



US Army Corps
of Engineers®
Rock Island District

BRANDON ROAD INTERBASIN PROJECT



QUARTERLY UPDATE

April 2023

The PROJECT

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 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. Construction is planned in three increments:

Increment I: (A) Automated Barge Clearing Deterrent, Leading Edge Bubble Deterrent, Leading Edge Acoustic Deterrent Array, Leading Edge Support Facilities, and Upstream Boat Launch. (B) Site Prep, Channel Rock Excavation

Increment II: Electric Deterrent, Wide Acoustic Deterrent Array, Complete Control Building, Right Descending Bank Wall Connect to Lower Guidewall, Flushing Lock, Downstream Boat Launch.

Increment III: Complete Engineered Channel

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.

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Project Status Update

Since the last quarterly update, the Brandon Road Interbasin Project team has continued pre-construction engineering and design of Increment I-A. In November, an industry day was held at the Joliet Junior College in Joliet, Illinois, and the BRIP team provided a project status update to the Great Lakes States and Provinces Forum. Congress passed the Water Resource Development Act of 2022 in December changing the construction cost share for the project to 90 percent federal, 10 percent non-federal.

In January, an amendment to the design agreement between USACE and the Illinois Department of Natural Resources allowed for \$1.5M in accelerated funds from the states of Illinois and Michigan to be used for continuation of Increment I-A design while a Project Partnership Agreement for construction is still being negotiated.

As part of the January 2022 Bipartisan Infrastructure Law, \$226 million in appropriations as well as a construction new start were designated for the Brandon Road Interbasin Project and an additional \$47.8 million in fiscal year 2023 federal appropriations have been targeted for the project. These federal funds will be available when the project partnership agreement is signed between the federal and non-federal partners. In addition,

the governor's of Illinois and Michigan proposed \$114 million in their combined budgets for fiscal year 2024 that would contribute to their 10 percent project cost share contribution. Shortly after the amendment was signed, a facilitated partnering meeting was held in early February with the executive leadership team to discuss the path forward and look at real estate and permitting needs for construction.

In March, a newly revised Total Project Cost Estimate was certified for the project, showing a 12.9 percent overall cost growth since the previous cost estimate in 2019. The new Total Project Cost is \$1.146 billion which includes a 52 percent contingency.



U.S. Army Corps of Engineers, Rock Island District, Commander Jesse Curry and Illinois Department of Natural Resources Director Natalie Phelps Finnie sign the design agreement amendment to accept accelerated funds for the Brandon Road Interbasin Project with members of the project's executive leadership team. The amendment provided \$1.5 million from the states of Illinois and Michigan to be used for the continuation of Increment I-A design while PPA negotiations are ongoing.



Contractors Attend Industry Day

In November, the Brandon Road Interbasin Project team from USACE Rock Island District and the state of Illinois conducted an Industry Day at Joliet Junior College in Joliet, Illinois, and the Brandon Road Lock and Dam.

More than 90 construction contractors, engineering firms, and navigation

industry representatives attended the event, either in-person or virtually. The day's discussion focused on upcoming contracting opportunities and helped contractors better understand design and specifications for the project features included in Increment I-A.

Following the presentations at the college, the group traveled to Brandon Road Lock and Dam to get a firsthand look at lock operations and the areas where construction is planned for the project.



Seeing the site in-person gave many of the contractors a better idea of the conditions they would be working in, if awarded a contract, and offered insight to those who had questions about logistical challenges and access needs.

Construction of the entire project is expected to take six to eight years but operation of the first increment could be operational as soon as 2025. Coordination and communication will be key in keeping the project's timeline on track.

Completed EVENTS

NOVEMBER 2022

Quarterly Update Webinar #5
Industry Day

FEBRUARY 2023

Facilitated Partnering Meeting #4

Upcoming EVENTS

APRIL 2023

Quarterly Update Webinar #6

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

New Total Project Cost Summary

According to Engineering Regulation 1110-2-1302, an updated Total Project Cost Summary is required for all U.S. Army Corps of Engineers Civil Works projects in construction every five years. The summary and supporting contract cost sheets are the basis for the project's official Total Project Cost Estimate. The Total Project Cost Summary reflects all applicable project feature costs, contingencies, escalation and inflation to project completion and outlines the federal and non-federal cost share. It includes spent and future costs.

A new Total Project Cost Summary for the Brandon Road Interbasin Project was certified in March showing a 12.9 percent cost growth and a reduction in contingency cost. The total cost went from \$1.014 billion to \$1.146 billion and the contingency dropped from 65 to 52 percent. Contingency is the amount of money included to cover potential events that are not specifically accounted for in the cost estimate.

Applied research and development in laboratory and large-scale field testing substantially improved designs and confidence in deterrent performance under real world conditions. Many of these cost savings were offset by increases in inflation, material and labor costs.

