



US Army Corps
of Engineers ®



Ludington Harbor, MI

Harbor Features

- Located on the east shore of Lake Michigan, 156 miles northeast of Chicago, IL and 67 miles north of Grand Haven, MI
- Authorization: Rivers & Harbors Acts of 2 Mar 1867, 3 Mar 1899, 2 Mar 1907, 31 Dec 1970
- Deep draft commercial harbor
- Project depths: 27 to 30 feet in the entrance channel and 18 feet deep in the basins
- 360K tons of material shipped and received in 2021
- Over 8,700 feet of structures including breakwaters, piers, and revetments
- Over one mile of navigation channel
- Municipal marina services approximately 1,100 transient boats per year
- Major stakeholders: U.S. Coast Guard, Dow Chemical, Lake Michigan Car Ferry service (S.S. Badger), Pere Marquette Shipping, Reith and Riley Asphalt, and multiple charter boat fishing interests

Project Requirements

- Approximately 56,000 to 75,000 cubic yards of material must be dredged on a 2- to 3-year cycle. The harbor was last dredged in spring 2020 with 2019 funds.
- Maintenance dredging will be conducted using FY23 funds
- Sediment sampling and environmental Coordination are currently being conducted.
- Beach nourishment will be conducted using FY22 and FY23 funds.
- Repairs to the South Revetment will be conducted using FY22 funds.
- Repairs to the north and south breakwaters are required. Funds are being requested to conduct engineering and design.



Consequences of Not Maintaining the Project

- Shoaling can require vessels to light load, creating higher transportation costs.
- Deterioration of navigation structures results in worsened wave climate, accelerated shoaling, and public safety hazard
- Light loading: losses of between 4 and 6 feet of channel depth would result in increased transportation costs of between \$44,000 and \$101,000 annually.
- 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 3.9M lbs. of harmful particulate matter (PM-10) and increase costs by \$867K due to increased railroad related accidents and \$580K due to increased truck related accidents.

Transportation Importance

- Regionally significant receiving port on the Great Lakes and a harbor of refuge
- Commodities received include limestone, sand, gravel, slag, and salt
- Waterborne transportation facilitated by the harbor supports \$117.2M in business revenue, 539 direct, indirect, and induced jobs, and \$37.6M in labor income to the transportation sector.

Transportation Importance (cont'd)

- Homeport to S.S. Badger ferry that maintains cross-Lake Michigan service, very important regional ferry service for passenger vehicles and commercial trucks
- The U.S Coast Guard Station Ludington resides within the harbor.
- Commodities handled by the harbor support \$1.5B in business revenue, 6,952 direct, indirect, and induced jobs, and \$376.1M in labor income.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2022, 2023, and 2024
Ludington Harbor, MI – Project Requirements and President’s Budget (\$1,000)**

Work Package	FY22 Requirement	FY22 Appropriation	FY23 Requirement	FY23 Appropriation	FY24 Requirement	FY24 President’s Budget
Maintenance Dredging	650	0	650	650	0	0
North and South Breakwater Repairs - Engineering and Design	790	0	850	0	850	0
South Revetment Maintenance	500	500	0	0	0	0
Section 111 Beach Nourishment Activities	500	500	500	500	0	0
Real Estate Management	7	7	14	14	8	8
TOTAL	2,447	1,007	2,014	1,164	858	8

Congressional Interests

- Representative John Moolenaar R-MI-2
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI