



DEPARTMENT OF THE ARMY  
MISSISSIPPI VALLEY DIVISION, CORPS OF ENGINEERS  
P.O. BOX 80  
VICKSBURG MS 39181-0080

REPLY TO  
ATTENTION OF

September 27, 2004

SEPT 8 2004

**NOTICE OF FINAL INTEGRATED FEASIBILITY REPORT AND  
PROGRAMMATIC ENVIRONMENTAL IMPACT STATEMENT FOR THE  
UPPER MISSISSIPPI RIVER-ILLINOIS WATERWAY SYSTEM  
NAVIGATION FEASIBILITY STUDY**

The District Engineer of the Rock Island District has prepared a Final Integrated Feasibility Report and Programmatic Environmental Impact Statement which recommends a dual-purpose authorization to address the navigation efficiency and ecosystem restoration needs of the Upper Mississippi River-Illinois Waterway (UMR-IWW) Navigation System. The report was prepared under authority of Section 216 of the Flood Control Act of 1970 (Public Law 91-611).

The District Engineer recommends an integrated plan be approved as a 50-year framework for modifications and operational changes to the Upper Mississippi River and Illinois Waterway System to provide for navigation efficiency and environmental sustainability and to add ecosystem restoration as an authorized project purpose. The integrated plan will provide better focus and flexibility to adaptively manage the operation and maintenance of the system for both navigation and the environment. The plan will include a long-term framework (Alternatives 4 and 6) for navigation efficiency improvements to include small-scale structural and non-structural measures, new 1,200-foot locks and lock extensions, and appropriate measures to avoid, minimize, and mitigate for environmental impacts at a first cost of \$2.4 billion plus annual switchboat operation costs of \$18 million. It also includes a \$5.3 billion long-term framework (Alternative D\*) ecosystem restoration plan to be accomplished in cooperation with the U.S. Fish and Wildlife Service, the five states, and private non-profit groups to improve the natural resources of the river through projects for habitat creation, water-level management, fish passage, and floodplain restoration.

The integrated plan will be implemented through an adaptive approach that will include an incremental implementation strategy paired with periodic checkpoints requiring future reporting to the Administration and Congress. The plan will be administered by the Corps of Engineers in full collaboration with the other Federal and State agencies involved in management of the Upper Mississippi River System. The integrated plan seeks authorization for the first 15-year increment including the following:

**1. Authorization and immediate implementation of Alternative 4 small scale structural and non-structural measures at a total cost of \$218 million to include:**

- Mooring facilities at Lock and Dams 12, 14, 18, 20, 22, 24, and LaGrange (\$11 million)
- Switchboats at Lock and Dams 20-25 Phased Approach (\$207 million for 15 years)
- Appropriate mitigation
- Cost of construction and mitigation shall be paid 50 percent each from the Inland Waterways Trust Fund and the general fund of the U.S. Treasury.

**2. Authorization and immediate implementation of the first increment of Alternative 6 at a total cost of \$1.66 billion to include:**

- New 1200-ft locks at Lock and Dams 20-25, LaGrange and Peoria (\$1.46 billion)
- Appropriate mitigation (\$200 million for site-specific system effects)
- Adaptive implementation to include the following decision points and congressional oversight:
  - A notification report at the end of design and before construction contract award that presents (1) all new information resulting from monitoring river traffic and markets, and (2) the results of any improved models and analysis.
  - An evaluation report will be submitted in approximately 5-7 years to the administration and Congress upon the re-evaluation of regional, national, and world market conditions and development and application of new peer reviewed models, concluding with a recommendation on whether or not to stop or delay lock construction.

These new models will be subjected to review by scientific peers and the model's acceptability will be based on validated theory, computational correctness, and model appropriateness for the study tasks.

- An updated feasibility report requiring additional authorization before proceeding with the five lock extensions at Locks 14-18.
- The cost of construction and mitigation shall be paid 50 percent each from the Inland Waterways Trust Fund and the general fund of the U.S. Treasury.

**3. Authorization of continued study and monitoring of the system to include:**

- Development of an appointment scheduling system
- Development of new spatial model
- Collection of demand elasticity data
- Monitoring of traffic delays and patterns
- Monitoring of domestic and global grain market conditions, land use, crop yield technology, and developments in China regarding import trends
- Cost of the study and monitoring plan shall be paid 50 percent each from the Inland Waterways Trust Fund and the general fund of the U.S. Treasury.

**4. Authorization of the first 15 year increment of the Alternative D\* framework at a total cost of \$1.462 billion to include:**

- a. The following measures shall be specifically authorized for implementation at a total Federal cost of \$250 million and require project implementation reports to be approved by the authorizing committee prior to appropriation of funds.
  - Fish passage at dams 4, 8, 22, 26, & initial Engineering & Design at 19 (\$209 million total)
  - Dam point control at dams 25 & 16 (\$41 million total)
- b. A programmatic authority to implement measures that will provide substantial restoration benefits and will include funds for adaptive management and monitoring at a total cost of \$935 million. These measures will include:
  - water level management (i.e., drawdowns) in 12 pools
  - 23 island building projects
  - backwater restoration at 33 sites
  - 29 side channel restoration efforts
  - wing dam/dike alteration at 19 locations
  - island/shoreline protection at 73 sites
  - improving topographic diversity at 9 locations
  - 13 dam embankment lowering projects, and
  - reduction of water level fluctuation on the Illinois River.

The programmatic authority will include the following:

- Project implementation reports for these measures will be reviewed and approved by the Secretary of the Army (the Secretary).
  - Total cost of each feature will not exceed \$25 million and be appropriated from the general fund of the U.S. Treasury.
  - The cost of operation, maintenance, repair, replacement, and rehabilitation for these features shall be the responsibility of the Federal or state agency administering and managing the public land on which the project is located.
  - The costs for major rehabilitation of projects constructed and damaged in major flood events shall be 100 percent Federal within the project and aggregate limits specified above.
  - The cost of a new report at the end of 15 years to be provided to Congress for potential authorization of additional increments of the plan.
- c. Authorization for acquisition of 35,000 acres of land for purposes of floodplain connectivity, wetland and riparian habitat protection, and restoration at a total cost of \$277 million. The acquisition shall be from willing sellers to the maximum extent practicable. The total Federal cost is estimated at \$180 million and the non-Federal cost \$97 million. The cost-sharing requirements for this acquisition are as follows:
- The Federal share of the cost of land acquisition and restoration shall be 65 percent.
  - The non-Federal sponsor shall be responsible for all lands, easements, rights of way, and relocations necessary to implement the land acquisition and restoration projects.
  - Non-Federal sponsors may include nonprofit entities.

- Regardless of the date of acquisition, the value of lands or interest in lands for land acquired by a non-Federal sponsor in accordance with a project implementation report for any land acquisition and restoration project shall be included in the total cost of the project and credited towards the non-Federal share of the cost of the project. The value of the lands or interest in the lands acquired by a non-Federal sponsor that exceed the non-Federal share of the land acquisition and restoration project costs shall be reimbursed to the non-Federal sponsor.
- The non-Federal sponsor shall be responsible for the cost of operation, maintenance, repair replacement, and rehabilitation of projects under this section.
- The costs for major rehabilitation of projects in this section that are damaged by flood events shall be cost shared.
- The Secretary may provide credit, including in-kind credit, toward the non-Federal share (35 percent) of land acquisition and restoration projects under this section for the reasonable costs of any work performed in connection with a study, preconstruction engineering and design, or construction that is necessary for project implementation.
- The credit for the work shall be limited to the non-Federal share and shall not result in any reimbursement.
- Project implementation reports for these features will be reviewed and approved by the Secretary.

I concur in the findings, conclusions, and recommendations of the District Engineer.

The recommendations contained herein reflect the information available at this time and current Departmental policies governing formulation of individual projects. They do not reflect program and budgeting priorities inherent in the formulation of a national Civil Works construction program nor the perspective of higher review levels within the Executive Branch. Consequently, the recommendations may be modified before they are transmitted to the Congress as proposals for implementation funding. However, prior to transmittal to the Congress, the States of Wisconsin, Iowa, Illinois, Missouri, and Minnesota; interested Federal agencies; and other parties will be advised of any modifications and will be afforded an opportunity to comment further.

The report is being forwarded for policy review prior to action by the Headquarters, United States Army Corps of Engineers, and the Assistant Secretary of the Army for Civil Works. Interested parties may present written views on the report. However, statements submitted should not repeat material previously presented at public meetings, submitted during the public comment period, or contained in this report, as this information is already available. Information submitted should be new and specific in nature and bear directly on the findings of the report.

Written communications should be mailed to the Director of Civil Works, ATTN: CECW-MVD, Headquarters, U.S. Army Corps of Engineers, 441 G Street, NW, Washington, D.C. 20314, in time to be received by **12 November 2004**. If an extension of this date is considered necessary, a written request stating the reasons and additional time desired should be mailed to the address above soon after receipt of this notice.

The Corps of Engineers will not take action on the report until expiration of this notice or any extension thereof. Full consideration will be given to all information submitted. Further information concerning the study or report may be obtained from the District Engineer, U.S. Army Engineer District, Rock Island, ATTN: CEMVR-PM-M, Clock Tower Building, P.O. Box 2004, Rock Island, IL 61204-2004.

The final report is available for review at the Corps of Engineers' Rock Island, St. Louis, and St. Paul District Offices and at over 80 public libraries across the 5-state study area. It is also available on the World Wide Web at <http://www2.mvr.usace.army.mil/umr-jwwsns/>. Additionally, an electronic copy of the report on CD may be requested at no charge or a printed copy of the report may be purchased for the cost of reproduction. Requests may be sent to: District Engineer, U.S. Army Engineer District, Rock Island, ATTN: CEMVR-PM-A (Simmons), Clock Tower Building – P.O. Box 2004, Rock Island, Illinois 61204-2004 or by phone (309) 794-4687.



ROBERT CREAR  
Brigadier General, USA  
Commanding

# Integrated Feasibility Report and PEIS

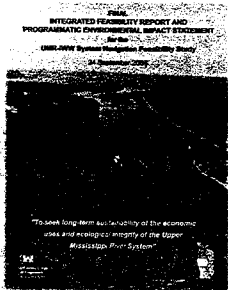
The US Army Corps of Engineers has completed the Final Integrated Feasibility Report and Programmatic Environmental Impact Statement (PEIS) for the Upper Mississippi River – Illinois Waterway System Navigation Feasibility Study. The study was conducted by the Corps of Engineers in close collaboration with other Federal agencies, State agencies, and non-Governmental organizations, and with extensive public involvement.

The report is available for viewing on the study's website at <http://www2.mvr.usace.army.mil/umr-iwwsns/> and at many public libraries. Copies of the report (paper copy, \$35; CD, no charge) may be requested by:

- Email: [FinalNavRptOrder@usace.army.mil](mailto:FinalNavRptOrder@usace.army.mil)
- US Mail: US Army Corps of Engineers, ATTN: Sue Simmons (PM-A), Clock Tower Building – PO Box 2004, Rock Island, IL 61204-2004

Please direct any questions regarding the report to Scott Whitney, Assistant Regional Project Manager, at the above address; or phone (309) 794-5386; or email [scott.d.whitney@usace.army.mil](mailto:scott.d.whitney@usace.army.mil).

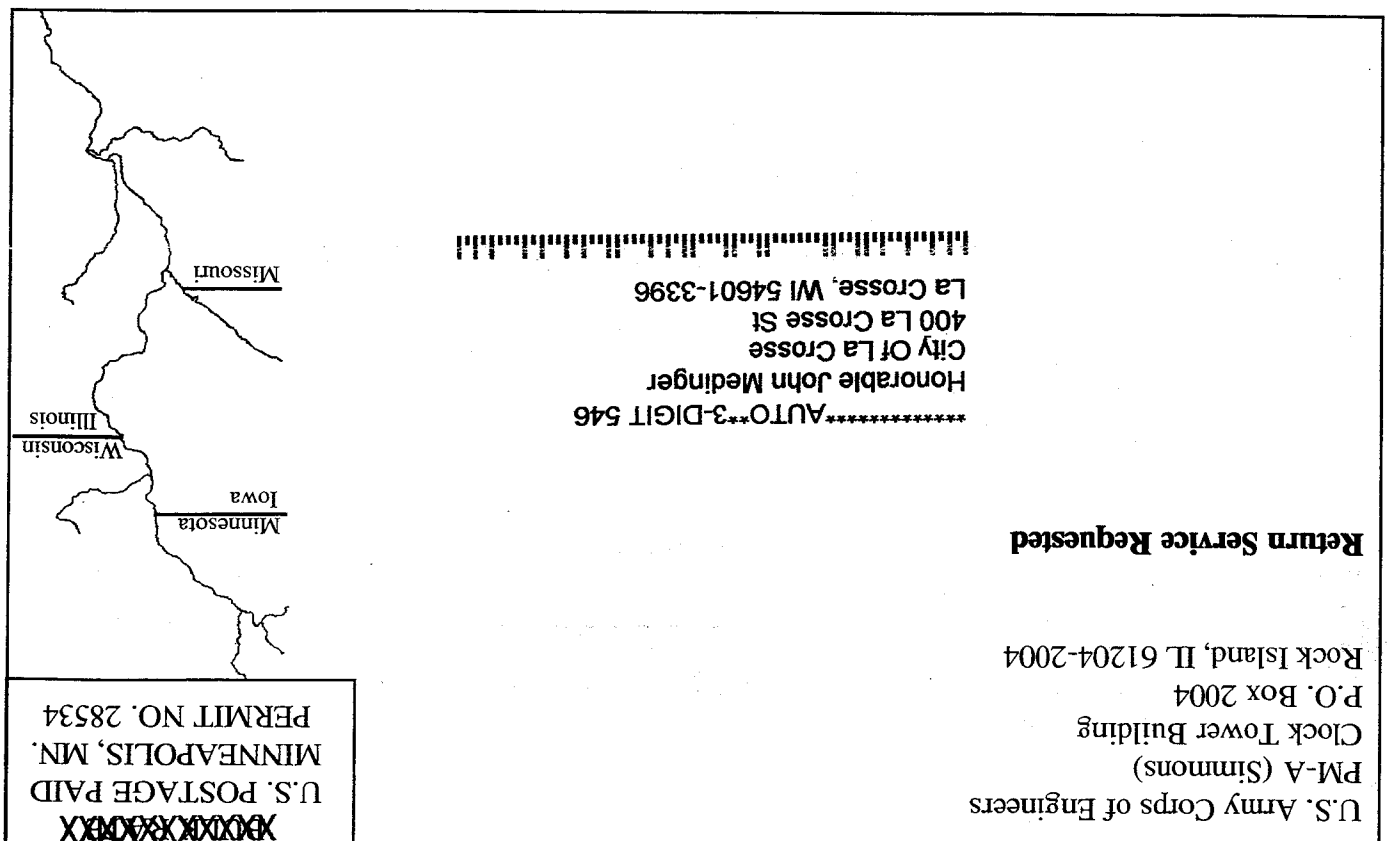
**What's next?** A Chief of Engineer's Report will be prepared in November 2004 and delivered to the Assistant Secretary of the Army for Civil Works for review and coordination with the Administration through the Office of Management and Budget (OMB). Once approved by OMB, the Record of Decision (ROD) will be signed and, along with the Final Feasibility/PEIS Report and Chief of Engineer's Report, will be transmitted to the Administration and Congress for action.



Thank you for your interest throughout this study. Please continue to watch the study's website for updated information.

<http://www2.mvr.usace.army.mil/umr-iwwsns/>

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