



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 was completed using funds received in FY22.
- Maintenance Dredging funds were included in the FY24 President's Budget.
- Upper entry structure and the Lily Pond mooring area routine maintenance started in summer 2021 and will be continued with FY22 and FY23 funds. Additional funds are required.
- Maintenance to the CDF is currently required.



- Funding was received in FY19 to initiate design for lower entry breakwater repairs. Additional funding received in FY23 to continue the engineering and design efforts. Funding has been requested to repair the lakeward 900 feet of the breakwater. Design efforts will develop a cost estimate for repairing the entire structure and inform phased construction budget requests.

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.
- 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) 2022, 2023, and 2024
Keweenaw Waterway, MI – Project Requirements and President’s Budget (\$1,000)**

Work Package	FY22 Requirement	FY22 Appropriation*†	FY23 Requirement	FY23 Appropriation	FY24 Requirement	FY24 President’s Budget
Maintenance Dredging	1,000	1,000	0	0	1,650	1,650
Sediment Sampling, Analysis, and Environmental Coordination	0	0	0	0	200	200
Dredged Material Disposal Facility Maintenance	250	250	0	0	0	0
Upper Entry Navigation Structure Repairs - Engineering and Design	370	370*	0	0	0	0
Upper Entry Navigation Structure and Lily Pond Mooring area	2,150	2,150†	1,550	1,400	1,000	0
Lower Entry Navigation Structure Repairs - Engineering and Design	480	0	480	480	0	0
Lower Entry Navigation Structure Repairs Sections L, M, & N - Construction	13,700	0	13,700	0	13,700	0
Cultural Resources Management and Curation	21	0	21	21	21	21
Real Estate Management	19	19	27	27	28	20
Recreation Facilities Operations and Maintenance	22	10	22	10	23	17
TOTAL	18,012	3,799	15,800	1,938	16,622	1,908

*Funded with supplemental funds, Bipartisan Infrastructure Law (BIL)

†Funded with supplemental funds, Disaster Relief Supplemental Appropriations Act (DRSAA)

Congressional Interests

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