



US Army Corps
of Engineers®



St. Marys River, MI

Project Features

- One of Great Lakes connecting channels; 63 miles long, flowing southeast between the State of Michigan and the Province of Ontario, Canada from the eastern end of Lake Superior into the northern end of Lake Huron.
- Authorization: River & Harbor Acts of 11 Jul 1870, 5 Aug 1886, 13 Jul 1892, 13 Jun 1902, 2 Mar 1905, 3 Mar 1907, Mar 1909, 25 Jul 1912, 4 Mar 1915, 22 Sep 1922, 21 Jan 1927, 3 Jul 1930, 26 Jun 1934, 30 Aug 1935, 7 Mar 1942, 15 Jun 1943, 2 Mar 1945, 24 Jul 1946, 21 Mar 1956, 9 Jul 1956.
- Deep draft commercial channel.
- Project depths varying from 27.5 to 29.0 feet in the St. Marys River, Lake Superior, and Lake Huron approaches.
- A total of 75 miles of federally maintained deep draft channels.
- Project also includes two active locks and two canals that handle over 80M tons of cargo annually and a hydropower plant of 20,000 kilowatt capacity.
- Major stakeholders include U.S. Coast Guard, Lake Carriers' Association, MCM Marine, Purvis Marine Ltd., Gardiner Marine Ltd., Kemp Coal Dock, Algoma Steel, Great Lakes Power, and nearly all Great Lakes shipping interests.

Project Needs

- Requires periodic maintenance dredging (on a 4 to 6 year cycle) of approx. 100,000 CY; the harbor was last dredged in 2008.
- Obstruction removal is required in hard bottom channels on an annual basis.
- The Corps is developing a six-year plan to re-capitalize and modernize the existing infrastructure of the locks to provide reliable infrastructure through the year 2035. The purpose is to improve the efficiency of lock operations and reduce the risks of downtime and vessel delays. This effort will focus on the Poe and MacArthur Locks, but



other infrastructure at the facility is also part of the plan. Works included in the recapitalization: replacing the Poe Lock hydraulics, fabricating new gates for the Poe Lock, and many miscellaneous improvements and upgrades. Critical repairs to Unit 10 in the hydropower plant are also needed.

Consequences of Not Maintaining the Project

- Significant loss of jobs locally, regionally and internationally.
- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of between \$3.9M and \$13.3M annually.
- Key component of the Great Lakes and St. Lawrence Seaway navigation system.
- Disruption of service would have catastrophic maritime and economic impacts.

Transportation Importance

- Only connecting channel between Lake Superior and the lower Great Lakes and the St. Lawrence Seaway.
- St. Marys Falls Canal and Locks provide for vessel passage around the 21-foot drop of the river over the falls at Sault Ste. Marie, MI.
- This canal serves both domestic and foreign flag vessels transiting the Great Lakes.
- Commodities transported through these channels include iron ore, coal, limestone, petroleum and petroleum products, chemicals and related products, primary manufactured goods, food and farm products, and manufactured equipment, machinery, and machine products.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2008, 2009 and 2010
St. Marys 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*
Lock Operations	4,844	4,844	5,135	5,135	5,250	
Lock Maintenance	5,919	5,919	5,615	5,615	6,132	
Project Condition Surveys	2,078	2,078	1,700	1,700	2090	
Strike Removal	2,390	2,390	2,533	2,533	2,740	
Maintenance Dredging - Backlog			569		1,313	
DMMP			150		150	
CDF Fill Management Activities					150	
Develop Economic Models	100		300			
Soo Locks Recapitalization						
Misc. Poe Lock repairs/upgrades		2,000	2,175		400	
Repair Stiff Leg Derrick					300	
Replace Poe Lock hydraulics	2,000		2,000		2,000	
Initiate Fabrication of New Poe gates	2,975					
Stop Logs	3,352	1,327	3,659			
Rock Cut Repair Design	300	300				
Rock Cut Repairs			1,200			
Mac Lock Automation			1,100			
Mac Lock Gate Coating Replacement			1,500			
Compressed Air System					2,000	
Reinforce Bollards					500	
Repair Steam Line System (M & P)					500	
Vessel Signaling System					500	
MacArthur Lock Tainter Valve Bulkheads					759	
Extend Poe West Nose Pier Design	100					
Hydropower Upgrades			605			
Other Business Lines						
Recreation: Visitors Center	680	336	721	278	1,331	
Hydropower	3,212	1,057	2,800	1,840		
-Hydropower Operations					700	
-Hydropower Maintenance					800	
-Joint Maintenance (Grounds/Snow Removal)					440	
-Joint Operations (Security)					1,060	
-Recapitalization (Repair Headrace Leaks)					400	
-Recapitalization (Crib Dam Repair)					1,300	
-Recapitalization (Replace Powerhouse Ceiling)					200	
-Recapitalization (Relocate Power Feeder Cables)					680	
Environmental Stewardship	100	100	125	60	102	
Lock Security Contract			1,000	890	1,010	
Lock Grounds & Maintenance Contract			785	785	800	
TOTALS	28,050	20,351	33,672	18,836	33,607	

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

Congressional Interests

- Representative Bart Stupak D-MI-1
- Senator Carl Levin D-MI
- Senator Debbie Stabenow D-MI
- Numerous other representatives and senators throughout the Great Lakes with interests in ports that share interconnectivity with the St. Marys River.