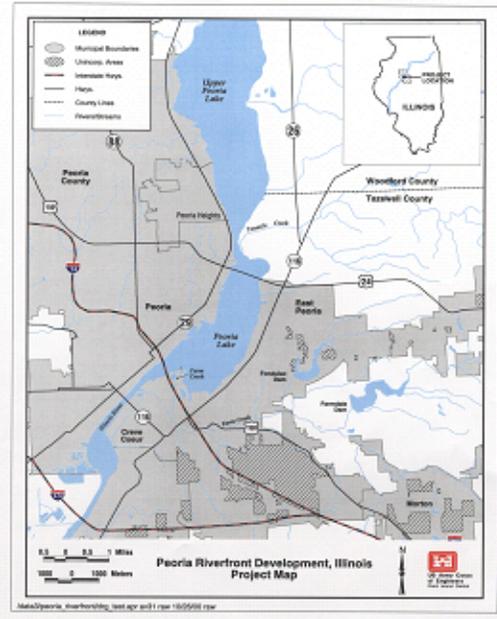


FACT SHEET
PEORIA RIVERFRONT DEVELOPMENT, ILLINOIS
(ECOSYSTEM RESTORATION)
FEASIBILITY STUDY

AUTHORITY: Resolution 2500 of the Committee on Transportation and Infrastructure adopted 9 May 1996 authorized study of the Peoria Lakes. Further, Section 519 of WRDA 2000 authorized \$100 million in FY 01-04 to complete a comprehensive plan, evaluate new technologies and innovative approaches, develop and implement long-term resource monitoring, and evaluate and complete critical restoration projects.

LOCATION: The authorization included the Illinois River between Henry and Naples, Illinois, and the tributaries in this portion of the river. Based on the wording of the authorization, the desires of the Illinois Department of Natural Resources (sponsor), and local interest, the focus for the feasibility study was narrowed to the Lower Peoria Lake (RM 162 to 167). The communities of Peoria and East Peoria border Lower Peoria Lake.

BACKGROUND: A Chief of Engineers Report date July 28 2003 describes the recommended plan and calls for dredging to create deepwater habitat in two locations within Lower Peoria Lake with construction of three islands for terrestrial habitat. One island is to be located upstream of the US highway 150 bridge and two downstream. At the time of Design Agreement negotiations on the Peoria Recommended plan, the sponsor was unable to commit financially to the larger project due to unforeseen budget constraints within the State of Illinois. During negotiations, the sponsor (Illinois Department of Natural Resources – IDNR) expressed the desire to proceed with design of the dredging to create aquatic habitat and a mid-sized island (21-acre island and 55 acres dredged) upstream of the McClugage Bridge (U.S. Highways 24 and 150) as a first phase of the project. Further, the dredging to create aquatic habitat and the mid-sized upper island (21-acre island and 55 acres dredged) component of the project is capable of producing justified habitat benefits independently of the dredging and island construction downstream of the U.S. Highway 150 Bridge. During feasibility, this option was evaluated as a stand-alone alternative plan producing 135 AAHU's and found to be cost effective. Of the alternatives above the McClugage Bridge, the incremental analysis showed that the mid-sized upper island had the lowest cost per unit, \$2,147 per AAHU. Therefore, a Design Agreement was executed 22 August 2003 for the dredging to create aquatic habitat and the mid-sized upper island (21-acre island and 55 acres dredged).



CURRENT STATUS: Sponsor and congressional interests desire to proceed with this project in the most expeditious manner possible and would like the dredging to create aquatic habitat and a mid-sized island (21-acre island and 55 acres dredged) upstream of the McClugage Bridge (U.S. Highways 24 and 150) to occur as a Critical Restoration Project under the authority granted in Section 519 of WRDA 2000. The remaining dredging and islands would still proceed, seeking authorization as a specifically authorized project.

Rock Island District (CEMVR) believes that the first phase of the Peoria Riverfront Development Plan (55 acres dredged to create aquatic habitat and a 21-acre island upstream of the McClugage Bridge) can be implemented under the authority granted in Section 519 of WRDA 2000. This work complies with the cost share, coordination and federal share requirements of Section 519. Most importantly, it will provide independent, immediate and substantial restoration, preservation, and protection benefits to the Illinois River Basin. Implementation under Section 519 is thus consistent with the fundamental requirement of using public funds for the purpose for which they were appropriated. 31 U.S.C. § 1301(a). Therefore, CEMVR requested that the dredging to create aquatic habitat and a mid-sized island (21-acre island and 55 acres dredged) upstream of the McClugage Bridge (U.S. Highways 24 and 150) component of the Peoria Riverfront Development, Illinois (Ecosystem Restoration) Project be added as the eighth Critical Restoration Project under Section 519. This request was approved on September 18, 2004

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