US Army Corps of Engineers

Great Lakes Navigation System

Detroit River, MI

Project Features

- One of the Great Lakes connecting channels, flowing south from Lake St. Clair to Lake Erie.
- Authorization: River & Harbor Acts of 13 Jun 1902, 3 Mar 1905, 25 Jun 1910, 4 Mar 1913, 2 Mar 1907, 2 Mar 1919, 3 Jul 1930, 30 Aug 1935, 26 Aug 1937, 2 Mar 1945, 24 Jul 1946, 17 May 1950, 21 Mar 1956, 14 Jul 1960, 13 Aug 1986.
- Deep draft commercial project.
- Project depths varying from 21.0 (a portion of up-bound channel) to 29.5 feet.
- 40th leading U.S. port with 17.4M tons of material shipped or received in 2006.
- Port of Detroit is Ranked 3rd among the Great Lakes Ports.
- The port is 35 acres with 2,150 feet of dockage.
- Contains various water level and compensating dikes and structures.
- A total of 76 miles of Federal channels, including up-bound and down-bound channels.
- Material dredged from the Detroit River is placed in the Pointe Mouille confined disposal facility located in Lake Erie.
- Major stakeholders include U.S. Coast Guard, Lake Carriers' Association, Nicholson Terminal and Dock Co., Harridon Terminal, Inc., Motor City Materials, Detroit Bulk Storage, Inc., J.W. Westcott Co., Michigan Marine Terminal, Carmeuse Lime, Edward C. Levy Co., Holcium Inc., Koenig Fuel & Supply, Lafarge North America, Marathon Ashland Petroleum, LLC, Morton Salt, St. Marys Cement, the Rockdock, LLC, U.S. Steel Corp., Severstal North America, and multiple trucking and railway companies.

Project Needs

- Obstruction removal is required on an annual basis.

- Requires periodic maintenance dredging (on a 1 to 2 year cycle) of approximately 100,000 cubic yards; the river was last dredged in 2008.
- The compensating dikes need repairs.

Consequences of Not Maintaining the Project

- Significant loss of jobs locally, regionally, and internationally (5,800 direct jobs and 4,500 indirect jobs based from the year 2000).
- Estimated business revenue of $253M in 2003.
- Light loading; loss of between 1 and 2 feet of channel depth in the Detroit and Rouge River ports results in increased transportation costs of between $3.6M and $7.7M 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

- Commodities transported through these channels include coal, crude materials, manufactured goods, chemicals, steel products, petroleum products, and other general cargo, including overseas cargo.

August 2008

U.S. Army Corps of Engineers Fiscal Year (FY) 2008, 2009 and 2010
Detroit River, MI - Project Needs and President's Budget ($1,000)

Work Package	FY08 Need	FY08 Allocation	FY09 Need	FY09 President's Budget	FY10 Need	FY10 Budget*
Project Condition Surveys	748	654	880	880	920	
Strike Removal	2,105	2,105	2,280	2,280	2,350	
Maintenance Dredging – Primary Work Package	2,050	1,900	2,280	2,100	1,700	
Maintenance Dredging – Backlog Work Package			350		950	
Repair CDF at Pointe Mouille	260		430		430	
Repair Compensating Dikes – by Gov Floating Plant	600	450	550		550	
Develop Economic Models	100					
Environmental Activities: Grassy Island	270					
Environmental Stewardship			67	67		
TOTALS	**6,133**	**5,109**	**6,837**	**5,327**	**6,900**	

*FY10 President's Budget will be available in February 2009.

Congressional Interests

- Representative Carolyn C. Kilpatrick D-MI-13
- Representative John Conyers Jr. D-MI-14
- Representative John D. Dingell D-MI-15
- Senator Carl Levin D-MI
- Senator Debbie Stabenow D-MI