



US Army Corps
of Engineers®



Manitowoc Harbor, WI

Project Features

- Located on the west shore of Lake Michigan about 79 miles north of Milwaukee, WI, and about 106 miles from Sturgeon Bay Harbor and the Lake Michigan Ship Canal.
- Authorization: River & Harbor Acts of 2 Mar 1907, 30 Aug 1935, 26 Aug 1937, 23 Oct 1962, 14 Jul 1960 (Sec 107), 31 Dec 1968
- Deep draft commercial harbor
- Project depths vary from 22 to 25 feet in entrance and inner channels and a 12 foot deep channel at the upper end of the project. A 10 foot deep recreational navigation channel is adjacent to the CDF.
- 136K tons of material shipped and received in 2013
- Over 4,100 feet of structures including breakwaters and piers
- Over 2.5 miles of maintained channel
- The Manitowoc Harbor Confined Disposal Facility is located in Lake Michigan extending northward from the north breakwater.
- Major stakeholders include Burger Boat Building, Busch Agricultural Resources Inc., C. Reiss Coal Co., Lake Michigan Car Ferry, and St. Marys Cement.

Project Requirements

- Approximately 25,000 to 40,000 cubic yards of material must be dredged from the river channel on a 2 to 3 year cycle; the harbor was last dredged in 2014.
- Maintenance dredging currently required and there are plans to dredge the harbor in 2016.
- Periodic maintenance of the CDF is required; funding is needed to replenish protection stone and to repair existing walkways and handrails. Some of these repairs are within a section of the CDF that is open to public use.



- WRDA 2007 authorized the deepening of this harbor to 18 feet (in previously 12 foot depth area). To date this deepening has not been funded.

Consequences of Not Maintaining the Project

- Significant loss of jobs both locally and regionally
- Reduction of bulk commodities that pass through the harbor and generate \$1.02B annually in business revenue while supporting 6,217 direct, indirect, and induced jobs that produce over \$307M per year in personal income in transportation and commodity related industries.
- If the harbor were closed to commercial traffic, commodities would have to be transported by rail or truck. This would increase annual emission rates by 27 M lbs of harmful particulate matter (PM-10) and increase costs by \$6,000 due to increased railroad related accidents, and \$3.9M due to increased trucking related accidents.
- Light loading; loss of channel depth results in increased transportation costs

Transportation Importance

- Locally significant receiving port on the Great Lakes and Harbor of Refuge
- Commodities received include coal, cement, and bio fuels
- Boat building is a significant economic catalyst to the local economy

**U.S. Army Corps of Engineers Fiscal Year (FY) 2015, 2016 and 2017
Manitowoc Harbor, WI - Project Requirements and President's Budget (\$1,000)**

Work Package	FY15 Requirement	FY15 Appropriation	FY16 Requirement	FY16 Appropriation	FY17 Requirement	FY17 President's Budget
Maintenance Dredging – Primary Work Package	590		845	845	0	
Maintenance Dredging – Backlog Work Package	850		850		850	
CDF Fill Management/Maintenance	100					
Critical Breakwater Safety Maintenance					25	
TOTAL	1,540	0	1,695	845	875	0

Congressional Interests

- Representative Glenn S. Grothman R-WI-6
- Senator Ron Johnson R-WI
- Senator Tammy Baldwin D-WI