

## **PROJECT FACT SHEET**

### **Charleroi Locks and Dam**

#### **Monongahela River**

#### **Project Description**

Facility is located 41.5 miles above the mouth of the Monongahela at Pittsburgh, near Charleroi, PA. It was built from 1931-1932 and rehabilitated in 1967. It is comprised of a 420 foot gated dam, and a 720ft x 56ft land side lock which provide for a 16.6 foot vertical lift.

The existing riverside lock chamber was removed from service in 2005. Removal of the existing locks at Charleroi and replacement with new larger locks (twin 84 ft x 720 ft) is part of the Lower Monongahela River Navigation Project (Lower Mon Project). The Lower Mon Project includes work features at and between Locks and Dams 2, 3 and 4 on the Monongahela River. Inefficient funding forced an inefficient and protracted construction schedule. This extends the demands on the continued use of existing Charleroi Locks until 2016.



#### **Transportation Importance to the System**

Charleroi L/D is the third of nine navigation facilities on the Monongahela River. From 2000 to 2005, Charleroi Locks passed almost 1,000 recreation vessels, 4,600 commercial tows, and over 12.8 million tons of cargo. Cargo consists of coal, petroleum, chemicals, crude materials, manufactured goods, farm products, manufactured machinery, and other commodities. Coal is the principal commodity at Charleroi Locks. Electric utilities move coal from mines in Pennsylvania and Ohio to power plants serving the mid-Atlantic, southeastern and midwestern regions of the United States. Steel companies move coal from West Virginia and Kentucky mines to coking facilities on the Monongahela River. Construction and supply companies use this facility to move raw materials into the region. Average annual transportation cost savings associated with this facility from 2000 to 2005 is over \$84.7 million.

#### **Risk of economic impacts of unscheduled lock outages**

Failure to provide adequate funding to maintain this facility will have significant detrimental effects to the local and regional economy. Failure of the dam or any critical lock component in the main or auxiliary chambers, or both, will result in increased transportation costs and delays to the shipment of critical raw materials for power production, manufacturing, and other commercial activities. Failure of the dam will likely stop navigation until an emergency repair can be achieved.

**Description of Work included in Optimum Plan**

The projected 5 year (FY 2008 through FY 2012) average cost to operate and maintain Locks 4 at an acceptable level of risk is \$3.2M per year. Maintenance items include maintenance, repair, and/or replacement of lock operating equipment; lock gates, anchorages, and sills; lock valves; lock walls; and hydraulic systems. These costs are above and beyond the routine day to day maintenance of all system components.