



## Manitowoc Harbor, WI

### Project Features

- Located on the west shore of Lake Michigan about 79 miles north of Milwaukee, WI, and about 106 miles from Sturgeon Bay Harbor and the Lake Michigan Ship Canal.
- Authorization: River & Harbor 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
- Project depths varying from 22 to 25 feet in entrance and inner channels and a 12-foot deep channel at the upper end of the project. A 10-foot deep recreational navigation channel adjacent to the CDF.
- 368,000 tons of material shipped or received in 2008
- Over 4,100 feet of structures including breakwaters and piers
- Over 2.5 miles of maintained channel
- The Manitowoc Harbor Confined Disposal Facility is located in Lake Michigan extending northward from the north breakwater.
- Major stakeholders include U.S. Coast Guard, Lake Carriers' Association, Burger Boat Building, Manitowoc Portland Cement Co., and Lake Michigan Car Ferry.

### Project Requirements

- Approximately 25,000 to 40,000 cubic yards of material must be dredged from the river channel on a 2 to 3 year cycle; the harbor was last dredged in 2009 with FY09 ARRA funding, and maintenance dredging is currently required within the harbor.
- Periodic maintenance of the CDF is required; funding is needed to replenish protection stone and to repair existing walkways and handrails. Some of these repairs are within a section of the CDF that is open to public use.
- WRDA 2007 authorized the deepening of this harbor.



### Consequences of Not Maintaining the Project

- Significant loss of jobs both locally and regionally
- Bulk commodities that pass through the harbor generate \$11M annually in direct revenue while supporting over 80 jobs and generating \$4M per year in personal income.
- If the harbor was closed to commercial traffic, commodities would have to be transported by rail or truck. This would increase annual emission rates by 59,600 tons of harmful particulate matter (PM-10) and increase costs by \$25,300 due to increased railroad related accidents, and \$7.8M due to increased trucking related accidents.
- Light loading; loss of channel depth results in increased transportation costs.

### Transportation Importance

- Locally significant receiving port on the Great Lakes
- Commodities received include coal, cement, and bio fuels.
- Boat building is a significant economic catalyst to the local economy.
- Harbor of Refuge

**U.S. Army Corps of Engineers Fiscal Year (FY) 2011, 2012 and 2013  
Manitowoc Harbor, WI - Project Requirements and President's Budget (\$1,000)**

<b>Work Package</b>	<b>FY11 Requirement</b>	<b>FY11 Work Plan</b>	<b>FY12 Requirement</b>	<b>FY12 Appropriation</b>	<b>FY13 Requirement</b>	<b>FY13 President's Budget</b>
Project Condition Surveys	35		41		41	
Maintenance Dredging - Primary Work Package	575		549		549	
Maintenance Dredging - Backlog at Authorized Dimensions	850		850		850	
CDF Fill Management	180		800		800	
Structural Repairs	225		240		240	
<b>TOTALS</b>	<b>1,865</b>	<b>0</b>	<b>2,480</b>	<b>0</b>	<b>2,480</b>	

**Congressional Interests**

- Representative Thomas E. Petri R-WI-6
- Senator Ron Johnson R-WI
- Senator Herb Kohl D-WI