



## 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.
- 90th leading U.S. port with just over 3.2M tons of material shipped or received in 2008
- Ranked 19th among the Great Lakes Harbors in 2008
- 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 Requirements

- Dredging is completed on a 3 to 4 year cycle. The harbor was last dredged in 2011.
- Navigation structures are primarily maintained by Government floating plant; Steel sheet pile substructure already exposed and showing signs of excessive deterioration; Concrete cap section already out of alignment and beginning to fail. Structure repairs were funded by an allocation from the National Provision in the FY12 Consolidated Appropriation Bill.
- It is anticipated that one section of the breakwater will require major reconstruction.
- The Milwaukee CDF reached capacity in 2011. A new Dredged Material Disposal Facility is being constructed on top of the old CDF by raising the elevation of the containment berms. Work on the facility will be completed in 2012.

### Consequences of Not Maintaining the Project

- Bulk commodities that pass through the Port of Milwaukee generate nearly \$106M annually in direct revenue while supporting over 720 jobs and generating nearly \$33M per year in personal income.

**Consequences of Not Maintaining the Project**

- If the harbor was closed to commercial traffic, commodities would have to be transported by rail and truck. This would increase annual emission rates by over 127,000 tons of harmful particulate matter (PM-10) and increase costs by \$835,000 due to increased railroad related accidents, and \$10.9M 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 \$512,000 and \$1.2M annually.

**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 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 of Milwaukee is the inland waterway system’s most northern connection to the Great Lakes system. Due to their strategic location, accessibility to deep-draft vessels, river barges, and Class I railways, and their heavy lift cranes and large amounts of lay down space, they are well-positioned to continue to play a key role in the growth of Midwest wind farms by handling wind energy equipment.
- 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) 2011, 2012 and 2013  
Milwaukee 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	207	205				
Maintenance Dredging – Primary Work Package	840	831				
Maintenance Dredging – Backlog Work Package	1,968		1,968		2,225	
Repair North Breakwater - by Govt. Floating Plant	625	619				
Repair North Detached Breakwater Section D – by Contract	7,000		7,000		7,000	
Repair Stub Pier Stone – by Govt. Floating Plant						
Design of North Breakwater Repairs – Sec. D	350		350		350	
E&D-Repairs to North Detached Breakwater – Section B & C	200		200		200	
Repair Breakwaters with Govt. Floating Plant			2,000	1,485*	1,782	
<b>TOTALS</b>	<b>11,190</b>	<b>1,655</b>	<b>11,518</b>	<b>1,485</b>	<b>11,557</b>	<b>0</b>

\*Provided by National Provision in the FY12 Consolidated Appropriation Bill

**Congressional Interests**

- Representative Gwen S. Moore D-WI-4
- Senator Ron Johnson R-WI
- Senator Herb Kohl D-WI