



DEPARTMENT OF THE ARMY

U.S. Army Corps of Engineers
WASHINGTON, D.C. 20314-1000REPLY TO
ATTENTION OF:

RECORD OF DECISION

Monongahela-Youghiogheny River Basin
Maryland, Pennsylvania and West VirginiaLOWER MONONGAHELA RIVER NAVIGATION SYSTEM
LOCKS AND DAMS NOS. 2, 3, AND 4

We have reviewed the feasibility report and environmental impact statement addressing the need for navigation improvements on the lower Monongahela River, Locks and Dams Nos. 2, 3, and 4. Based on this review and the views of the interested agencies and concerned public, we find the plan recommended by the Chief of Engineers to be economically justified, in accordance with environmental statutes, and in the public interest. The plan recommended by the Chief of Engineers is the National Economic Development (NED) plan and consists of the replacement of the three existing locks and dam projects with two improved projects. The recommended plan would include the following features:

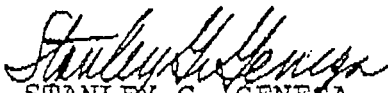
- o Construction of a gated dam at Lock and Dam No. 2 and new chamber floodway in the auxiliary lock.
- o Removal of Lock and Dam No. 3.
- o Construction of new twin locks measuring 84-foot wide by 720-foot long at Lock and Dam No. 4 to replace existing undersized locks.
- o Raising the existing minimum pool elevation by 5.0 feet between river miles 11.2 and 23.8 (Pool No. 2) and lowering the existing minimum pool elevation by 3.2 feet between river miles 23.8 and 41.5 (Pool No. 3).
- o Channel dredging estimated at 2.4 million yards in the upper reaches of Pool No. 3 and the approach channels to Lock and Dam Nos. 2 and 4.
- o Adjustment and modification of 30 shoreside facilities owned by local governments at Federal expense.
- o Adjustment/relocations of various facilities and utilities including a Conrail railroad bridge.

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In addition to the "no action" alternative, a vast array of nonstructural and structural plans for modernizing and replacing Locks and Dams Nos. 2, 3, and 4 were considered to ensure safe and efficient river navigation. Nonstructural measures would not alleviate the deteriorated structural condition of the existing facilities. The structural alternatives considered included rehabilitation of existing structures and development of new navigation facilities. The recommended plan provides the highest net benefits of plans considered and is strongly supported by the navigation industry.

All practical means to avoid or minimize adverse environmental impacts have been incorporated into the design of the recommended plan. Environmental features have been included as part of the recommended plan to mitigate for adverse impacts to fish and wildlife resources. All environmental issues have been resolved.

Technical and economic criteria used in the formulation of alternative plans were those specified in the Water Resources Council's Principals and Guidelines. The U.S. Army Corps of Engineers considered applicable laws, executive orders, regulations and local government plans in evaluating the alternatives. The transportation cost savings gained by construction of the recommended plan outweigh any adverse effects. The report incorporated into the recommended plan all practicable means to avoid or minimize adverse environmental effects.


STANLEY G. GENESA
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Director of Civil Works

17 Dec 92
DATE