



US Army Corps
of Engineers
Pittsburgh District

Upper Ohio River Navigation Study, PA

Project Location:
PA 12,14,18

Purpose: Navigation
Project Manager: Stephen R. Fritz, PE, PMP
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Description

Emsworth, Dashields, and Montgomery (EDM) Locks and Dams were originally constructed in the 1920s and 1930s. Each facility underwent a major rehabilitation in the 1980s to primarily address deteriorated lock wall concrete and lock wall stability which extended their useful life an additional 25 years. Those rehabilitations have now reached the end of that 25 year life and the facilities are in poor structural condition. Additional rehabilitation is not practical as it would involve a complete replacement of each of the EDM locks and would close that part of the river to all navigation causing extreme economic consequences. The feasibility study recommends construction of one new lock chamber (110' wide by 600' long) adjacent and riverward of the existing landside lock chamber. The total estimated cost of the study is approximately \$18 million. Total cost of the recommend plan at the October 2014 price level \$2.3 billion with \$249 million of average annual benefits..



Conceptual image of recommend plan at Montgomery Locks, Emsworth and Dashields Locks recommended plan similar

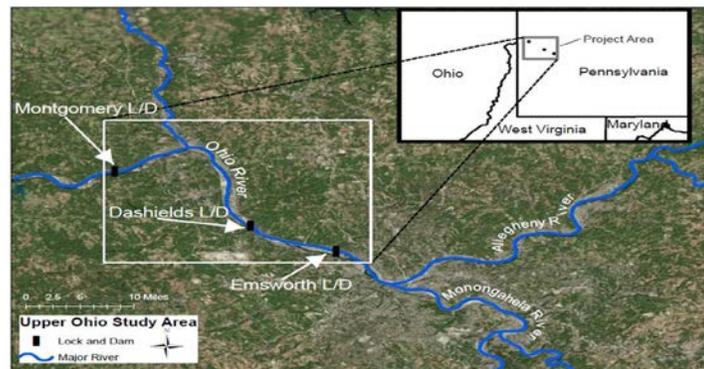
Status

In October 2014 the feasibility was unanimously approved by the Civil Works Review Board (CWRB) to enter into State and Agency Review, the final step before completing a Chief's report. Post CWRB, the State and Agency review was delayed to address concerns raised by the Independent External Pier Review (IEPR) associated with several post-failure closure durations assumed for the Without Project Condition. Funding has been provided to re-evaluate these durations and their effect on the project economics. The Pittsburgh District is awaiting approval from HQUSACE to begin this effort.

Issues and Other Information

The feasibility study concluded that there will be a 50% probability of unsatisfactory performance at the EDM facilities as early as 2028. The most efficient PED and Construction schedules have durations of 2 and 6 years, respectively. The recommend plan has little impact to existing navigation traffic. Average annual traffic thru these facilities is between 18 and 19 million tons per year.

Financial Data	Amount
Estimated Federal Cost	\$17,772,116
Allocations thru FY 2014	\$17,086,116
Allocations in FY 2015	\$686,000
President's Budget FY16	\$0



Sponsor: N/A for feasibility. Construction will be cost shared 50/50 with the Inland Waterways Trust Fund (IWTF)

Authority: Resolutions by the Committee on Public Works [and Transportation] May 16, 1955 and March 11, 1982. Additional authorization provided via PL 91-611, Section 216, 1970.