



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 57.8M tons of commerce passing through in 2018 (ranked 2<sup>nd</sup> among Great Lakes Waterways)
- Project depths vary from 27.1 to 30.0 feet
- Serves Ports of Marysville, Marine City and St. Clair
- 6.2M tons of material shipped and received in 2018, for ports of Marysville, Marine City and St. Clair
- Ranked 14<sup>th</sup> in tonnage among Great Lakes harbors and 68<sup>th</sup> among U.S. ports in 2018
- 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 include 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.
- The river channels were last dredged in 2019.
- No maintenance dredging currently required.
- Obstruction removal is required annually.



- Repairs to Dickinson Island CDF offloading platform are required.

### 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 453.9M lbs of harmful particulate matter (PM-10) and increase costs by \$84.6M due to increased railroad related accidents, and \$136.8M 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 \$18.6M and \$40.4M 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) 2019, 2020, and 2021  
St. Clair River, MI - Project Requirements and President's Budget (\$1,000)**

<b>Work Package</b>	<b>FY19 Requirement</b>	<b>FY19 Appropriation</b>	<b>FY20 Requirement</b>	<b>FY20 Appropriation</b>	<b>FY21 Requirement</b>	<b>FY21 President's Budget</b>
Maintenance Dredging – Primary Work Package	800	800	800	800	0	0
Maintenance Dredging – Backlog Work Package	1,500	1,500	1,500	0	0	0
Project Condition Surveys	220	220	196	196	202	202
Repairs to CDF Offloading Facility	0	0	0	0	800	0
Strike Removal – by Govt. Floating Plant	490	490	570	570	580	580
Real Estate Management	0	0	6	6	4	4
<b>TOTAL</b>	<b>3,010</b>	<b>3,010</b>	<b>3,072</b>	<b>1,572</b>	<b>1,586</b>	<b>786</b>

**Congressional Interests**

- Representative Paul Mitchell R-MI-10
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI