US Army Corps of Engineers

Great Lakes Navigation System

Rouge River, MI

River Features

- Rouge River originates in Oakland and Washtenaw Counties, MI. The river is 30 miles long, flows southeast through Wayne County, and joins the Detroit River at the westerly limit of the City of Detroit. The navigation channel is located on the lower 2 ½ miles of the river.
- Authorization: River & Harbor Acts of 8 Aug 1917, 30 Aug 1935, 3 Jul 1958, 23 Oct 1962
- Deep draft commercial harbor
- Project depths varying from 21 to 25 feet in the Cut-off and Main Rouge channel to 17 to 25 feet in the Old Rouge channel.
- Five year average (2006-2010) tonnage is 7.8M tons of material shipped and received
- Ranked 10th among the Great Lakes Harbors based on five year average (2006-2010) tonnage, if considered separately from Port of Detroit.
- Total of 4.5 miles of Federal channels and one turning basin
- Pointe Mouille confined disposal facility is located in Lake Erie and has sufficient capacity to accommodate Rouge River dredged material for the next 25 years.
- Major stakeholders include U.S. Coast Guard, Lake Carriers' Association, Harridon Terminal, Inc., Michigan Marine Terminal, Nicholson Terminal & Dock Co., Motor City Materials, Severstal North America, Marathon Oil, and U.S. Gypsum.

Project Requirements

- Rouge River historically requires maintenance dredging of 50,000 to 60,000 cubic yards on a 2 to 5 year cycle; the river was last dredged in 2012 to address portions of the channel that were experiencing up to 3 feet of shoaling.
- There is currently no dredging need within the federal navigation channel.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor that generate $226M annually in direct revenue while supporting 4,110 direct, indirect, and induced jobs that produce over $267M per year in personal income.
- If the channel was closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by 548M lbs of harmful particulate matter (PM-10) and increase costs by $3.8M due to increased railroad related accidents, and $14.5M due to increased trucking related accidents.
- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of $2M to $4.5M annually.

Transportation Importance

- Major receiving port on the Great Lakes.
- Commodities include iron ore, petroleum products, coal, slag, cement, limestone, lignite, fuel oil, coke, salt, sand and gravel.

April 2013

U.S. Army Corps of Engineers Fiscal Year (FY) 2012, 2013 and 2014
Rouge River, 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	60	59				
Maintenance Dredging – Primary Work Package	900	882				
Maintenance Dredging – Backlog Work Package						
TOTALS	**960**	**941**	**0**	**0**	**0**	**0**

Congressional Interests

- Representative John Conyers Jr. D-MI-13
- Senator Carl Levin D-MI
- Senator Debbie Stabenow D-MI