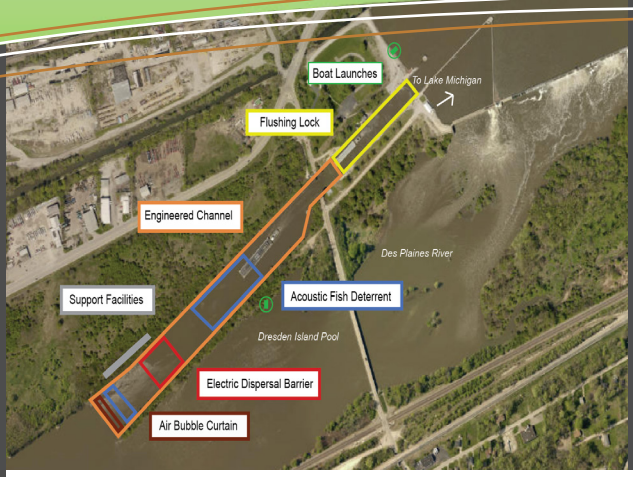
US Army Corps of Engineers
Rock Island District

BRANDON ROAD INTERBASIN PROJECT

QUARTERLY UPDATE

September 2021



The PROJECT

The Brandon Road Interbasin Project is a complex ecosystem protection effort designed to prevent upstream movement of invasive carp and other aquatic nuisance species into the Great Lakes from the Illinois Waterway.

Brandon Road Lock and Dam near Joliet, Illinois, has been identified as the critical pinch point where layered technologies could be used to prevent movement of invasive carp populations into the Great Lakes.

The PLAN

The recommended plan involves a layered system of structural and non-structural control measures.

Structural measures could include technologies such as a flushing lock, an engineered channel with electric barrier, underwater acoustic deterrent, and air bubble curtain.

Non-structural measures, implemented in conjunction with other federal agencies, could include public education and outreach, monitoring, integrated pest management, manual or mechanical removal, and research and development.

In this issue

Project Status Update

Pre-construction engineering and design (PED) of the Brandon Road Interbasin Project was initiated Dec. 29, 2020, when the state of Illinois signed a design agreement with the U.S. Army Corps of Engineers, Rock Island District. This phase of the project, known as PED, is estimated to last three years, cost $28.9 million, and be cost shared 65 percent federal, 35 percent non-federal. The state of Michigan contributed $8 million to the state of Illinois to help with the $10.1 million non-federal portion.

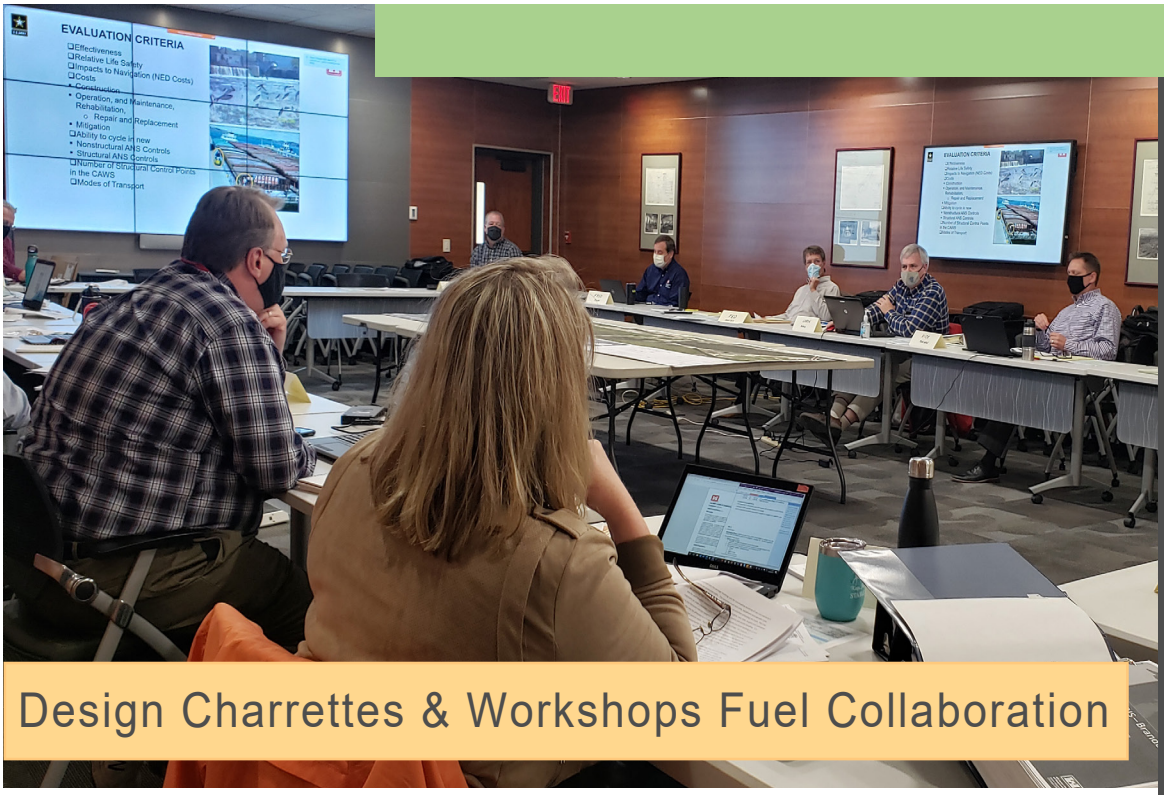
During the first 60 days, a project management plan was developed by the team and included establishment of a formal governance structure which will be used to make provide input and resolve conflict throughout the planning and construction of the project. A facilitated partnering meeting was held in mid-May allowing members of the Senior Executive Board, Executive Leadership Team and Project Leadership Team a chance to meet face-to-face to discuss detailed elements of the plan and sign a project charter.

Upon receipt of project funding, the team went to work on the planning and design for the project's various structural and non-structural elements. Specialized meetings, known as design charrettes, were scheduled to allow the partners to collaborate on the project's conceptual design as well as schedules, budget, cost estimates and resource allocations. Since the beginning of the year, three design charrettes have been held and several more are planned. Real estate options and alternatives for project use and acquisition are also underway.

In addition to design charrettes, the project delivery team also conducted its first navigation workshop in early June. This event provided navigation industry stakeholders with an update on the project and allowed them to provide valuable input from a users perspective on the current modeling and engineering efforts.

Over the next several months, the team will advance data gathering efforts to aid the design process. Scaled physical modeling and computer simulation will continue and bubbler safety testing will be conducted at the Peoria Lock. Geotechnical exploration will occur at the project site to determine the best location for the project controls in relation to the lock and project features.

Members of the Brandon Road Interbasin Project's Senior Executive Board, Executive Leadership Team and Project Leadership Team gather outside at the Black Hawk State Historic Site in Rock Island, Illinois, during their first facilitated partnering meeting.



Design Charrettes & Workshops Fuel Collaboration

The word charrette refers to any collaborative session in which a diverse team of designers draft a solution to a design problem. Due to the size and complexity of the Brandon Road Interbasin project, a large team of experts across the Nation have joined the team to accomplish the mission.

Over the past ten months, the Project Leadership Team has worked to develop a design plan and team for each of the structural elements included in the recommended plan. These teams then set forth a schedule for a series of design charrettes, where a collaborative planning process is used to harness the talents and energies of all interested parties to create a well-informed design.

The first charrette was held in April and focused on overall development of the project and its various structural elements. A second was held in June and was geared toward the Engineered Channel feature which would extend the walls of the existing lock chamber allowing for increased space for the installation of layered technologies recommended in the plan. A third charrette was held in late August and featured discussions about the Flushing Lock and how its design would impact operations.

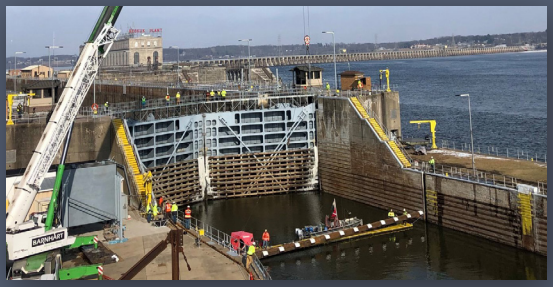
Additional charrettes are planned in the coming months and will cover deterrent elements, supporting facilities and site development.

A navigation workshop was also held earlier this year to give industry stakeholders a chance to learn more about the project and provide information to the design teams about navigation concerns. These workshops will continue throughout the design process.

Acoustic Deterrent Testing at Lock 19

In January, a group of scientists, engineers and contractors installed a temporary, experimental underwater acoustic deterrent system at Mississippi River Lock and Dam 19 between Keokuk, Iowa, and Hamilton, Illinois. Installation of the system is part of an ongoing study being conducted by the U.S. Geological Survey and the USACE Engineer Research and Development Center to better understand how invasive carp respond to acoustic, or sound, signals.

If the deterrent is effective at controlling upstream movement of invasive carp with limited effects on native species or impacts to the navigation system, this or similar technology could be deployed at other critical locations such as Brandon Road Lock and Dam to help prevent the spread of invasive carp.



An underwater acoustic deterrent system is installed into the approach channel at Lock 19 in Keokuk, Iowa, by the U.S. Geological Survey and U.S. Army Engineer Research and Development Center.

Click here to learn more.

Completed EVENTS

DECEMBER 2020
Design Agreement Signed

APRIL 2021
Design Charrette #1

MAY 2021
Facilitated Partnering Session #1

JUNE 2021
Navigation Workshop #1
Design Charrette #2

AUGUST 2021
Design Charrette #3

Upcoming EVENTS

OCTOBER 2021
Design Charrette #4
Navigation Workshop #2

NOVEMBER 2021
Facilitated Partnering Session #2

Stay CONNECTED

Looking for more information about the Brandon Road Interbasin Project? Click the website link below or scan the QR code with the camera app on your mobile device to learn more about the project's next steps, key leadership involved, and how to contact the project team.

https://go.usa.gov/xF79Xa

SCAN ME