



US Army Corps
of Engineers®



St. Clair River, MI

Project Features

- One of Great Lakes connecting channels; 40 miles long, flowing south from Lake Huron and discharging into Lake St. Clair.
- Authorization: River & Harbor Acts of 13 Jul 1892, 3 Jul 1930, 2 Mar 1945, 24 Jul 1945, 21 Mar 1956
- Deep draft commercial project
- Great Lakes connecting channel between Lake St. Clair and Lake Huron with 55M tons of commerce passing through annually (average from 2009-2013).
- Project depths vary from 27.1 to 30.0 feet
- Serves ports of Marysville, Marine City and St. Clair
- 8.2M tons of material shipped and received in 2013, for ports of Marysville, Marine City and St. Clair
- Ranked 10th among the Great Lakes harbors
- Over 44 miles of federal channels
- Dickinson Island Confined Disposal Facility has provided a suitable placement site for all material dredged from the St. Clair River since 1980 and is anticipated to have sufficient capacity for at least 25 more years.
- 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 St. Clair River channels were last dredged in 2015.
- Obstruction removal is required on an annual basis.



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 1.9B lbs of harmful particulate matter (PM-10) and increase costs by \$28M due to increased railroad related accidents, and \$64M 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 \$12.9M and \$30.7M 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) 2015, 2016 and 2017
St. Clair River, MI - Project Requirements and President's Budget (\$1,000)**

| Work Package | FY15 Requirement | FY15 Appropriation | FY16 Requirement | FY16 Appropriation | FY17 Requirement | FY17 President's Budget |
|--|-----------------------------|-------------------------------|-----------------------------|-------------------------------|-----------------------------|--|
| Project Condition Surveys | 201 | 201 | 205 | 205 | 210 | 210 |
| Maintenance Dredging – Primary Work Package | 900 | 900 | | | | |
| Maintenance Dredging – Backlog Work Package | | | | | | |
| Strike Removal – by Govt. Floating Plant | 460 | 460 | 460 | 460 | 470 | 470 |
| TOTAL | 1,561 | 1,561 | 665 | 665 | 680 | 680 |

Congressional Interests

- Representative Candice S. Miller R-MI-10
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI