



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.
- 89th leading U.S. port with 4.0M tons of material shipped or received in 2006.
- Ranked 20th among the Great Lakes Harbors in 2006.
- Over 21,000 feet of structures including breakwaters, piers and revetments.
- The Milwaukee Confined Disposal Facility is located within the harbor in the southwest corner.
- Major stakeholders include U.S. Coast Guard, Lake Carriers' Association, Ace World Wide, Canadian Pacific Railway, Cargill Salt, Charter Wire, CP Railway, Edward E. Gillen Co., Federal Marine Terminals, Inc., International Longshoremen's Assoc., Jacobus Co., Lafarge Corporation, Milwaukee Bulk Terminals, Lake Express Ferry Service, Milwaukee Intermodal Terminal, Milwaukee World Festivals, North American Salt Co., RSI Logistics, St. Mary's Cement, Support Terminal Services, U.S. Navy, Union Pacific Railroad Company, Valero Inc., We Energies, and Wisconsin Lake Schooner.



Project Needs

- Dredging is completed on a 3 to 4 year cycle. The harbor was last dredged in 2008.
- Navigation structures are primarily maintained by Government floating plant, and it is anticipated that one section of the breakwater will require major reconstruction.
- A Dredge Material Management Plan needs to be completed to document additional capacity needs in the CDF to support a combined Legacy Act project with the EPA and Port of Milwaukee.

Consequences of Not Maintaining the Project

- Significant loss of jobs both locally and regionally.
- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of between \$900,000 and \$2,200,000 annually.

August 2008

Transportation Importance

- Major receiving and shipping port on the Great Lakes.
- Commodities include non-metal minerals, coal, corn, soybeans, peas, cement and concrete, sand and gravel, and manufactured goods.

- Transportation hub for car ferry service crossing Lake Michigan and a new terminal for cruise ships.
- The port generates revenues of \$80M annually and directly supports 1,000 jobs.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2008, 2009 and 2010
Milwaukee Harbor, WI - Project Needs and President's Budget (\$1,000)**

Work Package	FY08 Need	FY08 Allocation	FY09 Need	FY09 President's Budget	FY10 Need	FY10 Budget*
Project Condition Surveys	179	179	188			
Maintenance Dredging – Primary Work Package	840	840				
Maintenance Dredging – Backlog Work Package					1,780	
CDF Expansion	3,000		2,200		2,000	
Repair North Breakwater - by Govt. Floating Plant	500	386			625	
Repair North Detached Breakwater Section D – by Contract			2,000		2,000	
Repair Stub Pier Stone – by Govt. Floating Plant			650	650		
Design of North Breakwater Repairs	350		350		350	
E&D-Repairs to North Detached Breakwater – Section B & C					200	
TOTALS	4,869	1,405	5,388	650	6,955	

*FY10 President's Budget will be available in February 2009.

Congressional Interests

- Representative Gwen S. Moore D-WI-4
- Senator Russell Feingold D-WI
- Senator Herb Kohl D-WI