



Monroe Harbor, MI

Harbor Features

- Located on the lower reach of the Raisin River, which empties into Lake Erie, 36 miles south of Detroit, MI
- Authorization: River & Harbor Acts of 24 Feb 1835, 3 Jul 1930
- Deep draft commercial harbor
- Authorized depths of 21 feet in Lake Erie to the turning basin, which has an 18 foot depth. Project depth of 9 feet upstream from the turning basin.
- Five year average (2006-2010) tonnage is 1.5M tons of material shipped and received
- Ranked 32nd among the Great Lakes Harbors based on five year average (2006-2010) tonnage
- 97th leading U.S. port in 2010
- Approximately 28,000 feet of maintained Federal channel
- 328 acres available -- zoned for heavy industrial
- 1,500 feet of private dock on the turning basin
- 2,200 feet of public dock on the River
- 1,600 feet of private dock on the River (Detroit Edison)
- Sterling State Park Confined Disposal Facility is located just north of the harbor; it has approximately 20 years of capacity.
- Property served by Canadian National and Norfolk Southern railroads
- Major stakeholders include The Detroit Edison Company (DTE); Gerdau MacSteel Inc., Michigan Paving and Materials Co. (MPMC); Barnhart Crane & Rigging, Ventower Industries, OmniSource Corp., U.S. Coast Guard and Lake Carriers' Association.
- MPMC -- The complex has the ability to store 56 million gallons of asphalt products in eight, seven-million gallon tanks, and is the largest asphalt blending facility in the country.



- DTE -- The Monroe Plant is a clean coal-fired electrical generating station, which utilizes stack emission scrubbers and has a capacity of 3,000MW. In 2012 the facility received over 2 million tons of coal and over 100,000 tons of limestone. This is the largest coal blending facility in the world.
- Barnhart Crane & Rigging specializes in the transport of project cargo and operates 1,500 feet of dock on the turning basin. Barnhart began shipping wind tower sections for Ventower Industries in 2012.

Project Requirements

- Dredging of approximately 90,000 to 135,000 cubic yards is completed on a 2 to 3 year cycle. The harbor's main channel was last dredged in 2011. The Corps partnered with the EPA in 2011 to conduct additional dredging within the navigation channel. The EPA conducted additional dredging in River Raisin in 2012 with placement at Sterling State Park CDF and will continue dredging operations in 2013. The harbors turning basin will receive maintenance dredging in 2014.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor that generate \$38M annually in direct revenue while supporting 577 direct, indirect, and induced jobs that produce over \$44M per year in personal income
- Channel maintenance less than the authorized depth poses navigational safety issues for all harbor users.
- Light loading; loss of between 2 and 3 feet of channel depth results in increased transportation costs of between \$1.6M and \$2.6M annually.
- Restriction of normal vessel delivery to DTE has indirect impacts including higher risk to operational reliability due to uncertain coal and limestone inventory, and increased reliance on rail delivery.

- MPMC is the largest asphalt paving company in Michigan; their Monroe facility serves one of the largest asphalt pavers in Ohio. Increasing water borne shipment costs will increase the cost of road construction and paving throughout the Midwest.

Transportation Importance

- Major receiving port on the Great Lakes
- Commodities include petroleum products, coal, and stone and aggregates.
- A mix of coal was received at the DTE plant from three other Great Lakes ports: Superior, Sandusky, and Toledo. Limestone delivery from a northern Michigan quarry began in 2009.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2012, 2013 and 2014
Monroe Harbor, MI - Project Requirements and President’s Budget (\$1,000)**

Work Package	FY12 Requirement	FY12 Appropriation	FY13 Requirement	FY13 President’s Budget	FY14 Requirement	FY14 President’s Budget
Project Condition Surveys			100		100	100
Maintenance Dredging Main Channel – Primary Work Package						
Maintenance Dredging Turning Basin – Primary Work Package	1,000		900		900	900
Maintenance Dredging – Backlog Work Package	509		510		510	
CDF Fill Management	418		420		420	
TOTALS	1,927	0	1,930	0	1,930	1,000

Congressional Interests

- Representative Tim Walberg R-MI-7
- Senator Carl Levin D-MI
- Senator Debbie Stabenow D-MI