Background

- National Technical Competency Strategy
- Civil Works Transformation Initiative - Methods of Delivery
- Jan 2012 Inland Navigation Design Center PDT established
- May 2012 PDT completed Framework Report recommending one center at two locations within MVD and LRD.
Background

• INDC-MCX established in Jan 2013, MVR lead District, and LRP second location.

• Director and Deputy Director assigned as collateral duties. Permanent staff consists of 4 TM’s.

• Draft Engineer Regulation and ECB published.
Provide engineering, design, and review services for studies, new locks, navigation dams, major rehabilitation of inland navigation locks and dams, and significant inland navigation lock and dam O&M projects.
Goal 1. Develop, Maintain, and Strengthen Technical Competency.

Objectives:

- Lead a coordinated effort to develop, maintain, and strengthen technical competency within the engineering and design community for inland navigation – build an Inland Navigation Engineering Community of Practice.
- Collaborate and coordinate with national and international interests, such as PIANC, in the development of engineering standards and transfer of knowledge for inland navigation projects.
- Support research and update relevant USACE guidance.
Goal 2. Deliver Quality Products and Services.

Objectives:

- Collaborate with inland navigation design customers to ensure delivery of products and services that meet expectations.
- Conduct rigorous, independent and quality reviews in accordance with USACE regulations, policy and guidance.
- Maximize the use of standardized designs.
- Implement risk-informed approaches for design and decision making frameworks.
- Provide dedicated engineering and design (E&D) services to customers and stakeholders through the Center’s leadership, subject matter experts (SMEs), standardized processes, etc.
- Provide engineering support to USACE infrastructure strategy, management, and maintenance efforts.
Roles and Responsibilities

- **Lead Navigation Engineering CoP**
- **Design and Design Oversight**
  - Category 1-New locks, navigation dams, and major rehab
  - Category 2-Review or design of select O&M Projects
  - Category 3-Situational awareness of routine maintenance
- **Execution**
  - Home District has PM and other functional responsibilities
  - INDC Engineer Lead Responsibilities
  - Resources will primarily come from MVD/LRD; National Corps resources will be engaged for surge or if specialties required.
  - A/E resources engaged for specialties and surge capability.
Roles and Responsibilities

- Inland Navigation Policy
- Knowledge Management
- Lead Engineer
- Engr. Support to Infrastructure Management Strategy
- Design Guidance
- Reviews
- Technical Skill Development
- International Support
- Research and Development
Staffing

- Lundberg and Harkness detailed in May to full time acting Director/Deputy Director
- Permanent positions filled by Dec/Jan
Staffing

• 4 Full time Technical Managers(TM) on board
  • Fred Joers, Rock Island
  • Jeff Stamper, St. Louis
  • Paul Surace, Pittsburgh
  • Larry Dalton, Louisville
PROGRAM EXECUTION

• The primary method to deliver inland navigation project designs is to utilize MVD and LRD (Great Lakes and Ohio River Division) in-house technical expertise. Expert resources from across the Corps will be engaged if the workload demand or specialization dictates. The Center will develop and maintain an agile and flexible workforce to execute projects and work products across a broad range of funding scenarios.

• A-E Services. Architect-engineer firms will be utilized as needed to supplement the Center’s production capacity, provide unique capabilities, and for consultation.
INDC Program

• Reimbursable work: $400K in FY13, $800K in FY14, $2.5 Million in FY15. Performed work in SWD, NWD, NAD, MVD and LRD.

• FY16-18 $2.5-$5 million in O&M

• New locks and Rehab dependent on future implementation of Capital Investment Strategy
FY 15 Program

- Great Lakes and Mississippi River Interbasin (Transfer) Study (GLMRIS) - Brandon Road
- NAN Troy Lock Miter Gate Design
- NWW Dalles - ATR of P&S New DS Gate and Rpr of US Gate
- NWP Lower Monumental L&D Downstream Features/Appurtenances - ATR
- NWP Ice Harbor L&D Downstream Features/Facilities - ATR
- NWP Little Goose L&D Multiple Options Contract - ATR
- LRL/PCX-IN JT Meyer Dam – ATR of engineering appendix for RER, late FY 15/early FY 16; potential for INDC to provide P&S support
- LRN Kentucky Lock Downstream Cofferdam – P&S Support/ATR
- Anchor Rod Testing IDIQ Contract – INDC to Partner with ERDC
- NAO Great Bridge Lock Butterfly Valve ATR
- LRP Montgomery Lock BH Recess Design
- Ohio River Dams Study - ATR
FY 15 Program

- Nationwide Service Contract Assistance- HSS inspections for structures
- LD 18 MRR
- Soo Lock MRR
- ERDC Polymeric Testing on Dam Gate Slides – INDC tech support
- SWT Webbers Falls Tailrace Training Wall Repair – Design
- LRN Chickamauga Cofferdam Stability – ATR
- MVP/MVR Miter Gate L/Dams 12, 15, 15a and 2 – Design Support
- Lock 7 Guidewall Repair-ATR
- Contract for Trunnion Anchor Rod Testing for ERDC
- ECB on Trunnion Anchor Rod Testing for ERDC
- GUMP funds received for Barge Impact ETL and EM 2106 Structural Design of Precast & Pre-stressed Hydraulic Concrete.
NAVIGATION INFRASTRUCTURE PROGRAM CHANGES

• Olmsted scheduled for FY20 completion (FY18 major Construction). Funding will be available for other projects.
• WRRDA 14 cost share formula change for Olmsted will result in building a surplus in the Trust Fund.
• Increase tax rate by 45% from $0.20/gal to $0.29/gal.
• Capital Investment Strategy undergoing review at ASACW and OMB.