importance

➤ Contains three major receiving ports on the Great Lakes.

➤ Commodities transported through these channels include coal, limestone, wood pulp, iron ore, petroleum products, salt, and other general international cargo.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2022, 2023, and 2024
St. Clair River, MI – Project Requirements and President’s Budget (\$1,000)**

Work Package	FY22 Requirement	FY22 Appropriation	FY23 Requirement	FY23 Appropriation	FY24 Requirement	FY24 President’s Budget
Maintenance Dredging	1,660	0	1,660	0	1,660	1,660
Sediment Sampling, Analysis, and Environmental Coordination	0	0	250	0	250	250
Project Condition Surveys	243	243	213	213	257	257
Repairs to DMDF Offload Facility - Engineering and Design	800	800	0	0	0	0
Repairs to DMDF Offload Facility - Construction	0	0	4,500	0	4,500	4,500
Strike Removal	605	605	616	616	640	640
Real Estate Management	5	5	4	4	6	6
TOTAL	3,313	1,653	7,243	833	7,313	7,313

Congressional Interests

- Representative Lisa McClain R-MI-9
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI