

Monongahela River, Grays Landing Lock and Dam

Facility Description: Facility is located 82 miles upriver from the mouth of the Monongahela River at Pittsburgh, near Grays Landing, PA. It was built from 1988-1993. It is comprised of a 576 foot fixed crest dam and a 720ft x 84ft lock which provide for a 15 foot vertical lift.



Transportation Importance to the System: Grays Landing L/D is the fifth of nine navigation facilities on the Monongahela River. From 2000 to 2005, Grays Landing Locks passed over 1,150 recreation vessels, 1,600 commercial tows, and 5.3 million tons of cargo. Cargo consists of coal, petroleum, chemicals, crude materials, manufactured goods, manufactured machinery, and other commodities. Coal is the principal commodity at Grays Landing. 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 throughout the region. Average annual transportation cost savings associated with this facility from 2000 to 2005 is over \$33.1 million.

Risk of economic impacts of unscheduled lock outages: Failure to provide adequate funding to maintain this facility will have detrimental effects to the local and regional economy. Failure of the dam or any critical lock component 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 dam will likely stop navigation and impact municipal and commercial water supplies until an emergency repair can be achieved.

Scope of work to achieve acceptable level of risk: The projected 5 year (FY 2008 through FY 2012) average cost to operate and maintain Grays Landing at an acceptable level of risk is \$1.6M 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.