



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 in the Saginaw Bay entrance channel to 22 to 26 feet in the Saginaw River channel, and 20 feet in two of the turning basins.
- Five year average (2006-2010) tonnage is 3.5M tons of material shipped and received
- Ranked 21st among the Great Lakes Harbors based on five year average (2006-2010) tonnage
- Total of 26 miles of Federal channels and 5 turning basins
- Material dredged from the upper river Federal navigation channel is placed in the Upper Saginaw Dredged Material Disposal Facility, which was constructed in 2008. It is located adjacent to the river approximately 10 miles upstream of the river mouth.
- Material dredged from the Federal navigation channels in the lower river and bay is placed in the Saginaw Bay Confined Disposal Facility, located one mile northeast of the mouth of the river in Saginaw Bay.
- 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,



Additional Major Stakeholders are: Saginaw River Alliance, Sargent Docks & Terminal Company, SIFTO North American Salt, Triple Clean Liquifuels, Wirt Stone Docks.

Project Requirements

- Entrance channel in Saginaw Bay requires annual maintenance dredging of approximately 180,000 cubic yards. The upper river channel requires maintenance dredging of 50,000 to 100,000 cubic yards on a 2 to 3 year cycle.
- Maintenance dredging was conducted in 2012. Dredging is also funded for 2013 and 2014.
- The remaining capacity of the Bay CDF is being assessed as part of a Dredged Material Management Plan to ensure 20 years of dredged material disposal remain.

Consequences of Not Maintaining the Project

- Reduction of bulk commodities that pass through the harbor that generate \$306M annually in direct revenue while supporting 2,435 direct, indirect, and induced jobs that produce over \$183M per year in personal income
- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of between \$1.3M and \$3.4M 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, Ag lime; food and grains, and cement.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2012, 2013 and 2014
Saginaw 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	350	343	350	350	357	357
Maintenance Dredging – Primary Work Package	2,205	2,079*	3,290	3,290	2,000	2,000
Maintenance Dredging – Backlog Work Package	3,170		2,000		2,000	
CDF Fill Management	1,000		750		1,000	1,000
DMMP Development	200	196	188	188	200	200
Upper Saginaw CDF Operations			263	263	280	280
TOTALS	6,925	2,618	6,841	4,091	5,837	3,837

*Provided by National Provision in the FY12 Consolidated Appropriation Bill

Congressional Interests

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