

Saginaw Deepening Study General Investigations Study Saginaw, MI

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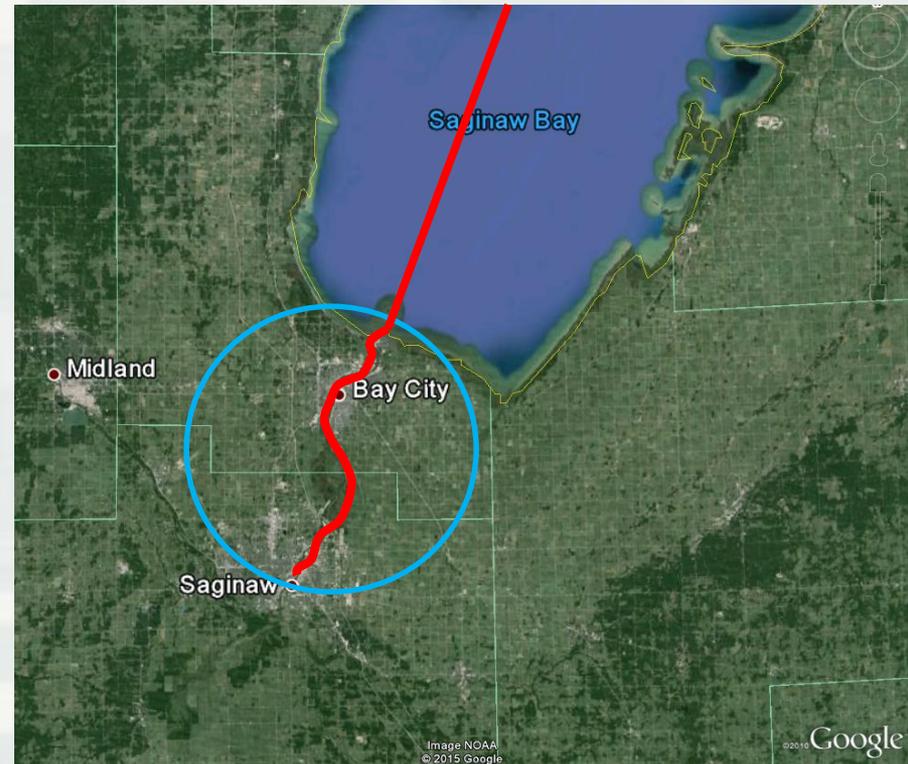
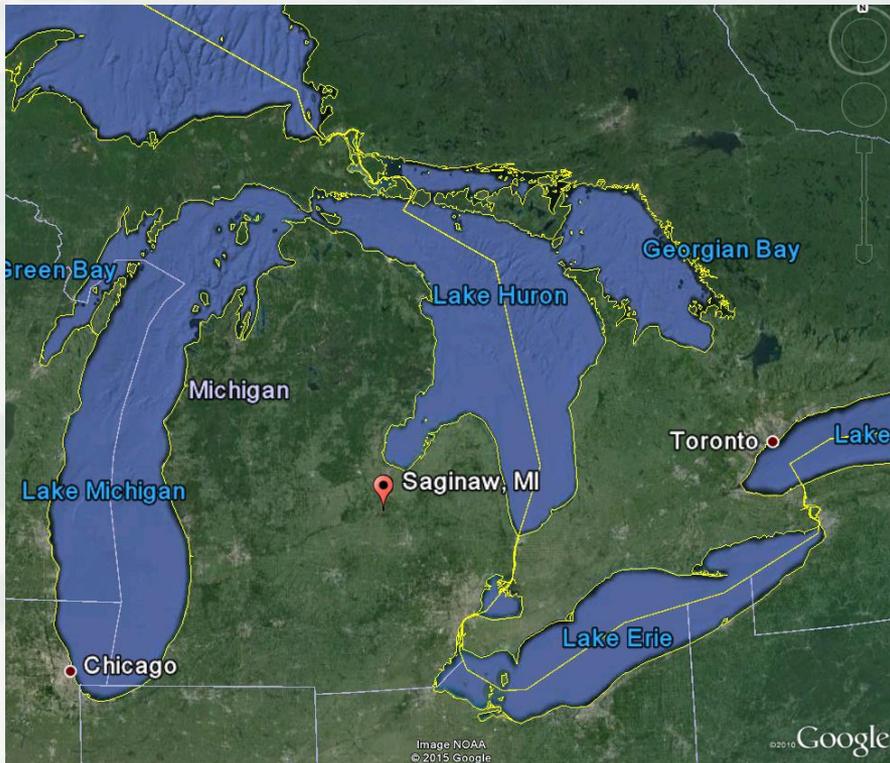


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Study Area



Project Overview

Study Authorization

- Study Authorization: Section 456 of WRDA 1999
- A Reconnaissance Report was completed in 2012, providing the basis for the current study
- Feasibility study will evaluate the economic benefit of deepening of the shipping channel (17.9 miles)
- Construction would require new/amended Congressional Authorization



Overview of the Saginaw River Deepening Study

- FCSA signed December 15, 2014 with Saginaw River Alliance
- Estimated study cost is \$1.3 M (original estimate \$600k) with the NFS share to date paid by the State of Michigan
- District issued compliance memo indicating vertical team concurrence that LRE was 3X3X3 SMART compliant for this study (3-year report; 2-years to draft)
- If positive BCR & Authorized, project construction cost shared 75% Federal/25%non-Federal, plus 10% over 30 years



Saginaw River – Existing Conditions



- 60% of the tonnage is received within the downstream end (4.9 miles) of the river and most of the remaining 40% is received at the upstream end
- The three primary dock owners are Wirt Sand & Stone, Levy Group of Companies and LaFarge. These companies own and operate stone docks (limestone), ready-mix plants, and asphalt operations
- Gavilon Grain owns two, waterfront grain distribution facilities located on the upstream segment of the river
- Gavilon stopped moving grain by vessel in 1986 when rail rates became competitive. They've expressed interest in moving this commodity by water if the river is deepened



Problems

- Light-loading of ships = increased transportation costs
- Fleet is changing, requiring greater depth in the river
- Reduced safety for vessels and their crews results in some captains avoiding the upstream facilities
- Difficulty in maneuvering ships through turns and constrictions reduces efficiencies
- Groundings have resulted in some carriers looking for alternate ports
- The lack of efficient waterborne transportation reduces the competitiveness of the region



Opportunities

- Deeper-draft vessels will access more docks further up the river
- Transport more bulk commodities even under low-water conditions
- Reduce transportation costs and significantly improve other shipping-related efficiencies
- Attract new and former users to the river
- Improve vessel maneuverability through strategic widening to further increase efficiencies
- Incorporate sediment traps to reduce maintenance costs and shoaling



Goals, Objectives & Constraints

Goals & Objectives

- Modify channel dimensions to reduce transportation costs and increase economic efficiencies
- Maximize beneficial use of excavated materials
- Reduce the risks of groundings
- Optimize the efficient use of O&M funds on the river

Constraints

- Avoid disruption to the natural features of the Saginaw River
- Avoid adverse effects through the appropriate placement of contaminated sediments



Schedule

SMART Feasibility Study Process

FCSA Signed (START) 15-Dec-2014

18-36 Months



Questions?

