



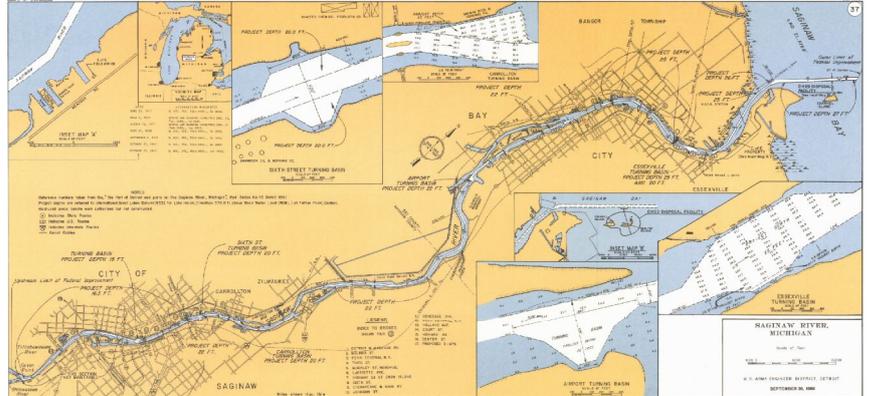
US Army Corps  
of Engineers®



## Saginaw River, MI

### River Features

- Saginaw River is formed by the union of the Tittabawassee and Shiawassee Rivers, is 22 miles long, and flows northerly into the south end of Saginaw Bay in Lake Huron. The cities of Saginaw and Bay City are on the river.
- Authorization: River & Harbor Acts of 25 Jun 1910, 3 Jul 1930, 26 Aug 1937, 20 Jun 1938, 3 Sep 1954, 23 Oct 1962, 27 Oct 1965.
- Deep draft commercial harbor.
- Project depths varying from 27 feet below LWD in the Saginaw Bay entrance channel to 22 to 26 feet in the Saginaw River channel.
- 5.6M tons of material shipped or received in 2005.
- A total of 26 miles of Federal channels and 5 turning basins.
- Saginaw Bay confined disposal facility is located about one mile northeast of the mouth of the river in Saginaw Bay and has sufficient capacity for the next 25 years.
- Major stakeholders include U.S. Coast Guard, Lake Carriers' Association, ADM, Bay Aggregates, Bit-Mat Products of Michigan, BMT Terminals, Burroughs Materials Corp., Conagra, Consumers Energy, C. Reiss Coal, Dow Chemical, Essroc Italcementi Group, General Motors, International Materials, Lafarge North America, Lee Wood Terminal, Morton Salt, Mosaic, Northern Star Minerals, Peavey Grain, Potash Corp Saskatchewan, Saginaw Bay Fertilizer, Saginaw Asphalt Paving Co., Saginaw Rock Products, Saginaw River Alliance, Sargent Docks & Terminal Company, SIFTO North American Salt, Triple Clean Liquifuels, Wirt Stone Docks.



### Project Needs

- Entrance channel in Saginaw Bay requires annual maintenance dredging of approx. 100,000 to 150,000 cubic yards. The upper river channel requires maintenance dredging of 50,000 to 100,000 cubic yards on a 2 to 3 year cycle. The harbor was last dredged in 2008.
- Material dredged from the upper river must be placed upland. A Dredged Material Disposal Facility is currently under construction and will provide capacity for the material dredged from the upper Saginaw River channel.

### Consequences of Not Maintaining the Project

- Significant loss of jobs both locally and regionally.
- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of between \$1.5M and \$3.5M annually.

### Transportation Importance

- Major receiving port on the Great Lakes.
- All Mid-Michigan and Thumb of Michigan fertilizer shipped through Saginaw River.
- Commodities include coal, limestone, petroleum products, gypsum, salt, fertilizers - potash, urea, DAP, Aglime; food and grains, and cement.

August 2008

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

<b>Work Package</b>	<b>FY08 Need</b>	<b>FY08 Allocation</b>	<b>FY09 Need</b>	<b>FY09 President's Budget</b>	<b>FY10 Need</b>	<b>FY10 Budget*</b>
Project Condition Surveys	294	294	309	309	324	
Maintenance Dredging – Primary Work Package	3,605	2,512	3,489	3,489	2,800	
Maintenance Dredging – Backlog Work Package			3,170		3,170	
CDF Repairs			125		500	
Operations: Legal Defense	150					
<b>TOTALS</b>	<b>4,049</b>	<b>2,806</b>	<b>7,093</b>	<b>3,798</b>	<b>6,794</b>	

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

**Congressional Interests**

- Representative Dale E. Kildee D-MI-5
- Senator Carl Levin D-MI
- Senator Debbie Stabenow D-MI