



US Army Corps
of Engineers®



Milwaukee Harbor, WI

Harbor Features

- Located on the west shore of Lake Michigan about 85 miles north of Chicago, IL.
- Authorization: River & Harbor Acts of 30 Aug 1935, 2 Mar 1945, 14 Jul 1960, 23 Oct 1962
- Deep draft commercial harbor
- Project depths of 30 feet in the approach channel, 28 feet in the entrance channel, 27 feet in a major portion of the south basin, 21 feet in the north basin.
- The project also provides for river channels with a depth of 27 feet in the Kinnickinnic and Milwaukee Rivers, lakeward of the first railway bridges on each river, a depth of 21 feet on the Menomonee River to 25th Street, the South Menomonee Canal to 13th Street, and Burnham Canal to 11th Street.
- 3.13M tons of material shipped and received in 2013
- Ranked 22nd among the Great Lakes Harbors
- Over 21,000 feet of structures including breakwaters, piers and revetments
- The Milwaukee Confined Disposal Facility (CDF) is located within the harbor in the southwest corner. A new Dredged Material Disposal Facility was completed in 2012 on top of the old CDF. It has 20 years of capacity.
- Major stakeholders include U.S. Coast Guard, Ace World Wide, Canadian Pacific Railway, Cargill Salt, Charter Wire, Chicago & Illinois River Marketing LLC, CP Railway, Construction Resources Management Inc., Edward E. Gillen Co., Federal Marine Terminals Inc., International Longshoremen's Assoc., Jacobus Co., Lafarge Corporation, Lake Express Ferry Service, Milwaukee Bulk Terminals, Milwaukee Intermodal Terminal, Milwaukee World Festivals, North American Salt Co., RSI Logistics, St. Marys Cement,



Support Terminal Services, U.S. Navy, FEDNAV, Union Pacific Railroad Company, Valero Inc., We Energies, and Wisconsin Lake Schooner.

Project Requirements

- Dredging is required on a 3 to 4 year cycle. The harbor was last dredged in 2015.
- There currently is a backlog of material that needs to be dredged from the harbor.
- Navigation structures are primarily maintained by the government floating plant; steel sheet pile substructure is exposed and showing signs of excessive deterioration; concrete cap section is out of alignment and beginning to fail.
- It is anticipated that the detached section of the breakwater will require major reconstruction.
- The Milwaukee CDF reached capacity in 2011. A new Dredged Material Disposal Facility was constructed on top of the old CDF by raising the elevation of the containment berms. Work on the facility was completed in 2012.

Consequences of Not Maintaining the Project

- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of between \$1.0M and \$1.8M annually.
- Reduction of bulk commodities that pass through the harbor that generate \$4.84B annually in business revenue while supporting 28,858 direct, indirect, and induced jobs that produce over \$1.44B 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 and truck. This would increase annual emission rates by over 127M lbs of harmful particulate matter (PM-10) and increase costs by \$833,000 due to increased railroad related accidents, and \$8.5M due to increased trucking related accidents.

Transportation Importance

- Major receiving and shipping port on the Great Lakes and serves as a Harbor of Refuge.

- Commodities include non-metal minerals, coal, corn, soybeans, peas, cement and concrete, sand and gravel, as well as manufactured goods.
- Transportation hub for car ferry service crossing Lake Michigan and a new terminal for cruise ships.
- The Port of Milwaukee is the inland waterway system’s most northern connection to the Great Lakes system. Due to its strategic location, accessibility to deep-draft vessels, river barges, and Class I railways, and its heavy lift cranes and large amounts of lay down space, the Port of Milwaukee is well-positioned to continue to play a key role in the growth of Midwest wind farms by handling wind energy equipment.
- The U.S. Coast Guard’s Sector Lake Michigan is located in Milwaukee, WI and is responsible for all Coast Guard missions on Lake Michigan and surrounding navigable waterways, including: Search and Rescue, Law Enforcement, Aids to Navigation, Marine Safety, and Homeland Security.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2015, 2016 and 2017
Milwaukee 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
Project Condition Surveys	75	75				
Maintenance Dredging – Primary Work Package	785	785				
Maintenance Dredging – Backlog Work Package	2,225		2,225		2,225	
Repair North Detached Breakwater Section D – by Contract	7,000					
Design of North Breakwater Repairs – Sec. D	350		350	350	0	
E&D-Repairs to North Detached Breakwater – Section B & C	200		250		0	
Repair Breakwaters with Govt. Floating Plant	1,250	1,250	1,250	1,250	1,250	1,250
EGIS Development			20		20	
TOTAL	11,885	2,110	4,095	1,600	3,495	1,250

Congressional Interests

- Representative Gwen S. Moore D-WI-4
- Senator Ron Johnson R-WI
- Senator Tammy Baldwin D-WI