



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: Rivers & Harbors 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.
- 2.8M tons of material shipped and received in 2019
- Ranked 22nd in tonnage among the Great Lakes harbors in 2019
- 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. As of 2020, it has 15 years of capacity.
- Major stakeholders include U.S. Coast Guard, Canadian Pacific Railway, Cargill Salt, Charter Wire, Construction Resources Management Inc., Federal Marine Terminals Inc., International Longshoreman's Assoc., U.S. Venture, Lafarge Holcim, Lake Express Ferry Service, Milwaukee Bulk Terminals, and Great Lakes Towing.



- Additional stakeholders include Milwaukee World Festivals, St. Marys Cement, U.S. Navy, FEDNAV, Union Pacific Railroad Company, We Energies, Discovery World, and Compass Minerals.

Project Requirements

- Dredging is required on a 3 to 4 year cycle.
- Maintenance dredging was completed in 2019 with funding from FY18 and FY19. Approximately 58,000 cubic yards of material was removed and no further maintenance dredging is currently required.
- Navigation structures are primarily maintained by the government floating plant; steel sheet pile substructure was repaired in 2018 using FY17 funds.
- Sections of existing breakwater are in disrepair and will require repair and raising.

Consequences of Not Maintaining the Project

- 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 21.2M lbs of harmful particulate matter (PM-10) and increase costs by \$3.9M due to increased railroad related accidents, and \$6.4M due to increased trucking related accidents.
- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of between \$1.5M and \$3.1M annually
- Loss of up to \$24.8M in regional purchases and \$34.4 million in state and federal tax revenue

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, sand, gravel, and manufactured goods.
- Transportation hub for car ferry service crossing Lake Michigan and a new terminal for cruise ships

- Waterborne transportation facilitated by the harbor supports \$85.1M in business revenue, 369 direct, indirect, and induced jobs, and \$23.9M in labor income to the transportation sector.
- Commodities handled by the harbor support \$2.8B in business revenue, 15,849 direct, indirect, and induced jobs, and \$797M in labor income.
- The Port of Milwaukee is the Mississippi River and 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 expected to continue to play a key role in the growth of Midwest wind energy equipment transportation.
- 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) 2019, 2020, and 2021
Milwaukee Harbor, WI - Project Requirements and President’s Budget (\$1,000)**

Work Package	FY19 Requirement	FY19 Appropriation	FY20 Requirement	FY20 Appropriation	FY21 Requirement	FY21 Appropriation
Maintenance Dredging – Primary Work Package	500	500	0	0	0	0
Maintenance Dredging – Backlog Work Package	2,225	0	0	0	0	0
Engineering and Design for Repairs to Breakwater	0	0	0	0	400	400
Repair Breakwaters with Gov’t. Floating Plant	1,570	1,570	1,341	1,341	1,500	0
Real Estate Management	20	20	0	0	11	11
TOTAL	4,315	2,090	1,341	1,341	1,911	411

Congressional Interests

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