

## Monongahela River Statistics

	Braddock	Lock 3	Lock 4	Maxwell	Grays Landing	Point Marion	Morgantown	Hidebrand	Opekiska
Location	Braddock, Pa.	Elizabeth, Pa.	Charleroi, Pa.	Brownsville, Pa.	Grays Landing, Pa.	Point Marion, Pa.	Morgantown, W.Va.	Morgantown, W.Va.	Fairmont, W.Va.
Placed in Operation	1905	1907	1932	1964	1996	1925 as Lock 8	1950	1959	1964
Dam Length	748'	670'	535'	460'	576'	667'	410'	530'	366'
Type of Dam	Gated	Fixed	Gated	Gated	Fixed	Gated	Gated	Gated	Gated
River Chamber	56' X 360'	56' X 360'	56' X 720'	84' X 720'	84' X 720'	84' X 720'	84' X 600'	84' X 600'	84' X 600'
Land Chamber	110' X 720'	56' X 720'	56' X 720'	84' X 720'	84' X 720'	84' X 720'	84' X 600'	84' X 600'	84' X 600'

## Welcome

The US Army Corps of Engineers welcomes you to the locks of the Monongahela River. This navigation system provides year round transportation on the Monongahela River between Pittsburgh, Pa. and Fairmont, W.Va. Visitors are welcome to tour the locks by calling 412-395-7650 to schedule tours ahead of time.

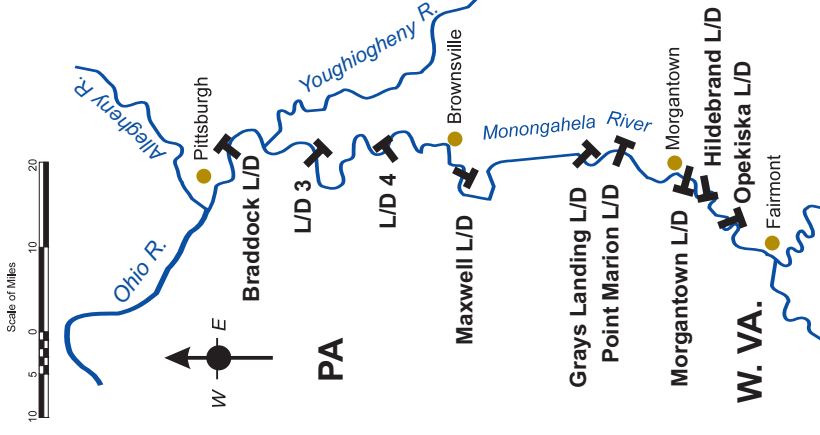
Locks and Dams 2, 3 and 4 on the Monongahela River in Allegheny, Washington and Westmoreland counties in southwestern Pennsylvania, are the three oldest currently operating navigation facilities on the Mon River. These locks experience the highest volume of commercial traffic on the entire Monongahela River navigation system and the pools created by these dams are also popular with recreational boaters.

# The Monongahela River

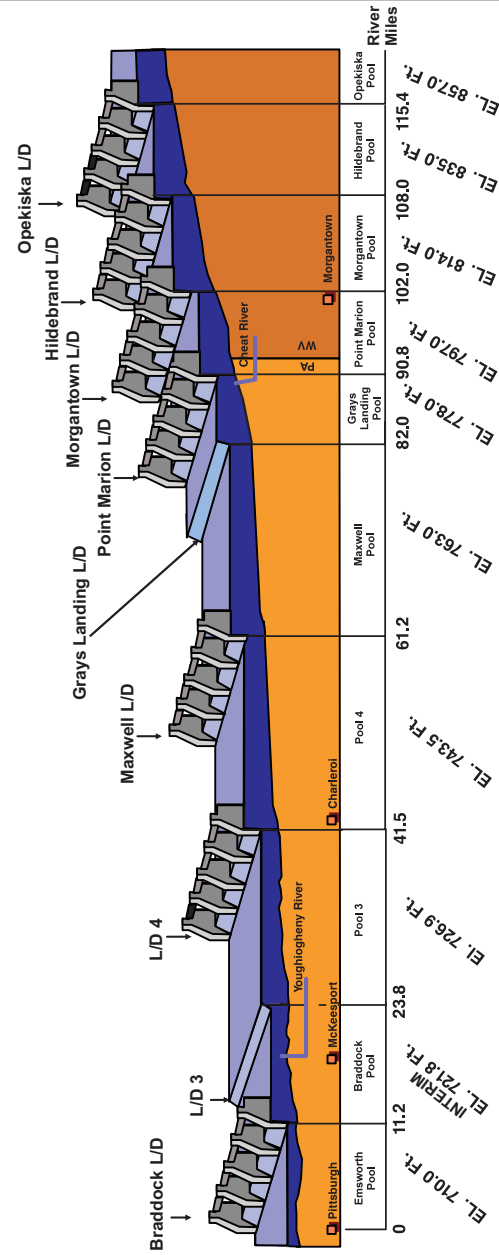
Locks and Dam 4



Hidebrand Lock and Dam



## Monongahela River Existing River Profile



**US Army Corps  
of Engineers**  
Pittsburgh District

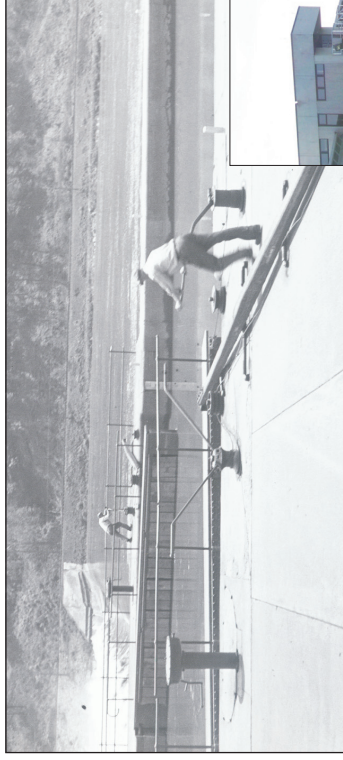
# The Monongahela River History

The locks and dams on the Monongahela River make up one of the nation's oldest, continuously operating slackwater river navigation systems. Its vast coal traffic has largely been responsible for its success, giving it the position of a "little giant" among American rivers.

The first system of locks and dams was completed as a commercial venture by a group of businessmen relying on talented engineers. By 1844, four locks and dams provided a consistent 5-foot depth for navigation between Pittsburgh and Brownsville. By the Civil War, two more were added extending slackwater to Greensboro, Pa. The system benefitted the region's burgeoning industry, commerce and agriculture and supported the nation's westward expansion down the Monongahela and Ohio rivers.

After the Civil War, the US Army Corps of Engineers constructed locks and dams in the river's West Virginia portion extending navigation to Morgantown by 1889. Because passage through the federal locks was toll-free, coal interests pressured the government to acquire the Pennsylvania system. Following lengthy condemnation proceedings, the entire river became toll-free on July 7, 1897.

The Corps soon extended the system to the headwaters at Fairmont, W. Va., and renovated the older structures. Between 1903 and 1926, a system of 15 manually-operated locks and dams provided 7 feet of depth along the river's 128-mile length. Subsequent modernization has increased lock sizes, mechanized operations and reduced the total number of structures. Today's system consists of nine structures and provides 9 feet of depth. Reconstruction of the system's oldest structure, Braddock Dam, will be followed by construction of two new larger locks

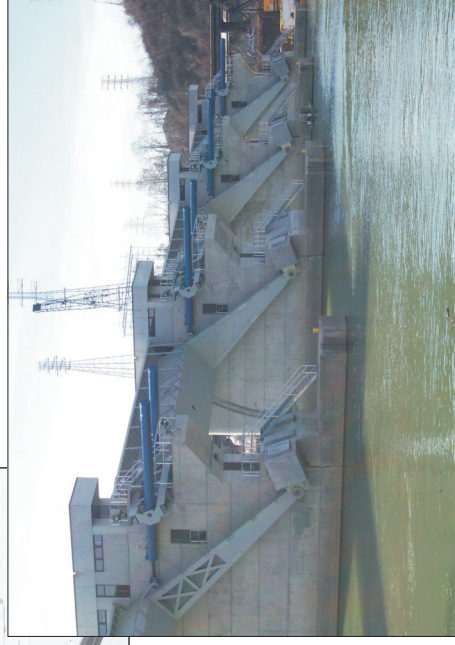


*Monongahela River Lock and Dam early 1900s*

at Locks and Dam 4 in Charletoi. The removal of Locks and Dam 3 will complete the Lower Mon project and the modernization of the entire Monongahela River Navigation System.

Think for a moment how different this region would be if the system had never been built. Our history of industry and commerce would have been drastically altered. The system itself has had to change over time to meet changing needs. But these needs have

always relied on a navigable river. So whether you are barging coal or boating for recreation, enjoy the benefits of a historically significant river navigation system.



*Braddock Dam dedicated in May 2004*

## Danger Dam!

A fixed crest dam is difficult to see from low riding small boats moving downriver since the crest (top of the concrete) is normally covered with flowing water. Gated dams are easy to see from boats moving up or downriver due to their massive size above the water surface. Boaters should be careful not to approach either type dam since they may become caught in the strong current and drawn over the dam.

Likewise, boaters should never approach near the downriver side of the dam as they may be pulled into the face of the dam by strong reverse currents which roll back toward the dam. The area immediately upstream and downstream of the dam is designated a "Restricted Area" and so marked with buoys between the normal recreational boating season from May through October of each year.



*Grays Landing Dam*



*Point Marion Dam*