



## 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.
- Five year average (2006-2010) tonnage is 3.4M tons of material shipped and received
- Ranked 22<sup>th</sup> among the Great Lakes Harbors based on five year average (2006-2010) tonnage
- 96<sup>th</sup> leading U.S. port in 2010
- 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. A new Dredged Material Disposal facility was completed in 2012 on top of the old CDF. It has 20 years capacity.
- 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, FEDNAV,



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.
- There currently is a backlog of material that needs to be dredged from the harbor.
- 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 the detached section of the breakwater will require major reconstruction.
- The Milwaukee CDF reached capacity in 2011. A new Dredged Material Disposal Facility was constructed on top of the old CDF by raising the elevation of the containment berms. Work on the facility was completed in 2012.

**Consequences of Not Maintaining the Project**

- Light loading; loss of between 1 and 2 feet of channel depth results in increased transportation costs of between \$335,000 and \$761,000 annually.
- Reduction of bulk commodities that pass through the harbor that generate \$146M annually in direct revenue while supporting 1,416 direct, indirect, and induced jobs that produce over \$103M per year in personal income
- 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 127M lbs of harmful particulate matter (PM-10) and increase costs by \$833,000 due to increased railroad related accidents, and \$8.5M due to increased trucking related accidents.

**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 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 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) 2012, 2013 and 2014  
Milwaukee Harbor, WI - Project Requirements and President’s Budget (\$1,000)**

<b>Work Package</b>	<b>FY12 Requirement</b>	<b>FY12 Appropriation</b>	<b>FY13 Requirement</b>	<b>FY13 President’s Budget</b>	<b>FY14 Requirement</b>	<b>FY14 President’s Budget</b>
Project Condition Surveys						
Maintenance Dredging – Primary Work Package						
Maintenance Dredging – Backlog Work Package	1,968		2,225		2,225	
Repair North Detached Breakwater Section D – by Contract	7,000		7,000		7,000	
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		700	<b>700</b>
<b>TOTALS</b>	<b>11,518</b>	<b>1,485</b>	<b>11,557</b>	<b>0</b>	<b>10,475</b>	<b>700</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 Tammy Baldwin D-WI