



Office of Water Resources • 2050 West Stearns Road • Bartlett, Illinois 60103

PUBLIC NOTICE

BRANDON ROAD INTERBASIN PROJECT ON THE DES PLAINES RIVER IN WILL COUNTY JOINTLY BY THE US ARMY CORPS OF ENGINEERS AND THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES

The US Army Corps of Engineers, Clocktower Building, PO Box 2004, Rock Island, IL and the Illinois Department of Natural Resources, One Natural Resources Way, Springfield, IL, have jointly applied for a permit from the IDNR, Office of Water Resources to authorize the construction of the Brandon Road Inter-basin Project. The work is proposed to take place on the north side of the channel of the Des Plaines River immediately downstream of Brandon Road Lock and Dam in unincorporated Will County near the City of Joliet. This notice is being sent pursuant to State rules for construction in public waters.

The proposed work involves the construction of a multi layered deterrent system aimed at restricting the movement of Asian carp and other invasive species upstream beyond the Brandon Road Lock and Dam. A bubble curtain deterrent, and acoustic deterrent and an automated barge cleaning deterrent and associated support facilities located at the downstream approach channel to the Brandon Road Lock and Dam are proposed. Also proposed is a new boat ramp into the upper pool of the dam. Please keep in mind that this is the first increment of three. The second and third increments will be proposed a later time. The construction for the first increment will take approximately 3 years.

The project site is in the East Half of Section 20, Township 35 North, Range 10 East of the Third Principal Meridian in Will County. Enclosed with this public notice is a location map.

Plans for the work may be seen by appointment at the Northeastern Illinois Regulatory Programs Section office, 2050 West Stearns Road, Bartlett, Illinois 60103. Inquiries and requests to review the plans may be directed to Bill Boyd of the Bartlett Office at 847/608-3116. You may also contact the applicant's agent Scott Whitney of the Rock Island District of the US Army Corps of Engineers at 847/878-8679. Additional information about this project can be found on our website at dnr.illinois.gov/waterresources/publicnotices.

Review of this project will be limited to the following issues: 1) Any obstruction to, or interference with the navigability of the river; 2) Any encroachment on the river; and 3) Any impairment of the rights, interests, or uses of the public on the river or in the natural resources thereof.

You are invited to send written comments regarding the proposed work to the Bartlett Office by July 11, 2024.

June 20, 2024

WTB:

BRANDON ROAD INTERBASIN PROJECT Construction Increments IA and IB IMPACT ASSESSMENT Attachment B



MAY 2024



**US Army Corps
of Engineers®**
Rock Island District

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Executive Summary

This report evaluates the anticipated impacts of the Brandon Road Interbasin Project (Project) on public water surrounding Brandon Road and including the Great Lakes. Specifically, it focuses on Project Construction Increments IA and IB, encompassing the establishment of leading-edge deterrents, support facilities, and the excavation of the Engineered Channel. As plans for the subsequent phases of the Project (Construction Increments II and III) develop, further assessments will be conducted, followed by regulatory reviews and permit procedures at both Federal and state level.

The U.S. Army Corps of Engineers, Rock Island District (District), has concluded that the construction of Increments IA and IB will result in minor adverse effects on public water near Brandon Road. However, these impacts are largely offset by substantial benefits to public water usage across the Great Lakes resulting from the successful and timely execution of this Project. It's widely recognized that preventing migration to a new watershed is most logical, efficient, and economical approach to avoiding deleterious Aquatic Nuisance Species (ANS) induced impacts.

During its construction phase, the Project is expected to cause short-term, localized, and insignificant impacts on the floodway. It will avoid all wetlands and will have no effect any protected species. Any potential effects on native fish species and historical properties will be offset through mitigative upstream restocking efforts, and the development of a book for historical and educational purposes focusing on the significance of the history and engineering in the Illinois Waterway system. Additionally, any short-term impacts on local recreational activities will be offset by increased safety and security measures that improve accessibility to public lands adjacent the Des Plaines River upon the completion of construction.

Regulatory Permitting

The District, in collaboration with the State of Illinois, the Project sponsor, and the State of Michigan, has undertaken an extensive effort to address potential impact on public waters. During the Preconstruction Engineering Design (PED) phase, the partnership focused on avoiding, minimizing, and offsetting these impacts, resulting in the development of a multi-layered deterrent system aimed at restricting the movement of ANS. This District involved stakeholder groups including the navigation industry and the public to incorporate their ideas into the final design.

The project will change the original fabric of the Brandon Road Lock and Dam Historic District. The Illinois State Historic Preservation Office has agreed to a conditional no adverse effect to structures listed in the National Register of Historic Places contingent upon the publication of a history of navigation on the Illinois Waterway described in the Final Brandon Road Integrated Feasibility Study and Environmental Impact Statement.

Currently, the District is actively engaging the public and relevant stakeholders to identify concerns and ensure compliance with both Federal (Section 404(b)(1)) of the Clean Water Act) and State (Section 401 of the Clean Water Act, Ill. Adm. Code Parts

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3704 and 3708) regulatory permit requirements for construction of Increment IA and IB of the Project.

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I. Purpose

The Impact Assessment aims to detail how key regulatory concerns are addressed. These include Public Safety, Navigation, Public Water Access, Transportation, Recreation, and Aquatic Species Movement. This assessment specifically focuses on Project Construction Increments IA and IB, involving the construction of the leading-edge deterrents and support facilities, as well as the excavation of the Engineered Channel.

These findings stem from collaborative discussions aimed at avoiding, minimizing, or offsetting Project impacts, drawing upon model results, available data, observations from Brandon Road Lock operations staff, and feedback received during navigation industry and public meetings.

II. Impacted Areas

Following are illustrations of four impacted areas that will be discussed in terms of impacts with Project construction and implementation and the without Project condition.

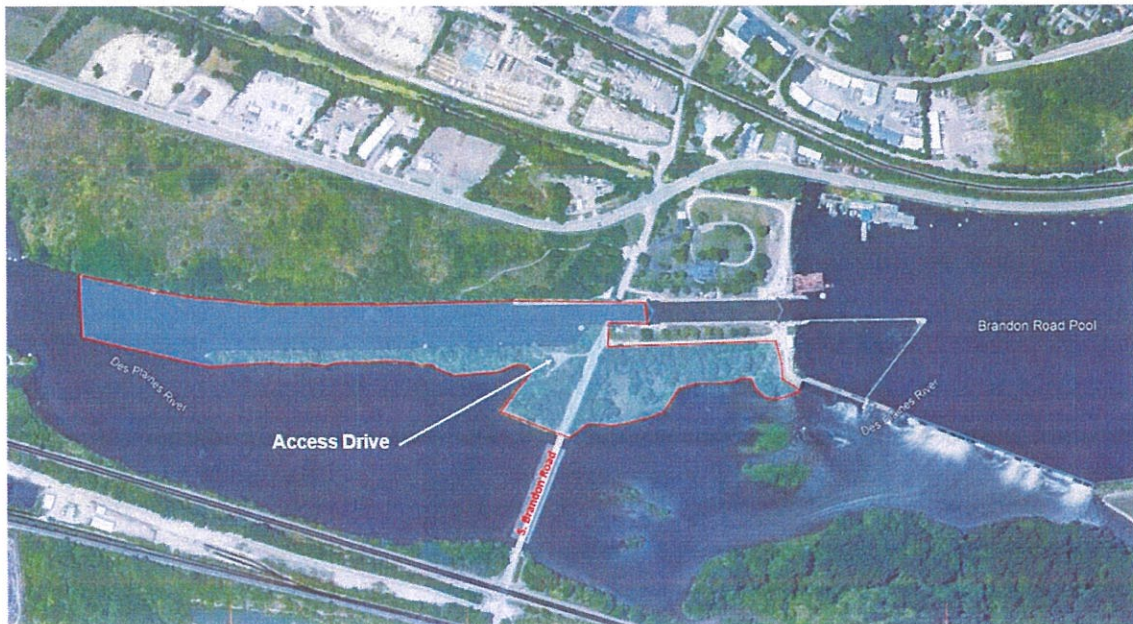


Figure 1. Engineered Channel and Peninsula

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Figure 2. Des Plaines River in the vicinity of Brandon Road

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Figure 3. Area of Lake Michigan under Illinois Jurisdiction

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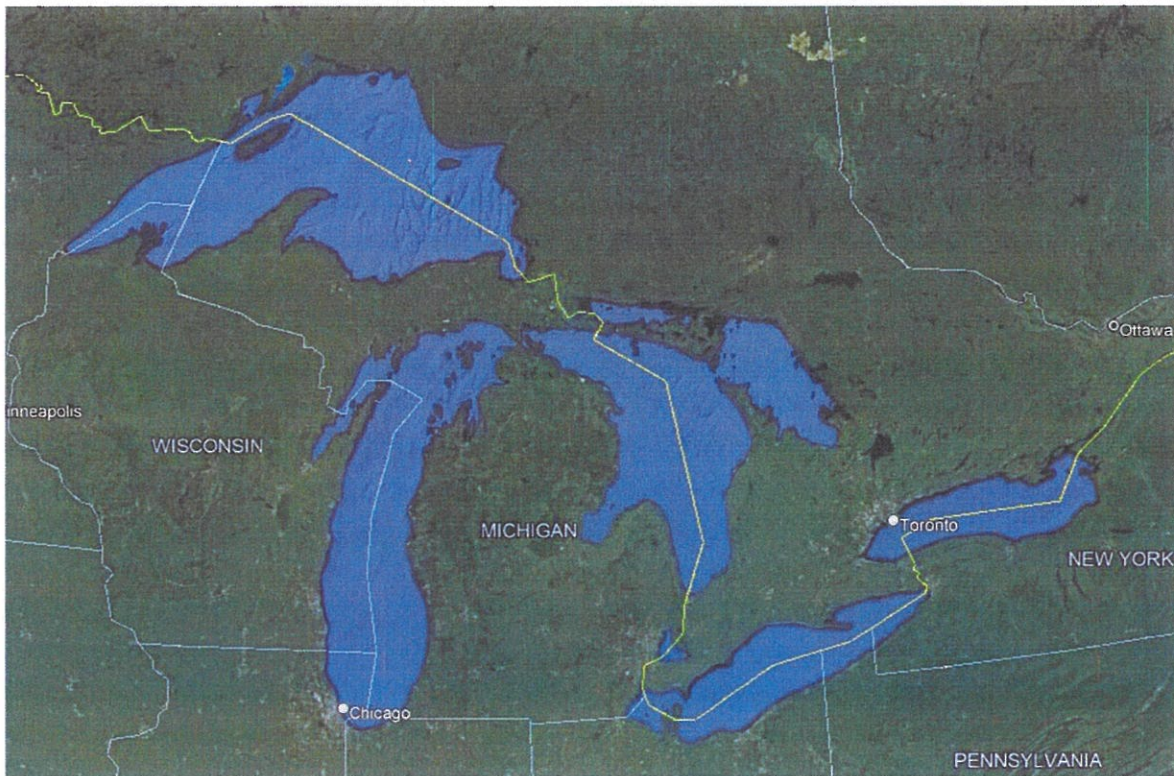


Figure 4. Great Lakes

III. Current Usage

A. Engineered Channel and Peninsula (Figure 1)

The Brandon Road Lock and lower approach channel were specifically constructed to a standard channel depth and width for commercial navigation on the Illinois Waterway. This area encompasses approximately 15 acres of surface water, with a shoreline stretching for 1 mile, of which 0.25 miles is publicly accessible. The lower approach channel is not useful for pleasure boating, fishing, swimming or other forms of recreation out of concern for safety with such close proximity to nearly continuous commercial navigation. The entire width, which spans 200 feet, is used by commercial navigation when approaching and departing from the lock. Recreation boats also transit through the lock, however small craft do not anchor or linger in the approach channel for recreation purposes.

Terrestrial resources on the left descending bankline peninsula or causeway consists of broken limestone bedrock and channel materials excavated in the 1930s to facilitate the creation the original Brandon Road Lock and downstream approach navigation channel. This peninsula/causeway separates the main flow of the Des Plaines river from the approach channel, creating a protected, slack water area to allow safe navigation approaches and departures at the lock. The public accesses this area by automobile from Brandon Road, parking in undesignated areas next to

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the road. Some individuals also park to access the Des Plaines River from the peninsula or fish from the Brandon Road bridge.

The peninsula poses challenges as it attracts illegal garbage dumping and other illicit activities due to its accessibility, seclusion, and poor lighting. The Rockdale Police discourage fishing from the Brandon Road bridge due to safety concerns associated with fishing from the road shoulder. As part of the 2022 geotechnical exploration contract, trees were cleared for drilling rigs, inadvertently creating a parking area and access route on the peninsula. Consequently, the public use of this area increased.

In the fall of 2023, due to excessive garbage dumping, illicit activity, vandalism to government equipment/property, and off-road vehicle rutting and erosion damage, a locked gate was installed, restricting vehicle access to the peninsula. Currently, this site does not provide designated public parking areas, state or Federal land use signage, or routine policing commonly associated with other designated Federal or state recreational facilities.

B. Des Plaines River in the vicinity of Brandon Road (Figure 2)

This area spans approximately 80 acres of surface water, with 1 mile of shoreline primarily under private ownership. Current activities in the area include fishing, wading, duck hunting and boating. While the water is too shallow for most boats, smaller craft such as canoes or kayaks are used downstream of the dam. Some visitors opt to park along the Brandon Road to access the water or fish from the bridge. Additionally, vehicles park on the access drive west of Brandon Road. However, there has been no formal assessment of recreational use in this area. Concerns have arisen regarding hunting in the vicinity, particularly regarding shot from duck hunters occasionally impacting locking operations at the facilities.

C. Area of Lake Michigan Under Illinois Jurisdiction (Figure 3)

This vast area encompasses over 1 million acres of surface water and boasts over 50 miles of shoreline. It is highly regarded for its recreational potential, offering excellent opportunities for fishing, swimming, and boating. Fortunately, the construction and operation of the of the Brandon Road Interbasin Project are not anticipated to negatively impact this area. Instead, the Project stands to benefit it significantly by safeguarding its current natural resources from invasive species originating from the Mississippi River basin, notably Invasive Carp.

The introduction of Invasive Carp into Lake Michigan could have severe repercussions for its native aquatic species and diminish recreational opportunities in the area. The Brandon Road Interbasin Project is crucial for preserving Lake Michigan's ecosystem.

The Project's primary objective is to uphold the recreation opportunities Lake Michigan offers to the public. Furthermore, it aims to safeguard economic benefits

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derived from both recreational and commercial activities reliant on the preservation of this invaluable natural resource.

D. Great Lakes (Figure 4)

This Great Lakes encompasses over 60 million acres of water surface and boasts over 9,400 miles of shoreline, offering a haven for recreational activities include fishing, swimming, and boating. The Brandon Road Interbasin Project would safeguard the area's natural resources from the threat of invasive species originating from the Mississippi River, notably Invasive Carp. Additionally, it aims to sustain the ecological benefits derived from both recreational and commercial activities that rely on the preservation of this invaluable natural resource.

IV. Public Safety Impacts

A. Engineered Channel and Peninsula/Causeway (Figure 1)

The future Project site including the engineered channel and peninsula, will be enclosed by fencing for public safety. This measure will prevent entry of vehicles or pedestrians into the Project's operational area. Permanent fencing, gates, and associated signage is provided within the Civil Plan Sheets. See drawing sheets C-115, C-116, and C-120.

To ensure safety and security during construction of Increments 1, 2 and 3, temporary fencing will be erected along Brandon Road to prevent unauthorized access to active work zones. Once these construction increments are completed, the temporary fence will be removed, and access will be created for public parking. The contractor will determine the specific location of the temporary fencing, with a general guideline to restrict public access to construction staging area delineated in red on the accompanying image.

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electric deterrent, safety fence and safety railing. Specifically, the automated barge clearing deterrent will only be active when large navigation vessels (upbound large traffic) are passing over it and remain deactivated at all other times.

Summary:

The proposed conditions will entail some changes from the current state. Recreational activities will be prohibited during the construction phase and limited to the Des Plaines River side of the peninsula once construction concludes. Additionally, excavated material from the approach channel will be used to enlarge the peninsula, enhancing safe access to the Des Plaines River on its eastern side and thereby improving recreational opportunities.

- The proposed conditions will be slightly different than the current condition, recreational use will be prohibited during construction and restricted to the Des Plaines River side of the peninsula once construction is complete.
- Excavated material from the approach channel will be used to expand the peninsula, increasing safe access to the Des Plaines River on the east side of the peninsula to the public for improved recreational purposes.

Avoidance + Minimization:

- Extensive modeling and testing to minimize impacts to public safety.
- Conducting field testing during construction to establish safety thresholds.
- Implementation of safeguards, including emergency shutoffs, for emergency conditions.
- Further restriction of access to the downstream portion of the peninsula post construction through fencing.
- Utilization of signage and warning signs to alert the public to safety hazards.
- Deployment of operators and camera systems for monitoring and prevention of public access to equipment and facilities.
- Reduction of attractive nuisance with the active presence of operational staff, cameras, and improved lighting.

B. Des Plaines River in the vicinity of Brandon Road (Figure 2)

A temporary construction pad will be situated at the lower end of the causeway to facilitate the construction of the deterrent support facilities. This pad will result in a minimal increase of 0.0122 feet in 100-year flood height, confined to a small section of the Des Plaines River adjacent to the left descending peninsula, with no impact on surrounding structures. Upon completion of construction, removal

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of the pad and restoration of the site to its original dimensions will completely mitigate any impact on flood heights.

Construction of the upstream boat ramp requires the removal of potentially contaminated sediments, which will be addressed through mechanical dredging, containment, HTRW testing, appropriate handling and disposal.

Avoidance + Minimization:

- Permanent features will be outside of the floodway. The construction pad is within the floodway will be restored to pre-project conditions after construction.
- Responsible dredging, containment, and proper handling and disposal of any contaminated sediments during the construction of the upper boat ramp.
- Implementation of new, sanctioned public parking for the area upon completion of the Project will improve public safety.

C. Area of Lake Michigan Under Illinois Jurisdiction (Figure 3)

The construction and operation of the Brandon Road Interbasin Project would not result in any negative impacts on public safety. Positive impacts of Project include preventing invasion of carp, known for jumping from the water and posing risks to boaters, while also preventing the ANS upstream spread and resulting detrimental ecological effects on the Lake Michigan aquatic ecosystem. Furthermore, the Project contributes to the preservation of existing ecosystems within Lake Michigan and Great Lakes region.

D. Great Lakes (Figure 4)

The construction and operation of the Brandon Road Interbasin Project would not result in any negative impacts on public safety. Positive impacts of the Project include preventing invasion of carp, known for jumping from the water and pose risks to boaters, as well as preventing the ANS upstream spread and resulting detrimental ecological impacts on the entire Great Lakes aquatic ecosystem.

V. Navigation Impacts

A. Engineered Channel and Peninsula (Figure 1)

Anticipated traffic impacts include extended transit time during the operation of the implemented features and delays resulting from construction activities. To address these challenges, the team is integrating design features aimed at reducing safety risks and traffic disruptions for navigation during Project operation and construction. Findings from the feasibility study highlight the potential negative effects on businesses reliant on navigation traffic, particularly if lockage times exceed 15 minutes. Primary construction activities, such as rock removal for trenches and deterrent installation, will temporarily restrict or close navigation channels. However, there will be periods of open navigation traffic when construction activities are not occurring in the channel.

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Avoidance + Minimization:

- The design team is collaborating closely with the navigation industry and USCG through multiple workshops to gather feedback and input, aiming to minimize delays and impacts during operation and construction.
- Coordination with the construction and navigation industries is underway to minimize impacts on navigation.
- Construction scheduling will prioritize maintaining navigation, allowing for 12 hours of commercial navigation on weekdays to minimize disruption to commodity movement. Unrestricted navigation will be permitted for 48 hours each weekend, specifically Saturdays and Sundays, when construction activities occur in the main channel.
- Transit time has been assessed through physical modeling, with efforts focused on designing features that result in no more than a 15-minute increase in traffic during the operation of implemented features.
- The extended guidewall configuration will enhance approach and exit times.
- The flushing lock will improve lock filling and emptying time.

B. Des Plaines River in the vicinity of Brandon Road (Figure 2)

Since this portion of the river is not used for navigation, the Project does not have navigation impacts in this area.

C. Area of Lake Michigan Under Illinois Jurisdiction (Figure 3)

The construction and operation of the Brandon Road Interbasin Project would not result in impact to the navigation in this area.

D. Great Lakes (Figure 4)

The construction and operation of the Brandon Road Interbasin Project would not result in impact to navigation in this area.

VI. Public Water Access Impacts

A. Engineered Channel and Peninsula (Figure 1)

As noted in the Public Safety Assessment, the current navigation approach channel poses inherent risks to small craft like canoes, kayaks and jet skis for activities such as boating, fishing, swimming, and recreation, and as a result, these activities are discouraged or prohibited due to safety concerns. Throughout the construction and operation phases of the Project, public access to the water in this area for fishing, swimming, and recreating will be strictly prohibited. Only navigation traffic and vessels (including some recreational boats) entering or exiting the lock will be permitted in this zone during Project operation. There may be instances during construction when navigation traffic and vessels transit into and out of the lock are restricted and/or prohibited.

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The small access drive located on the left descending bank peninsula (west of Brandon Road) depicted in **Figure 1** will not be accessible to the public during construction. Future construction phases will include the establishment of permanent access to enhance security for critical operational facilities on the peninsula and to safeguard the public from the deterrent components in the area. Future public parking and public water access will be temporarily accommodated upon completion of construction increments if there are gaps between construction contracts. Permanent public access features will be addressed either under construction Increment II or Increment III when end state landscaping and site restoration is developed.

Avoidance + Minimization:

- The engineered channel's footprint offers no recreational value beyond serving as a transit point into or out of the lock, a characteristic that will persist both during and after construction.
- Private and commercial vessels will retain their ability to navigate the channel while observing necessary safety measures.
- Access for small recreational craft like canoes, kayaks, and jet skis will be contingent upon establishment of regulated navigation area rules by the USCG, enabling their passage with the Project area.
- Public access to the area will be restricted during construction to prevent potential safety hazards associated with the constant movement of heavy equipment entering and exiting the construction zones.
- Modifications to the filling and emptying system will streamline the current process, resulting in reduced lock filling and emptying time.

The excavated material from the approach channel will serve to extend the peninsula on the Des Plaines River side, enhancing safe public access to the Des Plaines River tailwaters and east side channel. This expansion will significantly improve recreational access following the completion of construction, offering a safer alternative to fishing from the bridge once the Project is finalized.

B. Des Plaines River in the vicinity of Brandon Road (Figure 2)

Water access in the area will remain unaffected by the Project during its operation phase. However, during the construction period, accessing the water from the shoreline will pose challenges due to the utilization of the current site access drive on the west side of Brandon Road for construction activities. As a result, parking of vehicles in this area will be prohibited. Following the completion of construction, an alternative public access and parking area will be developed.

Avoidance + Minimization:

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- During construction, land access to Des Plaines River will not be permitted.

C. Area of Lake Michigan Under Illinois Jurisdiction (Figure 3)

The construction and operation of the Brandon Road Interbasin Project will not result in any adverse effects on public water access in this area.

D. Great Lakes (Figure 4)

The construction and operation of the Brandon Road Interbasin Project will not result in any adverse effects on public water access in this area.

VII. Transportation Impacts

A. Engineered Channel and Peninsula (Figure 1)

The primary transportation impact will involve temporary interruptions to vehicular traffic on Brandon Road during Project's construction. Construction traffic enter and exit the construction area, leading to multiple interactions with the drawbridge, existing road traffic, and the anticipated construction traffic. To mitigate disruptions, a comprehensive plan will be devised. Although the traffic impact is expected to be localized, ample alternative routes are available to accommodate affected traffic.

Avoidance + Minimization:

- The design team is working with Will County to minimize the effects of construction traffic on Brandon Road.
- A second driveway is scheduled to be constructed for exiting the peninsula area on the west side of Brandon Road
- A comprehensive traffic control plan will be enforced to mitigate traffic impacts and increase safety. This plan will entail the use of signage during construction and installation of permanent signage for the Project's operational phase.
- During construction, certain barge traffic may transition to rail or highway routes when the channel is closed. Efforts are underway to minimize navigation closures and restrictions during that period.

B. Des Plaines River in the vicinity of Brandon Road (Figure 2)

The primary transportation impact will involve temporary interruptions to vehicular traffic on South Brandon Roadway during the Project's construction phase. Construction traffic will enter and exit the construction area, leading to multiple interactions with the drawbridge, existing road traffic, and the expected construction traffic. To mitigate disruptions, a comprehensive plan will be developed. Although the traffic impact is expected to be localized, ample alternative routes are available to accommodate affected traffic.

Avoidance + Minimization:

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- The design team is working with Will County to minimize the effects of construction on Brandon Road.
- A second driveway is scheduled to be constructed for exiting the peninsula on the west side of Brandon Road
- A comprehensive traffic control plan will be enforced to mitigate traffic impacts and increase safety. This plan will entail the use of signage during construction and installation of permanent signage for the Project's operational phase.

C. Area of Lake Michigan Under Illinois Jurisdiction (Figure 3)

The construction and operation of the Brandon Road Interbasin Project will not result in any adverse effects on public water access in this area.

D. Great Lakes (Figure 4)

The construction and operation of the Brandon Road Interbasin Project will not result in any adverse effects on public water access in this area.

VIII. Recreation Impacts

Recreational impacts for each geographic area are discussed below. Additionally, Enclosure 2 provides a comparison of recreational impacts in each geographic area under both Project and non-Project conditions.

A. Engineered Channel and Peninsula (Figure 1)

As highlighted the Public Safety Assessment, the current navigation approach channel poses significant risks, rendering it unsuitable for activities such as boating, fishing, swimming, or recreational pursuits. Given its current usage and operational status as a navigation approach channel, engaging in such activities is discouraged for safety reasons. A regulated navigation area specifically tailored for small recreational craft such as canoes, kayaks, and jet skis, for safe transit into or out of the lock may be established by the USCG.

The peninsula itself is currently not used for recreational activities. However, a small access drive located on the west side of Brandon Road is occasionally used by the public to reach recreational activities in the Des Plaines River vicinity of Brandon Road. Unfortunately, this existing access drive has also contributed to illegal garbage dumping, vandalism and other illicit activities.

During the construction phase, the access drive on the west side of Brandon Road will not be accessible. Furthermore, access to the peninsula west of Brandon Road is likely to remain permanently unavailable. This decision is primarily aimed at enhancing security for the operational components to be installed and ensuring public safety by safeguarding them from the electrical deterrent components that will be active in this area.

Upon completion of the construction activity for all of the Brandon Road Interbasin Project, parking and suitable access to the Des Plaines River will be permanently establish for public use, as shown in **Figure 6**.

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Avoidance + Minimization:

- Currently, the Engineered Channel is unsuitable for recreational activities aside from transit.
- Small recreational vessels such as canoes, kayaks, and jet skis may be permitted if the USCG implements regulated navigation area rules allowing such traffic in the Project area.
- Fencing will be installed to restrict access to work zones during active construction of Increments 1, 2 and 3, prioritizing public safety shown on **Figure 7**.
- The Project will provide permanent public parking and suitable public access to the Des Plaines River post-construction.

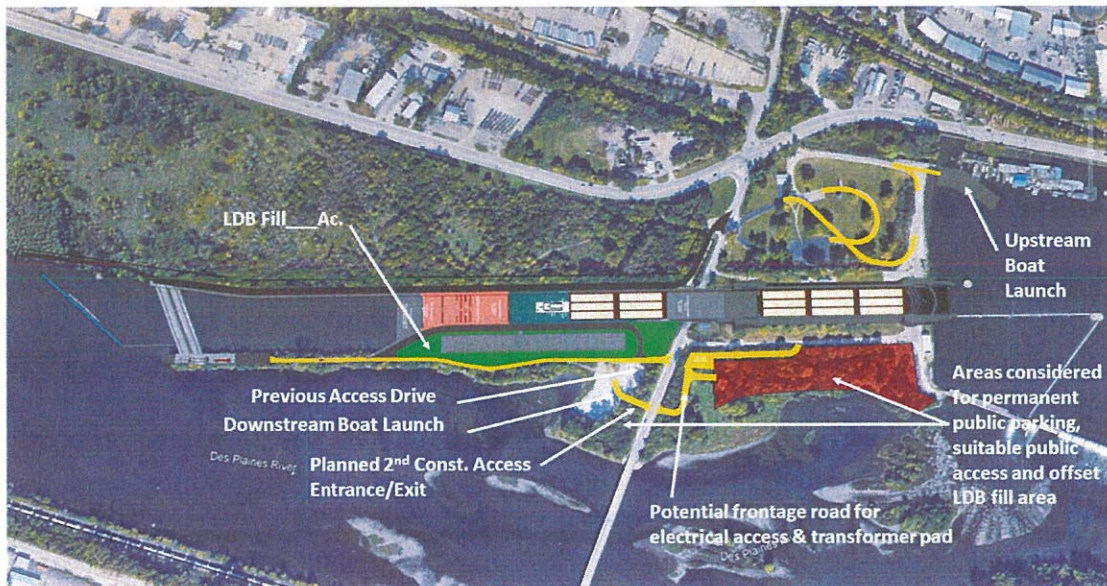


Figure 6. Recreation Access

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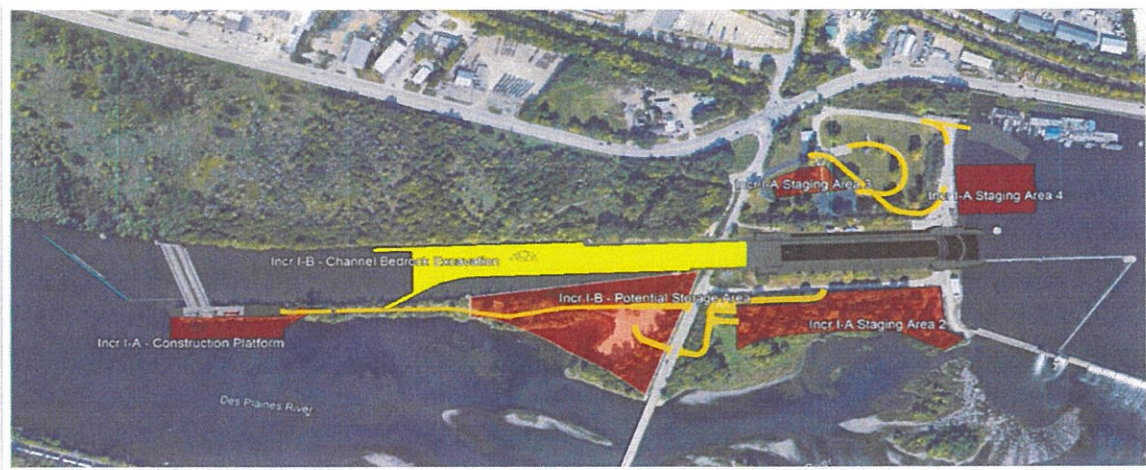


Figure 7. Construction Work Zones

B. Des Plaines River in the vicinity of Brandon Road (Figure 2)

Duck hunting occurs from unregulated blinds in the main stem of the Des Plaines River between Brandon Road Dam and the confluence with the approach channel. Unfortunately, errant shots from these activities have posed hazards to lock personnel and operations at the lock. According to Illinois hunting regulations, shotgun hunting within 100 yards of an inhabited building is prohibited without prior permission of the owner or tenant of the dwelling.

To protect lock staff, barrier operators, and equipment, hunting will be strictly prohibited throughout this stretch of the river. This measure aims to ensure the safety of all personnel and maintain the integrity of the lock's operation.

Avoidance + Minimization:

- Enforcement of Illinois hunting regulations will impact hunting activities.
- Closure of access to Des Plaines River water from the peninsula during construction.
- Fishing from the Brandon Road Bridge will be unsafe and discouraged due to increased construction traffic on the bridge.

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C. Area of Lake Michigan Under Illinois Jurisdiction (Figure 3)

The Brandon Road Interbasin Project aims to safeguard the great recreational opportunities offered by Lake Michigan. It also seeks to maintain the economic benefits generated from recreational and commercial activities that rely on the lake. The Project's operation is expected to benefit the region positively.

D. Great Lakes (Figure 4)

The Brandon Road Interbasin Project aims to protect the great recreational opportunities offered by the Great Lakes for the public, and the economic impacts derived from recreational and commercial activities dependent on this valuable natural resource. The Project's operation will have a positive impact on this area since this region boasts a significantly larger and more suitable recreational areas compared to those affected the Project.

IX. Aquatic Native Species Impacts

A. Engineered Channel and Peninsula (Figure 1)

The Brandon Road Interbasin Project aims to stop the transfer of native aquatic species through the lock. A special mitigation exemption waiver was obtained during the planning phase to address the impacts on native species. This waiver allows for stocking native species above the lock to mitigate for the disruption of connectivity caused by the lock. The plan is currently being development and will be implemented when the Project transitions to the construction phase. It will be upheld throughout the 50-year lifespan of the Project.

B. Des Plaines River in the vicinity of Brandon Road (Figure 2)

The construction and operation of the Brandon Road Interbasin Project would not affect native species in this area.

C. Area of Lake Michigan Under Illinois Jurisdiction (Figure 3)

The operation of the Brandon Road Interbasin Project will positively impact on this area by preventing the transfer of invasive carp. This will help maintain the food supply chain by preventing the invasive carp from outcompeting native species for food.

D. Great Lakes (Figure 4)

The Brandon Road Interbasin Project will benefit this area by preventing the transfer of invasive carp, which could disrupt the food supply chain by outcompeting native species for food.

X. Regulatory Issues, Floodplain, Floodway, (No Rise)

The design team has been actively addressing these concerns, and they have developed an acceptable solution in collaboration with the IDNR. Through discussions and coordination with the IDNR, the Project's design has been adjusted appropriately. Furthermore, to ensure acceptable impacts, a Letter of Map Amendment (LOMA) and Letter of Map Revision (LOMR) were developed.

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The USACE has concluded that the Project features, as revised through the LOMA and LOMR submittals, align with acceptable use criteria and/or are being built within areas designated for Federal navigation project under navigational servitude. The Federal Emergency Management Agency has also agreed with the assessment as part of the LOMA and LOMR application process.