



REPLY TO
ATTENTION OF

**DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - PO BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004**

March 10, 2022

Regional Planning and Environmental
Division North (RPEDN)

RE: Planned Disposal of Building 303 at Illinois Waterway Project Office located at 257 Grant Street, Peoria, Illinois (Illinois River), Peoria County

To: Illinois State Historic Preservation Office
Illinois Department of Natural Resources
One Old State Capitol Plaza
Springfield, IL 62701

Dear Review and Compliance Staff,

The U.S. Army Corps of Engineers, Rock Island District (District), proposes disposal of an excess structure at the Illinois Waterway (IWW) Project Office located at 257 Grant Street in Peoria, Illinois. The structure is an 8-stall brick garage constructed in 1930, known as Building 303, and is listed as a contributing element to the historical significance of the property under Criterion A of the National Register of Historic Places (NRHP). The excess structure cannot be maintained or kept in good repair at a reasonable cost, interferes with sites for new construction and other project purposes, and does not meet condition criteria to be considered structurally sound. Due to its obsolescence, demolition and removal has been deemed necessary in the interest of personnel safety and site utility.

The District coordinated a determination of No Adverse Effect with your office on 17 December 2021 (see Enclosure 1). On 24 February 2022, the District received correspondence in reply to the determination with non-concurrence (see Enclosure 2). Your office stated that the proposal to demolish Building 303 constitutes an Adverse Effect as defined in 36 CFR 800.5 and requested that the District continue to work with your office to develop a plan to mitigate this adverse effect. During a phone conversation to discuss mitigation options on 9 March 2022, the District (represented by assigned project archeologist, Dr. Kelsey Noack Myers) and the State Historic Preservation Office (represented by Ms. CJ Wallace, Cultural Resources Coordinator) a decision was reached to mitigate any Adverse Effect of the proposed project through public education. The property was documented as part of a 2008 Historic American Engineering Record (HAER) report on the IWW (No. IL-164-C) and therefore no additional formal study is required. This public education effort will consist of a press release provided to local media in the Peoria, Illinois area detailing the history and purpose of the Illinois Waterway (IWW) Project Office as well as the U.S. Army Corps of Engineers' role in the development of the IWW as a navigational route. This press release is to be

written and disseminated by the project archaeologist in conjunction with the District Public Affairs Office and a courtesy copy is to be sent to your office to keep on file for documentation purposes. When this press release has been disseminated all conditions of mitigation will be considered met, and the project may proceed as proposed.

Please see the original 17 December 2021 coordination letter, as enclosed, for additional project details including specification of the Area of Potential Effect (APE) and directives concerning unanticipated discoveries. Further questions concerning the technical details of the proposed project should be directed to me via email (kelsey.n.myers@usace.army.mil), by phone (309-794-5185).

Sincerely,

Dr. Kelsey Noack Myers, RPA
District Archeologist
Environmental Planning Branch (PDP)
Regional Planning & Environmental Division
North (RPEDN)

CC:

Scott Perrilles - Plant & Facilities Manager, IWW Project Office
Steven J. Clark - Acting Chief, Environmental Planning Branch RPEDN

Enclosures: 2



REPLY TO
ATTENTION OF

ENCLOSURE 1

**DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - PO BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004**

December 17, 2021

Regional Planning and Environmental
Division North (RPEDN)

**Subject: Planned Disposal of Building 303 at Illinois Waterway Project Office located at 257
Grant Street, Peoria, Illinois (Illinois River), Peoria County**

To: Illinois State Historic Preservation Office
Illinois Department of Natural Resources
One Old State Capitol Plaza
Springfield, IL 62701

Dear Review and Compliance Staff,

The U.S. Army Corps of Engineers, Rock Island District (District), proposes disposal of an excess structure at the Illinois Waterway (IWW) Project Office located at 257 Grant Street in Peoria, Illinois. The structure is an 8-stall brick garage constructed in 1930, known as Building 303, and is listed as a contributing element to the historical significance of the property under Criterion A of the National Register of Historic Places (NRHP). The excess structure cannot be maintained or kept in good repair at a reasonable cost, interferes with sites for new construction and other project purposes, and does not meet condition criteria to be considered structurally sound. Due to its obsolescence, demolition and removal has been deemed necessary in the interest of personnel safety and site utility.

Federal Undertaking

Pursuant to the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations, 36 CFR Part 800, the District determined the planned disposal project (Project) has the potential to cause effects to historic properties [36 CFR 800.3(a)] and as a consequence required a determination of effect within the Area of Potential Effect (APE).

Area of Potential Effect (APE)

The District has determined that, for purposes of Section 106 of the NHPA, the Federal undertaking encompasses access routes, equipment staging areas, and the footprint for planned demolition. The proposed project will occur within the boundaries of the Illinois Waterway Project Office property, located at 257 Grant Street in Peoria, Illinois (see Enclosure 1). The garage known as Building 303 is

located on the northern edge of the property, between a non-contributing equipment storage building (No. 307) immediately to its west and the contributing Pattern Storage Building (No. 304) immediately to its east (see Enclosure 2).

Project Justification

Building 303 is in a state of significant disrepair and the property is impacted by environmental conditions which might jeopardize the safety of any occupants. The flat, rubber membrane roof is no longer watertight, which has caused water damage to the interior of the building; and the concrete floor is cracked and buckled presenting a tripping hazard and an uneven work surface (see Enclosure 3). The foundation, floors, roof, exterior walls, doorways, and interior walls have all been determined not structurally sound. Currently used only for storage, it does not accommodate modern utility vehicles for use as a garage. The property also does not have the possibility to include operating sanitary facilities, potable water, or heating facilities adequate for climate and is not suitable for reuse elsewhere under Title V of Public Law 101-645 (42 U.S.C. 11411). Finally, the building is not only located within a 100-year floodplain portion of the property, but also within a floodway and susceptible to regular inundation by strong and damaging flood plain storm water runoff.

Historic Properties Identification

The District conducted an archival search for historic properties by querying the online Illinois Geographic Information Systems site file database for standing and buried historic properties potentially affected by this project, as well as the National Park Service's NRHP online database. The Illinois Waterway Project Office was listed in March of 2004 and is significant under Criterion A of the NRHP for its contribution to the long-term maritime, transportation, and industrial history of the Illinois Waterway. Ongoing maintenance and project development are important to the continuing use of river transportation, as discussed in the NRHP Multiple Property Submission for the Illinois Waterway Navigation System Facilities. The property was not determined eligible on the basis of architectural significance related to Criterion C.

All access, staging, and repair activities will be limited to areas that have been previously surveyed for historic properties in which no historic properties were identified.

Historic Properties Determination

Based on the results of archival review of state site files, NRHP database, and previous investigations conducted for undertakings in the vicinity, the District recommends a finding of **No Adverse Effect** to historic properties for the planned Project in accordance with 36 CFR 800.4(d). This finding does not preclude the possibility that disturbed cultural materials or fill may exist within the Area of

ENCLOSURE 1

Potential Effect (APE). In the event that any unanticipated archaeological discoveries are made during demolition, work in the area will immediately cease pending a site visit and determination by a District Archeologist.

Questions concerning the determination of *No Adverse Effect* or technical details of the proposed repairs should be directed to Dr. Kelsey Myers of our Environmental Planning Branch via email (kelsey.n.myers@usace.army.mil), by phone (309-794-5185), or by writing to our address above, ATTN: Regional Planning and Environmental Division North (Kelsey Myers).

Sincerely,

Jodi Creswell
Digitally signed by Jodi
Creswell
Date: 2021.12.17
09:55:21 -06'00'

Jodi K. Creswell
Chief, Environmental Planning Branch
RPEDN

CC: IWW Project Office

Enclosures: 3



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

Peoria County
Peoria

Demolition and Disposal of an Excess Structure at the Illinois Waterway Project Office
Building 303, 257 Grant St.
SHPO Log #012121721

February 24, 2022

Dr. Kelsey Myers
Department of the Army
Corps of Engineers, Rock Island District
P.O. Box 2004
Clock Tower Building
Rock Island, IL 61204-2004

Dear Dr. Myers:

Thank you for requesting comments from our office concerning the possible effects of your project on cultural resources. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties." This property is a contributing structure to the Illinois Waterway Project Office, which was listed on the National Register of Historic Places on March 10, 2004.

The proposal to demolish Building 303 constitutes an adverse effect as defined in 36 CFR 800.5.

You should continue to work with this office to develop a plan to mitigate this adverse effect. Please note that the building must not be demolished prior to the resolution of the disposition of this historic property.

Please contact CJ Wallace, Cultural Resources Coordinator, at 217/785-5027 or at Carol.Wallace@illinois.gov with any questions.

Sincerely,

A handwritten signature in cursive script that reads "Carey L. Mayer".

Carey L. Mayer, AIA
Deputy State Historic
Preservation Officer

HISTORIC AMERICAN ENGINEERING RECORD

ILLINOIS WATERWAY, PROJECT OFFICE

HAER No. IL-164-C

- Location:** 257 Grant Street, Peoria, Illinois, on Illinois River
Latitude: 40.7018369, Longitude: -89.5636558
- Present Owner:** U.S. Army Corps of Engineers, Rock Island District
- Present Use:** Maintenance of vessels associated with operation and maintenance of Illinois Waterway
- Significance:** The Project Office is significant for its association with the maintenance and operation of the Illinois Waterway, built to provide a navigable route from Lake Michigan to the Mississippi River and beyond.
- Historian:** Justine Christianson, HAER Historian, 2008
- Project Information:** The Illinois Waterway Recording Project (2007-2008) is part of the Historic American Engineering Record (HAER), a long-range program to document historically significant engineering and industrial works in the United States. HAER is administered by the Heritage Documentation Programs, a division of the National Park Service, U.S. Department of the Interior, Richard O'Connor, Manager. The U.S. Army Corps of Engineers (USACE) funded the project. Ron Deiss, USACE, and Dana Lockett, HAER Architect, served as project managers. Dana Lockett and Anne Kidd produced the measured drawings. Large format photography was done by Brian Grogan. Justine Christianson wrote the historical reports. Research assistance was provided by John Fitzgerald, Archivist, USACE.

Part I. Historical Information

A. Physical History:

1. Date of Construction: (1913, 1922, 1930s)

The harbor and marine ways date to 1913.¹

Various buildings were also constructed on the site, including a Pattern Storage Building (Building No. 304) and Office (Building No. 301) around 1922. The 1930s saw a flurry of building activity, no doubt due to the Army Corps' acquisition and subsequent completion of the Illinois Waterway. Structures built included a Storage and Shops Building (Building No. 306), Garage (Building No. 303), and two Paint Sheds (Building Nos. 305 and 307).²

2. Architect/Engineer:

The designers of the various buildings are generally unknown, although they were probably U.S. Army Corps staff. Drawings from 1922 indicate James R. Fuller was the architect for the original office, although it is unclear if he was in charge of the initial design or a later remodeling.³ Ron Mott designed the new office.⁴

3. Builder/Contractor/Supplier:

The builders are generally unknown. Vanguard Construction built the new office.⁵

4. Original Plans:

A drawing from the 1970s shows the layout of the 10.11 acre site, which was bounded at the northeast by marine ways and at the south and west by a boat harbor sheltered from the Illinois River. A line of buildings located along the northern edge of the property, included from west to east the Equipment Storage Building (Building No. 302), the Garage (No. 303), the Pattern Storage Building (No. 304) and then the Hose House (No. 305). Set off to the northwest of the marine ways was the Oil House (No. 307). The largest building on the site was the Storage and Shops Building (No. 306), located to the west of the marine ways. North of the boat harbor was an Office Building (No. 301) with a vault and radio tower to the west.⁶

¹ Mary Yeater Rathburn, American Resources Group, Ltd., "Architectural and Engineering Resources of the Illinois Waterway between 130th Street in Chicago and La Grange," Volume 2, prepared for U.S. Army Corps of Engineers, Rock Island District, Rock Island, Illinois, October 1996, pp. 405-408.

² Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, p. 411-420.

³ Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 647-648. This survey indicates the office may originally have been built at Camp Grant in Rockford, Illinois ca. 1916-17 and then moved to the site after World War I.

⁴ Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, p. 423.

⁵ Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, p. 423.

⁶ Corps of Engineers, Chicago, Illinois, "Government Moorings at Peoria, Illinois Waterway, Illinois," September 30, 1977, available at U.S. Army Corps of Engineers, Rock Island District.

5. Alterations and Additions:

The Office (Building No. 301), a 2,130 square foot, two story frame building, was removed post-1995 after the completion of the new office.⁷ Along the northern edge of the harbor, a Garage and Machine Welding Building (Building No. 304) were constructed.⁸

B. Historical Context:

The U.S. Army Corps opened a boatyard and marine ways at Peoria in 1913 for maintenance of its boat and barge fleet, which operated on the lower Illinois River. At that time, the Army Corps maintained a navigable channel on that section of the Illinois River as well as locks at La Grange and Kampsville dating to the 1890s. Improvements in 1922 and 1931-32 expanded the original facility, necessary since the State of Illinois had transferred authority of the Illinois Waterway to the Army Corps during this time. The Illinois Waterway Project Office subsequently became “an important boat and barge maintenance facility” for the Army Corps.⁹

Part II. Structural/Design Information

A. General Description¹⁰

The site consists of a harbor, marine ways, and utilitarian buildings, in addition to a number of vessels.

The rectangular-shaped harbor has been reshaped and relined with sheet piling throughout its operational history.¹¹ The marine ways consisted of metal tracks that ran down a sloped shore into a basin protected from Illinois River traffic by a bulkhead. Boats in need of repair were maneuvered into the basin and then positioned on flat cars that ran on tracks. The cars were hoisted up the tracks to land where repairs could take place. The repaired boats were returned to the water via the cars and tracks. The marine ways were removed some time after 1996.¹²

⁷ Rathburn, “Architectural and Engineering Resources of the Illinois Waterway,” Volume 2, pp. 646-648.

⁸ Drawing in Rathburn, “Architectural and Engineering Resources of the Illinois Waterway,” Volume 2, p. 401, based on Sheet 64 of the Illinois Waterway River and Harbor Project, Government Moorings at Peoria, Illinois, dated September 30, 1980 by the U.S. Army Corps of Engineers, Rock Island District.

⁹ Barbara J. Henning, “Illinois Waterway Project Office,” National Register of Historic Places Nomination Form, Section 7, Page 1; Section Numbers 8, 9, 10, Page 3. The Illinois Waterway Project Office Historic District was listed in the National Register in 2004. The contributing resources include the marine ways and harbor, Derrick Boat No. 3, The PEKIN, The ATLAS, Storage Building No. 304, Storehouse and Carpentry Shop, Garage No. 303 and Paint Sheds No. 1 and 2. Noncontributing resources include the new office building and garage, the machine & welding building, Storage Building No. 302, Barge No. 8, The PEORIA, and a radio repeater tower.

¹⁰ Description based on Rathburn, “Architectural and Engineering Resources of the Illinois Waterway,” Volume 2, pp. 405-438 and fieldwork done by the HAER recording team from 2007 to 2008.

¹¹ Rathburn, “Architectural and Engineering Resources of the Illinois Waterway,” Volume 2, pp. 407-408.

¹² Rathburn, “Architectural and Engineering Resources of the Illinois Waterway,” Volume 2, pp. 405-406.

The earliest extant buildings are the Pattern Storage Building (Building No. 304), two Paint Sheds (Building Nos. 305 and 307), Garage (Building No. 303), and Storehouse and Carpentry Shop (also known as the Storage and Shops Building, Building No. 306). The Pattern Storage Building is a 1,925 square foot, one story building clad in corrugated metal with a gable corrugated metal roof. The front facade has two garage doors.¹³

Paint Shed No. 1 (also referred to as the Hose House, Building No. 305 on drawings) is a 120 square foot, one story building clad in corrugated metal with a corrugated metal gable roof. Paint Shed No. 2 (also referred to as Oil House, Building No. 307 on drawings) is larger at 480 square foot and is clad in standing seam metal with a standing seam metal gable roof.¹⁴

The brick Garage (Building No. 303) is a 2,262 square foot building with a flat roof. It features eight vertical lift garage doors on its southwest facade.¹⁵ The Storehouse and Carpentry Shop (Building No. 306) measures 10,750 square feet. The one story building is clad in corrugated metal and has a gable roof and five garage doors. Storage space is located at the northeast end of the building while the carpentry shop is housed at the other end.¹⁶

Several buildings have been added to the site throughout its operational history. In 1966, an Equipment Storage Building (Building No. 302) was built near the Garage (Building No. 303). The one story, 3,515 square foot building is clad in metal and has a gable roof. Four vertical lift garage doors punctuate the southwest facade.¹⁷

When the Joliet Project Office located near Brandon Road Lock and Dam closed in the mid 1980s, a Machine Welding Building (Building No. 308) was floated down the waterway to the site in 1984. The 5,000 square foot, one story, prefabricated metal building dates to 1970. The building has a gable roof, a vertical lift garage door on the northeast facade and metal industrial sash windows.¹⁸

Another garage was built on the site in 1990 to the east of the Machine Welding Building and north of the harbor. The prefabricated metal building has a gable roof and three vertical lift garage doors.¹⁹

The original office building was demolished after the construction of the new one in 1992. The new one story brick office features a porch with a gable roof supported on

¹³ Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 411-412; Henning, "Illinois Waterway Project Office," Section 7, Page 1.

¹⁴ Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 417-420.

¹⁵ Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 415-416.

¹⁶ Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 413-414.

¹⁷ Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 429-430.

¹⁸ Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 427-428.

¹⁹ Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 425-426.

six columns on its main (southeast) facade. The main roof is hipped with a ventilator on top.²⁰

Building No. 309, probably built post-1996, has double doors on its front façade and a gable roof and is located near the Paint Shed (Building No. 305).

In addition to the buildings, a number of boats used in maintenance operations on the Illinois Waterway have been housed at the site, including the 1936 Derrick Boat No. 3, a work barge used for maintenance of the waterway; the 1943 PEKIN, a metal work boat used to maneuver barges; ATLAS, a work barge with a gate lifter dating to ca. 1950; the 1963 PEORIA, a push boat used to maneuver barges; and Barge No. 8, a work barge equipped with a diesel crane dating to 1989.²¹

B. Layout

The site is bounded by athletic fields to the north and east, marine ways and the Illinois River to the east and south, boat harbor to the south and west, and a road to the northwest. At the northern edge of the site is a row of structures, including (from west to east) the Equipment Storage Building (No. 302), Garage (No. 303), Pattern Storage Building (No. 304), Hose House/Paint Shed No. 1 (No. 305), Building No. 309, and just north of the marine ways, Paint Shed No. 2 (No. 307). The Storehouse and Carpentry Shop (No. 306) is at the center of the site. The Machine Welding Building (No. 308), garage and office are located from west to east along the harbor at the south edge of the site.

Part III. Sources of Information

A. Primary Sources

U.S. Army Corps of Engineers. "Government Moorings at Peoria," Illinois Waterway, Illinois, Chicago, Illinois. September 20, 1977, 1 Sheet.

B. Secondary Sources

Henning, Barbara J. "Illinois Waterway Project Office." National Register of Historic Places Nomination Form, 2002.

Rathburn, Mary Yeater. American Resources Group, Ltd. "Architectural and Engineering Resources of the Illinois Waterway between 130th Street in Chicago

²⁰ Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 423-424.

²¹ For information on Derrick Boat No. 3, see Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 409-410; Henning, "Illinois Waterway Project Office," Section 7, Page 1. For information on the PEKIN, see Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 421-422. For more information on ATLAS, see Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 435-436. For more information on PEORIA, see Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 433-434. For more information on Barge No. 8, see Rathburn, "Architectural and Engineering Resources of the Illinois Waterway," Volume 2, pp. 431-432.

and La Grange.” Volume 2. Prepared for the U.S. Army Corps of Engineers, Rock Island District, Rock Island, Illinois. October 1996.

C. Likely Sources Not Yet Investigated

Research was conducted in the Army Corps of Engineers records at the National Archives and Records Administration, Great Lakes Region, Chicago, but time constraints prevented thorough research of all records. Those records that were researched did not contain information about the Peoria Project Office.