



US Army Corps
of Engineers
Pittsburgh District

MEDIA ALERT

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Braddock Main Lock Chamber Closed for Emergency Repair *Commercial, Recreational Traffic Delays Expected on Monongahela River*

PITTSBURGH – The US Army Corps of Engineers, Pittsburgh District, has temporarily closed the main lock chamber today at Lock and Dam #2, Braddock, Pa., on the Monongahela River after discovering a crack in the steel that anchors a hinge on the upstream land wall gate. Engineers have been called to the site and are currently assessing the extent of the crack and other possible damages. A Corps repair party equipped with a truck crane has also mobilized and is currently on site to conduct needed repairs. Crews have begun demolishing the concrete surrounding the steel to determine the extent of the damages.

Initial reports state the 110-ft by 720-ft lock chamber will probably remain out of service at least through the weekend. The smaller 56-ft by 360-ft auxiliary chamber remains open. Commercial vessels have priority for lockage. Major delays are expected for commercial and recreational vessels.

Corps officials do not expect these damages to delay de-watering, inspection and periodic maintenance of the Braddock Locks and Dam facility, scheduled from June 24 – July 8, 2008.

Braddock Locks and Dam is located at river mile 11.2 at the city of Braddock, Pa. The structure averages about 3,826 commercial and 2400 recreational lockages per year. The lock chambers and operations buildings are situated along the right bank of the river adjacent to a major steel-making plant. Construction of Locks and Dam 2 at this present site was begun in 1902 and completed in 1906. After some 40 years of use, a major rehabilitation of the project was completed in 1953. This work involved reconstruction and enlargement of the lock chambers and adjustment of the length of the dam.

CUTLINE: Jim Connelly, welder, and Lee Barnhart, maintenance worker, from the Pittsburgh Engineers Warehouse and Repair (PEWARS) Division remove concrete around a gate anchorage turnbuckle at the Braddock Locks and Dam. Once the concrete is removed, the turnbuckle will be repaired.



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