



DEPARTMENT OF THE ARMY

OFFICE OF THE CHIEF OF ENGINEERS

WASHINGTON, D.C. 20314-1000

REPLY TO
ATTENTION OF:

CECW-PM (10-1-7a)

June 1, 1992

SUBJECT: Monongahela-Youghiogheny River Basin, Maryland, Pennsylvania, and West Virginia, Lower Monongahela River Navigation System

THE SECRETARY OF THE ARMY

1. I submit for transmission to Congress my report on navigation improvements on the lower Monongahela River, Pennsylvania. It is accompanied by the reports of the Board of Engineers for Rivers and Harbors and the District and Division Engineers. These reports are in partial response to a 23 September 1976 resolution by the Committee on Public Works and Transportation of the House of Representatives which requested review of various reports of the Chief of Engineers on the Monongahela River navigation system with a view toward determining the need for modification or improvement of the existing project. These reports are also in partial response to a resolution of the Committee on Public Works of the United States Senate dated 16 May 1955 which requested an investigation of the Monongahela-Youghiogheny River Basin, Maryland, Pennsylvania, and West Virginia.

2. The District and Division Engineers recommend that the lower Monongahela River navigation system be modified for the purposes of navigation efficiency and reliability. The recommended plan will include: construction of a new gated dam at Locks and Dam 2, to be renamed Braddock Locks and Dam, with an associated 5-foot raise of pool 2 from its nominal elevation of 718.7 feet; adjustments of the Conrail Railroad bridge at Monongahela River mile 11.7; the removal of existing Locks and Dam 3 and the associated 3.2-foot lowering of pool 3 from its nominal elevation of 726.9 feet; the construction of two new locks with chamber dimensions of 84 feet by 720 feet at Locks and Dam 4, to be renamed Charleroi Locks and Dam; dredging and disposal of approximately 2.4 million cubic yards of material from the vicinity of the lock and dam sites between Locks and Dams 3 and 4 to insure 9-foot authorized channel depths; and replacement of the floodway bulkhead structure for the small lock chamber at Locks and Dam 2. The recommended plan also provides that 30 existing permitted facilities, identified in the District Engineer's report, which occupy lands within the limits of navigation servitude under Section 10 of the River and Harbor Act of 1899, as amended, that have been found to be in government ownership and are adversely affected by pool changes brought about by implementation of this project, should be relocated, altered or

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adjusted as a Federal project cost item. The proposed plan of improvement is the national economic development plan. The plan would reduce transportation costs to the Nation, provide safe and dependable navigation, and preserve the environmental resources of the area.

3. Washington level review indicates that the proposed plan for modification of the existing Locks and Dams 2, 3 and 4 on the lower Monongahela River is technically sound, economically justified, and environmentally acceptable.

4. The Board of Engineers for Rivers and Harbors concurs with the findings and recommendation of the reporting officers. The Board recommends that the existing Federal navigation project for the lower Monongahela River be modified in accordance with the plan described in the District Engineer's report. Based on October 1991 prices, the estimated cost of the proposed plan is \$667,600,000. This includes \$111,200,000 to be funded by private sources for relocation or modification of privately owned shoreside facilities affected by the modified pool elevations and \$556,400,000 to be funded equally from the Inland Waterways Trust Fund and the General Treasury. Average annual charges, reflecting a 50-year period of economic analysis and an 8-1/2 percent interest rate, are \$75,000,000. Average annual benefits are estimated at \$305,000,000, and the benefit-cost ratio is 4.1.

5. I concur in the findings, conclusions, and recommendation of the Board.

6. The recommendations contained herein reflect the information available at this time and current departmental policies governing formulation of individual projects. It does not reflect program and budgeting priorities inherent in the formulation of a national civil works construction program nor the perspective of higher review levels within the executive branch. Consequently, the recommendations may be modified before it is transmitted to the Congress as proposals for authorization and implementation funding. However, prior to transmittal to the Congress, interested States, Federal agencies, and other parties will be advised of any modifications and will be afforded an opportunity to comment further.



H. J. HATCH
Lieutenant General, USA
Chief of Engineers