



US Army Corps
of Engineers ®



Manitowoc Harbor, WI

Harbor Features

- Located on Lake Michigan, in the city of Manitowoc, Manitowoc County, Wisconsin, approximately 80 miles north of Milwaukee.
- Authorization: Rivers & Harbors 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 with a federal channel length of approximately 2.5 miles.
- Authorized project depths are 25' in the entrance channel 22' in the inner channels, 12' at the upper end, and 10' adjacent to the confined disposal facility.
- 5,644 linear feet of timber crib, steel sheet pile, wood pile, parapet wall, and rubble mound structures.
- Dredged sediment is placed in the Manitowoc confined disposal facility (CDF).
- 194K tons of cargo shipped/received in 2021.
- Major stakeholders: Burger Boat Company, Broadwind & Konecranes manufacturing, C. Reiss Coal Co., Lake Michigan Car Ferry, and St. Mary's Cement.

Project Requirements

- 25 - 40K cubic yards of sediment is removed from the harbor and river channel on a 2 to 3-year cycle.
- The current sediment backlog within the federal channel is 603K cubic yards.
- Loss of available depth within the center half-width of the channel ranges from 2 - 4 feet throughout.
- The channel was last maintained in 2020 when 47K cubic yards of sediment was removed at the bend east of the inner channel (upper reach).



- The CDF has approximately 60K cubic yards of storage capacity remaining, equating to 6 years of harbor operations based on present dredging requirements.
- A Dredged Material Management Plan (DMMP) was initiated to identify suitable locations for a minimum of 20 years of sediment placement.
- FY22 agency workplan investments funded sediment sampling, characterization, and analysis.
- Design efforts were initiated in FY22 for 2,290 linear feet of repair south and north breakwater and will continue in FY24.
- Breakwater safety maintenance to include signage, safety ladders, and railings were also funded in FY22.
- In FY23, stone placement by government floating plant was completed for the lakeside ends of the north and south breakwaters and the harborside end of the north breakwater.
- The 2007 Water Resources Development Act (WRDA) authorized deepening the upper channel segment to 18' (previously 12'), appropriation has not been provided.

Consequences of Not Maintaining the Project

- Significant loss of jobs both locally and regionally.
- 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 1.4M lbs of harmful particulate matter (PM-10) and increase costs by \$306K due to increased railroad related accidents, and \$205K due to increased trucking related accidents
- Light loading: losses of between 2 and 3 feet of channel depth would result in increased transportation costs of between \$124 and \$241K annually

Transportation Importance

- Serves as a harbor of refuge for both commercial and recreational vessels.

- Waterborne transportation facilitated by the harbor supports \$8.4M in business revenue, 39 direct, indirect, and induced jobs, and \$2.7M in labor income to the transportation sector.
- Commodities handled by the harbor support \$177.9M in business revenue, 1,075 direct, indirect, and induced jobs, and \$53.4M in labor income.
- This harbor has typically served charter fishing and recreational navigation interests.
- A seasonal car ferry has run between Manitowoc Harbor and Ludington, MI daily since 1953, serving both recreational and commercial interests.
- The local community has established significant infrastructure around the harbor and generates income from users and visitors.
- In April 2022, a 650-foot bulk freighter, the largest vessel to visit the harbor in 20 years, delivered grain for Breiss Malt operations.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2023, 2024, and 2025
Manitowoc Harbor, WI – Project Requirements and President’s Budget (\$1,000)**

Work Package	FY23 Requirement	FY23 Appropriation	FY24 Requirement	FY24 Appropriation	FY25 Requirement	FY25 President’s Budget
Critical Breakwater Safety Maintenance	0	0	0	0	0	0
Government Fleet – Repair of South Breakwater	557	557	0	0	0	0
Engineer & Design – South Breakwater Repair	0	0	0	0	0	0
South Breakwater Repair	0	0	6,500	6,500	0	0
North Breakwater Repair	0	0	5,500	5,500	0	0
Dredged Material Management Plan	150	0	600	855	0	0
Sediment Sampling and Analysis	0	0	150	0	0	0
Real Estate Management	5	5	5	5	5	5
TOTAL	712	562	12,755	12,860	5	5

Congressional Interests

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