



US Army Corps
of Engineers ®



Keweenaw Waterway, MI

Harbor Features

- The project is located in the Keweenaw Peninsula of the Upper Peninsula of Michigan, between Keweenaw Bay and Lake Superior. The west, upper entrance is 169 miles east of Duluth, MN and the east, lower entrance is approximately 60 miles west of Marquette, MI.
- Authorization: Rivers & Harbor Acts of 3 Mar 1865, 3 Jul 1866, 10 Apr 1869, 2 Mar 1871, 27 Mar 1872, 3 Mar 1873, 5 Aug 1886, 19 Sep 1890, 15 Mar 1898, 25 Jun 1910, 2 Mar 1919, 30 Aug 1935
- Deep draft commercial waterway project
- Project depths: 32 feet in the upper entrance channel, 28 feet in the lower entrance channel, and 25 feet in the interior channel
- Over 24,300 feet of structures including breakwaters, piers, and revetments
- Over 18 miles of maintained channels
- The Keweenaw Waterway Confined Disposal Facility (CDF) has a remaining capacity of approximately 15 years.
- Major stakeholders: USACE (Lily Pond Stone Dock), U.S. Coast Guard, USCG, Mattila Rock & Dock LLC, and UP Power

Project Requirements

- Approximately 40,000 to 50,000 cubic yards of material must be dredged on a 10-to-20-year cycle.
- Dredging with FY18 funds began in fall 2019 and completed in spring 2020.
- Maintenance dredging is currently required.
- Funding was received in the FY19 Work Plan to initiate design for lower entry concrete pier and ice plates repairs. Additional funds needed to complete final design.
- Rubble mound structure at upper entry will be repaired in summer 2021.
- Maintenance to the CDF is currently required.



- Maintenance of monoliths and structures at both upper and lower entrances is required.

Consequences of Not Maintaining the Project

- Significant loss of local jobs
- Potential loss of safe harbor for commercial vessels
- Commercial navigation vessels that shelter in waterway would be put at risk.
- Increased risk of damages to private, marine structures and boat launches
- If revetments are compromised, bank stability would impact shoaling and waterway access.
- If breakwaters at either channel entrance are compromised, private and public recreational land will be at increased risk of property damage and erosion.
- Loss of USCG marine rescue and safety operations

Transportation Importance

- Critical harbor of refuge on Lake Superior.
- Commodities shipped or received include gasoline and various other products.
- The community has significant income generating infrastructure around harbor facilities for harbor users and area visitors.

Transportation Importance (cont'd)

➤ Distances between Marquette and Duluth, and Ashland and Marquette, are approximately 25 miles shorter via the waterway

➤ The waterway is a key tourism area that supports boating and summer recreation.

**U.S. Army Corps of Engineers Fiscal Year (FY) 2020, 2021, and 2022
Keweenaw Waterway, MI - Project Requirements and President's Budget (\$1,000)**

Work Package	FY20 Requirement	FY20 Appropriation	FY21 Requirement	FY21 Appropriation	FY22 Requirement	FY22 President's Budget
Maintenance Dredging – Primary Work Package	0	0	1,000	0	1,000	1,000
Preliminary Assessment for Future Dredged Material Disposal Needs	0	0	75	75	0	0
E&D and Construction – Repair of Lower Entry Navigation Structures	0	0	7,000	0	23,000	0
Repair of Upper Entry Navigation Structures	0	0	0	0	2,500	0
Gov't. Floating Plant Repairs – Upper Entry Navigation Structure	0	0	850	850	0	0
Cultural Resource Management (Env. Stewardship) for Nav	0	0	20	20	21	0
Real Estate Management	0	0	18	18	19	19
Maintenance of Dredged Material Disposal Facility	0	0	250	0	1,750	250
Other Business Lines						
Recreation	22	16	22	10	22	10
Environmental Stewardship	19	19	0	0	0	0
TOTAL	41	35	9,235	973	28,312	1,279

Congressional Interests

- Representative Jack Bergman R-MI-1
- Senator Gary Peters D-MI
- Senator Debbie Stabenow D-MI