



US Army Corps
of Engineers ®



Milwaukee Harbor, WI

Harbor Features

- Located on Lake Michigan in the city of Milwaukee, Milwaukee County, Wisconsin.
- Authorization: Rivers & Harbors Acts of 30 Aug 1935, 2 Mar 1945, 14 Jul 1960, 23 Oct 1962.
- Deep draft commercial harbor, over 4 miles a federal channel length.
- Authorized 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, and 21 feet in the north basin.
- Channel depths are 27 feet in the Kinnickinnic and Milwaukee Rivers lakeward of the first railway, and 21 feet in the Menomonee River to 25th Street, the South Menomonee Canal to 13th Street, and the Burnham Canal to 11th Street.
- 22,906 lineal feet of timber crib, steel sheet pile, or concrete caisson breakwaters, piers, and revetments.
- 2.4M tons of cargo shipped/received in 2021.
- Sediment removed from the channel is placed within the Milwaukee Confined Disposal Facility (CDF). The facility was vertically expanded in 2012. It has approximately 376K cubic yards of storage capacity remaining, equating to 16 years of harbor operations based on present dredging requirements.
- 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, Milwaukee World Festivals, St. Marys Cement, U.S. Navy, FEDNAV, Union Pacific Railroad Company, and We Energies.



Project Requirements

- 30K - 40K cubic yards of sediment must be removed on a 3- to 4-year cycle. The current sediment backlog within the channel is 356K cubic yards.
- Loss of available depth within the center half-width of the channel ranges from 0 to over 4 ft of shoaling above the authorized depth, notably at the Milwaukee River north of the Entrance Channel and west of the Menomonee River, and the upstream end of the Menomonee River channel.
- Maintenance dredging was last completed in 2023, with 57K cubic yards of sediment removed from the Entrance Channel and South Turn Basin.
- The navigation structures are routinely maintained on annual basis by the government floating plant.

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 20.9M lbs of harmful particulate matter (PM-10) and increase costs by \$4.7M due to increased railroad related accidents, and \$3.1M 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 \$311K and \$1M annually.
- Loss of up to \$24.8M in regional purchases and \$34.4M in state and federal tax revenue.

Transportation Importance

- Harbor of refuge for commercial shipping.
- Commodities include non-metal minerals, coal, corn, soybeans, peas, cement, sand, gravel, and manufactured goods.
Transportation hub for carferry service crossing Lake Michigan and a terminal for cruise ships.

- Waterborne transportation facilitated by the harbor supports \$136.6M in business revenue, 621 direct, indirect, and induced jobs, and \$43.8M in labor income to the transportation sector.
- Commodities handled by the harbor support \$2.9B in business revenue, 16,439 direct, indirect, and induced jobs, and \$826M in labor income.
- The Port of Milwaukee is the Mississippi River and inland waterway systems' most northern connection within the Great Lakes. Its location, accessibility to marine vessels of all types, Class I railways, heavy lift cranes, and space also support the logistical needs of Midwest wind energy industries.
- The harbor serves the Great Lakes and international cruise ship industry, as a docking port for the Wisconsin shoreline.
- A high-speed seasonal carferry has run daily between Milwaukee and Muskegon, MI since 2004.
- USCG Sector Lake Michigan oversees all Coast Guard stations on Lake Michigan and surrounding navigable waterways. Missions include search and rescue, law enforcement, aids to navigation, marine safety, and homeland security.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2023, 2024, and 2025
Milwaukee 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
Maintenance Dredging – Primary Work Package	2,410	2,410	0	0	0	0
Project Condition Surveys	125	125	125	125	135	135
Breakwater Repair	6,000	6,000	0	0	0	0
Repair Breakwaters with Gov’t. Floating Plant	1,518	1,518	1,600	1,600	1,600	1,600
Real Estate Management	11	11	13	13	12	12
Maintenance of Dredged Material Disposal Facilities for Navigation	0	0	40	40	40	40
TOTAL	10,064	10,064	1,778	1,778	1,787	1,787

Congressional Interests

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