



US Army Corps of Engineers

Upper Mississippi River - Illinois Waterway System Navigation Study

Draft Proposal for River Improvements Released

The U.S. Army Corps of Engineers has released its preferred plan for economic and environmental improvements on the Upper Mississippi River and Illinois Waterway. The integrated dual-purpose plan, now subject to public and agency review, is designed to enhance both economic and environmental sustainability of a river system that Congress has designated a nationally significant ecosystem as well as a nationally significant commercial navigation system.

phased manner with future checkpoints for the Administration and the Congress.

Details of the preferred plan include:

- An initial 15-year increment of ecosystem restoration actions with continuous analysis and review.
- Immediate small-scale navigation measures to reduce back-ups of barge traffic at locks.
- Monitoring and reporting of changing traffic and economic conditions.
- Pre-construction engineering and design of seven new locks, with construction subject to Congressional review.

The public will have the opportunity to comment on the draft plan at a series of June public hearings described in detail in this newsletter. Public acceptability is one factor that will be weighed in the selection of the final plan for inclusion in the Chief of Engineers report scheduled for completion later this fall.

The Preferred Integrated Plan takes into account uncertainties in economic models and river traffic projections, as well as in the ecological response to the proposed environmental restoration measures. It does so by providing for adaptive management and future reporting requirements during implementation.

continued on page 2

The Preferred Integrated Plan includes a \$5.3 billion long-term (50 year) framework for ecosystem restoration and a \$2.4 billion long-term framework for navigation efficiency. The plan, if approved, would be implemented in a



Inside this issue	
Plan at a Glance and Timeline.....3	Read the Report.....7,8
Public Hearing Information.....4,5	Council Monitors Study.....9

continued from page 1

“We want to make sure that our recommendations are based on the best available evaluation tools that become available over time,” said Brigadier General Don T. Riley, commander of the Mississippi Valley Division of the U.S. Army Corps of Engineers. “Considering the aging river navigation system, the elaborate ecosystems, and the continued stress placed on these significant American rivers, we believe our preferred plan will ensure these rivers remain a national treasure for generations to come.”

On the ecosystem side, the draft plan seeks an initial \$1.462 billion authorization to cover a 15-year restoration plan that would include fish passage at dams, island building, floodplain restoration, water level management, backwater restoration, island and shoreline protection and more. The initial phase would include analysis and review to gauge the ongoing success of the projects, and Congressional approval would be needed before additional increments of the \$5.3 billion plan are implemented.

On the navigation side, the draft plan seeks initial authorization of \$1.878 billion of the \$2.3 billion total recommended for the 50-year planning horizon. The draft plan includes small scale measures, construction of seven new locks, development of an appointment scheduling system, development of economic modeling tools, and continued monitoring of traffic patterns and global conditions to be available at future checkpoints. Additional authorization by Congress would be needed before additional lock extensions are constructed.

The preferred plan reflects years of collaboration with study partners including the Federal Principals Task Force, comprised of representatives of the U.S. Fish and Wildlife Service, Environmental Protection Agency, U.S. Department of Agriculture, U.S. Department of Transportation, and U.S. Army Corps of Engineers. In regular dialogue with the study team, the group represented the interests of various stakeholders as well as the nation as a whole, said Barbara Robinson, deputy administrator of transportation and marketing programs at the U.S. Department of Agriculture. “The Principals (5 agencies) believe this process of developing the preferred alternative was a productive process, engaging a diverse set of viewpoints and allowing a full discussion of those viewpoints,” she said.

The idea of an integrated plan has the enthusiastic support of the Upper Mississippi River Basin Association, a coalition of the five study states. The group still will carefully examine plan details like cost-sharing and timing "but we're supportive of the process and are enthusiastic the plan is going to set the stage for the next 50 years," said Holly Stoerker, executive director. Immediate implementation of the Preferred Integrated Plan is critical, said Chris Brescia, president of MARC 2000, a coalition of agricultural, industrial, shipping and other groups interested in developing the river navigation system. “If we don’t address these needs, the economic structure of the Midwest will suffer and the environment of the river will continue to suffer. It's time now to move forward together.”

Some environmental groups have been reluctant to back the plan because they feel there is uncertainty about whether or not enough river traffic will materialize to justify construction of larger locks and dams, said Dan McGuinness, director of the National Audubon Upper Mississippi River Campaign. Still, McGuinness said he is "more hopeful than I've ever been" that there is a middle ground everyone can support. "From an environmental standpoint, we believe the incremental impacts of longer locks is not nearly as significant as the damage that's already been done by the lock and dam system in the past. What we're much more interested in looking at is, 'What kind of habitat restoration program will the Corps include in this integrated plan?' Will it be sufficient to get the job done? And will Congress fund it? That's really our concern, that Congress take the plan seriously and they really do implement the Corps recommendation to support ecosystem restoration and in a significant way."

The study area encompasses a major portion of the largest river ecosystem in North America and third largest in the world. It includes 854 miles of the Upper Mississippi River, with 29 locks and dams, between Minneapolis-St. Paul and the mouth of the Ohio River; and 348 miles of the Illinois Waterway, with 8 locks and dams, connecting the Great Lakes with the Mississippi River. It also includes more than 2.5 million acres of aquatic, wetland, forest, grassland and agricultural habitats. The Mississippi Flyway is used by more than 40 percent of the migratory waterfowl traversing the United States. ♦

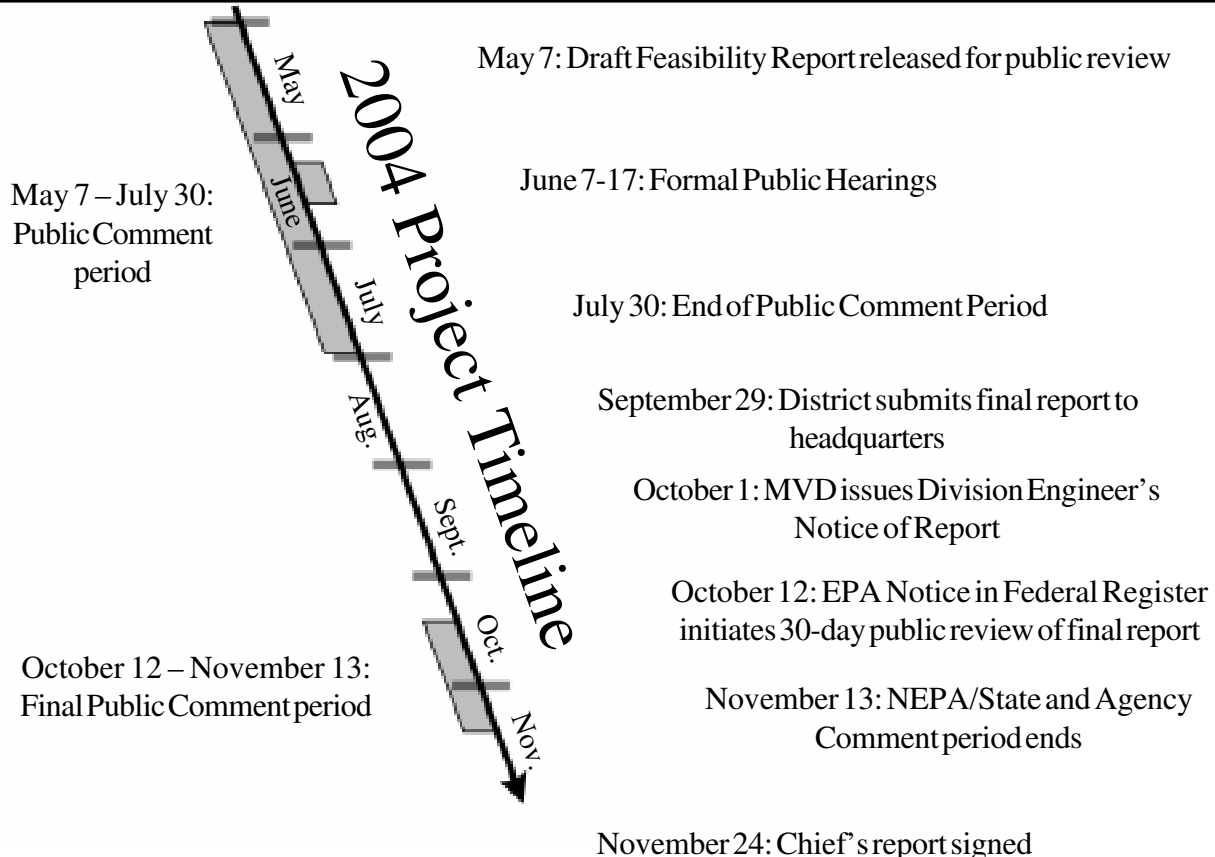
Preferred Integrated Plan at a Glance

Navigation Improvements

- ✓ Mooring Facilities at Locks 12, 14, 18, 20, 22 and La Grange
- ✓ Switchboats at 20-25, phased in
- ✓ Monitor the planned development of an appointment scheduling system and new spatial model for future evaluation
- ✓ Monitoring of traffic delays and patterns, domestic and global grain market conditions, etc.
- ✓ New 1,200-foot Locks at 20-25, La Grange and Peoria, following pre-construction planning and engineering, an evaluation report and Congressional committee resolution and mitigation for system and site-specific effects
- ✓ Cost paid 50 percent each by the Inland Waterways Trust Fund and general fund of the Treasurer.

Ecosystem Restoration

- ✓ First 15-year increment of Alternative D including:
 - * Fish Passage at Dams 4, 8, 22, 26 and initial engineering and design at Dam 19
 - * Dam Point Control at Dams 25 and 16
- ✓ Implementation of restoration measures including island building, backwater water level management, backwater restoration, side channel restoration, wing dam and dike alteration, island protection, shoreline protection and topographic diversity
- ✓ Restoration of 35,000 acres for floodplain habitat



FINAL PUBLIC HEARINGS SCHEDULED

Seven public hearings will be held in June, offering the last scheduled opportunity in a public meeting setting for interested members of the public or various interest groups to comment on the Preferred Integrated Plan for navigation and ecosystem improvements on the Upper Mississippi River System. The comments will be critical as the study team, as well as state and federal agencies with a stake in the river system, look at whether the plan meets the criterion of "acceptability."

As part of the hearing process, study team members will explain the process used to arrive at the preferred plan. They also will outline the final timeline for public comments and plan revisions. The team will explain the ways in which the Preferred Integrated Plan differs from the alternative plans revealed in October 2003.

An informal open house will be held from 2:00 p.m. to 4:00 p.m. on each hearing day (except Washington D.C.) for informal dialogue. The open house in Washington D.C. will be held from 1:00 p.m. to 3:00 p.m. The open houses provide the best opportunity to get final questions addressed before the public hearing and to visit with the study team on a one-to-one basis. Attendees also can provide comments for the public record at this time. People who have questions of the study team members should arrive early enough to attend an afternoon open house. Team members will not answer questions during the formal evening section of the public hearings.

The first hearing will be held on June 7 in Davenport, Iowa, followed by hearings in Dubuque, Iowa (June 8), La Crosse, Wisconsin (June 9), and Bloomington, Minnesota (June 10). The following week, hearings will be held in Peoria, Illinois (June 14), Quincy, Illinois (June 15), St. Louis, Missouri (June 16) and Washington D.C. (June 17). See page 5 for hearing locations and directions.

HEARING DAY SCHEDULE

All locations (except Washington D.C.)

2:00-4:00 p.m.: Informal Open House

4:00-5:30 p.m.: Dinner Break

5:30-6:30 p.m.: Registration

6:30-6:35 p.m.: Opening Remarks

6:35-6:50 p.m.: Presentation

6:50-9:30 p.m.: Public Hearing (statements only, limited to five minutes each)

Washington D.C.

1:00-3:00 p.m.: Open House

3:00 p.m.: Registration

3:30-6:00 p.m.: Formal Hearing

MAKING A STATEMENT

Statements will be limited to five minutes during the public hearing. The order in which statements will be heard is:

1. Senators or their representatives
2. Congressmen/women or their representatives
3. Governors or their representatives (GLC members)
4. Persons who indicated on their registration card that they wish to make a statement
5. Persons who did not indicate that they wish to make a statement but now want to
6. Persons with additional statements to make, over and above the original 5-minute time limit.

A court stenographer will record all oral statements during the public hearing segment of the meeting. Speakers are requested to submit a signed written copy of their statement for the record.

OTHER WAYS TO ACCESS THE PLAN

The presentation highlighting the preferred plan and the analysis leading to its selection will be made available on the study's website:

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

A link also will be provided through which comments on the plan can be submitted. In addition, comments may be made via email at:

DraftNavRptComments@usace.army.mil.

PUBLIC HEARING LOCATIONS

June 7 – Davenport, Iowa

Holiday Inn

5202 Brady Street

Davenport, Iowa

563-391-1230

www.holiday-inn.com/davenportia

Directions: From I-80, take Exit 295a onto I-61 (Brady Street). Go south for one mile. Hotel will be on your left.

June 8 – Dubuque, Iowa

Grand Harbor Resort and Waterpark – Grand River Center

350 Bell Street

Dubuque, IA

563-690-4000

www.grandharborresort.com

Directions: From U.S. 20 East into Dubuque, go left on Locust, right on 3rd and straight across the bridge. From U.S. 20 West, take a right on Locust, a right on 3rd and go straight across bridge to hotel.

June 9 – La Crosse, Wisconsin

Radisson Hotel La Crosse

200 Harborview Plaza

La Crosse, WI

608-784-6680

www.radisson.com/lacrossewi

Directions: From the South, take Exit 3 (Highway 53) off I-90. Take 53 South about 4 miles and make a right on Main Street. Follow one block to 2nd Street. Hotel is on the right.

June 10 – Bloomington, Minnesota

Minneapolis Airport Marriott

2020 American Boulevard East

Bloomington, Minnesota

952-854-7441

<http://marriott.com/property/propertyPage/MSPMN>

Directions: From the airport (or city of St. Paul), take I-494 west to 24th Avenue Exit. Go Right. At first light, East American Blvd, turn right. Turn right again at next light, Thunderbird Road. Hotel is on the left.

June 14 – Peoria, Illinois

Hotel Pere Marquette

501 Main Street

Peoria, Illinois

www.hotelperemarquette.com

309-637-6500

Directions: From I-75 East, take the Adams Street exit and turn left on Main Street. Hotel is located at corner of Madison and Main.

June 15 – Quincy, Illinois

Stoney Creek Inn

3809 East Broadway Street

Quincy, Illinois

217-223-2255

www.stoneycreekinn.com

Directions: From I-72, take 172 N. Take the Broadway Street exit west, into town. Hotel is approximately 3/4 mile on the right, behind Applebee's.

June 16 – St. Louis, Missouri

St. Louis Airport Marriott

I-70 at Lambert Airport

St. Louis, Missouri

314-423-9700

<http://marriott.com/property/propertyPage/STLAP>

Directions: From Lambert International Airport, go south on Airflight Drive, 1/8 mile to Pear Tree Lane. Turn right. Marriott is 1 block down on left. From I-70, take Lambert Airport Exit. Go straight through light into parking lot.

June 17 – Washington D.C.

Phoenix Park Hotel

520 Capitol Street, NW.

Washington, DC

202/638-6900

<http://www.phoenixparkhotel.com>

Directions: From North and Northeast, take Capitol Beltway to I-95, and go South to Route 50. Go left on North Capitol Street, seven blocks to the hotel. From the South, take I-95 North to I-395 across the 14th Street Bridge. Go right on Pennsylvania Avenue, left on Louisiana Avenue, and left on North Capitol Street.

"Acceptability" of Alternatives Weighed in October Meeting Series

People interested in the future of the Upper Mississippi River and Illinois Waterway turned out in force for a series of October meetings on the Alternative Plans for river improvements. More than 1,200 people attended the series of seven meetings, an average of 180 people per meeting—higher attendance than at any meeting series in the study's 11-year history.

Those attending the meetings voiced mixed opinions on the array of potential plans, not surprising given the diverse public interest in the waterway system. But the vast majority of those attending agreed with the restructured study's dual mission of alleviating navigation congestion and restoring the ecosystem. Some 84 percent of those attending said they believed it was possible to sustain a healthy river ecosystem and continue commercial barge traffic. There remained disagreement on how to reach that goal, however.

In general, speakers representing navigation and agricultural non-governmental organizations endorsed the construction of new locks in a phased-in approach, while those representing environmental or recreational interests believed that non-structural and small-scale measures should be implemented before any consideration is given to large-scale improvements such as new locks. Environmentalists expressed strong support for the ecosystem restoration proposals, though some voiced concern that environmental analyses were being rushed.

Comments received through the meeting series helped the study team to evaluate the "public acceptability" criteria of the array of plans and to narrow several

options down to a single preferred plan. "The information received from public meetings as well as other federal and state representatives indicates there is a general support for an integrated plan," says Denny Lundberg, regional project manager. "That does make a difference."

Some 75 percent of those who completed comment sheets at the meetings said they believe sustainability of the river system requires a balanced approach between economic and environmental interests, and more than

80 percent believed the recommendations presented reflected the study's dual purpose.

"It was a little different than previously when the Corps was just focusing on navigation and people were concerned that Congress would again support funds for navigation but that the ecosystem would continue to degrade," said Dan McGuinness, who spoke at the meetings on behalf of the National Audubon Society. "There's more support now that the Corps has moved to an integrated plan."



A high school debate team gathers facts at a display booth, joining hundreds of others who had well-reasoned opinions to voice at the October round of public meetings.

The Davenport public meeting was the single largest meeting with 252 registered participants. Comments provided in La Crosse and Dubuque reflected the large turnout of people with recreational and environmental interests. Comments voiced in Peoria and Quincy leaned toward waterborne commerce. Overall, 62 percent of people returning comment forms had an economic interest in the river system. Agriculture was the largest interest group represented at the meeting series at 34 percent, followed by business and industry (23) and environmental interests (15 percent). ♦

Read All About It

Copies of the 600-plus page Draft Integrated Feasibility Report and Programmatic Environmental Impact Statement are available at more than 80 public libraries throughout the five-state study region. A downloadable version, as well as a shorter executive summary, will be available on the study web site: www2.mvr.usace.army.mil/umr-iwwsns/. Find hard copies of the main report, as well as a CD containing all appendices, at the following locations:

IOWA		Wapello Public Library 119 N 2nd St Wapello	Eureka Public Library District 202 S Main St Eureka	Odell Public Library 307 S Madison St Morrison
Bettendorf Public Library 2950 18th St Bettendorf		Robey Memorial Library 401 1st Ave NW Waukon	Galena Public Library So Bench St Galena	Mount Carroll Public Library 208 N Main St Mount Carroll
Burlington Public Library 501 N 4th St Burlington	ILLINOIS		Havana Public Library 201 W Adams St Havana	Mount Sterling Public Library 143 W Main St Mount Sterling
Clinton Public Library 306 8th Ave S Clinton	Mercer Township Free Public Library 200 N College Ave Aledo		Putnam County Library Headquarters 130 4th Hennepin Hennepin	Sallie Logan Public Library 1808 Walnut St Murphysboro
Davenport Public Library 321 Main St Davenport	Belleville Public Library 121 E Washington St Belleville		Jacksonville Public Library 201 W College Jacksonville	Reddick Public Library 1010 Canal St Ottawa
State Library Of Iowa E 12th And Grand Ave Des Moines	Henderson County Public Library District 110 Hill Crest Drive Biggsville, IL 61418		Jerseyville Public Library 105 N Library St Jerseyville	Peoria Public Library 107 NE Monroe St Peoria
Des Moines Library 100 Locust St Des Moines	Cairo Public Library 1609 Washington Ave Cairo		Joliet Public Library 150 N Ottawa St Joliet	Pittsfield Public Library 205 N Memorial Pittsfield
Carnegie-Stout Public Library 360 West 11th St Dubuque	Carrollton Public Library 509 Main St Carrollton		Jonesboro Public Library 412 S Main St Jonesboro	Matson Public Library 15 Park Ave W Princeton
Elkader Public Library 130 N Main St Elkader	Carthage Public Library 538 Wabash St Carthage		Lacon Public Library 205 6th St Lacon	Quincy Public Library 526 Jersey St Quincy
Cattermole Memorial Library 614 7th St Fort Madison	Chester Public Library 733 State St Chester		Lewistown Carnegie Library 321 W Lincoln Ave Lewistown	Rock Island Public Library 4th Ave & 19th St Rock Island
Keokuk Public Library 210 N 5th St Keokuk	Chicago Public Library 400 S State St Chicago		Moline Public Library 504 17th St Moline	Rushville Public Library 104 N Monroe St Rushville
Maquoketa Public Library S 2nd St Maquoketa	Lewis And Clark Library System 425 Goshen Rd Edwardsville		Morris Public Library 604 Liberty St Morris	Illinois State Library 300 S 2nd St Springfield
Musser Public Library 304 Iowa Ave Muscatine				

ILLINOIS (Continued)

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200 N Main St
Virginia

Morrison Talbott Library
215 Park St
Waterloo

Winchester Public Library
215 N Main St
Winchester

MINNESOTA

Caledonia Public Library
231 E Main St
Caledonia

Hastings Library
1490 S Frontage Rd
Hastings

Minneapolis Public Library
300 Nicolet Mall
Minneapolis

Red Wing Public Library
225 East Ave
Red Wing

Minnesota State Library
645 State Office Bldg
St Paul

St Paul Public Library
90 4th St W
St Paul

Stillwater Public Library
223 N 4th St
Stillwater

Wabasha City Library
168 Allegheny Ave
Wabasha

Winona Public Library
151 W 5th St
Winona

MISSOURI

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201 W Locust St
Bowling Green

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409 Lewis St
Canton

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Center

Clara D Newman Library
105 E Marshall
Charleston

Jefferson County Library
3033 High Ridge Blvd
High Ridge

Jackson Library
100 N Missouri St
Jackson

Missouri State Library
600 W Main St
Jefferson City

Sever Clark County Library
207 W Chestnut St
Kahoka

St Charles City-County Library Dist
2750 Highway K
O Fallan

Palmyra Bicentennial Public Library
212 S Main St
Palmyra

Riverside Regional Library Branch
800 City Park Dr #A
Perryville

Sainte Genevieve Public Library
360 Market St
St Genevieve

St Louis Public Library
1301 Olive St
St Louis

Powell Memorial Library
951 W College St
Troy

WISCONSIN

Alma Public Library
312 Main St N
Alma

Durand Free Library
315 2nd Ave
Durand

Ellsworth Public Library
312 W Main St
Ellsworth

La Crosse Public Library
800 Main St
La Crosse

Lancaster Public Library
113 W Elm St
Lancaster

Phoebe Legislative Library
1 E Main St Ste 200
Madison

Prairie du Chien Memorial Library
125 S Wacouta Ave
Prairie du Chien

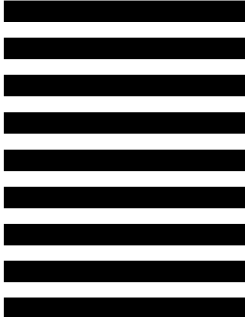
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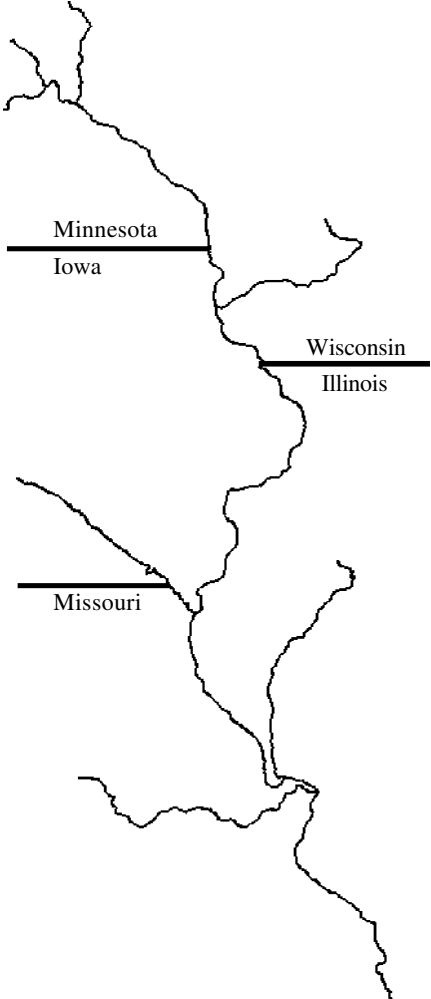
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US Army Corps
of Engineers

May 2004

UPPER MISSISSIPPI RIVER - ILLINOIS WATERWAY SYSTEM NAVIGATION STUDY
COMMENT SHEET

Name _____ Telephone _____

Address _____

City _____ State _____ ZIP _____

note: Name, Telephone, and Address are optional and can be left blank

(Please provide your comments in the space below)

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Please check **ONE** category below that represents your primary interest in the study.

- | | | |
|--|---|--|
| <input type="checkbox"/> Waterborne Industry | <input type="checkbox"/> Federal Government (Congressional) | <input type="checkbox"/> Regional Planning |
| <input type="checkbox"/> Other Business/Industry | <input type="checkbox"/> Federal Government (All Other) | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Environmental Group | <input type="checkbox"/> State Government | <input type="checkbox"/> No Particular Affiliations; |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> City/County Government | <input type="checkbox"/> Personal Interest |
| <input type="checkbox"/> Media | <input type="checkbox"/> Education | <input type="checkbox"/> Other (specify) |

Privacy Act Statement:

In accordance with the Privacy Act of 1974 (Authority: Chapter 5, ER 1105-2-100), routine uses of the information obtained from this form include compiling official mailing lists for future informational publications and recording additional views and public participation in studies.

National Research Council Examines Ecosystem Needs

The National Research Council will meet in Red Wing May 12-14 to collect information on the ecosystem restoration half of the Preferred Integrated Plan for river improvements. A group of scientists from the NRC, the research arm of the National Academies of Science, has been hired by the Corps of Engineers to offer continued analysis of the restructured study to help ensure that the best available science and engineering are made available to the study team. Early feedback from the NRC weighed heavily in the Corps' decision to move from its initial focus on navigation to a dual mission of navigation efficiency and ecosystem restoration.

At the May meeting, the team of experts will tour the Upper Mississippi River Lower Pool 3 and Upper

Pool 4. During the tour they will get a first-hand look at some of the environmental degradation of the river, including shoreline erosion and the loss of submerged and aquatic vegetation. The group also will look at ongoing restoration efforts—some of which would be implemented on a larger scale through the Preferred Integrated Plan. Among other activities, the group will examine secondary channel habitat restoration projects and Higgins Eye Mussel recovery efforts and meet researchers sampling for invertebrates.

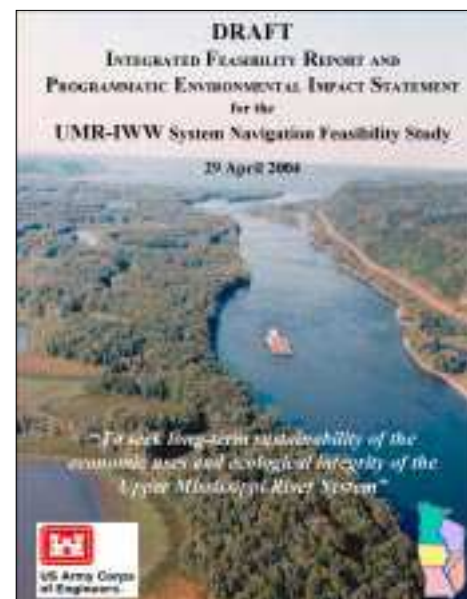
As part of its charge, the NRC will evaluate potential effectiveness of the proposed environmental restoration, its costs and how costs should be apportioned among the involved parties. It also will provide feedback on the entire Draft Integrated Feasibility Report and Programmatic Environmental Impact Statement.

More Ways to Access the Plan

During the public review period, you are encouraged to learn about the Preferred Integrated Plan. The study team has provided multiple ways for the general public to obtain a copy of the entire analysis leading to the selection of a draft plan, along with the Environmental Impact Statement. Below is a list of several ways to secure a copy of the Draft Integrated Feasibility Report and Programmatic Environmental Impact Statement.

- ✓ Order a CD containing the report from the study's website:
<http://www2.mvr.usace.army.mil/umr-iwwsns/> or by email to DraftNavRptOrder@usace.army.mil.
- ✓ Download the report, or portions of the report, from the website.
- ✓ Browse the report on hard copy (and the appendices on CD) at one of the libraries listed on pages 7 and 8 in this newsletter.
- ✓ Purchase a hard copy of the report. To do so, send a check for \$34.90, payable to FAO, USAED, Rock Island, to the following address:

District Engineer
U.S. Army Engineer District, Rock Island
Attn: CEMVR-PM-A (Jackson)
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004



State and Federal Partners Briefed

An Alternative Formulation Briefing was held February 24 as a way to identify and resolve any relevant policy concerns that might delay or preclude release of the Draft Feasibility Report. Other federal and state agencies were invited to participate in the briefing and were given the opportunity to provide comments during the discussion of the draft tentatively selected plan.

During the briefing, the study team provided a concise overview of the study, focusing on the process used to create viable alternatives for river improvements and ultimately identify a selected plan for navigation efficiency and ecosystem restoration. Those attending the briefing included the Office of the Assistant Secretary of the Army for Civil Works and representatives of state and federal agencies with fiscal or other responsibilities for the river system.

Questions?

○ For general study information, call Denny Lundberg, regional project manager, at 309/794-5632, write ATTN: CEMVR-PM, or visit our home page at:

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

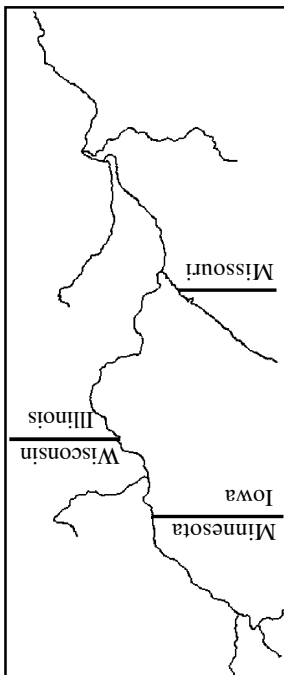
○ For information on Public Involvement meetings, call the toll-free telephone number, 800/USA(872)8822. Meeting announcements will be in the Public Involvement menu. Or call Kevin Bluhm, public involvement coordinator, at 651/290-5247, or write to the address below, ATTN: CEMVR-PM-A.

○ To be added to the mailing list for future newsletters, study updates, and meeting announcements, write to the address below, ATTN: CEMVR-PM-A, or call the toll-free telephone number and leave your information in the Public Involvement menu.

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