U.S. ARMY CORPS OF ENGINEERS
ROCK ISLAND DISTRICT

2022 SAME/SMPS ST. LOUIS 8TH ANNUAL INDUSTRY DAY

Troy Robbins
U.S. Army Corps of Engineers
Rock Island District
21 April 2022
DIVISION AND DISTRICT BOUNDARIES

Mississippi Valley Division

Six Districts including Rock Island

Rock Island District

Five river basins in portions of: Iowa – Illinois – Wisconsin – Minnesota – Missouri
ROCK ISLAND DISTRICT SMALL BUSINESS PROGRAM

Provides outreach and information to ensure small businesses have the maximum practicable opportunity to participate in Rock Island District acquisitions through contracts or subcontracts.

Examples of Outreach and Informational Events include:
- Roundtable Discussions
- Large Business Trainings
- District Industry Days
- AGC Regional Industry Meeting

<table>
<thead>
<tr>
<th>SB Programs/Goals</th>
<th>FY21 Goals</th>
<th>FY21 Actual Obligations</th>
<th>FY21 Actual %</th>
<th>FY22 Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Business</td>
<td>60%</td>
<td>$75,000,631</td>
<td>67.23%</td>
<td>48%</td>
</tr>
<tr>
<td>Small Disadvantaged Business</td>
<td>25%</td>
<td>$48,899,451</td>
<td>44.73%</td>
<td>30%</td>
</tr>
<tr>
<td>Woman Owned SB</td>
<td>6%</td>
<td>$20,257,650</td>
<td>18.16%</td>
<td>12%</td>
</tr>
<tr>
<td>HUBZone</td>
<td>9%</td>
<td>$24,749,740</td>
<td>22.18%</td>
<td>14%</td>
</tr>
<tr>
<td>Service-Disabled Veteran SB</td>
<td>5%</td>
<td>$13,069,834</td>
<td>11.72%</td>
<td>5%</td>
</tr>
</tbody>
</table>

Total FY21 Contracting Obligations = $111,562,869
ROCK ISLAND DISTRICT MISSION

Deliver vital engineering and water resource solutions in collaboration with our partners to secure our Nation, reduce disaster risk and enhance quality of life, providing value to the region and Nation.

Primary Business Lines

- Emergency Response
- Navigation
- Flood Risk Management
- Recreation
- Environmental Stewardship
- Support to Military Programs
## ROCK ISLAND DISTRICT - VALUE TO THE NATION

### EMERGENCY RESPONSE
- Flood Fight Supplies Provided in 2019
  - 4.2 M Standard Sandbags
  - 6,000 Large (airlift) Sandbags
  - >6 Miles HESCO Gabion Baskets
  - >2 Miles Polyethylene Sheeting
  - 104 Portable Pumps

### RECREATION
- Campsites: 1850
- Recreation Sites: 97
- Boat Ramps: 38
- Swimming Beaches: 10
- Visitor Centers: 5
- Annual Visitation: 16.8 M

### NAVIGATION
- Lock & Dam Sites: 18
- Miles of Navigation Channel: 582
- Tonnage Locked in 2018: 396 M
- Annual Cost Benefit: >$1 B

### ENVIRONMENTAL STEWARDSHIP
- Upper Mississippi River Restoration
- Habitat Rehabilitation Projects
  - 16 In Planning/Design
  - 7 Under Construction
  - 56 Completed to Date
  - 106,000 Acres Restored to Date
  - Annual Budget: $33.17 M

### FLOOD RISK MANAGEMENT
- Levee Drainage Systems: 146
- Miles of Levees: >900
- Flood Risk Management Reservoirs: 2 (dry) Illinois, 3 (wet) Iowa
- Flood Damages Prevented: >$17 B

### MILITARY SUPPORT
- Overseas Contingency Operations
- Contracting Support for the 88th Regional Support Command
- Support & Partnering w/Active Duty Brigades, Reserve & ROTC Units
- Support to Wounded Warriors
FUNDING TRENDS FY12 - FY22

Investigations
Construction
O&M
Total Program

FUNDING TRENDS FY12 - FY22
FY22 ALLOCATIONS

Rock Island District FY22 APPROPRIATIONS - $268.1M (Regular Appropriations)

- **INVESTIGATIONS - $5.2M**
  - Brandon Road - $4.94M
  - Illinois 519 - $0.25M

- **CONSTRUCTION - $78.3M**
  - UMRR - $33.2M
  - NESP - $45.1M

- **OPERATIONS & MAINTENANCE - $184.6M**
  - Mississippi River - $81.3M
  - Illinois Waterway - $61.7M
  - Saylorville Lake - $10.4M
  - Lake Red Rock - $25.8M
  - Coralville Lake - $4.9M
  - Farm Creek - $0.5M
Rock Island District leads the USACE Mandatory Center of Expertise (MCX) for inland navigation engineering and design. INDC leads the engineering and design for new locks and dams, major rehabilitation and standardization of components at USACE inland navigation projects.

- Soo Lock, New Lock
- NESP Lock 25 new 1200ft Lock
- Upper Ohio, Montgomery L/D, New Lock
- Brazos River, New Sector Gate
- Brandon Road Interbasin project
- Major Rehabilitation studies (13)
- H.M. Chittenden Lock, Miter Gate Replacement
- W.P. Franklin L/D, Lift Gate Replacement (composite)
- Canaveral Lock, Sector Gate Replacement (composite)
UPPER MISSISSIPPI RIVER RESTORATION

Construction Underway
- Huron Island
- Beaver Island
- Keithsburg Division Stage I
- Steamboat (late FY 22)

Design Underway
- Steamboat Island Stage I

Feasibility Study Underway
- Lower Pool 13
- Green Island
- Pool 12 Forestry
- Quincy Bay
## NAVIGATION & STRUCTURAL

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Anticipated Advertisement</th>
<th>Estimated Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dresden Miter Gate Install, Machinery &amp; Electrical Replacement</td>
<td>Will County, IL</td>
<td>3rd Qtr FY22</td>
<td>&gt;$10M</td>
</tr>
<tr>
<td>Brandon Rd Miter Gate Install &amp; Machinery Replacement</td>
<td>Will County, IL</td>
<td>4th Qtr FY22</td>
<td>&gt;$10M</td>
</tr>
<tr>
<td>Starved Rock/Marseilles Miter Gate Machinery Replacement</td>
<td>La Salle County, IL</td>
<td>4th Qtr FY22</td>
<td>$5M-$10M</td>
</tr>
<tr>
<td>Lock and Dam 21 Concrete Replacement</td>
<td>Adams County, IL</td>
<td>4th Qtr FY22</td>
<td>$1M-$5M</td>
</tr>
<tr>
<td>Red Rock Sluice Gate Renovations</td>
<td>Marion County, IA</td>
<td>4th Qtr FY22</td>
<td>$1M-$5M</td>
</tr>
<tr>
<td>Red Rock Tainter Gate Fabrication</td>
<td>Marion County, IA</td>
<td>4th Qtr FY22</td>
<td>$5M-$10M</td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Anticipated Advertisement</td>
<td>Estimated Range</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>---------------------</td>
<td>---------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Saylorville Water &amp; Sewer Infrastructure Repairs</td>
<td>Polk County, IA</td>
<td>3rd Qtr FY22</td>
<td>$1M-$5M</td>
</tr>
<tr>
<td>Saylorville Trash Rack Debris Removal</td>
<td>Polk County, IA</td>
<td>3rd Qtr FY22</td>
<td>$100K - $500K</td>
</tr>
<tr>
<td>Red Rock Waterline Replacement</td>
<td>Marion County, IA</td>
<td>4th Qtr FY22</td>
<td>$500K-$1M</td>
</tr>
<tr>
<td>Red Rock Shoreline Protection</td>
<td>Marion County, IA</td>
<td>3rd Qtr FY22</td>
<td>$1M-$5M</td>
</tr>
<tr>
<td>Saylorville Shoreline Repairs</td>
<td>Polk County, IA</td>
<td>2nd Qtr FY22</td>
<td>$1M-$5M</td>
</tr>
<tr>
<td>UMRR Steamboat Island Stage I HREP</td>
<td>Cinton County, IA</td>
<td>4th Qtr FY22</td>
<td>$1M-$5M</td>
</tr>
</tbody>
</table>
LEVEE REPAIRS (PL 84-99)

Record flooding in 2019 and additional flooding in 2020 caused widespread damage to many levee and drainage systems.

Levee Project Repair Progress
- 19  Construction Complete
- 8   Construction Underway
- 1   Finishing Design/Contract Solicitation
- 3   In Project Design
## EMERGENCY REPAIRS (PL 84-99)

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Anticipated Advertisement</th>
<th>Estimated Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hunt Lima Levee Repairs</td>
<td>Hancock County, IL</td>
<td>Solicitation Underway</td>
<td>$5 - $10M</td>
</tr>
<tr>
<td>Two Rivers Levee Repairs</td>
<td>Des Moines County, IA</td>
<td>3rd Qtr FY22</td>
<td>$1 - $5M</td>
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<tr>
<td>East Peoria Sanitary District</td>
<td>Tazwell County, IL</td>
<td>3rd Qtr FY22</td>
<td>$500K - $1M</td>
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<tr>
<td>Sny Levee Repair Reach 1</td>
<td>Pike County, IL</td>
<td>1st Qtr FY23</td>
<td>$250K - $500K</td>
</tr>
<tr>
<td>Project</td>
<td>Location</td>
<td>Anticipated Advertisement</td>
<td>Estimated Range</td>
</tr>
<tr>
<td>------------------------------------------------------------------------</td>
<td>---------------------</td>
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<td>-----------------</td>
</tr>
<tr>
<td>CELRE - Detroit Area Office, Building 403 &amp; 405 Renovation</td>
<td>Detroit, MI</td>
<td>2nd Qtr FY22</td>
<td>$1M-$5M</td>
</tr>
<tr>
<td>88th RD - Renovate OMS and Storage Building</td>
<td>Homewood, IL</td>
<td>2nd Qtr FY22</td>
<td>$1M-$5M</td>
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<tr>
<td>88th RD - Expand Front Entrance and Repair Gate</td>
<td>Milwaukee, WI</td>
<td>3rd Qtr FY22</td>
<td>$1M-$5M</td>
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<tr>
<td>88th RD - Provide Energy and resiliency upgrades for Various Building</td>
<td>Arlington Heights, IL</td>
<td>3rd Qtr FY22</td>
<td>$1M-$5M</td>
</tr>
<tr>
<td>88th RD - Renovate USARC Building</td>
<td>Waterloo, IA</td>
<td>4th Qtr FY22</td>
<td>$1M-$5M</td>
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</tbody>
</table>
BRANDON ROAD INTERBASIN PROJECT
Increment I

- Site Prep
- Channel Rock Excavation
- Air Bubble Deterrent
- Narrow Acoustic Deterrent Array
- Control Building
- Upstream Boat Launch

FY23-25, complete Plans and Specs for Increments I and II and fully fabricate and construct all of Increment I components. Timeline for structural implementation will be further developed in the PED phase.
Increment II

- Electric Deterrent
- Wide Acoustic Deterrent Array
- Complete Control Building
- RDB wall connect to lower guidewall
- Flushing Lock
- Downstream Boat Launch

- FY26-27 complete Increment III P&S and construct all of Increment II. Timeline for structural implementation will be further developed in the PED phase.
Increment III

- Finish Engineered Channel
  - FY28-29, to construct Increment III. Timeline for structural implementation will be further developed in the PED phase.

Initial Risk Reduction – Nonstructural Measures begin upon appropriation of funding.

Blast channel bottom. Reuse rock right descending bank property and if enough, left descending bank.
## BRANDON ROAD INTERBASIN PROJECT

**Location:** Will County, IL

### Increment Details:

<table>
<thead>
<tr>
<th>Increment I</th>
<th>Increment II</th>
<th>Increment III</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Prep</td>
<td>Electric Barrier</td>
<td>Finish Engineered Channel</td>
</tr>
<tr>
<td>Channel Rock Excavation</td>
<td>Wide Acoustic Deterrent Array</td>
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<tr>
<td>Air Bubble Deterrent</td>
<td>Complete Control Building</td>
<td></td>
</tr>
<tr>
<td>Narrow Acoustic Deterrent Array</td>
<td>RDB wall connect to lower guide wall</td>
<td></td>
</tr>
<tr>
<td>Control Building</td>
<td>Flushing Lock</td>
<td></td>
</tr>
<tr>
<td>Upstream Boat Launch</td>
<td>Downstream Boat Launch</td>
<td></td>
</tr>
</tbody>
</table>

### Estimated Range:

- Increment I: $100M - $500M
- Increment II: $500M - $900M
- Increment III: $100M - $500M

### Anticipated Advertisement:

- Increment I: 4th Qtr FY24
- Increment II: 1st Qtr FY26
- Increment III: 2nd Qtr FY27

### Timeline:

<table>
<thead>
<tr>
<th>Task Name</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2027</th>
<th>2028</th>
<th>2029</th>
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</thead>
<tbody>
<tr>
<td>Increment II</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increment III</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Note:

- Images displayed are at 5% level of design. Component locations, spacing and site layout is subject to change.
- Timeline for structural implementation will be further developed in the PED phase.

*Preliminary phase schedules based on feasibility-level design*
The Navigation and Ecosystem Sustainability Program received a construction new start and construction general appropriations on Jan. 19, 2022, through the Infrastructure Investment and Jobs Act. The two projects funded were the Lock 25 1200’ Lock and Lock 22 Fish Passage projects at $732M and $97.1M respectively.

The NESP construction new start and construction appropriations mean that USACE will immediately begin developing a plan for completion of both projects, with a goal to begin construction as quickly as possible.

The combination of ecosystem and navigation in a single USACE program required many years of coordination with both the navigation and ecosystem partners and it will alter the future of the Upper Mississippi River System (UMRS) to ensure it remains the vital transportation and ecosystem corridor for the next 100+ years.

For additional information see the website: https://www.mvr.usace.army.mil/Missions/Navigation/NESP/
The Lock 25 new 1200’ Lock was fully funded at $732M. This funding will be used to complete design and construct the project. The IIJA waived the Inland Waterways Trust Fund 65%/35% cost-share requirement.

The primary purpose of the project is to improve efficiency, reliability, and safety for Navigation traffic transiting the facility along with adding additional operational redundancy at Lock 25.

When complete, the new lock will reduce per lockage times from two and a half hours or more to approximately 45 minutes.
PROJECT OBJECTIVES

- Design and construction of a new 1,200-foot pile-founded lock chamber to be constructed on the downstream side of the existing auxiliary miter gate bay.
- Design and construction of a new upstream, ported approach wall.
- Design and construction of a downstream approach wall designed to block flow through the wall.
- The existing 600-foot lock will remain in operation during the design and construction of the new lock and will become an auxiliary lock chamber after completion.
FUTURE ENGAGEMENTS WITH INDUSTRY FOR NESP
L25 1200FT LOCK

• **Phase 1 Construction**
  - Look for a **sources sought** request in the next couple of weeks regarding the Phase 1 Construction Requirement
  - Phase 1 Construction Requirement **solicitation** is anticipated to open sometime in late May to early June timeframe
  - A **pre-bid site visit** for the Phase 1 Construction requirement is planned to be scheduled during the solicitation period. Details of that visit will be included in the actual construction solicitation

• **Remainder of Lock Construction Industry Engagement**
  - We are planning an initial L25 1200ft Lock **industry day** in June 2022. This date is preliminary and scope is still being developed.
  - We anticipate using this initial engagement to **share further information** on the project scope and anticipated delivery method.
  - Our planned objective for this engagement will be to **solicit industry feedback** on the preliminary plan in order to maximize the efficiency of project delivery.
The Lock and Dam 22 fish passage project was funded at $97.1M. This funding will allow for completion of design and initiation of construction.

The primary purpose of the project is to increase access to upstream mainstem river and tributary habitats. Increased access to upriver habitats will result in an increase in the size and distribution of 30 native migratory fish populations, effectively returning this area of the river to a pre-lock and dam state.

When complete, the fish passage structure will permanently restore the connection between river pools for native fish species.
CEDAR RAPIDS, IOWA
FLOOD RISK MANAGEMENT PROJECT

Cedar Rapids - Flood Risk Management Project

<table>
<thead>
<tr>
<th>Feature Quantities</th>
<th>Total</th>
<th>Active Construction</th>
<th>Complete</th>
<th>Remaining</th>
<th>% Design Complete</th>
<th>% Construction Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>Levee (ft)</td>
<td>8,962</td>
<td>2,231</td>
<td>3,721</td>
<td>3,010</td>
<td>99%</td>
<td>42%</td>
</tr>
<tr>
<td>Floodwall (ft)</td>
<td>10,678</td>
<td>-</td>
<td>2,434</td>
<td>8,244</td>
<td>91%</td>
<td>23%</td>
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<tr>
<td>Pump Station (#)</td>
<td>7</td>
<td>1</td>
<td>2</td>
<td>4</td>
<td>98%</td>
<td>29%</td>
</tr>
<tr>
<td>Road Closures (#)</td>
<td>8</td>
<td>1</td>
<td>2</td>
<td>5</td>
<td>98%</td>
<td>25%</td>
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<tr>
<td>Railroad Closures (#)</td>
<td>4</td>
<td>1</td>
<td>-</td>
<td>3</td>
<td>88%</td>
<td>0%</td>
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<tr>
<td>Channel Modification (ft)</td>
<td>2,974</td>
<td>-</td>
<td>-</td>
<td>2,974</td>
<td>100%</td>
<td>0%</td>
</tr>
</tbody>
</table>

Current Status
Pump Station Status
- Completed Work
- Remaining Work
Alignment
- Alignment
Feature Status
- Completed Work
- Remaining Work

Reach 1 – North Industrial
Reach 2 – Downtown
Reach 3 – Newbo/Sinclair
Reach 4 – Cargill and Otis Road
CEDAR RAPIDS, IOWA
FLOOD RISK MANAGEMENT PROJECT

Regional effort with design support from St. Paul District and Multiple AE's

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Anticipated Advertisement</th>
<th>Estimated Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>McLoud Run Lower Reach Channel, Culverts, and Levee</td>
<td>Linn County, IA</td>
<td>2\textsuperscript{nd} Qtr FY22 (A)</td>
<td>$10M-$25M</td>
</tr>
<tr>
<td>12th Avenue SE and CRANDIC RR Roller Gate Closure Structures</td>
<td>Linn County, IA</td>
<td>3\textsuperscript{rd} Qtr FY22 (A)</td>
<td>$10M-$25M</td>
</tr>
<tr>
<td>EF Avenue Roller Gates, 2nd Avenue SE Closure Structure, A-Avenue Pump Station and Floodwall</td>
<td>Linn County, IA</td>
<td>3\textsuperscript{rd} Qtr FY22</td>
<td>$25M-$50M</td>
</tr>
<tr>
<td>McLoud Run Middle Reach Channel, Trail Bridge, Floodwall, 10th Avenue NE Road Raise</td>
<td>Linn County, IA</td>
<td>4\textsuperscript{th} Qtr FY22</td>
<td>$10M-$25M</td>
</tr>
<tr>
<td>Cedar Lake Pump Station</td>
<td>Linn County, IA</td>
<td>2\textsuperscript{nd} Qtr FY23</td>
<td>$10M-$25M</td>
</tr>
<tr>
<td>Downstream River Floodwall, Pump Station, Culverts and Closures</td>
<td>Linn County, IA</td>
<td>4\textsuperscript{th} Qtr FY23</td>
<td>$25M-$50M</td>
</tr>
<tr>
<td>Downtown East Removable &amp; Permanent Floodwall</td>
<td>Linn County, IA</td>
<td>2\textsuperscript{nd} Qtr FY24</td>
<td>$25M-$50M</td>
</tr>
<tr>
<td>Cedar Lake South Railyard Floodwall</td>
<td>Linn County, IA</td>
<td>2\textsuperscript{nd} Qtr FY24</td>
<td>$10M-$25M</td>
</tr>
<tr>
<td>Cedar Lake Railyard Roller Gate Closure Structures</td>
<td>Linn County, IA</td>
<td>2\textsuperscript{nd} Qtr FY24</td>
<td>$10M-$25M</td>
</tr>
<tr>
<td>Cedar Lake South Shore Levee</td>
<td>Linn County, IA</td>
<td>1\textsuperscript{st} Qtr FY25</td>
<td>$5M-$10M</td>
</tr>
</tbody>
</table>
IWW CONSOLIDATED CLOSURES

- Work at 4 sites concurrently, 3 contracts, 3 Locks requiring dewatering

- Onsite work to take place during a summer closure/restriction period
  - Starting in June and ending in late summer to avoid fall harvest seasons

- Dresden Lock Rehabilitation ~120 days

- Brandon Road Rehabilitation ~120 days

- Starved Rock and Marseilles
  Machinery Rehabilitation ~90 days
DRESDEN LOCK REHABILITATION

- Solicitation anticipated early summer
- ~120 Day full closure
- Combination of Contractor work and USACE Operations Crews
  - USACE Ops to remove existing miter gates, install new miter gates. Gov furnished operating machinery.
  - Contractor work primarily:
    - Set bulkheads
    - Dewatering system, dewater, rewater, and maintain
    - Miter gate machinery replacement
    - Miter gate sill, quoin, and anchorage replacement
    - Electrical system replacement, duct bank
    - Culvert valve recess replacement with precast segments.
    - Bubbler system install
    - New control stands
BRANDON RD MITER GATE INSTALL AND MACHINERY REHABILITATION

- Solicitation anticipated late summer
- ~120 Day full closure

- Combination of Contractor work and USACE Operations Crews
  - USACE Ops to set bulkheads, dewater, rewater, remove existing miter gates, install new miter gates. Gov furnished operating machinery.
  - Contractor work primarily:
    - Miter gate machinery replacement
    - Miter gate sill, quoin, and anchorage replacement
    - Miter gate disposal
    - New control stands
STARVED ROCK & MARSEILLES MACHINERY REHABILITATION

- Solicitation anticipated late summer
- ~90 Day full closure

- Starved Rock
  - Combination of Contractor work and USACE Operations Crews
  - USACE Ops to set bulkheads. Gov furnished operating machinery.
  - Contractor work primarily:
    - Machinery replacement

- Marseilles
  - Combination of Contractor work and USACE Operations Crews
  - USACE Ops to set bulkheads, dewater lock chamber, rewater lock chamber. Gov furnished operating machinery.
  - Contractor work primarily:
    - Machinery replacement
    - Electrical duct bank cross over
UPCOMING EVENTS

28 April 2022          Vicksburg Industry Day
25 May 2022            New Orleans Industry Day
1-3 November 2022      SAME Small Business Conference – Nashville, TN
DOING BUSINESS WITH US

Websites for Industry Partners:

• Upcoming training for industry or outreach events
• Contract Forecast Lists
• How-To’s for Finding Opportunities
• Subcontracting Opportunities

Individualized Meetings Available to Discuss:
• Projects/programs and doing business with the District
• Potential connection with other District personnel and/or other resource partners
• Inclusion on District email list for ongoing communication
STAY CONNECTED

On Social Media

www.linkedin.com/company/us-army-corps-of-engineers-rock-island-district

www.facebook.com/RockIslandDistrictUSACE

https://twitter.com/USACERockIsland

www.instagram.com/usacerockisland/

www.youtube.com/c/USACERockIslandDistrict

On Mobile Devices

Download the USACE Rock Island Mobile App

Available on Apple and Android devices
# POINTS OF CONTACT

## Rock Island District Commander
**Col. Jesse T. Curry**  
(309) 794-5249

<table>
<thead>
<tr>
<th>Engineering &amp; Construction</th>
<th>Programs &amp; Project Management</th>
<th>Operations Division</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roger Perk</td>
<td>Kimberly Thomas</td>
<td>Tom Heinold</td>
</tr>
<tr>
<td>(309) 794-5227</td>
<td>(309) 794-5260</td>
<td>(309) 794-5401</td>
</tr>
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</table>

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<thead>
<tr>
<th>Construction Branch</th>
<th>Contracting Division</th>
<th>Small Business Programs</th>
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<tbody>
<tr>
<td>Richard Busch</td>
<td>Shea Richardson</td>
<td>Troy Robbins</td>
</tr>
<tr>
<td>(309) 794-5480</td>
<td>(651) 290-5023</td>
<td>(309) 794-5205</td>
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<tr>
<th>Regulatory Branch</th>
<th>Emergency Management</th>
<th>Inland Navigation Design Center</th>
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<tbody>
<tr>
<td>Ward Lenz</td>
<td>Sarah Jones</td>
<td>Andrew Barnes</td>
</tr>
<tr>
<td>(309) 794-5370</td>
<td>(309) 794-5206</td>
<td>(309) 794-5640</td>
</tr>
</tbody>
</table>
QUESTIONS?

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