



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY

BUFFALO DISTRICT, CORPS OF ENGINEERS
1776 NIAGARA STREET
BUFFALO, NEW YORK 14207-3199

September 22, 2016

Operations and Technical Support Section

SUBJECT: FY15 Joint Routine Inspection of Completed Works, Flood Damage Reduction Project, Genesee River and Dyke Creek, Wellsville, New York (09/10/15)

Alan A. Fuchs, P.E.
NYSDEC - Division of Water
Bureau of Flood Protection & Dam Safety
625 Broadway
Albany, NY 12233-3504

Dear Mr. Fuchs:

Transmitted herewith is the FY15 Inspection of Completed Works (ICW) inspection report for the Flood Risk Management Project at Genesee River and Dyke Creek, Wellsville, New York. Thank you for your agency's participation in this inspection. The rating for this project as determined by the current inspection is "UNACCEPTABLE" (U). The three levee systems which comprise this project, Genesee River – Left Bank; Genesee River – Right Bank; and Dyke Creek – Left Bank have also been rated "UNACCEPTABLE" (U). In accordance with USACE's Interim Policy on Eligibility Status of Flood Risk Management Projects for Rehabilitation Program pursuant Public Law 84-99, this project is "ACTIVE" in USACE's Rehabilitation Program (RP) due to not having any "UNACCEPTABLE" (U) critical deficiency items as listed on Attachment H - Rehabilitation Program Eligibility Determination Checklist.

The Flood Damage Reduction Systems Inspection Reports (Attachments C and D) include two page sections labeled "Public Sponsor Pre-Inspection Report". The local sponsor is required to complete this section just prior to the next scheduled inspection and provide to the USACE inspector upon arrival. The "Reporting Period" is the timeframe between inspections (i.e. inspection date of this report and date of next scheduled inspection).

Please keep this office informed if there are changes to the project that would affect the design level of protection afforded by the project or if there are any other changes which may alter or impact project features. Such changes require prior written approval from NYSDEC & USACE.

Questions pertaining to this matter should be directed to the undersigned, who can be contacted in writing at the above address, by telephone at 716-879-4277, or by e-mail at robert.w.remmers@usace.army.mil.

Sincerely,

Robert W. Remmers, P.E., PMP
Levee Safety Program Manager
Chief, Operations and Technical Support Section

Subject: FY15 Joint Routine Inspection of Completed Works, Flood Damage Reduction Project,
Genesee River and Dyke Creek, Wellsville, New York (09/10/15)

Enclosures

CF: (w/encls)

Theodore Myers, NYSDEC - Region 9

Stephen Len, NYSDEC - Division of Water, Flood Control Project Unit (e-copy)

Jeff Luckey, Allegany County Office of Emergency Management (e-copy)

Douglas Winner, NYS DHSES, OEM Region V – Western NY (e-copy)

Brian Shumon, FEMA - Region II (e-copy)

Subject: FY15 Joint Routine Inspection of Completed Works, Flood Damage Reduction Project, Genesee River and Dyke Creek, Wellsville, New York (09/10/15)

1. **OBJECTIVE:** The objective of this inspection is to assure project sponsor compliance with existing agreements, evaluate effectiveness of the sponsor to operate and maintain facilities constructed by the United States in accordance with the Operations and Maintenance (O&M) manual, and to determine if the sponsor has adequately met standards required to maintain eligibility for PL 84-99 Federal rehabilitation assistance should the project be damaged by flooding or a storm event.
2. **PROJECT CLASSIFICATION:** Flood Damage Reduction – Flood Protection
3. **REPORTING PERIOD:** 09/24/13 to 09/10/15
4. **INSPECTION TEAM:** The inspection team met at the project site on 09/10/15. The following representatives from the New York State Department of Environmental Conservation (NYSDEC), Village of Wellsville, and U.S. Army Corps of Engineers (USACE) – Buffalo District participated in the inspection.

Name	Organization	Email/Phone #
David Mitchell	USACE - Buffalo District	(716) 879-4249
Joseph Kasperski	USACE - Buffalo District	(716) 879-4313
Gerry DiPaola	USACE - Buffalo District	(716) 879-4115
Robert Remmers	USACE – Buffalo District	(716) 879-4277
Theodore Myers	NYSDEC - Region 9	(716) 851-7070
Mark Crowley	NYSDEC – Region 9	(716) 938-6181
Larry Middaugh	NYSDEC	larry.middaugh@dec.ny.gov
Kerrie O’Keeffe	NYSDEC – Flood Hub	Kerrie.okeeffe@dec.ny.gov
Stephen Len	NYSDEC – Albany	Stephen.len@dec.ny.gov
William Whitfield	Village of Wellsville, DPW	(585) 596-1710
Bradley Mattison	Village of Wellsville, DPW	(585) 596-1713

5. **OVERALL PROJECT RATING:** This Flood Risk Management Project has three levee systems: Left Bank and Channel, Right Bank, and Dyke Creek. In accordance with USACE - Headquarters guidance, all three levee systems are rated “**Unacceptable**” (U). This inspection is a reinstatement eligibility inspection and, as a result, all three levee systems for this project have been made “**ACTIVE**” again in the USACE Rehabilitation Program. The effective date for the reinstatement to “**ACTIVE**” status is 1/15/16, per USACE letter included as attachment “H” of this report.

The presence of one or more deficient conditions that lessen the degree of project reliability was the determining factor for the project ratings. Specific deficiencies are discussed in Section 7 of this report. All deficiencies must be addressed in a timely manner. Failure to correct any deficiencies that have been noted as either minor or serious by the timeframe indicated could result in a continued “Unacceptable” (U) rating for the next inspection.

Prior to this evaluation, the project was last inspected (with an inspection report) on 09/24/13. The condition of the project at that time of the inspection was rated as “Unacceptable” (U) and

Subject: FY15 Joint Routine Inspection of Completed Works, Flood Damage Reduction Project, Genesee River and Dyke Creek, Wellsville, New York (09/10/15)

the project was “INACTIVE” in the USACE Rehabilitation Program. An inspection was done in 2014, however, no report was written.

6. PROJECT LOCATION, DESCRIPTION, AND LOCAL SPONSOR:

- a. **Project Location:** The project is located along the Genesee River and Dyke Creek in the Village and Town of Wellsville, New York. The project extends along the Genesee River from about 2,700 feet downstream of the Bolivar Road bridge to 4,900 feet upstream of the confluence with Dyke Creek. The project limits along Dyke Creek extend from the confluence with the Genesee River to about 4,025 feet upstream.
- b. **Project Description:** The project consists of channel improvements, levees, drop structures, weirs, concrete lined channels, and interior drainages structures. The Genesee River was deepened to provide a uniform grade with bottom widths of 100 to 135 feet downstream of Dyke Creek and 100 to 160 feet wide upstream of Dyke Creek. A major realignment was made upstream of Bolivar Road to eliminate two sharp curves along with other realignments to ease lesser curves. A concrete drop structure was constructed between Bolivar and Pearl Streets. Steel sheet pile weirs were constructed at the upper end of the project. Low levees were constructed along the Genesee River on the right bank, and along the left bank between Chamberlain Street and Stevens Street, between State Street and West Dyke Street, and at the upstream limit of the project. The Dyke Creek channel was deepened with a bottom width of 50 to 70 feet, with a drop structure at Miller Street. A levee was constructed along the left bank of Dyke Creek, upstream of Miller Street. Existing drainage facilities throughout the project were altered to provide better entrances into the improved channel and to prevent backflow at high river stages. The project was designed to alleviate flooding within the Village and Town of Wellsville.

The original project was completed in 1958 and additional bank protection added later in 1958 and 1959. In 1972, the runoff from Tropical Storm Agnes caused extensive damage to the project and restoration work was completed in September 1972. Rectification work was undertaken in 1973 and again in 1976. NYSDOT added additional bank protection in 1974 in conjunction with the relocation of 1,900 feet of the river. An emergency rehabilitation project was completed in 1997 to repair damages from a damaging flood in 1996. Repairs were made along the left bank of the Genesee River, between State Street and barrier levee upstream of West Dyke Street, and along the left bank of Dyke Creek, between Broad Street and the upstream limit of the project.

- c. **Local Sponsor:** In accordance with the project O&M Manual, NYSDEC - Region 9 is the local sponsor of the project and has assumed responsibility for the operation and maintenance of the project.

7. INSPECTION FINDINGS: Deficiencies found during this inspection are noted in the following attachments:

- Attachment A – Genesee River - Left Bank and Channel, Wellsville – Summary of Deficiencies and Recommendations

Subject: FY15 Joint Routine Inspection of Completed Works, Flood Damage Reduction Project, Genesee River and Dyke Creek, Wellsville, New York (09/10/15)

- Attachment B – Genesee River - Right Bank and Dyke Creek, Wellsville – Summary of Deficiencies and Recommendations
- Attachment C – Genesee River - Left Bank and Channel, Wellsville – Flood Damage Reduction System Inspection Report
- Attachment D – Genesee River - Right Bank and Dyke Creek, Wellsville – Flood Damage Reduction System Inspection Report
- Attachment E – Genesee River - Left Bank and Channel, Wellsville – Levee Inspection Map
- Attachment F – Genesee River - Right Bank and Dyke Creek, Wellsville – Levee Inspection Map
- Attachment H – Rehabilitation Program Eligibility Determination Checklist

The three levee systems that comprise this project (Genesee River – Left Bank, Genesee River – Right Bank, and Dyke Creek – Left Bank) have been rated “**UNACCEPTABLE**” (U).

8. SUMMARY OF MAINTENANCE REQUIRED BY LAST INSPECTION REPORT:

See FY13 Inspection Report (inspection date 09/24/13).

9. SUMMARY OF MAINTENANCE PERFORMED AFTER LAST INSPECTION:

(1) Local sponsor provided a summary of maintenance performed after last inspection at the time of inspection.

(2) Repaired deteriorated concrete surface along right bank channel sideslope in various locations (Photos 51, 61, 62, 63, & 66).

(3) Repaired significant erosion under right bank concrete sideslope in two locations, just downstream of Madison St. (Stevens St.) bridge (Photos 61 & 63).

(4) Replaced rusted 12” CMP outfall and repaired eroded outfall channel (Photos 68 & 69).

(5) Removed several shoals from channel.

(6) Performed some vegetation removal.

(7) Conducted required 5-year pipe videotape inspection of all outfalls extending through levees.

(8) Established boundary survey and monumentation for encroachment control.

10. SUMMARY OF CHANGES TO PROJECT SINCE LAST INSPECTION:

None.

11. PROBLEMS/ISSUES REQUIRING ASSISTANCE OF USACE:

(1) PROJECT ALTERATIONS:

a.) An alteration (formerly called “modification”) is a new or existing change (including encroachments) to a federally-constructed, locally operated and maintained project, within the project’s permanent easements. In accordance with 33 U.S.C. 408, all alterations must be reviewed and approved by USACE. Requests for alterations are initiated by the “Requestor”, who can be any project stakeholder; including the sponsor, general public, or any other interested party. Sponsors must endorse requests from third party entities and ensure that proper operation and maintenance of the alteration is followed. To make an alteration request, the sponsor is required to submit USACE Buffalo District form entitled, “Section 408 Request to Alter, Impact, or Encroach upon a Buffalo District Inspection of Completed Works Project”; to include design criteria, as-built drawings, operations and maintenance requirements, and other pertinent documents and information. A copy of the form, either hard copy or an electronic version (fillable pdf), may be obtained by contacting the USACE Buffalo District Levee Safety Program Manager. This form may be used for either existing or new (proposed) alteration requests. Use one form for each unique alteration type. Similar alterations may be combined on one form. New alterations shall be approved in advance of the work.

For existing unauthorized alterations, an after-the-fact review and approval will be required by USACE for each change to determine whether or not the change can be approved or correction/removal will be required. A rating of “M” or “U” will be assigned to existing unauthorized alterations under the “encroachments” item on the checklist, depending on potential impacts to the functioning of the project, until either approval by USACE has been granted or the alteration removed or corrected. Should any of the cited alterations have been previously approved by USACE, the local sponsor shall submit approval documentation as proof.

b.) The following project alterations have been submitted by the sponsor and are currently being reviewed by USACE:

i. General Encroachments. Submitted on 12/04/15.

c.) The following project alterations have been submitted by the sponsor and approved by USACE:

i. Berm across lagoon at former Sinclair Refinery site.

(2) VIDEOTAPING OF PIPE INSPECTIONS: NYSDEC has successfully completed pipe video inspections for all outfalls through the project’s levees. Original submission of pipe videotape inspections was received on 1/10/14. NYSDEC did a reanalysis of the data and resubmitted the results to the Corps on 9/30/14. Next pipe videotape inspection evaluation report is due on 1/10/19 (5 years after original submission).

Subject: FY15 Joint Routine Inspection of Completed Works, Flood Damage Reduction Project, Genesee River and Dyke Creek, Wellsville, New York (09/10/15)

12. ADDITIONAL OBSERVATIONS:

- (1) Local Sponsor did have a copy of the project O&M Manual.
- (2) Local Sponsor provided a summary of maintenance performed after last inspection at the time of this inspection.
- (3) The Genesee River and Dyke Creek channels are generally clear of debris and obstructions, however, most of the riprap areas within the project are covered with heavy vegetation making it difficult to impossible to assess the condition of the riprap, levees, pipes, and channel sideslopes.
- (4) Significant areas of shoaling were present during the inspection.

13. RECOMMENDATIONS AND MAINTENANCE REQUIRED AS A RESULT OF THIS INSPECTION:


Required maintenance for deficiencies found during this inspection are noted in the "Action" columns of Attachments A & B and in the "Location/Remarks/Recommendations" sections of Attachments C & D.

14. INSPECTION REPORT PREPARED BY:



Joseph B. Kasperski, IE
Civil Engineer
Operations and Technical Support Section

15. INSPECTION REPORT REVIEWED BY:



Robert W. Remmers, P.E., PMP
Levee Safety Program Manager
Chief, Operations and Technical Support Section

16. LIST OF ATTACHMENTS:

- Attachment A – Genesee River - Left Bank and Channel, Wellsville – Summary of Deficiencies and Recommendations
- Attachment B – Genesee River - Right Bank and Dyke Creek, Wellsville – Summary of Deficiencies and Recommendations
- Attachment C – Genesee River - Left Bank and Channel, Wellsville – Flood Damage Reduction System Inspection Report

Subject: FY15 Joint Routine Inspection of Completed Works, Flood Damage Reduction Project, Genesee River and Dyke Creek, Wellsville, New York (09/10/15)

- Attachment D – Genesee River - Right Bank and Dyke Creek, Wellsville – Flood Damage Reduction System Inspection Report
- Attachment E – Genesee River - Left Bank and Channel, Wellsville – Levee Inspection Map
- Attachment F – Genesee River - Right Bank and Dyke Creek, Wellsville - Levee Inspection Map
- Attachment G – Project Map
- Attachment H – Activation Letter & Rehabilitation Program Eligibility Determination Checklist

Attachment A –
Genesee River - Left Bank and Channel, Wellsville
Summary of Deficiencies and Recommendations

Attachment A - Genesee River - Left Bank and Channel, Wellsville - Summary of Deficiencies and Recommendations

Inspect Id	Remarks	Action	Photo	Rating	Category	Rated Item	Status Comments	Station 1	Station 2
01	Sponsor presented O&M Manual at time of inspection.	NA	No Photo	A	General Items for All Flood Damage Reduction Systems	Operations and Maintenance Manuals	NA	102+00	NA
02	Sponsor has an acceptable EPP.	NA	No Photo	A	General Items for All Flood Damage Reduction Systems	Flood Preparedness and Training (A or M only)	NA	102+00	NA
39	8 trees and 1 tree stump within 15' of levee landside toe 1,600' downstream of Madison Street (Stevens Street) bridge.	Remove trees and tree stump.	39_1.jpg 39_2.jpg	M	Levee Embankments	Unwanted Vegetation Growth	12/31/17 (FY15 - 39)	61+00	58+00
44	Trees on left bank landside slope and w/in 15' of landside toe from 1,200' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.	Remove trees.	44_1.jpg 44_2.jpg 44_3.jpg	M	Levee Embankments	Unwanted Vegetation Growth	12/31/17 (FY15 - 44)	54+00	46+00
81	Vegetation and woody growth in left bank riprap from State Street bridge to 950' upstream of State Street bridge.	Remove vegetation and woody growth from riprap.	81_1.jpg	U	Levee Embankments	Unwanted Vegetation Growth	12/31/17 (FY15 - 81)	33+00	24+00
85	Unwanted vegetation and bushes on landside slope and within 15' of landside toe 500' upstream of State Street bridge.	Remove unwanted vegetation.	85_1.jpg	M	Levee Embankments	Unwanted Vegetation Growth	12/31/17 (FY15 - 85)	28+00	NA
89	Significant unwanted vegetation in left bank riprap from 400' to 700' upstream of Steel Sheet Pile Weir.	Remove vegetation from riprap.	89_1.jpg	U	Levee Embankments	Unwanted Vegetation Growth	12/31/17 (FY15 - 89)	21+00	24+00
118	Significant vegetation in riprap on left bank upstream and downstream of 1976 Weir.	Remove vegetation from riprap.	118_1.jpg 118_2.jpg	U	Levee Embankments	Unwanted Vegetation Growth	12/31/17 (FY15 - 118)	0+00	0+00
40	Unauthorized Alteration - Shed and timbers at 70 Seneca Street on left bank 1,700' downstream of Madison Street (Stevens Street) bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	40_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 40)	60+00	NA
41	Unauthorized Alteration - Misc. encroachments (chain link fence and shed) on left bank 1,600' downstream of Madison Street (Stevens Street) bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	41_1.jpg 41_2.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 41)	59+00	NA
42	Unauthorized Alteration - Tree debris on levee landside slope 1,600' downstream of Madison Street (Stevens Street) bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	42_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 42)	59+00	NA
43	Unauthorized Alteration - Misc. encroachments (tree house, deck, and shed) on left bank 1,400' to 1,000' downstream of Madison Street bridge. Table, signs post, and NY telephone cable in overbuilt section of levee.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	43_1.jpg 43_2.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 43)	57+00	53+00
53	Unauthorized Alteration - Utility pole on left bank 850' downstream of Madison Street (Stevens Street) bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	53_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 53)	52+00	NA
54	Unauthorized Alteration - Guy wire w/in 15' of landside toe on left bank 850' downstream of Madison Street (Stevens Street) bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	54_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 54)	52+00	NA
56	Ponding Area fence is part of the project.	NA	56_1.jpg	A	Levee Embankments	Encroachments	NA	47+00	50+00
67	Unauthorized Alteration - Madison Street (Stevens Street) bridge.	Remove unauthorized alteration or submit Section 408 Alteration Request Form.	67_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 67)	44+00	NA
70	Unauthorized Alteration - Fence on left bank channel crest from Madison Street (Stevens Street) bridge to State Street bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	70_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 70)	34+00	43+00
75	Unauthorized Alteration - concrete walkway at Wellsville High School (Manhole and Wellsville High School building are part of project.)	Remove unauthorized alteration or Submit Section 408 Alteration Request Form.	75_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 75)	38+00	NA
83	Unauthorized Alteration - 4 Utility Poles on left bank 250' upstream of State Street bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	83_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 83)	30+00	NA
86	1974 Steel Sheet Pile Weir by Others - shown on AS-CONSTRUCTED drawing 189-WEL-2/4 (approved by USACE).	NA	86_1.jpg	A	Levee Embankments	Encroachments	NA	27+00	NA
87	Unauthorized Alteration - Stairs and concrete pad for access to Water Intake Unit in left bank riverside slope upstream of Steel Sheet Pile Weir (Water Intake Unit is part of project as shown on As-Constructed drawing 189-WEL-2/4).	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	87_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 87)	27+00	NA
	Unauthorized Alteration - Utility pole on left bank landside slope 475' upstream of Steel Sheet Pile Weir.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	92_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 92)	23+00	NA
99	Island Park Pedestrian Walkway Bridge is not an encroachment. Bridge support is deteriorating (Former railroad bridge as shown on As-Constructed drawing F-189-A-10/6).	NA	99_1.jpg	A	Levee Embankments	Encroachments	NA	16+00	NA
120	Authorized Alteration - Lagoon on left bank between 1957 Weir and 1976 Weir	NA	120_1.jpg	A	Levee Embankments	Encroachments	NA	0+00	0+00
122	Unauthorized Alteration - USACE levee on left bank at upstream end of project has been removed and replaced by a new levee (constructed by BP & Sinclair Refinery during landfill remediation).	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	No Photo	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 122)	0+00	NA
31	Chamberland Street drainage channel creates apparent gap in line of protection on left bank levee.	Evaluate the possibility of altering the project to improve a continuous line of protection; potentially include a pipe and flapgate.	31_1.jpg 31_2.jpg	M	Levee Embankments	Depressions/ Rutting	12/31/17 (FY15 - 31)	69+00	NA
84	Multiple animal burrows (approx. half dozen) on left bank riverside slope 450' upstream of State Street bridge.	Fill animal burrows and improve animal control program.	84_1.jpg	M	Levee Embankments	Animal Control	12/31/17 (FY15 - 83)	28+00	NA
21	Soft unwanted vegetation obstructing outfall on left bank 900' upstream of Bolivar Road bridge.	Remove unwanted vegetation.	21_1.jpg	M	Interior Drainage System	Vegetation and Obstructions	12/31/17 (FY15 - 21)	82+00	NA
23	30" CMP outfall on left bank 1,600' upstream of Bolivar Road bridge is 20% obstructed by minor sediment.	Remove sediment obstruction.	23_1.jpg	M	Interior Drainage System	Vegetation and Obstructions	12/31/17 (FY15 - 23)	75+00	NA
57	Trees and unwanted vegetation on ponding area fence.	Remove trees and unwanted vegetation.	57_1.jpg	M	Interior Drainage System	Vegetation and Obstructions	12/31/17 (FY15 - 57)	50+00	47+00
94	48" CMP inlet to culvert under Dyke Street access road on left bank obstructed by vegetation 500' upstream of Steel Sheet Pile Weir.	Remove vegetation obstruction.	94_1.jpg 94_2.jpg	M	Interior Drainage System	Vegetation and Obstructions	12/31/17 (FY15 - 94)	23+00	NA
14	Lower supports of headwall railing are dislodged on left bank outfall 300' upstream of Bolivar Road bridge.	Repair headwall railing.	14_1.jpg	M	Interior Drainage System	Fencing and Gates	12/31/17 (FY15 - 14)	88+00	NA
63	Large erosion hole under concrete slope @ 36" outfall on right bank repaired on right bank 400' downstream of Madison Street (Stevens Street) bridge.	NA	63_1.jpg	A	Interior Drainage System	Concrete Surfaces (Such as gate wells, outfalls, intakes, or culverts)	NA	47+00	NA
46	24" RCP on left bank 900' downstream of Madison Street (Stevens Street) bridge (rated M in NYSDEC 19DEC13 pipe inspection).	Repair pipe to acceptable condition and videotape inspect.	No Photo	M	Interior Drainage System	Culverts/ Discharge Pipes	12/31/17 (FY15 - 46)	53+00	NA
68	12" CMP repaired on right bank 250' downstream of Madison Street (Stevens Street) bridge.	NA	68_1.jpg	A	Interior Drainage System	Culverts/ Discharge Pipes	NA	44+00	NA
90	36" CMP on left bank 475' upstream of Steel Sheet Pile Weir (rated A in NYSDEC 19DEC13 pipe inspection).	Maintain pipe and videotape inspect by 19DEC18.	90_1.jpg	A	Interior Drainage System	Culverts/ Discharge Pipes	NA	23+00	NA
91	48" CMP outlet on left bank riverside slope 515' upstream of Steel Sheet Pile Weir (rated A in NYSDEC 19DEC13 pipe inspection).	Maintain pipe and videotape inspect by 19DEC18.	91_1.jpg	A	Interior Drainage System	Culverts/ Discharge Pipes	NA	23+00	NA
93	48" CMP on left bank landside slope 515' upstream of Steel Sheet Pile Weir is not currently obstructed, however, it does not have a trash rack to prevent obstructions from entering the pipe (rated A in NYSDEC 19DEC13 pipe inspection).	Install trash rack over opening to keep out debris and unauthorized access. Maintain pipe and videotape inspect by 19DEC18.	93_1.jpg	M	Interior Drainage System	Culverts/ Discharge Pipes	12/31/17 (FY15 - 93)	23+00	NA
100	42" CMP outfall on left bank 325' upstream of Island Park Pedestrian Walkway Bridge (rated A in NYSDEC 19DEC13 pipe inspection).	Maintain pipe and videotape inspect by 19DEC18.	100_1.jpg	A	Interior Drainage System	Culverts/ Discharge Pipes	NA	13+00	NA
45	Sluice gate on left bank 1,000' downstream of Madison Street (Stevens Street) bridge appears to be in acceptable condition, not operated at the time of the FY15 Inspection.	NA	No Photo	A	Interior Drainage System	Sluice/ Slide Gates	NA	53+00	NA

Attachment A - Genesee River - Left Bank and Channel, Wellsville - Summary of Deficiencies and Recommendations

59	Sluice gate on left bank 550' downstream of Madison Street (Stevens Street) bridge in good condition.	NA	59_1.jpg 59_2.jpg	A	Interior Drainage System	Sluice/ Slide Gates	NA	49+00	NA
19	42" flap gate on left bank 900' upstream of Bolivar Road bridge exercised.	NA	19_1.jpg	A	Interior Drainage System	Flap Gates/ Flap Valves/ Pinch Valves		82+00	NA
61	Rusted 12" CMP and eroded concrete repaired on right bank 475' downstream of Madison Street (Stevens Street) bridge.	NA	61_1.jpg	A	Interior Drainage System	Riprap Revetments of Inlet/ Discharge Areas	NA	48+00	NA
5	Soft vegetation on both banks upstream and downstream of the golf course pedestrian bridge.	Remove unwanted vegetation.	05_1.jpg 05_2.jpg	M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 5)	116+00	92+00
8	Soft vegetation and woody growth on right bank from 300' upstream of golf course pedestrian bridge to Bolivar Road bridge.	Remove unwanted vegetation.	08_1.jpg	M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 8)	100+00	92+00
15	Unwanted heavy wooded vegetation on both banks around Bolivar Road bridge.	Remove unwanted vegetation.	15_1.jpg	M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 15)	91+00	NA
16	Vegetation in riprap on right bank around Bolivar Road bridge.	Remove vegetation from riprap.	16_1.jpg	M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 16)	91+00	NA
22	Unwanted vegetation on both bank sideslopes from 750' upstream of Bolivar Road bridge to Madison Street bridge.	Remove unwanted vegetation.	22_1.jpg 22_2.jpg	M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 22)	84+00	44+00
32	Tree debris in channel just downstream of Drop Structure.	Remove tree debris.	32_1.jpg	M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 32)	66+00	NA
			33_1.jpg 33_2.jpg 33_3.jpg						
33	Vegetation in riprap on both banks around Drop Structure.	Remove vegetation from riprap.		M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 33)	66+00	72+00
36	Vegetation in riprap on left bank 2,200' to 900' downstream of Madison Street (Stevens Street) bridge.	Remove vegetation from riprap.	36_1.jpg	U	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 36)	65+00	52+00
65	Trees on left bank channel crest from 250' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.	Remove trees.	65_1.jpg	M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 65)	46+00	44+00
78	Significant unwanted vegetation and trees on left bank 400' downstream of State Street bridge.	Remove unwanted vegetation and trees.	78_1.jpg	U	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 78)	37+00	NA
82	Vegetation in riprap on right bank from State Street bridge to 400' upstream of State Street bridge.	Remove vegetation from riprap.	82_1.jpg	U	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 82)	31+00	29+00
98	Unwanted vegetation and high grass on both banks from Island Park Pedestrian Walkway Bridge to 325' downstream of 1957 Weir.	Remove unwanted vegetation.	98_1.jpg	M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 98)	16+00	3+00
104	Significant vegetation in riprap on right bank from 400' downstream of 1957 Weir to 1957 Weir.	Remove vegetation from riprap.	104_1.jpg	U	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 104)	4+00	0+00
107	Significant woody vegetation in riprap on right bank from Upstream Weir to 500' upstream of 1957 Weir.	Remove vegetation from riprap.	107_1.jpg	U	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 107)	0+00	0+00
108	Significant unwanted vegetation and trees on left bank 175' upstream of 1957 Weir.	Remove unwanted vegetation.	108_1.jpg	U	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 108)	0+00	NA
110	Significant unwanted vegetation on left bank side slope from 1957 Weir to 1976 Weir.	Remove unwanted vegetation.	110_1.jpg	U	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 110)	0+00	0+00
112	Significant unwanted vegetation on right bank sideslope from 400' downstream of 1976 Weir to 1976 Weir.	Remove unwanted vegetation.	112_1.jpg	U	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 112)	0+00	0+00
116	Signicant vegetation in riprap on right bank from 1976 Weir to 350' upstream of 1976 Weir.	Remove vegetation from riprap.	116_1.jpg	U	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 116)	0+00	0+00
4	Shoaling along right bank from 225' to 700' downstream of golf course pedestrian bridge.	Remove shoaling.	04_1.jpg	M	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 4)	111+00	106+00
6	3 alternating shoals on both banks from 150' upstream of golf course pedestrian bridge to Bolivar Road bridge.	Remove shoals.	06_1.jpg	M	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 6)	103+00	92+00
18	Shoaling along right bank from 750' to 1,300' upstream of Bolivar Road bridge.	Remove shoaling.	18_1.jpg	M	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 18)	83+00	78+00
60	Minor shoaling on left bank from 600' downstream of Madison Street (Stevens Street) bridge to State Street bridge.	Remove shoaling.	60_1.jpg 60_2.jpg	M	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 60)	49+00	0+00
96	Shoaling along left bank toe from 450' downstream of Island Park pedestrian walkway bridge to Island Park Pedestrian Walkway Bridge.	Remove shoaling.	96_1.jpg	M	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 96)	17+00	21+00
111	Significant shoaling in channel on right bank from 100'-700' downstream of 1976 Weir.	Remove shoaling.	111_1.jpg	U	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 111)	0+00	NA
117	Significant shoaling on right bank from 50' to 225' upstream of 1976 Weir.	Remove shoaling.	117_1.jpg	U	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 117)	0+00	0+00
3	Unauthorized Alteration: Pump station, intake pipe to pump station for golf course water, and feeder pipes.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	03_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 3)	104+00	NA
7	Unauthorized Alteration - Golf course pedestrian bridge 1,250' downstream of Boliver Road bridge.	Remove unauthorized alteration or submit Section 408 Alteration Request Form.	07_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 7)	104+00	NA
13	Unauthorized Alteration: Sidewalk and benches along left bank from Bolivar Road bridge to 1,775' upstream of Bolivar Road bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	13_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 13)	90+00	75+00
17	Unauthorized Alteration - Outfall on left bank 300' upstream of Bolivar Road bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	17_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 17)	88+00	NA
20	Unauthorized Alteration - 42" outfall on left bank 900' upstream of Bolivar Road bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	USACE_CELRB_N21L_2015_a_0020_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 20)	82+00	NA
24	Unauthorized Alteration - Asphalt drive and access gate on left bank 1,600' upstream of Bolivar Road bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	24_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 24)	75+00	NA
25	Unauthorized Alteration - 30" CMP outfall on left bank 1,600' upstream of Bolivar Road bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	25_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 25)	75+00	NA
26	Unauthorized Alteration - One utility pole and 3 guy wires 1,700' upstream of Boliver Road bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	26_1.jpg 26_2.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 26)	74+00	NA
28	Unauthorized Alteration - Misc. landscaping encroachments 1,900' to 2,200' upstream of Bolivar Road bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	28_1.jpg 28_2.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 28)	72+00	69+00
30	Vegetation and beaver dam obstructions in Chamberlain Street drainage channel to river.	Remove vegetation and beaver dam obstructions.	30_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 30)	69+00	NA
34	Unauthorized Alteration - Gage house on left bank 2,230' downstream of Madison Street (Stevens Street) bridge is in acceptable condition.	Remove unauthorized alteration or submit Section 408 Alteration Request Form.	34_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 34)	65+00	NA
64	Unauthorized Alteration - Fence on left bank channel crest from 250' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	64_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 64)	46+00	44+00
76	Unauthorized Alteration - Fence (covered in unwanted vegetation) 300' downstream of State Street bridge .	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	76_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 76)	38+00	NA
77	Unauthorized Alteration - Wellsville High School Rail and parking lot on left bank levee downstream of State Street bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	77_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 77)	37+00	NA
79	18" HDPE flap gate and NYSDOT pipe on left bank just downstream of State Street bridge are not unauthorized encroachments.	NA	79_1.jpg	A	Flood Damage Reduction Channels	Encroachments	NA	34+00	NA

Attachment A - Genesee River - Left Bank and Channel, Wellsville - Summary of Deficiencies and Recommendations

80	Unauthorized Alteration - 2 utility poles and associated guy wires 75' downstream of State Street bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	80_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 80)	35+00	NA
88	Unauthorized Alteration - Fishing access platform and fence on right bank 200' upstream of Steel Sheet Pile Weir.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	88_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 88)	25+00	NA
95	Unauthorized Alteration - Parking lot and wooden posts on right bank in Island Park 500' upstream of Steel Sheet Pile Weir.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	95_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 95)	22+00	NA
102	Unauthorized Alteration - Wellsville, Addison, & Galeton Railroad railway rocks obstructing access 575' downstream of 1957 Weir.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	102_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 102)	6+00	NA
114	Unauthorized Alteration - Barbed wire fence and metal gate on right bank at 1976 Weir.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	114_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 114)	0+00	NA
124	Unauthorized Aleteration - Pearl Street bridge removed.	Replace Pearl Street bridge or submit Section 408 Alteration Request Form.	No Photo	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 124)	46+00	NA
125	Unauthorized Alteration - Pipe Line bridge just upstream of Pearl Street bridge removed.	Replace Pipe Line bridge or submit Section 408 Request Form.	No Photo	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 125)	46+00	NA
126	Unauthorized Alteration - Wellsville, Addison, & Galeton Railroad railway and signs on left bank newar 1957 Weir.	Remove unauthorized alteration or submit Section 408 Alteration Request Form.	126_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY - 126)	0+00	7+00
69	Repaired 3' x 15' eroded outfall channel on right bank 250' downstream of Madison Street (Stevens Street) bridge.	NA	69_1.jpg	A	Flood Damage Reduction Channels	Erosion	NA	44+00	NA
10	Riprap missing or covered on left bank underneath Bolivar Road bridge.	Replace or uncover missing riprap.	10_1.jpg	U	Flood Damage Reduction Channels	Riprap Revetments & Banks	12/31/17 (FY15 - 10)	91+00	NA
29	Vegetation in left bank riprap from 1,900' to 2,500' upstream of Bolivar Road bridge.	Remove vegetation from riprap.	29_1.jpg	M	Flood Damage Reduction Channels	Riprap Revetments & Banks	12/31/17 (FY15 - 29)	72+00	66+00
37	Significant woody unwanted vegetation on left bank channel sideslopes from 2,200' downstream of the Madison Street (Stevens Street) bridge to the Madison Street bridge.	Remove unwanted vegetation.	37_1.jpg	U	Flood Damage Reduction Channels	Riprap Revetments & Banks	12/31/17 (FY15 - 37)	44+00	64+00
48	Vegetation in riprap on right bank from 1,600' to 1,300' downstream of Madison Street (Stevens Street) bridge.	Remove vegetation from riprap.	48_1.jpg	M	Flood Damage Reduction Channels	Riprap Revetments & Banks	12/31/17 (FY15 - 48)	59+00	56+00

Attachment B –
Genesee River – Right Bank and Dyke Creek, Wellsville
– Summary of Deficiencies and Recommendations

Attachment B – Genesee River - Right Bank and Dyke Creek, Wellsville - Summary of Deficiencies and Recommendations

Inspect Id	Remarks	Action	Photo	Rating	Category	Rated Item	Status Comments	Station 1	Station 2
04	Unwanted vegetation on right bank barrier levee riverside slope and w/in 15' of riverside toe.	Remove unwanted vegetation.	04_1.jpg	M	Levee Embankments	Unwanted Vegetation Growth	12/31/17 (FY15 - 4)	0+00	0+00
36	Trees on left bank levee landside slope 700' upstream of Drop Structure	Remove trees.	36_1.jpg	U	Levee Embankments	Unwanted Vegetation Growth	12/31/17 (FY15 - 36)	35+00	NA
39	Significant trees and unwanted vegetation on left bank from levee upstream limit to just upstream of the Drop Structure.	Remove trees and unwanted vegetation.	39_1.jpg	U	Levee Embankments	Unwanted Vegetation Growth	12/31/17 (FY15 - 39)	35+00	35+00
02	Unauthorized Alteration - Fence along right bank barrier levee landside toe.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	02_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 2)	0+00	0+00
05	Unauthorized Alteration - Gray brick building and sidewalk within 15' of right bank barrier levee landside toe.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	05_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 5)	0+00	NA
06	Unauthorized Alteration - Right bank barrier levee removed at east end for access road.	Resolve unauthorized alteration (repair levee to As-Built conditions) or submit a Section 408 Alteration Request Form.	06_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 6)	0+00	NA
07	Unauthorized Alteration - Road and fence through and across right bank barrier levee.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	07_1.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 7)	0+00	NA
35	Log debris in channel 500' upstream of Drop Structure.	Remove debris.	No Photo	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 35)	35+00	NA
37	Unauthorized Alteration - Levee added by others to levee upstream limit.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	37_1.jpg 37_2.jpg	M	Levee Embankments	Encroachments	12/31/17 (FY15 - 37)	35+00	NA
29	24" CMP on left bank upstream of Drop Structure is not an encroachment, it existed prior to project.	NA	29_1.jpg	A	Interior Drainage System	Encroachments	NA	35+00	NA
08	24" CMP at east end of right bank barrier levee is 80% obstructed by sediment.	Clear obstructed outfall.	08_1.jpg	M	Interior Drainage System	Culverts/ Discharge Pipes	12/31/17 (FY15 - 8)	0+00	NA
16	Debris on upstream face of Main Street bridge abutment.	Remove debris.	16_1.jpg	M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 16)	18+00	NA
21	Significant unwanted vegetation on right bank from Broad Street bridge to 400' upstream of Broad Street bridge.	Remove unwanted vegetation.	21_1.jpg 21_2.jpg	U	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 21)	27+00	24+00
22	Debris in channel just upstream of Broad Street bridge	Remove debris.	22_1.jpg	M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 22)	24+00	NA
24	Significant unwanted vegetation on left bank from 500' upstream of Broad Street bridge to Drop Structure.	Remove unwanted vegetation	24_1.jpg	U	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 24)	28+00	35+00
30	Tree debris on Drop Structure.	Remove tree debris.	30_1.jpg	M	Flood Damage Reduction Channels	Vegetation and Obstructions	12/31/17 (FY15 - 30)	35+00	NA
09	Vegetated shoaling on both banks from convergence of Dyke Creek to the State Route 417 bridge.	Remove shoaling.	09_1.jpg 09_2.jpg	M	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 9)	11+00	2+00
14	Minor shoal in channel just upstream of State Route 417 bridge.	Remove shoal.	14_1.jpg	M	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 14)	12+00	NA
20	Significant shoaling in channel from Broad Street bridge to 500' upstream of Broad Street bridge.	Remove shoaling.	20_1.jpg	U	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 20)	29+00	25+00
25	Shoaling on left bank from 500' to 750' upstream of Broad Street bridge.	Remove shoaling.	25_1.jpg	M	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 25)	29+00	32+00
26	Minor shoal in center of channel 100' downstream of Drop Structure.	Remove shoal.	26_1.jpg	M	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 26)	34+00	NA
34	Shoaling right bank from 200' upstream of Drop Structure to upstream project limit.	Remove shoaling.	34_1.jpg 34_2.jpg	M	Flood Damage Reduction Channels	Shoaling (sediment deposition)	12/31/17 (FY15 - 34)	35+00	35+00
13	Unauthorized Alteration - Lumber yard on Dyke Creek left bank just upstream of State Route 417 bridge.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	13_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 13)	15+00	13+00
28	Drop Structure in acceptable condition	NA	28_1.jpg	A	Flood Damage Reduction Channels	Encroachments	NA	35+00	NA
31	Unauthorized Alteration - Concrete blocks on left bank just upstream of Drop Structure.	Remove unauthorized alteration or submit a Section 408 Alteration Request Form.	31_1.jpg	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 31)	35+00	NA
38	24" CMP drainage inlet on left bank 175' upstream of Drop Structure is not an encroachment, part of existing drainage prior to project.	NA	No Photo	A	Flood Damage Reduction Channels	Encroachments	NA	35+00	NA
40	Unauthorized Alteration - State Route 417 bridge over Dyke Creek.	Submit documentation to USACE to show USACE authorization was granted or submit new Section 408 Alteration Request Form.	No Photo	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 40)	35+00	NA
41	Unauthorized Alteration - Miller Street bridge removed.	Submit documentation to USACE to show USACE authorization was granted or submit new Section 408 Alteration Request Form.	No Photo	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 41)	35+00	NA
42	Unauthorized Alteration - Pedestrian bridge over Dyke Creek.	Submit documentation to USACE to show USACE authorization was granted or submit new Section 408 Alteration Request Form.	No Photo	M	Flood Damage Reduction Channels	Encroachments	12/31/17 (FY15 - 42)	35+00	NA
15	Significant trees and vegetation in riprap on both banks just downstream of Main Street bridge.	Remove trees and vegetation from riprap.	15_1.jpg 15_2.jpg 15_3.jpg	U	Flood Damage Reduction Channels	Riprap Revetments & Banks	12/31/17 (FY15 - 15)	17+00	NA
17	Significant trees and heavy unwanted vegetation in riprap on both banks between Main Street bridge and Railroad bridge.	Remove trees and unwanted vegetation.	17_1.jpg	U	Flood Damage Reduction Channels	Riprap Revetments & Banks	12/31/17 (FY15 - 17)	22+00	18+00
19	Significant unwanted vegetation in riprap on both banks between Railroad bridge and Broad Street bridge.	Remove unwanted vegetation.	19_1.jpg 19_2.jpg	U	Flood Damage Reduction Channels	Riprap Revetments & Banks	12/31/17 (FY15 - 19)	24+00	22+00
23	Trees and unwanted vegetation in riprap on right bank from 400' upstream of Broad Street bridge to Drop Structure.	Remove unwanted vegetation.	23_1.jpg 23_2.jpg	U	Flood Damage Reduction Channels	Riprap Revetments & Banks	12/31/17 (FY15 - 23)	35+00	28+00
27	Vegetation in riprap on left bank from 300' downstream to 200' upstream of Drop Structure.	Remove vegetation from riprap.	27_1.jpg	U	Flood Damage Reduction Channels	Riprap Revetments & Banks	12/31/17 (FY15 - 27)	32+00	35+00
10	Cracking with unwanted vegetation on concrete channel sideslopes and deteriorating weep holes from Dyke Creek convergence to State Route 417 bridge.	Repair cracking, remove vegetation, clean out, and weep holes.	10_1.jpg 10_2.jpg 10_3.jpg	M	Flood Damage Reduction Channels	Revetments other than Riprap	12/31/17 (FY15 - 10)	1+00	9+00
12	Vegetation on concrete sideslopes on both banks from State Route 417 bridge to Main Street bridge.	Remove vegetation from concrete.	12_1.jpg	U	Flood Damage Reduction Channels	Revetments other than Riprap	12/31/17 (FY15 - 12)	12+00	18+00

Attachment C –
Genesee River - Left Bank and Channel, Wellsville
Flood Damage Reduction System Inspection Report



**US Army Corps
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Flood Damage Reduction Segment / System Inspection Report

Name of Segment / System: Genesee River - Left Bank and Channel, Wellsville (one levee system, includes channel)

Public Sponsor(s): NYSDEC - Region 9

Public Sponsor Representative: Theodore A. Myers

Sponsor Phone: (716) 851-7070

Sponsor Email: theodore.myers@dec.ny.gov

Corps of Engineers Inspector: USACE - Buffalo District Inspection Start Date: 9/10/2015

Inspection End Date: 9/10/2015

Inspection Report Prepared By: Joseph B. Kasperski, IE Date Report Prepared: _____

Internal Technical Review (for Periodic Inspections) By: _____ Date of ITR: _____

Final Approved By: _____ Date Approved: _____

Type of Inspection:	<input type="checkbox"/> Initial Eligibility Inspection <input checked="" type="checkbox"/> Continuing Eligibility Inspection (Routine) <input type="checkbox"/> Continuing Eligibility Inspection (Periodic)	Overall Segment / System Rating: <input type="checkbox"/> Acceptable <input type="checkbox"/> Minimally Acceptable <input checked="" type="checkbox"/> Unacceptable
Contents of Report:	<input checked="" type="checkbox"/> Instructions <input type="checkbox"/> Initial Eligibility Inspection <input checked="" type="checkbox"/> General Items for All Flood Control Works <input checked="" type="checkbox"/> Levee Embankment <input type="checkbox"/> Concrete Floodwalls <input type="checkbox"/> Sheet Pile and Concrete I-walls <input checked="" type="checkbox"/> Interior Drainage System <input type="checkbox"/> Pump Stations <input checked="" type="checkbox"/> FDR System Channels	<p>Note: In addition to the report contents indicated here, a plan view drawing of the system, with stationing, should be included with this report to reference locations of items rated less than acceptable. Photos of general system condition and any noted deficiencies should also be attached.</p> <p>Note: This inspection rating represents the Corps evaluation of operations and maintenance of the flood damage reduction system and may be used in conjunction with other information for a levee certification determination for National Flood Insurance Program (NFIP) purposes if applicable. An Acceptable Corps inspection rating, alone, does not equate to a certifiable levee for the NFIP. It is recommended for levee systems currently accredited by the Federal Emergency Management Agency (FEMA) for NFIP purposes receiving a Corps Minimally Acceptable or Unacceptable rating, be evaluated by the levee owner to determine the potential impacts to the certification for FEMA.</p>



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Flood Damage Reduction Segment / System Public Sponsor Pre-Inspection Form

The following information is to be provided by the levee district sponsor prior to an inspection. This information will be used to help evaluate the organizational capability of the levee district to manage the levee segment / system maintenance program.

1. Levee segment / system and district: (name of the segment / system and levee district) Genesee River - Left Bank and Channel, Wellsville for CELRB
2. Reporting period: (month/day/year to month/day/year)
3. Summary of maintenance required by last inspection report:
4. Summary of maintenance performed this reporting period:
5. Summary of maintenance planned next reporting period:
6. Summary of changes to segment / system since last inspection:
7. Problems/ issues requiring the assistance of the US Army Corps of Engineers:



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**Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,**

**Pre-Inspection Form
Page 1 of 2**

Public Sponsor Pre-Inspection Report

The following information is to be provided by the levee district sponsor prior to an inspection

8. Levee district organization: (elected or appointed levee district officials and key employees)

Name	Position	Mailing Address	Phone Number	Email Address



General Instructions for the Inspection of Flood Damage Reduction Segments / Systems

A. Purpose of USACE Inspections:

The primary purpose of these inspections is to prevent loss of life and catastrophic damages; preserve the value of Federal investments, and to encourage non-Federal sponsors to bear responsibility for their own protection. Inspections should assure that Flood Damage Reduction structures and facilities are continually maintained and operated as necessary to obtain the maximum benefits. Inspections are also conducted to determine eligibility for Rehabilitation Assistance under authority of PL 84-99 for Federal and non-Federal systems. (ER 1130-2-530, ER 500-1-1)

B. Types of Inspections:

The Corps conducts several types of inspections of Flood Damage Reduction systems, as outlined below:

Initial Eligibility Inspections	Continuing Eligibility Inspections	
	Routine Inspections	Periodic Inspections
IEIs are conducted to determine whether a non-Federally constructed Flood Damage Reduction system meets the minimum criteria and standards set forth by the Corps for initial inclusion into the Rehabilitation and Inspection Program.	RIs are intended to verify proper maintenance, owner preparedness, and component operation.	PIs are intended to verify proper maintenance and component operation and to evaluate operational adequacy, structural stability, and safety of the system. Periodic Inspections evaluate the system's original design criteria vs. current design criteria to determine potential performance impacts, evaluate the current conditions, and compare the design loads and design analysis used against current design standards. This is to be done to identify components and features for the sponsor that need to be monitored more closely over time or corrected as needed. (Periodic Inspections are used as the basis of risk assessments.)

C. Inspection Boundaries:

Inspections should be conducted so as to rate each Flood Damage Reduction "Segment" of the system. The overall system rating will be the lowest segment rating in the system.

Project	System	Segment
A flood damage reduction project is made up of one or more flood damage reduction systems which were under the same authorization.	A flood damage reduction system is made up of one or more flood damage reduction segments which collectively provide flood damage reduction to a defined area. Failure of one segment within a system constitutes failure of the entire system. Failure of one system does not affect another system.	A flood damage reduction segment is defined as a discrete portion of a flood damage reduction system that is operated and maintained by a single entity. A flood damage reduction segment can be made up of one or more features (levee, floodwall, pump stations, etc).

D. Land Use Definitions:

The following three definitions are intended for use in determining minimum required inspection intervals and initial requirements for inclusion into the Rehabilitation and Inspection Program. Inspections should be considered for all systems that would result in significant environmental or economic impact upon failure regardless of specific land use.

Agricultural	Rural	Urban
Protected population in the range of zero to 5 households per square mile protected.	Protected population in the range of 6 to 20 households per square mile protected.	Greater than 20 households per square mile; major industrial areas with significant infrastructure investment. Some protected urban areas have no permanent population but may be industrial areas with high value infrastructure with no overnight population.



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Flood Damage Reduction Segment / System Inspection Report Genesee River - Left Bank and Channel, Wellsville

General Instructions
Page 1 of 3

E. Use of the Inspection Report Template:

The report template is intended for use in all Army Corps of Engineers inspections of levee and floodwall systems and flood damage reduction channels. The section of the template labeled "Initial Eligibility" only needs to be completed during Initial Eligibility Inspections of Non-Federally constructed Flood Damage Reduction Systems. The section labeled "General Items" needs to be completed with every inspection, along with all other sections that correspond to features in the system. The section labeled "Public Sponsor Pre-Inspection Report" is intended for completion before the inspection, if possible.

F. Individual Item / Component Ratings:

Assessment of individual components rated during the inspection should be based on the criteria provided in the inspection report template, though inspectors may incorporate additional items into the report based on the characteristics of the system. The assessment of individual components should be based on the following definitions.

Acceptable Item	Minimally Acceptable Item	Unacceptable Item
The inspected item is in satisfactory condition, with no deficiencies, and will function as intended during the next flood event.	The inspected item has one or more minor deficiencies that need to be corrected. The minor deficiency or deficiencies will not seriously impair the functioning of the item as intended during the next flood event.	The inspected item has one or more serious deficiencies that need to be corrected. The serious deficiency or deficiencies will seriously impair the functioning of the item as intended during the next flood event.

G. Overall Segment / System Ratings:

Determination of the overall system rating is based on the definitions below. Note that an Unacceptable System Rating may be either based on an engineering determination that concluded that noted deficiencies would prevent the system from functioning as intended during the next flood event, or based on the sponsor's demonstrated lack of commitment or inability to correct serious deficiencies in a timely manner.

Acceptable System	Minimally Acceptable System	Unacceptable System
All items or components are rated as Acceptable.	One or more items are rated as Minimally Acceptable or one or more items are rated as Unacceptable and an engineering determination concludes that the Unacceptable items would not prevent the segment / system from performing as intended during the next flood event.	One or more items are rated as Unacceptable and would prevent the segment / system from performing as intended, or a serious deficiency noted in past inspections (which had previously resulted in a minimally acceptable system rating) has not been corrected within the established timeframe, not to exceed two years.

H. Eligibility for PL84-99 Rehabilitation Assistance:

Inspected systems that are not operated and maintained by the Federal government may be Active in the Corps' Rehabilitation and Inspection Program (RIP) and eligible for rehabilitation assistance from the Corps as defined below:

If the Overall System Rating is Acceptable	If the Overall System Rating is Minimally Acceptable	If the Overall System Rating is Unacceptable
The system is active in the RIP and eligible for PL84-99 rehabilitation assistance.	The system is Active in the RIP during the time that it takes to make needed corrections. Active systems are eligible for rehabilitation assistance. However, if the sponsor does not present USACE with proof that serious deficiencies (which had previously resulted in a minimally acceptable system rating) were corrected within the established timeframe, then the system will become Inactive in the RIP.	The system is Inactive in the RIP, and the status will remain Inactive until the sponsor presents USACE with proof that all items rated Unacceptable have been corrected. Inactive systems are ineligible for rehabilitation assistance.

I. Reporting:

After the inspection, the Corps is responsible for assembling an inspection report (or a summary report if it was a Periodic Inspection) including the following information:

- a. All sections of the report template used during the inspection, including the cover and pre-inspection materials. (Supplemental data collected, and any sections of the template that weren't used during the inspection do not need to be included with the report.)
- b. Photos of the general system condition and noted deficiencies.
- c. A plan view drawing of the system, with stationing, to reference locations of items rated less than acceptable.
- d. The relative importance of the identified maintenance issues should be specified in the transmittal letter.
- e. If the Overall System Rating is Minimally Acceptable, the report needs to establish a timeframe for correction of serious deficiencies noted (not to exceed two years) and indicate that if these items are not corrected within the required timeframe, the system will be rated as Unacceptable and made Inactive in the Rehabilitation Inspection Program.

J. Notification:

Reports are to be disseminated as follows within 30 days of the inspection date.

If the Overall System Rating is Acceptable	If the Overall System Rating is Minimally Acceptable	If the Overall System Rating is Unacceptable
Reports need to be provided to the local sponsor and the county emergency management agency.	Reports need to be provided to the local sponsor, state emergency management agency, county emergency management agency, and to the FEMA region.	Reports need to be provided to the local sponsor, state emergency management agency, county emergency management agency, FEMA region, and to the Congressional delegation within 30 days of the inspection.



General Items for All Flood Damage Reduction Segments / Systems

For use during all inspections of all Flood Damage Reduction Segments / Systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
1. Operations and Maintenance Manuals	A	A	Levee Owner's Manual, O&M Manuals, and/or manufacturer's operating instructions are present.	N21L_2015_a_0001: Station_1 102+00: Sponsor presented O&M Manual at time of inspection.: NA (A)
		M	Sponsor manuals are lost or missing or out of date; however, sponsor will obtain manuals prior to next scheduled inspection.	
		U	Sponsor has not obtained lost or missing manuals identified during previous inspection.	
2. Emergency Supplies and Equipment (A or M only)	A	A	The sponsor maintains a stockpile of sandbags, shovels, and other flood fight supplies which will adequately supply all needs for the initial days of a flood fight. Sponsor determines required quantity of supplies after consulting with inspector.	
		M	The sponsor does not maintain an adequate supply of flood fighting materials as part of their preparedness activities.	
3. Flood Preparedness and Training (A or M only)	A	A	Sponsor has a written system-specific flood response plan and a solid understanding of how to operate, maintain, and staff the FDR system during a flood. Sponsor maintains a list of emergency contact information for appropriate personnel and other emergency response agencies.	N21L_2015_a_0002: Station_1 102+00: Sponsor has an acceptable EPP.: NA (A)
		M	The sponsor maintains a good working knowledge of flood response activities, but documentation of system-specific emergency procedures and emergency contact personnel is insufficient or out of date.	

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US Army Corps
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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

General Items for All Flood Damage Reduction
Segments / Systems
Page 1 of 1

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
1. Unwanted Vegetation Growth ¹	U	A	The levee has little or no unwanted vegetation (trees, bush, or undesirable weeds), except for vegetation that is properly contained and/or situated on overbuilt sections, such that the mandatory 3-foot root-free zone is preserved around the levee profile. The levee has been recently mowed. The vegetation-free zone extends 15 feet from both the landside and riverside toes of the levee to the centerline of the tree. If the levee access easement doesn't extend to the described limits, then the vegetation-free zone must be maintained to the easement limits. Reference EM 1110-2-301 or Corps policy for regional vegetation variance.	N21L_2015_a_0039: Station_1 61+00: Station_2 58+00: 8 trees and 1 tree stump within 15' of levee landside toe 1,600' downstream of Madison Street (Stevens Street) bridge.: Remove trees and tree stump. (M)
		M	Minimal vegetation growth (brush, weeds, or trees 2 inches in diameter or smaller) is present within the zones described above. This vegetation must be removed but does not currently threaten the operation or integrity of the levee.	N21L_2015_a_0044: Station_1 54+00: Station_2 46+00: Trees on left bank landside slope and w/in 15' of landside toe from 1,200' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.: Remove trees. (M)
		U	Significant vegetation growth (brush, weeds, or any trees greater than 2 inches in diameter) is present within the zones described above and must be removed to reestablish or ascertain levee integrity.	N21L_2015_a_0081: Station_1 33+00: Station_2 24+00: Vegetation and woody growth in left bank riprap from State Street bridge to 950' upstream of State Street bridge.: Remove vegetation and woody growth from riprap. (U) N21L_2015_a_0085: Station_1 28+00: Unwanted vegetation and bushes on landside slope and within 15' of landside toe 500' upstream of State Street bridge.: Remove unwanted vegetation. (M) N21L_2015_a_0089: Station_1 21+00: Station_2 24+00: Significant unwanted vegetation in left bank riprap from 400' to 700' upstream of Steel Sheet Pile Weir.: Remove vegetation from riprap. (U) N21L_2015_a_0118: Station_1 0+00: Station_2 0+00: Significant vegetation in riprap on left bank upstream and downstream of 1976 Weir.: Remove vegetation from riprap. (U)
2. Sod Cover	A	A	There is good coverage of sod over the levee.	
		M	Approximately 25% of the sod cover is missing or damaged over a significant portion or over significant portions of the levee embankment. This may be the result of over-grazing or feeding on the levee, unauthorized vehicular traffic, chemical or insect problems, or burning during inappropriate seasons.	
		U	Over 50% of the sod cover is missing or damaged over a significant portion or portions of the levee embankment.	
		N/A	Surface protection is provided by other means.	
3. Encroachments	M	A	No trash, debris, unauthorized farming activity, structures, excavations, or other obstructions present within the easement area. Encroachments have been previously reviewed by the Corps, and it was determined that they do not diminish proper functioning of the levee.	N21L_2015_a_0040: Station_1 60+00: Unauthorized Alteration - Shed and timbers at 70 Seneca Street on left bank 1,700' downstream of Madison Street (Stevens Street) bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21L_2015_a_0041: Station_1 59+00: Unauthorized Alteration - Misc. encroachments (chain link fence and shed)
		M	Trash, debris, unauthorized farming activity, structures, excavations, or other obstructions present, or inappropriate activities noted that should be corrected but will not inhibit operations and maintenance or emergency operations. Encroachments have not been reviewed by the Corps.	

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US Army Corps
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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 1 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

Rated Item	Rating	Rating Guidelines	Location/Remarks/Recommendations
		<p>U Unauthorized encroachments or inappropriate activities noted are likely to inhibit operations and maintenance, emergency operations, or negatively impact the integrity of the levee.</p>	<p>on left bank 1,600' downstream of Madison Street (Stevens Street) bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0042: Station_1 59+00: Unauthorized Alteration - Tree debris on levee landside slope 1,600' downstream of Madison Street (Stevens Street) bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0043: Station_1 57+00: Station_2 53+00: Unauthorized Alteration - Misc. encroachments (tree house, deck, and shed) on left bank 1,400' to 1,000' downstream of Madison Street bridge. Table, signs post, and NY telephone cable in overbuilt section of levee.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0053: Station_1 52+00: Unauthorized Alteration - Utility pole on left bank 850' downstream of Madison Street (Stevens Street) bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0054: Station_1 52+00: Unauthorized Alteration - Guy wire w/in 15' of landside toe on left bank 850' downstream of Madison Street (Stevens Street) bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0056: Station_1 47+00: Station_2 50+00: Ponding Area fence is part of the project.: NA (A)</p> <p>N21L_2015_a_0067: Station_1 44+00: Unauthorized Alteration - Madison Street (Stevens Street) bridge.: Remove unauthorized alteration or submit Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0070: Station_1 34+00: Station_2 43+00: Unauthorized Alteration - Fence on left bank channel crest from Madison Street (Stevens Street) bridge to State Street bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0075: Station_1 38+00: Unauthorized Alteration - concrete walkway at Wellsville High School (Manhole and Wellsville High School building are part of project.): Remove unauthorized alteration or Submit Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0083: Station_1 30+00: Unauthorized Alteration - 4 Utility Poles on left bank 250' upstream of</p>

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 2 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
				<p>State Street bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0086: Station_1 27+00: 1974 Steel Sheet Pile Weir by Others - shown on AS-CONSTRUCTED drawing 189-WEL-2/4 (approved by USACE).: NA (A)</p> <p>N21L_2015_a_0087: Station_1 27+00: Unauthorized Alteration - Stairs and concrete pad for access to Water Intake Unit in left bank riverside slope upstream of Steel Sheet Pile Weir (Water Intake Unit is part of project as shown on As-Constructed drawing 189-WEL-2/4).: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0092: Station_1 23+00: Unauthorized Alteration - Utility pole on left bank landside slope 475' upstream of Steel Sheet Pile Weir.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0099: Station_1 16+00: Island Park Pedestrian Walkway Bridge is not an encroachment. Bridge support is deteriorating (Former railroad bridge as shown on As-Constructed drawing F-189-A-10/6).: NA (A)</p> <p>N21L_2015_a_0120: Station_1 0+00: Station_2 0+00: Authorized Alteration - Lagoon on left bank between 1957 Weir and 1976 Weir.: NA (A)</p> <p>N21L_2015_a_0122: Station_1 0+00: Unauthorized Alteration - USACE levee on left bank at upstream end of project has been removed and replaced by a new levee (constructed by BP & Sinclair Refinery during landfill remediation).: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p>
4. Closure Structures (Stop Log, Earthen Closures, Gates, or Sandbag Closures) (A or U only)	NA	A	Closure structure in good repair. Placing equipment, stoplogs, and other materials are readily available at all times. Components are clearly marked and installation instructions/ procedures readily available. Trial erections have been accomplished in accordance with the O&M Manual.	
		U	Any of the following issues is cause for this rating: Closure structure in poor condition. Parts missing or corroded. Placing equipment may not be available within the anticipated warning time. The storage vaults cannot be opened during the time of inspection. Components of closure are not clearly marked and installation instructions/ procedures are not readily available. Trial erections have not been accomplished in accordance with the O&M Manual.	
		N/A	There are no closure structures along this component of the FDR segment / system.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 3 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
5. Slope Stability	A	A	No slides, sloughs, tension cracking, slope depressions, or bulges are present.	
		M	Minor slope stability problems that do not pose an immediate threat to the levee embankment.	
		U	Major slope stability problems (ex. deep seated sliding) identified that must be repaired to reestablish the integrity of the levee embankment.	
6. Erosion/ Bank Caving	A	A	No erosion or bank caving is observed on the landward or riverward sides of the levee that might endanger its stability.	
		M	There are areas where minor erosion is occurring or has occurred on or near the levee embankment, but levee integrity is not threatened.	
		U	Erosion or caving is occurring or has occurred that threatens the stability and integrity of the levee. The erosion or caving has progressed into the levee section or into the extended footprint of the levee foundation and has compromised the levee foundation stability.	
7. Settlement ²	A	A	No observed depressions in crown. Records exist and indicate no unexplained historical changes.	
		M	Minor irregularities that do not threaten integrity of levee. Records are incomplete or inclusive.	
		U	Obvious variations in elevation over significant reaches. No records exist or records indicate that design elevation is compromised.	
8. Depressions/ Rutting	M	A	There are scattered, shallow ruts, pot holes, or other depressions on the levee that are unrelated to levee settlement. The levee crown, embankments, and access road crowns are well established and drain properly without any ponded water.	N21L_2015_a_0031: Station_1 69+00: Chamberland Street drainage channel creates apparent gap in line of protection on left bank levee.: Evaluate the possibility of altering the project to improve a continuous line of protection; potentially include a pipe and flapgate. (M)
		M	There are some infrequent minor depressions less than 6 inches deep in the levee crown, embankment, or access roads that will pond water.	
		U	There are depressions greater than 6 inches deep that will pond water.	
9. Cracking	A	A	Minor longitudinal, transverse, or desiccation cracks with no vertical movement along the crack. No cracks extend continuously through the levee crest.	
		M	Longitudinal and/or transverse cracks up to 6 inches in depth with no vertical movement along the crack. No cracks extend continuously through the levee crest. Longitudinal cracks are no longer than the height of the levee.	
		U	Cracks exceed 6 inches in depth. Longitudinal cracks are longer than the height of the levee and/or exhibit vertical movement along the crack. Transverse cracks extend through the entire levee width.	
10. Animal Control	M	A	Continuous animal burrow control program in place that includes the elimination of active burrowing and the filling in of existing burrows.	N21L_2015_a_0084: Station_1 28+00: Multiple animal burrows (approx. half dozen) on left bank riverside slope 450' upstream of State Street bridge.: Fill animal burrows and improve animal control program. (M)
		M	The existing animal burrow control program needs to be improved. Several burrows are present which may lead to seepage or slope stability problems, and they require immediate attention.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 4 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
		U	Animal burrow control program is not effective or is nonexistent. Significant maintenance is required to fill existing burrows, and the levee will not provide reliable flood protection until this maintenance is complete.	
11. Culverts/ Discharge Pipes ³ (This item includes both concrete and corrugated metal pipes.)	M	A	There are no breaks, holes, cracks in the discharge pipes/ culverts that would result in significant water leakage. The pipe shape is still essentially circular. All joints appear to be closed and the soil tight. Corrugated metal pipes, if present, are in good condition with 100% of the original coating still in place (either asphalt or galvanizing) or have been relined with appropriate material, which is still in good condition. Condition of pipes has been verified using television camera video taping or visual inspection methods within the past five years, and the report for every pipe is available for review by the inspector.	See Interior Drainage System, Item 9. Culverts/Discharge Pipes.
		M	There are a small number of corrosion pinholes or cracks that could leak water and need to be repaired, but the entire length of pipe is still structurally sound and is not in danger of collapsing. Pipe shape may be ovalized in some locations but does not appear to be approaching a curvature reversal. A limited number of joints may have opened and soil loss may be beginning. Any open joints should be repaired prior to the next inspection. Corrugated metal pipes, if present, may be showing corrosion and pinholes but there are no areas with total section loss. Condition of pipes has been verified using television camera video taping or visual inspection methods within the past five years, and the report for every pipe is available for review by the inspector.	
		U	Culvert has deterioration and/or has significant leakage; it is in danger of collapsing or as already begun to collapse. Corrugated metal pipes have suffered 100% section loss in the invert. HOWEVER: Even if pipes appear to be in good condition, as judged by an external visual inspection, an Unacceptable Rating will be assigned if the condition of pipes has not been verified using television camera video taping or visual inspection methods within the past five years, and reports for all pipes are not available for review by the inspector.	
		N/A	There are no discharge pipes/ culverts.	
12. Riprap Revetments & Bank Protection	A	A	No riprap displacement or stone degradation that could pose an immediate threat to the integrity of channel bank. Riprap intact with no woody vegetation present.	
		M	Minor riprap displacement or stone degradation that could pose an immediate threat to the integrity of the channel bank. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	
		U	Significant riprap displacement, exposure of bedding, or stone degradation observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Rock protection is hidden by dense brush, trees, or grasses.	
		N/A	There is no riprap protecting this feature of the segment / system, or riprap is discussed in another section.	
13. Revetments other	NA	A	Existing revetment protection is properly maintained, undamaged, and clearly visible.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 5 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
than Riprap		M	Minor revetment displacement or deterioration that does not pose an immediate threat to the integrity of the levee. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	
		U	Significant revetment displacement, deterioration, or exposure of bedding observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Revetment protection is hidden by dense brush and trees.	
		N/A	There are no such revetments protecting this feature of the segment / system.	
14. Underseepage Relief Wells/ Toe Drainage Systems	NA	A	Toe drainage systems and pressure relief wells necessary for maintaining FDR segment / system stability during high water functioned properly during the last flood event and no sediment is observed in horizontal system (if applicable). Nothing is observed which would indicate that the drainage systems won't function properly during the next flood, and maintenance records indicate regular cleaning. Wells have been pumped tested within the past 5 years and documentation is provided.	
		M	Toe drainage systems or pressure relief wells are damaged and may become clogged if they are not repaired. Maintenance records are incomplete or indicate irregular cleaning and pump testing.	
		U	Toe drainage systems or pressure relief wells necessary for maintaining FDR segment / system stability during flood events have fallen into disrepair or have become clogged. No maintenance records. No documentation of the required pump testing.	
		N/A	There are no relief wells/ toe drainage systems along this component of the FDR segment / system.	
15. Seepage	A	A	No evidence or history of unrepaired seepage, saturated areas, or boils.	
		M	Evidence or history of minor unrepaired seepage or small saturated areas at or beyond the landside toe but not on the landward slope of levee. No evidence of soil transport.	
		U	Evidence or history of active seepage, extensive saturated areas, or boils.	

¹ If there is significant growth on the levee that inhibits the inspection of animal burrows or other items, the inspection should be ended until this item is corrected.

² Detailed survey elevations are normally required during Periodic Inspections, and whenever there are obvious visual settlements.

³ The decision on whether or not USACE inspectors should enter a pipe to perform a detailed inspection must be made at the USACE District level. This decision should be made in conjunction with the District Safety Office, as pipes may be considered confined spaces. This decision should consider the age of the pipe, the diameter of the pipe, the apparent condition of the pipe, and the length of the pipe. If a pipe is entered for the purposes of inspection, the inspector should record observations with a video camera in order that the condition of the entire pipe, including all joints, can later be assessed. Additionally, the video record provides a baseline to which future inspections can be compared.

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 6 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 07' 19" W 77° 57' 20"</p> <p>9/10/2015 11:34:18 AM</p>	<p>Inspect ID: N21L_2015_a_0039 Title: USACE_CELRB_N21L_2015_a_0039_1.jpg Rated Item: 1. Unwanted Vegetation Growth Caption: Rating: Minimally Acceptable; Remarks: 8 trees and 1 tree stump within 15' of levee landside toe 1,600' downstream of Madison Street (Stevens Street) bridge.; Action: Remove trees and tree stump.; Station_1: 61+00; Station_2: 58+00</p>
 <p>N 42° 07' 19" W 77° 57' 18"</p> <p>9/10/2015 11:44:17 AM</p>	<p>Inspect ID: N21L_2015_a_0039 Title: USACE_CELRB_N21L_2015_a_0039_2.jpg Rated Item: 1. Unwanted Vegetation Growth Caption: Rating: Minimally Acceptable; Remarks: 8 trees and 1 tree stump within 15' of levee landside toe 1,600' downstream of Madison Street (Stevens Street) bridge.; Action: Remove trees and tree stump.; Station_1: 61+00; Station_2: 58+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 7 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 07' 18" W 77° 57' 15" 9/10/2015 11:51:45 AM</p>	<p>Inspect ID: N21L_2015_a_0044 Title: USACE_CELRB_N21L_2015_a_0044_1.jpg Rated Item: 1. Unwanted Vegetation Growth Caption: Rating: Minimally Acceptable; Remarks: Trees on left bank landside slope and w/in 15' of landside toe from 1,200' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.; Action: Remove trees.; Station_1: 54+00; Station_2: 46+00</p>
 <p>N 42° 07' 18" W 77° 57' 12" 9/10/2015 11:52:58 AM</p>	<p>Inspect ID: N21L_2015_a_0044 Title: USACE_CELRB_N21L_2015_a_0044_2.jpg Rated Item: 1. Unwanted Vegetation Growth Caption: Rating: Minimally Acceptable; Remarks: Trees on left bank landside slope and w/in 15' of landside toe from 1,200' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.; Action: Remove trees.; Station_1: 54+00; Station_2: 46+00</p>



US Army Corps
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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 8 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems



Inspect ID: N21L_2015_a_0044 **Title:** USACE_CELRB_N21L_2015_a_0044_3.jpg
Rated Item: 1. Unwanted Vegetation Growth **Caption:** Rating: Minimally Acceptable; Remarks: Trees on left bank landside slope and w/in 15' of landside toe from 1,200' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.; Action: Remove trees.; Station_1: 54+00; Station_2: 46+00



Inspect ID: N21L_2015_a_0081 **Title:** USACE_CELRB_N21L_2015_a_0081_1.jpg
Rated Item: 1. Unwanted Vegetation Growth **Caption:** Rating: Unacceptable; Remarks: Vegetation and woody growth in left bank riprap from State Street bridge to 950' upstream of State Street bridge.; Action: Remove vegetation and woody growth from riprap.; Station_1: 33+00; Station_2: 24+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 9 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 07' 04" W 77° 56' 49" 9/10/2015 12:47:41 PM</p>	<p>Inspect ID: N21L_2015_a_0085 Title: USACE_CELRB_N21L_2015_a_0085_1.jpg Rated Item: 1. Unwanted Vegetation Growth Caption: Rating: Minimally Acceptable; Remarks: Unwanted vegetation and bushes on landside slope and within 15' of landside toe 500' upstream of State Street bridge.; Action: Remove unwanted vegetation.; Station_1: 28+00</p>
 <p>N 42° 06' 59" W 77° 56' 50" 9/10/2015 12:54:52 PM</p>	<p>Inspect ID: N21L_2015_a_0089 Title: USACE_CELRB_N21L_2015_a_0089_1.jpg Rated Item: 1. Unwanted Vegetation Growth Caption: Rating: Unacceptable; Remarks: Significant unwanted vegetation in left bank riprap from 400' to 700' upstream of Steel Sheet Pile Weir.; Action: Remove vegetation from riprap.; Station_1: 21+00; Station_2: 24+00</p>




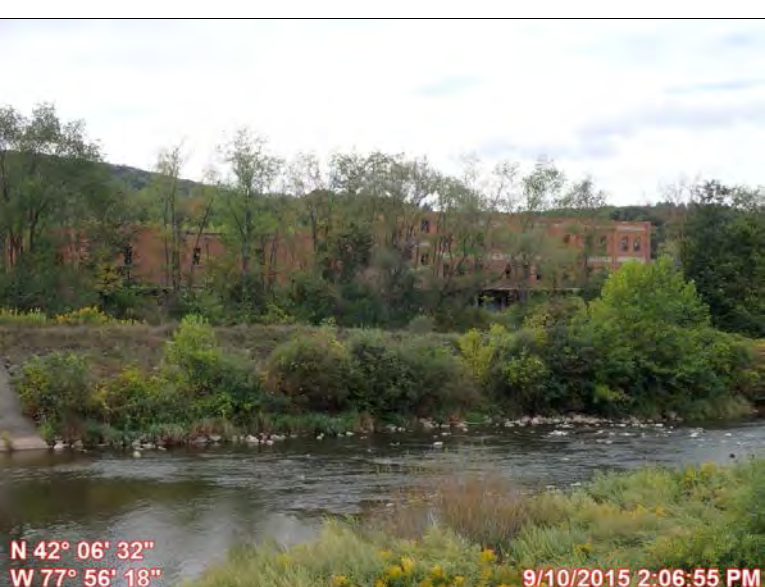
US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 10 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 06' 32" W 77° 56' 18" 9/10/2015 2:06:50 PM</p>	<p>Inspect ID: N21L_2015_a_0118 Title: USACE_CELRB_N21L_2015_a_0118_1.jpg Rated Item: 1. Unwanted Vegetation Growth Caption: Rating: Unacceptable; Remarks: Significant vegetation in riprap on left bank upstream and downstream of 1976 Weir.; Action: Remove vegetation from riprap.; Station_1: 0+00; Station_2: 0+00</p>
 <p>N 42° 06' 32" W 77° 56' 18" 9/10/2015 2:06:55 PM</p>	<p>Inspect ID: N21L_2015_a_0118 Title: USACE_CELRB_N21L_2015_a_0118_2.jpg Rated Item: 1. Unwanted Vegetation Growth Caption: Rating: Unacceptable; Remarks: Significant vegetation in riprap on left bank upstream and downstream of 1976 Weir.; Action: Remove vegetation from riprap.; Station_1: 0+00; Station_2: 0+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 11 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 07' 19" W 77° 57' 20"</p> <p>9/10/2015 11:34:18 AM</p>	<p>Inspect ID: N21L_2015_a_0040 Title: USACE_CELRB_N21L_2015_a_0040_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Shed and timbers at 70 Seneca Street on left bank 1,700' downstream of Madison Street (Stevens Street) bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 60+00</p>
 <p>N 42° 07' 19" W 77° 57' 18"</p> <p>9/10/2015 11:39:44 AM</p>	<p>Inspect ID: N21L_2015_a_0041 Title: USACE_CELRB_N21L_2015_a_0041_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Misc. encroachments (chain link fence and shed) on left bank 1,600' downstream of Madison Street (Stevens Street) bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 59+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 12 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

	<p>Inspect ID: N21L_2015_a_0041 Title: USACE_CELRB_N21L_2015_a_0041_2.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Misc. encroachments (chain link fence and shed) on left bank 1,600' downstream of Madison Street (Stevens Street) bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 59+00</p>
	<p>Inspect ID: N21L_2015_a_0042 Title: USACE_CELRB_N21L_2015_a_0042_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Tree debris on levee landside slope 1,600' downstream of Madison Street (Stevens Street) bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 59+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 13 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems



Inspect ID: N21L_2015_a_0043 **Title:** USACE_CELRB_N21L_2015_a_0043_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Misc. encroachments (tree house, deck, and shed) on left bank 1,400' to 1,000' downstream of Madison Street bridge. Table, signs post, and NY telephone cable in overbuilt section of levee.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 57+00; Station_2: 53+00



Inspect ID: N21L_2015_a_0043 **Title:** USACE_CELRB_N21L_2015_a_0043_2.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Misc. encroachments (tree house, deck, and shed) on left bank 1,400' to 1,000' downstream of Madison Street bridge. Table, signs post, and NY telephone cable in overbuilt section of levee.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 57+00; Station_2: 53+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 14 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 07' 18" W 77° 57' 09"</p> <p>9/10/2015 11:59:09 AM</p>	<p>Inspect ID: N21L_2015_a_0053 Title: USACE_CELRB_N21L_2015_a_0053_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Utility pole on left bank 850' downstream of Madison Street (Stevens Street) bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 52+00</p>
 <p>N 42° 07' 18" W 77° 57' 09"</p> <p>9/10/2015 11:59:09 AM</p>	<p>Inspect ID: N21L_2015_a_0054 Title: USACE_CELRB_N21L_2015_a_0054_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Guy wire w/in 15' of landside toe on left bank 850' downstream of Madison Street (Stevens Street) bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 52+00</p>





US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 15 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 07' 17" W 77° 57' 07"</p> <p>9/10/2015 12:01:53 PM</p>	<p>Inspect ID: N21L_2015_a_0056 Title: USACE_CELRB_N21L_2015_a_0056_1.jpg Rated Item: 3. Encroachments Caption: Rating: Acceptable; Remarks: Ponding Area fence is part of the project.; Action: NA; Station_1: 47+00; Station_2: 50+00</p>
 <p>N 42° 07' 14" W 77° 56' 60"</p> <p>9/10/2015 12:14:06 PM</p>	<p>Inspect ID: N21L_2015_a_0067 Title: USACE_CELRB_N21L_2015_a_0067_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Madison Street (Stevens Street) bridge.; Action: Remove unauthorized alteration or submit Section 408 Alteration Request Form.; Station_1: 44+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 16 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 07' 14" W 77° 56' 59" 9/10/2015 12:17:32 PM</p>	<p>Inspect ID: N21L_2015_a_0070 Title: USACE_CELRB_N21L_2015_a_0070_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Fence on left bank channel crest from Madison Street (Stevens Street) bridge to State Street bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 34+00; Station_2: 43+00</p>
 <p>N 42° 07' 11" W 77° 56' 54" 9/10/2015 12:27:01 PM</p>	<p>Inspect ID: N21L_2015_a_0075 Title: USACE_CELRB_N21L_2015_a_0075_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - concrete walkway at Wellsville High School (Manhole and Wellsville High School building are part of project.); Action: Remove unauthorized alteration or Submit Section 408 Alteration Request Form.; Station_1: 38+00</p>





US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 17 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 07' 06" W 77° 56' 49"</p> <p>9/10/2015 12:45:41 PM</p>	<p>Inspect ID: N21L_2015_a_0083 Title: USACE_CELRB_N21L_2015_a_0083_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - 4 Utility Poles on left bank 250' upstream of State Street bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 30+00</p>
 <p>N 42° 07' 04" W 77° 56' 49"</p> <p>9/10/2015 12:50:28 PM</p>	<p>Inspect ID: N21L_2015_a_0086 Title: USACE_CELRB_N21L_2015_a_0086_1.jpg Rated Item: 3. Encroachments Caption: Rating: Acceptable; Remarks: 1974 Steel Sheet Pile Weir by Others - shown on AS-CONSTRUCTED drawing 189-WEL-2/4 (approved by USACE).; Action: NA; Station_1: 27+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 18 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

	<p>Inspect ID: N21L_2015_a_0087 Title: USACE_CELRB_N21L_2015_a_0087_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Stairs and concrete pad for access to Water Intake Unit in left bank riverside slope upstream of Steel Sheet Pile Weir (Water Intake Unit is part of project as shown on As-Constructed drawing 189-WEL-2/4).; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 27+00</p>
	<p>Inspect ID: N21L_2015_a_0092 Title: USACE_CELRB_N21L_2015_a_0092_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Utility pole on left bank landside slope 475' upstream of Steel Sheet Pile Weir.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 23+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 19 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

	<p>Inspect ID: N21L_2015_a_0099 Title: USACE_CELRB_N21L_2015_a_0099_1.jpg Rated Item: 3. Encroachments Caption: Rating: Acceptable; Remarks: Island Park Pedestrian Walkway Bridge is not an encroachment. Bridge support is deteriorating (Former railroad bridge as shown on As-Constructed drawing F-189-A-10/6); Action: NA; Station_1: 16+00</p>
 <p>N 42° 06' 32" W 77° 56' 18" 9/10/2015 2:07:26 PM</p>	<p>Inspect ID: N21L_2015_a_0120 Title: USACE_CELRB_N21L_2015_a_0120_1.jpg Rated Item: 3. Encroachments Caption: Rating: Acceptable; Remarks: Authorized Alteration - Lagoon on left bank between 1957 Weir and 1976 Weir.; Action: NA; Station_1: 0+00; Station_2: 0+00</p>





US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 20 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

	<p>Inspect ID: N21L_2015_a_0031 Title: USACE_CELRB_N21L_2015_a_0031_1.jpg Rated Item: 8. Depressions/ Rutting Caption: Rating: Minimally Acceptable; Remarks: Chamberland Street drainage channel creates apparent gap in line of protection on left bank levee.; Action: Evaluate the possibility of altering the project to improve a continuous line of protection; potentially include a pipe and flapgate.; Station_1: 69+00</p>
	<p>Inspect ID: N21L_2015_a_0031 Title: USACE_CELRB_N21L_2015_a_0031_2.jpg Rated Item: 8. Depressions/ Rutting Caption: Rating: Minimally Acceptable; Remarks: Chamberland Street drainage channel creates apparent gap in line of protection on left bank levee.; Action: Evaluate the possibility of altering the project to improve a continuous line of protection; potentially include a pipe and flapgate.; Station_1: 69+00</p>




US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 21 of 22

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

	<p>Inspect ID: N21L_2015_a_0084 Title: USACE_CELRB_N21L_2015_a_0084_1.jpg Rated Item: 10. Animal Control Caption: Rating: Minimally Acceptable; Remarks: Multiple animal burrows (approx. half dozen) on left bank riverside slope 450' upstream of State Street bridge.; Action: Fill animal burrows and improve animal control program.; Station_1: 28+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Levee Embankments
Page 22 of 22

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
1. Vegetation and Obstructions	M	A	No obstructions, vegetation, debris, or sediment accumulation noted within interior drainage channels or blocking the culverts, inlets, or discharge areas. Concrete joints and weep holes are free of grass and weeds.	N21L_2015_a_0021: Station_1 82+00: Soft unwanted vegetation obstructing outfall on left bank 900' upstream of Bolivar Road bridge.: Remove unwanted vegetation. (M) N21L_2015_a_0023: Station_1 75+00: 30" CMP outfall on left bank 1,600' upstream of Bolivar Road bridge is 20% obstructed by minor sediment.: Remove sediment obstruction. (M) N21L_2015_a_0057: Station_1 50+00: Station_2 47+00: Trees and unwanted vegetation on ponding area fence.: Remove trees and unwanted vegetation. (M) N21L_2015_a_0094: Station_1 23+00: 48" CMP inlet to culvert under Dyke Street access road on left bank obstructed by vegetation 500' upstream of Steel Sheet Pile Weir.: Remove vegetation obstruction. (M)
		M	Obstructions, vegetation, debris, or sediment are minor and have not impaired channel flow capacity or blocked more than 10% of any culvert openings, but should be removed. A limited volume of grass and weeds may be present in concrete channel joints and weep holes.	
		U	Obstructions, vegetation, debris, or sediment have impaired the channel flow capacity or blocked more than 10% of a culvert opening. Sediment and debris removal required to re-establish flow capacity.	
2. Encroachments	A	A	No trash, debris, unauthorized structures, excavations, or other obstructions present within the easement area. Encroachments have been previously reviewed by the Corps, and it was determined that they do not diminish proper functioning of the interior drainage system.	
		M	Trash, debris, unauthorized structures, excavations, or other obstructions present, or inappropriate activities noted that should be corrected but will not inhibit operations and maintenance or emergency operations. Encroachments have not been reviewed by the Corps.	
		U	Unauthorized encroachments or inappropriate activities noted are likely to inhibit operations and maintenance, emergency operations, or negatively impact the integrity of this component of the interior drainage system.	
3. Ponding Areas	A	A	No trash, debris, structures, or other obstructions present within the ponding areas. Sediment deposits do not exceed 10% of capacity.	
		M	Trash, debris, excavations, structures, or other obstructions present, or inappropriate activities that will not inhibit operations and maintenance. Sediment deposits do not exceed 30% of capacity.	
		U	Trash, debris, excavations, structures, or other obstructions, or other encroachments or activities noted that will inhibit operations, maintenance, or emergency work. Sediment deposits exceeds 30% of capacity.	
		N/A	There are no ponding areas associated with the interior drainage system.	
4. Fencing and Gates ¹	M	A	Fencing is in good condition and provides protection against falling or unauthorized access. Gates open and close freely, locks are in place, and there is little corrosion on metal parts.	N21L_2015_a_0014: Station_1 88+00: Lower supports of headwall railing are dislodged on left bank outfall 300' upstream of Bolivar Road bridge.: Repair headwall railing. (M)
		M	Fencing or gates are damaged or corroded but appear to be maintainable. Locks may be missing or damaged.	
		U	Fencing and gates are damaged or corroded to the point that replacement is required, or potentially dangerous features are not secured.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 1 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
		N/A	There are no features noted that require safety fencing.	
5. Concrete Surfaces (Such as gate wells, outfalls, intakes, or culverts)	A	A	Negligible spalling, scaling or cracking. If the concrete surface is weathered or holds moisture, it is still satisfactory but should be seal coated to prevent freeze/ thaw damage.	N21L_2015_a_0063: Station_1 47+00: Large erosion hole under concrete slope @ 36" outfall on right bank repaired on right bank 400' downstream of Madison Street (Stevens Street) bridge.: NA (A)
		M	Spalling, scaling, and open cracking present, but the immediate integrity or performance of the structure is not threatened. Reinforcing steel may be exposed. Repairs/ sealing is necessary to prevent additional damage during periods of thawing and freezing.	
		U	Surface deterioration or deep cracks present that may result in an unreliable structure. Any surface deterioration that exposes the sheet piling or lies adjacent to monolith joints may indicate underlying reinforcement corrosion and is unacceptable.	
		N/A	There are no concrete items in the interior drainage system.	
6. Tilting, Sliding or Settlement of Concrete and Sheet Pile Structures ² (Such as gate wells, outfalls, intakes, or culverts)	A	A	There are no significant areas of tilting, sliding, or settlement that would endanger the integrity of the structure.	
		M	There are areas of tilting, sliding, or settlement (either active or inactive) that need to be repaired. The maximum offset, either laterally or vertically, does not exceed 2 inches unless the movement can be shown to be no longer actively occurring. The integrity of the structure is not in danger.	
		U	There are areas of tilting, sliding, or settlement (either active or inactive) that threaten the structure's integrity and performance. Any movement that has resulted in failure of the waterstop (possibly identified by daylight visible through the joint) is unacceptable. Differential movement of greater than 2 inches between any two adjacent monoliths, either laterally or vertically, is unacceptable unless it can be shown that the movement is no longer active. Also, if the floodwall is of I-wall construction, then any visible or measurable tilting of the wall toward the protected side that has created an open horizontal crack on the riverside base of a monolith is unacceptable.	
		N/A	There are no concrete items in the interior drainage system.	
7. Foundation of Concrete Structures ³ (Such as culverts, inlet and discharge structures, or gatewells.)	A	A	No active erosion, scouring, or bank caving that might endanger the structure's stability.	
		M	There are areas where the ground is eroding towards the base of the structure. Efforts need to be taken to slow and repair this erosion, but it is not judged to be close enough to the structure or to be progressing rapidly enough to affect structural stability before the next inspection. The rate of erosion is such that the structure is expected to remain stable until the next inspection.	
		U	Erosion or bank caving observed that may lead to structural instabilities before the next inspection.	
		N/A	There are no concrete items in the interior drainage system.	
8. Monolith Joints	NA	A	The joint material is in good condition. The exterior joint sealant is intact and cracking/desiccation is minimal. Joint filler material and/or waterstop is not visible at any point.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 2 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
		M	The joint material has appreciable deterioration to the point where joint filler material and/or waterstop is visible in some locations. This needs to be repaired or replaced to prevent spalling and cracking during freeze/ thaw cycles, and to ensure water tightness of the joint.	
		U	The joint material is severely deteriorated or the concrete adjacent to the monolith joints has spalled and cracked, damaging the waterstop; in either case damage has occurred to the point where it is apparent that the joint is no longer watertight and will not provide the intended level of protection during a flood.	
		N/A	There are no monolith joints in the interior drainage system.	
9. Culverts/ Discharge Pipes ⁴	M	A	There are no breaks, holes, cracks in the discharge pipes/ culverts that would result in significant water leakage. The pipe shape is still essentially circular. All joints appear to be closed and the soil tight. Corrugated metal pipes, if present, are in good condition with 100% of the original coating still in place (either asphalt or galvanizing) or have been relined with appropriate material, which is still in good condition. Condition of pipes has been verified using television camera video taping or visual inspection methods within the past five years, and the report for every pipe is available for review by the inspector.	N21L_2015_a_0046: Station_1 53+00: 24" RCP on left bank 900' downstream of Madison Street (Stevens Street) bridge (rated M in NYSDEC 19DEC13 pipe inspection).: Repair pipe to acceptable condition and videotape inspect. (M) N21L_2015_a_0068: Station_1 44+00: 12" CMP repaired on right bank 250' downstream of Madison Street (Stevens Street) bridge.: NA (A) N21L_2015_a_0090: Station_1 23+00: 36" CMP on left bank 475' upstream of Steel Sheet Pile Weir (rated A in NYSDEC 19DEC13 pipe inspection).: Maintain pipe and videotape inspect by 19DEC18. (A) N21L_2015_a_0091: Station_1 23+00: 48" CMP outlet on left bank riverside slope 515' upstream of Steel Sheet Pile Weir (rated A in NYSDEC 19DEC13 pipe inspection).: Maintain pipe and videotape inspect by 19DEC18. (A) N21L_2015_a_0093: Station_1 23+00: 48" CMP on left bank landside slope 515' upstream of Steel Sheet Pile Weir is not currently obstructed, however, it does not have a trash rack to prevent obstructions from entering the pipe (rated A in NYSDEC 19DEC13 pipe inspection).: Install trash rack over opening to keep out debris and unauthorized access. Maintain pipe and videotape inspect by 19DEC18. (M) N21L_2015_a_0100: Station_1 13+00: 42" CMP outfall on left bank 325' upstream of Island Park Pedestrian Walkway Bridge (rated A in NYSDEC 19DEC13 pipe inspection).: Maintain pipe and videotape inspect by 19DEC18. (A)
		M	There are a small number of corrosion pinholes or cracks that could leak water and need to be repaired, but the entire length of pipe is still structurally sound and is not in danger of collapsing. Pipe shape may be ovalized in some locations but does not appear to be approaching a curvature reversal. A limited number of joints may have opened and soil loss may be beginning. Any open joints should be repaired prior to the next inspection. Corrugated metal pipes, if present, may be showing corrosion and pinholes but there are no areas with total section loss. Condition of pipes has been verified using television camera video taping or visual inspection methods within the past five years, and the report for every pipe is available for review by the inspector.	
		U	Culvert has deterioration and/or has significant leakage; it is in danger of collapsing or as already begun to collapse. Corrugated metal pipes have suffered 100% section loss in the invert. HOWEVER: Even if pipes appear to be in good condition, as judged by an external visual inspection, an Unacceptable Rating will be assigned if the condition of pipes has not been verified using television camera video taping or visual inspection methods within the past five years, and reports for all pipes are not available for review by the inspector.	
		N/A	There are no discharge pipes/ culverts.	
10. Sluice / Slide Gates ⁵	A	A	Gates open and close freely to a tight seal or minor leakage. Gate operators are in good working condition and are properly maintained. Sill is free of sediment and other obstructions. Gates and lifters have been maintained and are free of corrosion. Documentation provided during the inspection.	N21L_2015_a_0045: Station_1 53+00: Sluice gate on left bank 1,000' downstream of Madison Street (Stevens Street) bridge appears to be in acceptable condition, not operated at the time of the FY15 Inspection.: NA (A)

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 3 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
		M	Gates and/or operators have been damaged or have minor corrosion, and open and close with resistance or binding. Leakage quantity is controllable, but maintenance is required. Sill is free of sediment and other obstructions.	N21L_2015_a_0059: Station_1 49+00: Sluice gate on left bank 550' downstream of Madison Street (Stevens Street) bridge in good condition.: NA (A)
		U	Gates do not open or close and/or operators do not function. Gate, stem, lifter and/or guides may be damaged or have major corrosion.	
		N/A	There are no sluice/ slide gates.	
11. Flap Gates/ Flap Valves/ Pinch Valves ¹	A	A	Gates/ valves open and close easily with minimal leakage, have no corrosion damage, and have been exercised and lubricated as required.	N21L_2015_a_0019: Station_1 82+00: 42" flap gate on left bank 900' upstream of Bolivar Road bridge exercised.: NA (A)
		M	Gates/ valves will not fully open or close because of obstructions that can be easily removed, or have minor corrosion damage that requires maintenance.	
		U	Gates/ valves are missing, have been damaged, or have deteriorated to the point that they need to be replaced.	
		N/A	There are no flap gates.	
12. Trash Racks (non-mechanical)	NA	A	Trash racks are fastened in place and properly maintained.	
		M	Trash racks are in place but are unfastened or have bent bars that allow debris to enter into the pipe or pump station, bars are corroded to the point that up to 10% of the sectional area may be lost. Repair or replacement is required.	
		U	Trash racks are missing or damaged to the extent that they are no longer functional and must be replaced. (For example, more than 10% of the sectional area may be lost.)	
		N/A	There are no trash racks, or they are covered in the pump stations section of the report.	
13. Other Metallic Items	NA	A	All metal parts are protected from corrosion damage and show no rust, damage, or deterioration that would cause a safety concern.	
		M	Corrosion seen on metallic parts appears to be maintainable.	
		U	Metallic parts are severely corroded and require replacement to prevent failure, equipment damage, or safety issues.	
		N/A	There are no other significant metallic items.	
14. Riprap Revetments of Inlet/ Discharge Areas	A	A	No riprap displacement or stone degradation that could pose an immediate threat to the integrity of channel bank. Riprap intact with no woody vegetation present.	N21L_2015_a_0061: Station_1 48+00: Rusty 12" CMP and eroded concrete repaired on right bank 475' downstream of Madison Street (Stevens Street) bridge.: NA (A)
		M	Minor riprap displacement or stone degradation that could pose an immediate threat to the integrity of the channel bank. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 4 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
		U	Significant riprap displacement, exposure of bedding, or stone degradation observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Rock protection is hidden by dense brush, trees, or grasses.	
		N/A	There is no riprap protecting this feature of the segment / system, or riprap is discussed in another section.	
15. Revetments other than Riprap	NA	A	No riprap displacement or stone degradation that could pose an immediate threat to the integrity of channel bank. Riprap intact with no woody vegetation present.	
		M	Minor riprap displacement or stone degradation that could pose an immediate threat to the integrity of the channel bank. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	
		U	Significant riprap displacement, exposure of bedding, or stone degradation observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Rock protection is hidden by dense brush, trees, or grasses.	
		N/A	There are no such revetments protecting this feature of the segment / system.	

¹ Proper operation of this item must be demonstrated during the inspection.

² The sponsor should be monitoring any observed movement to verify whether the movement is active or inactive.

³ Inspectors must have as-built drawings available during the inspection so that the lateral distance to the heel and toe of the floodwalls can be determined in the field.

⁴ The decision on whether or not USACE inspectors should enter a pipe to perform a detailed inspection must be made at the USACE District level. This decision should be made in conjunction with the District Safety Office, as pipes may be considered confined spaces. This decision should consider the age of the pipe, the diameter of the pipe, the apparent condition of the pipe, and the length of the pipe. If a pipe is entered for the purposes of inspection, the inspector should record observations with a video camera in order that the condition of the entire pipe, including all joints, can later be assessed. Additionally, the video record provides a baseline to which future inspections can be compared.

⁵ Proper operation of the gates (full open and closed) must be demonstrated during the inspection if no documentation is available. Be aware of both manual and electrical operators.

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 5 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems



Inspect ID: N21L_2015_a_0021 **Title:** USACE_CELRB_N21L_2015_a_0021_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Soft unwanted vegetation obstructing outfall on left bank 900' upstream of Bolivar Road bridge.; Action: Remove unwanted vegetation.; Station_1: 82+00



Inspect ID: N21L_2015_a_0023 **Title:** USACE_CELRB_N21L_2015_a_0023_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: 30" CMP outfall on left bank 1,600' upstream of Bolivar Road bridge is 20% obstructed by minor sediment.; Action: Remove sediment obstruction.; Station_1: 75+00





US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 6 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

	<p>Inspect ID: N21L_2015_a_0057 Title: USACE_CELRB_N21L_2015_a_0057_1.jpg Rated Item: 1. Vegetation and Obstructions Caption: Rating: Minimally Acceptable; Remarks: Trees and unwanted vegetation on ponding area fence.; Action: Remove trees and unwanted vegetation.; Station_1: 50+00; Station_2: 47+00</p>
	<p>Inspect ID: N21L_2015_a_0094 Title: USACE_CELRB_N21L_2015_a_0094_1.jpg Rated Item: 1. Vegetation and Obstructions Caption: Rating: Minimally Acceptable; Remarks: 48" CMP inlet to culvert under Dyke Street access road on left bank obstructed by vegetation 500' upstream of Steel Sheet Pile Weir.; Action: Remove vegetation obstruction.; Station_1: 23+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 7 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

 <p>N 42° 06' 56" W 77° 56' 51" 9/10/2015 1:00:23 PM</p>	<p>Inspect ID: N21L_2015_a_0094 Title: USACE_CELRB_N21L_2015_a_0094_2.jpg Rated Item: 1. Vegetation and Obstructions Caption: Rating: Minimally Acceptable; Remarks: 48" CMP inlet to culvert under Dyke Street access road on left bank obstructed by vegetation 500' upstream of Steel Sheet Pile Weir.; Action: Remove vegetation obstruction.; Station_1: 23+00</p>
 <p>N 42° 07' 39" W 77° 57' 39" 9/10/2015 10:19:02 AM</p>	<p>Inspect ID: N21L_2015_a_0014 Title: USACE_CELRB_N21L_2015_a_0014_1.jpg Rated Item: 4. Fencing and Gates Caption: Rating: Minimally Acceptable; Remarks: Lower supports of headwall railing are dislodged on left bank outfall 300' upstream of Bolivar Road bridge.; Action: Repair headwall railing.; Station_1: 88+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 8 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems



Inspect ID: N21L_2015_a_0063 **Title:** USACE_CELRB_N21L_2015_a_0063_1.jpg
Rated Item: 5. Concrete Surfaces (Such as gate wells, outfalls, intakes, or culverts)
Caption: Rating: Acceptable; Remarks: Large erosion hole under concrete slope @ 36" outfall on right bank repaired on right bank 400' downstream of Madison Street (Stevens Street) bridge.; Action: NA; Station_1: 47+00



Inspect ID: N21L_2015_a_0068 **Title:** USACE_CELRB_N21L_2015_a_0068_1.jpg
Rated Item: 9. Culverts/ Discharge Pipes **Caption:** Rating: Acceptable; Remarks: 12" CMP repaired on right bank 250' downstream of Madison Street (Stevens Street) bridge.; Action: NA; Station_1: 44+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 9 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems



Inspect ID: N21L_2015_a_0090 **Title:** USACE_CELRB_N21L_2015_a_0090_1.jpg
Rated Item: 9. Culverts/ Discharge Pipes **Caption:** Rating: Acceptable; Remarks: 36" CMP on left bank 475' upstream of Steel Sheet Pile Weir (rated A in NYSDEC 19DEC13 pipe inspection).; Action: Maintain pipe and videotape inspect by 19DEC18.; Station_1: 23+00



Inspect ID: N21L_2015_a_0091 **Title:** USACE_CELRB_N21L_2015_a_0091_1.jpg
Rated Item: 9. Culverts/ Discharge Pipes **Caption:** Rating: Acceptable; Remarks: 48" CMP outlet on left bank riverside slope 515' upstream of Steel Sheet Pile Weir (rated A in NYSDEC 19DEC13 pipe inspection).; Action: Maintain pipe and videotape inspect by 19DEC18.; Station_1: 23+00





US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 10 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

 <p>N 42° 06' 57" W 77° 56' 49" 9/10/2015 12:57:32 PM</p>	<p>Inspect ID: N21L_2015_a_0093 Title: USACE_CELRB_N21L_2015_a_0093_1.jpg Rated Item: 9. Culverts/ Discharge Pipes Caption: Rating: Minimally Acceptable; Remarks: 48" CMP on left bank landside slope 515' upstream of Steel Sheet Pile Weir is not currently obstructed, however, it does not have a trash rack to prevent obstructions from entering the pipe (rated A in NYSDEC 19DEC13 pipe inspection). ; Action: Install trash rack over opening to keep out debris and unauthorized access. Maintain pipe and videotape inspect by 19DEC18.; Station_1: 23+00</p>
 <p>N 42° 06' 51" W 77° 56' 40" 9/10/2015 1:32:42 PM</p>	<p>Inspect ID: N21L_2015_a_0100 Title: USACE_CELRB_N21L_2015_a_0100_1.jpg Rated Item: 9. Culverts/ Discharge Pipes Caption: Rating: Acceptable; Remarks: 42" CMP outfall on left bank 325' upstream of Island Park Pedestrian Walkway Bridge (rated A in NYSDEC 19DEC13 pipe inspection).; Action: Maintain pipe and videotape inspect by 19DEC18.; Station_1: 13+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 11 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems



Inspect ID: N21L_2015_a_0059 **Title:** USACE_CELRB_N21L_2015_a_0059_1.jpg
Rated Item: 10. Sluice/ Slide Gates **Caption:** Rating: Acceptable; Remarks: Sluice gate on left bank 550' downstream of Madison Street (Stevens Street) bridge in good condition.; Action: NA; Station_1: 49+00



Inspect ID: N21L_2015_a_0059 **Title:** USACE_CELRB_N21L_2015_a_0059_2.jpg
Rated Item: 10. Sluice/ Slide Gates **Caption:** Rating: Acceptable; Remarks: Sluice gate on left bank 550' downstream of Madison Street (Stevens Street) bridge in good condition.; Action: NA; Station_1: 49+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 12 of 13

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems



Inspect ID: N21L_2015_a_0019 **Title:** USACE_CELRB_N21L_2015_a_0019_1.jpg
Rated Item: 11. Flap Gates/ Flap Valves/ Pinch Valves **Caption:** Rating: Acceptable;
Remarks: 42" flap gate on left bank 900' upstream of Bolivar Road bridge exercised.;
Action: NA; Station_1: 82+00



Inspect ID: N21L_2015_a_0061 **Title:** USACE_CELRB_N21L_2015_a_0061_1.jpg
Rated Item: 14. Riprap Revetments of Inlet/ Discharge Areas **Caption:** Rating:
Acceptable; Remarks: Rusty 12" CMP and eroded concrete repaired on right bank 475'
downstream of Madison Street (Stevens Street) bridge.; Action: NA; Station_1: 48+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Interior Drainage System
Page 13 of 13

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
1. Vegetation and Obstructions	U	A	No obstructions, vegetation, debris, or sediment accumulation within the channel. Concrete channel joints and weep holes are free of grass and weeds.	N21L_2015_a_0005: Station_1 116+00: Station_2 92+00: Soft vegetation on both banks upstream and downstream of the golf course pedestrian bridge.: Remove unwanted vegetation. (M)
		M	Obstructions (including log jams), vegetation, debris, or sediment are minor and have not impaired channel flow capacity, but should be removed. Sediment shoals have not developed to the extent that they can support vegetation other than non-aquatic grasses. A limited volume of grass and weeds may be present in concrete channel joints and weep holes.	N21L_2015_a_0008: Station_1 100+00: Station_2 92+00: Soft vegetation and woody growth on right bank from 300' upstream of golf course pedestrian bridge to Bolivar Road bridge.: Remove unwanted vegetation. (M)
		U	Obstructions (including log jams), vegetation, debris or sediment have impaired the channel flow capacity. Sediment shoals are well established and support woody and/or brushy vegetation. Sediment and debris removal required to re-establish flow capacity.	N21L_2015_a_0015: Station_1 91+00: Unwanted heavy wooded vegetation on both banks around Bolivar Road bridge.: Remove unwanted vegetation. (M) N21L_2015_a_0016: Station_1 91+00: Vegetation in riprap on right bank around Bolivar Road bridge.: Remove vegetation from riprap. (M) N21L_2015_a_0022: Station_1 84+00: Station_2 44+00: Unwanted vegetation on both bank sideslopes from 750' upstream of Bolivar Road bridge to Madison Street bridge.: Remove unwanted vegetation. (M) N21L_2015_a_0032: Station_1 66+00: Tree debris in channel just downstream of Drop Structure.: Remove tree debris. (M) N21L_2015_a_0033: Station_1 66+00: Station_2 72+00: Vegetation in riprap on both banks around Drop Structure.: Remove vegetation from riprap. (M) N21L_2015_a_0036: Station_1 65+00: Station_2 52+00: Vegetation in riprap on left bank 2,200' to 900' downstream of Madison Street (Stevens Street) bridge.: Remove vegetation from riprap. (U) N21L_2015_a_0065: Station_1 46+00: Station_2 44+00: Trees on left bank channel crest from 250' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.: Remove trees. (M) N21L_2015_a_0078: Station_1 37+00: Significant unwanted vegetation and trees on left bank 400' downstream of State Street bridge.: Remove unwanted vegetation and trees. (U) N21L_2015_a_0082: Station_1 31+00: Station_2 29+00: Vegetation in riprap on right bank from State Street bridge to 400' upstream of State Street bridge.: Remove vegetation from riprap. (U) N21L_2015_a_0098: Station_1 16+00: Station_2 3+00: Unwanted vegetation and high grass on both banks from Island Park Pedestrian Walkway Bridge to 325' downstream

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 1 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
				of 1957 Weir.: Remove unwanted vegetation. (M) N21L_2015_a_0104: Station_1 4+00: Station_2 0+00: Significant vegetation in riprap on right bank from 400' downstream of 1957 Weir to 1957 Weir.: Remove vegetation from riprap. (U) N21L_2015_a_0107: Station_1 0+00: Station_2 0+00: Significant woody vegetation in riprap on right bank from Upstream Weir to 500' upstream of 1957 Weir.: Remove vegetation from riprap. (U) N21L_2015_a_0108: Station_1 0+00: Significant unwanted vegetation and trees on left bank 175' upstream of 1957 Weir.: Remove unwanted vegetation. (U) N21L_2015_a_0110: Station_1 0+00: Station_2 0+00: Significant unwanted vegetation on left bank side slope from 1957 Weir to 1976 Weir.: Remove unwanted vegetation. (U) N21L_2015_a_0112: Station_1 0+00: Station_2 0+00: Significant unwanted vegetation on right bank sideslope from 400' downstream of 1976 Weir to 1976 Weir.: Remove unwanted vegetation. (U) N21L_2015_a_0116: Station_1 0+00: Station_2 0+00: Significant vegetation in riprap on right bank from 1976 Weir to 350' upstream of 1976 Weir.: Remove vegetation from riprap. (U)
2. Shoaling ¹ (sediment deposition)	U	A	No shoaling or minor, non-vegetated shoaling is present.	N21L_2015_a_0004: Station_1 111+00: Station_2 106+00: Shoaling along right bank from 225' to 700' downstream of golf course pedestrian bridge.: Remove shoaling. (M)
		M	More widespread vegetated and non-vegetated shoaling is present. Non-aquatic grasses are present on shoal. No trees or brush is present on shoal, and channel flow is not significantly reduced. Sediment and debris removal recommended.	N21L_2015_a_0006: Station_1 103+00: Station_2 92+00: 3 alternating shoals on both banks from 150' upstream of golf course pedestrian bridge to Bolivar Road bridge.: Remove shoals. (M)
		U	Shoaling is well established, stabilized by saplings, brush, or other vegetation. Shoals are diverting flow to channel walls. Channel flow capacity is reduced and maintenance is required.	N21L_2015_a_0018: Station_1 83+00: Station_2 78+00: Shoaling along right bank from 750' to 1,300' upstream of Bolivar Road bridge.: Remove shoaling. (M) N21L_2015_a_0060: Station_1 49+00: Station_2 0+00: Minor shoaling on left bank from 600' downstream of Madison Street (Stevens Street) bridge to State Street bridge.: Remove shoaling. (M) N21L_2015_a_0096: Station_1 17+00: Station_2 21+00: Shoaling along left bank toe from 450' downstream of Island Park pedestrian walkway bridge to Island Park Pedestrian Walkway Bridge.: Remove shoaling. (M) N21L_2015_a_0111: Station_1 0+00: Significant shoaling

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 2 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
				in channel on right bank from 100'-700' downstream of 1976 Weir.: Remove shoaling. (U) N21L_2015_a_0117: Station_1 0+00: Station_2 0+00: Significant shoaling on right bank from 50' to 225' upstream of 1976 Weir.: Remove shoaling. (U)
3. Encroachments	M	A	No trash, debris, unauthorized structures, excavations, or other obstructions present within the easement area. Encroachments have been previously reviewed by the Corps, and it was determined that they do not diminish proper functioning of the channel.	N21L_2015_a_0003: Station_1 104+00: Unauthorized Alteration: Pump station, intake pipe to pump station for golf course water, and feeder pipes.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)
		M	Trash, debris, unauthorized structures, excavations, or other obstructions present, or inappropriate activities noted that should be corrected but will not inhibit operations and maintenance or emergency operations. Encroachments have not been reviewed by the Corps.	N21L_2015_a_0007: Station_1 104+00: Unauthorized Alteration - Golf course pedestrian bridge 1,250' downstream of Bolivar Road bridge.: Remove unauthorized alteration or submit Section 408 Alteration Request Form. (M)
		U	Unauthorized encroachments or inappropriate activities noted are likely to inhibit operations and maintenance, emergency operations, or negatively impact the integrity of the channel.	N21L_2015_a_0013: Station_1 90+00: Station_2 75+00: Unauthorized Alteration: Sidewalk and benches along left bank from Bolivar Road bridge to 1,775' upstream of Bolivar Road bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21L_2015_a_0017: Station_1 88+00: Unauthorized Alteration - Outfall on left bank 300' upstream of Bolivar Road bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21L_2015_a_0020: Station_1 82+00: Unauthorized Alteration - 42" outfall on left bank 900' upstream of Bolivar Road bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21L_2015_a_0024: Station_1 75+00: Unauthorized Alteration - Asphalt drive and access gate on left bank 1,600' upstream of Bolivar Road bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21L_2015_a_0025: Station_1 75+00: Unauthorized Alteration - 30" CMP outfall on left bank 1,600' upstream of Bolivar Road bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21L_2015_a_0026: Station_1 74+00: Unauthorized Alteration - One utility pole and 3 guy wires 1,700' upstream of Bolivar Road bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21L_2015_a_0028: Station_1 72+00: Station_2 69+00:

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 3 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines	Location/Remarks/Recommendations
			<p>Unauthorized Alteration - Misc. landscaping encroachments 1,900' to 2,200' upstream of Bolivar Road bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0030: Station_1 69+00: Vegetation and beaver dam obstructions in Chamberlain Street drainage channel to river.: Remove vegetation and beaver dam obstructions. (M)</p> <p>N21L_2015_a_0034: Station_1 65+00: Unauthorized Alteration - Gage house on left bank 2,230' downstream of Madison Street (Stevens Street) bridge is in acceptable condition.: Remove unauthorized alteration or submit Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0064: Station_1 46+00: Station_2 44+00: Unauthorized Alteration - Fence on left bank channel crest from 250' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0076: Station_1 38+00: Unauthorized Alteration - Fence (covered in unwanted vegetation) 300' downstream of State Street bridge .: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0077: Station_1 37+00: Unauthorized Alteration - Wellsville High School Rail and parking lot on left bank levee downstream of State Street bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0079: Station_1 34+00: 18" HDPE flap gate and NYSDOT pipe on left bank just downstream of State Street bridge are not unauthorized encroachments.: NA (A)</p> <p>N21L_2015_a_0080: Station_1 35+00: Unauthorized Alteration - 2 utility poles and associated guy wires 75' downstream of State Street bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0088: Station_1 25+00: Unauthorized Alteration - Fishing access platform and fence on right bank 200' upstream of Steel Sheet Pile Weir.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)</p> <p>N21L_2015_a_0095: Station_1 22+00: Unauthorized</p>

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 4 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
				Alteration - Parking lot and wooden posts on right bank in Island Park 500' upstream of Steel Sheet Pile Weir.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21L_2015_a_0102: Station_1 6+00: Unauthorized Alteration - Wellsville, Addison, & Galetton Railroad railway rocks obstructing access 575' downstream of 1957 Weir.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21L_2015_a_0114: Station_1 0+00: Unauthorized Alteration - Barbed wire fence and metal gate on right bank at 1976 Weir.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21L_2015_a_0124: Station_1 46+00: Unauthorized Aleteration - Pearl Street bridge removed.: Replace Pearl Street bridge or submit Section 408 Alteration Request Form. (M) N21L_2015_a_0125: Station_1 46+00: Unauthorized Alteration - Pipe Line bridge just upstream of Pearl Street bridge removed.: Replace Pipe Line bridge or submit Section 408 Request Form. (M) N21L_2015_a_0126: Station_1 0+00: Station_2 7+00: Unauthorized Alteration - Wellsville, Addison, & Galetton Railroad railway and signs on left bank newar 1957 Weir.: Remove unauthorized alteration or submit Section 408 Alteration Request Form. (M)
4. Erosion	A	A	No head cutting or horizontal deviation observed.	N21L_2015_a_0069: Station_1 44+00: Repaired 3' x 15' eroded outfall channel on right bank 250' downstream of Madison Street (Stevens Street) bridge.: NA (A)
		M	Head cutting and horizontal deviation evident, but is less than 1 foot from the designed grade or cross section.	
		U	Head cutting and horizontal deviation of more than 1 foot from the designed grade or cross section. Corrective actions required to stop or slow erosion.	
5. Concrete Surfaces	A	A	Negligible spalling, scaling or cracking. If the concrete surface is weathered or holds moisture, it is still satisfactory but should be seal coated to prevent freeze/ thaw damage.	
		M	Spalling, scaling, and open cracking present, but the immediate integrity or performance of the structure is not threatened. Reinforcing steel may be exposed. Repairs/ sealing is necessary to prevent additional damage during periods of thawing and freezing.	
		U	Surface deterioration or deep cracks present that may result in an unreliable structure. Any surface deterioration that exposes the sheet piling or lies adjacent to monolith joints may indicate underlying reinforcement corrosion and is unacceptable.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 5 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
		N/A	There are no concrete items in the channel.	
6. Tilting, Sliding or Settlement of Concrete Structures ²	A	A	There are no significant areas of tilting, sliding, or settlement that would endanger the integrity of the structure.	
		M	There are areas of tilting, sliding, or settlement (either active or inactive) that need to be repaired. The maximum offset, either laterally or vertically, does not exceed 2 inches unless the movement can be shown to be no longer actively occurring. The integrity of the structure is not in danger.	
		U	There are areas of tilting, sliding, or settlement (either active or inactive) that threaten the structure's integrity and performance. Any movement that has resulted in failure of the waterstop (possibly identified by daylight visible through the joint) is unacceptable. Differential movement of greater than 2 inches between any two adjacent monoliths, either laterally or vertically, is unacceptable unless it can be shown that the movement is no longer active. Also, if the floodwall is of I-wall construction, then any visible or measurable tilting of the wall toward the protected side that has created an open horizontal crack on the riverside base of a monolith is unacceptable.	
		N/A	There are no concrete items in the channel.	
7. Foundation of Concrete Structures ³	A	A	No active erosion, scouring, or bank caving that might endanger the structure's stability.	
		M	There are areas where the ground is eroding towards the base of the structure. Efforts need to be taken to slow and repair this erosion, but it is not judged to be close enough to the structure or to be progressing rapidly enough to affect structural stability before the next inspection. For the purposes of inspection, the erosion or scour is not closer to the riverside face of the wall than twice the floodwall's underground base width if the wall is of L-wall or T-wall construction; or if the wall is of sheetpile or I-wall construction, the erosion is not closer than twice the wall's visible height. Additionally, rate of erosion is such that the wall is expected to remain stable until the next inspection.	
		U	Erosion or bank caving observed that is closer to the wall than the limits described above, or is outside these limits but may lead to structural instabilities before the next inspection. Additionally, if the floodwall is of I-wall or sheetpile construction, the foundation is unacceptable if any turf, soil or pavement material got washed away from the landside of the I-wall as the result of a previous overtopping event.	
		N/A	There are no concrete items in the channel.	
8. Slab and Monolith Joints	A	A	The joint material is in good condition. The exterior joint sealant is intact and cracking/desiccation is minimal. Joint filler material and/or waterstop is not visible at any point.	
		M	The joint material has appreciable deterioration to the point where joint filler material and/or waterstop is visible in some locations. This needs to be repaired or replaced to prevent spalling and cracking during freeze/ thaw cycles, and to ensure water tightness of the joint.	

Key: A = Acceptable. M = Minimally Acceptable; Maintenance is required. U = Unacceptable. N/A = Not Applicable. FDR = Flood Damage Reduction



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 6 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
		U	The joint material is severely deteriorated or the concrete adjacent to the monolith joints has spalled and cracked, damaging the waterstop; in either case damage has occurred to the point where it is apparent that the joint is no longer watertight and will not provide the intended level of protection during a flood.	
		N/A	There are no concrete items in the channel.	
9. Flap Gates/ Flap Valves/ Pinch Valves ⁴	A	A	Gates/ valves open and close easily with minimal leakage, have no corrosion damage, and have been exercised and lubricated as required.	
		M	Gates/ valves will not fully open or close because of obstructions that can be easily removed, or have minor corrosion damage that requires maintenance.	
		U	Gates/ valves are missing, have been damaged, or have deteriorated to the point that they need to be replaced.	
		N/A	There are no flap gates.	
10. Riprap Revetments & Banks	M	A	No riprap displacement or stone degradation that could pose an immediate threat to the integrity of channel bank. Riprap intact with no woody vegetation present.	N21L_2015_a_0010: Station_1 91+00: Riprap missing or covered on left bank underneath Bolivar Road bridge.: Replace or uncover missing riprap. (U) N21L_2015_a_0029: Station_1 72+00: Station_2 66+00: Vegetation in left bank riprap from 1,900' to 2,500' upstream of Bolivar Road bridge.: Remove vegetation from riprap. (M) N21L_2015_a_0037: Station_1 44+00: Station_2 64+00: Significant woody unwanted vegetation on left bank channel sideslopes from 2,200' downstream of the Madison Street (Stevens Street) bridge to the Madison Street bridge.: Remove unwanted vegetation. (U) N21L_2015_a_0048: Station_1 59+00: Station_2 56+00: Vegetation in riprap on right bank from 1,600' to 1,300' downstream of Madison Street (Stevens Street) bridge.: Remove vegetation from riprap. (M)
		M	Minor riprap displacement or stone degradation that could pose an immediate threat to the integrity of the channel bank. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	
		U	Significant riprap displacement, exposure of bedding, or stone degradation observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Rock protection is hidden by dense brush, trees, or grasses.	
		N/A	There is no riprap protecting this feature of the segment / system, or riprap is discussed in another section.	
11. Revetments other than Riprap	M	A	Existing revetment protection is properly maintained, undamaged, and clearly visible.	N21L_2015_a_0051: Station_1 52+00: 15' x 3' concrete spalling repaired on right bank 975' downstream of Madison Street (Stevens Street) bridge.: NA (A) N21L_2015_a_0052: Station_1 52+00: Station_2 43+00: Minor unwanted vegetation removed from joints of right bank concrete channel surface from 900' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.: Remove unwanted vegetation. (A) N21L_2015_a_0066: Station_1 45+00: Cracking in concrete sideslope repaired on right bank 250' downstream of
		M	Minor revetment displacement or deterioration that does not pose an immediate threat to the integrity of the levee. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	
		U	Significant revetment displacement, deterioration, or exposure of bedding observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Revetment protection is hidden by dense brush and trees.	
		N/A	There are no such revetments protecting this feature of the segment / system.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 7 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
				Madison Street (Stevens Street) bridge.: NA (A)

¹ If weather and flow conditions allow, inspectors should walk in the channel and probe shoal areas in order to estimate extent of blockage of the cross-sectional area where shoaling is present.

² The sponsor should be monitoring any observed movement to verify whether the movement is active or inactive.

³ Inspectors must have as-built drawings available during the inspection so that the lateral distance to the heel and toe of the floodwalls can be determined in the field.

⁴ Proper operation of this item must be demonstrated during the inspection.

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 8 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0005 **Title:** USACE_CELRB_N21L_2015_a_0005_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Soft vegetation on both banks upstream and downstream of the golf course pedestrian bridge.; Action: Remove unwanted vegetation.; Station_1: 116+00; Station_2: 92+00



Inspect ID: N21L_2015_a_0005 **Title:** USACE_CELRB_N21L_2015_a_0005_2.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Soft vegetation on both banks upstream and downstream of the golf course pedestrian bridge.; Action: Remove unwanted vegetation.; Station_1: 116+00; Station_2: 92+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 9 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0008 **Title:** USACE_CELRB_N21L_2015_a_0008_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Soft vegetation and woody growth on right bank from 300' upstream of golf course pedestrian bridge to Bolivar Road bridge.; Action: Remove unwanted vegetation.;
Station_1: 100+00; Station_2: 92+00



Inspect ID: N21L_2015_a_0015 **Title:** USACE_CELRB_N21L_2015_a_0015_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Unwanted heavy wooded vegetation on both banks around Bolivar Road bridge.; Action: Remove unwanted vegetation.; Station_1: 91+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 10 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0016 **Title:** USACE_CELRB_N21L_2015_a_0016_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Vegetation in riprap on right bank around Bolivar Road bridge.; **Action:** Remove vegetation from riprap.; **Station_1:** 91+00



Inspect ID: N21L_2015_a_0022 **Title:** USACE_CELRB_N21L_2015_a_0022_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Unwanted vegetation on both bank sideslopes from 750' upstream of Bolivar Road bridge to Madison Street bridge.; **Action:** Remove unwanted vegetation.; **Station_1:** 84+00; **Station_2:** 44+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 11 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0022 **Title:** USACE_CELRB_N21L_2015_a_0022_2.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Unwanted vegetation on both bank sideslopes from 750' upstream of Bolivar Road bridge to Madison Street bridge.; Action: Remove unwanted vegetation.; Station_1: 84+00; Station_2: 44+00



Inspect ID: N21L_2015_a_0032 **Title:** USACE_CELRB_N21L_2015_a_0032_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Tree debris in channel just downstream of Drop Structure.; Action: Remove tree debris.; Station_1: 66+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 12 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0033 **Title:** USACE_CELRB_N21L_2015_a_0033_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Vegetation in riprap on both banks around Drop Structure.; **Action:** Remove vegetation from riprap.; Station_1: 66+00; Station_2: 72+00



Inspect ID: N21L_2015_a_0033 **Title:** USACE_CELRB_N21L_2015_a_0033_2.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Vegetation in riprap on both banks around Drop Structure.; **Action:** Remove vegetation from riprap.; Station_1: 66+00; Station_2: 72+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 13 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0033 **Title:** USACE_CELRB_N21L_2015_a_0033_3.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Vegetation in riprap on both banks around Drop Structure.; **Action:** Remove vegetation from riprap.; **Station_1:** 66+00; **Station_2:** 72+00



Inspect ID: N21L_2015_a_0036 **Title:** USACE_CELRB_N21L_2015_a_0036_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Unacceptable; **Remarks:** Vegetation in riprap on left bank 2,200' to 900' downstream of Madison Street (Stevens Street) bridge.; **Action:** Remove vegetation from riprap.; **Station_1:** 65+00; **Station_2:** 52+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 14 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0065 **Title:** USACE_CELRB_N21L_2015_a_0065_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Minimally Acceptable;
Remarks: Trees on left bank channel crest from 250' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.; **Action:** Remove trees.; **Station_1:** 46+00; **Station_2:** 44+00



Inspect ID: N21L_2015_a_0078 **Title:** USACE_CELRB_N21L_2015_a_0078_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Unacceptable; **Remarks:** Significant unwanted vegetation and trees on left bank 400' downstream of State Street bridge.; **Action:** Remove unwanted vegetation and trees.; **Station_1:** 37+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 15 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

	<p>Inspect ID: N21L_2015_a_0082 Title: USACE_CELRB_N21L_2015_a_0082_1.jpg Rated Item: 1. Vegetation and Obstructions Caption: Rating: Unacceptable; Remarks: Vegetation in riprap on right bank from State Street bridge to 400' upstream of State Street bridge.; Action: Remove vegetation from riprap.; Station_1: 31+00; Station_2: 29+00</p>
	<p>Inspect ID: N21L_2015_a_0098 Title: USACE_CELRB_N21L_2015_a_0098_1.jpg Rated Item: 1. Vegetation and Obstructions Caption: Rating: Minimally Acceptable; Remarks: Unwanted vegetation and high grass on both banks from Island Park Pedestrian Walkway Bridge to 325' downstream of 1957 Weir.; Action: Remove unwanted vegetation.; Station_1: 16+00; Station_2: 3+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 16 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0104 **Title:** USACE_CELRB_N21L_2015_a_0104_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Unacceptable; Remarks: Significant vegetation in riprap on right bank from 400' downstream of 1957 Weir to 1957 Weir.; Action: Remove vegetation from riprap.; Station_1: 4+00; Station_2: 0+00



Inspect ID: N21L_2015_a_0107 **Title:** USACE_CELRB_N21L_2015_a_0107_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Unacceptable; Remarks: Significant woody vegetation in riprap on right bank from Upstream Weir to 500' upstream of 1957 Weir.; Action: Remove vegetation from riprap.; Station_1: 0+00; Station_2: 0+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 17 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

	<p>Inspect ID: N21L_2015_a_0108 Title: USACE_CELRB_N21L_2015_a_0108_1.jpg Rated Item: 1. Vegetation and Obstructions Caption: Rating: Unacceptable; Remarks: Significant unwanted vegetation and trees on left bank 175' upstream of 1957 Weir.; Action: Remove unwanted vegetation.; Station_1: 0+00</p>
	<p>Inspect ID: N21L_2015_a_0110 Title: USACE_CELRB_N21L_2015_a_0110_1.jpg Rated Item: 1. Vegetation and Obstructions Caption: Rating: Unacceptable; Remarks: Significant unwanted vegetation on left bank side slope from 1957 Weir to 1976 Weir.; Action: Remove unwanted vegetation.; Station_1: 0+00; Station_2: 0+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 18 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0112 **Title:** USACE_CELRB_N21L_2015_a_0112_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Unacceptable; Remarks: Significant unwanted vegetation on right bank sideslope from 400' downstream of 1976 Weir to 1976 Weir.; Action: Remove unwanted vegetation.; Station_1: 0+00; Station_2: 0+00



Inspect ID: N21L_2015_a_0116 **Title:** USACE_CELRB_N21L_2015_a_0116_1.jpg
Rated Item: 1. Vegetation and Obstructions **Caption:** Rating: Unacceptable; Remarks: Significant vegetation in riprap on right bank from 1976 Weir to 350' upstream of 1976 Weir.; Action: Remove vegetation from riprap.; Station_1: 0+00; Station_2: 0+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 19 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0004 **Title:** USACE_CELRB_N21L_2015_a_0004_1.jpg
Rated Item: 2. Shoaling (sediment deposition) **Caption:** Rating: Minimally Acceptable;
Remarks: Shoaling along right bank from 225' to 700' downstream of golf course pedestrian bridge.; **Action:** Remove shoaling.; **Station_1:** 111+00; **Station_2:** 106+00



Inspect ID: N21L_2015_a_0006 **Title:** USACE_CELRB_N21L_2015_a_0006_1.jpg
Rated Item: 2. Shoaling (sediment deposition) **Caption:** Rating: Minimally Acceptable;
Remarks: 3 alternating shoals on both banks from 150' upstream of golf course pedestrian bridge to Bolivar Road bridge.; **Action:** Remove shoals.; **Station_1:** 103+00; **Station_2:** 92+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 20 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0018 **Title:** USACE_CELRB_N21L_2015_a_0018_1.jpg
Rated Item: 2. Shoaling (sediment deposition) **Caption:** Rating: Minimally Acceptable;
Remarks: Shoaling along right bank from 750' to 1,300' upstream of Bolivar Road bridge.; **Action:** Remove shoaling.; **Station_1:** 83+00; **Station_2:** 78+00



Inspect ID: N21L_2015_a_0060 **Title:** USACE_CELRB_N21L_2015_a_0060_1.jpg
Rated Item: 2. Shoaling (sediment deposition) **Caption:** Rating: Minimally Acceptable;
Remarks: Minor shoaling on left bank from 600' downstream of Madison Street (Stevens Street) bridge to State Street bridge.; **Action:** Remove shoaling.; **Station_1:** 49+00; **Station_2:** 0+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 21 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0060 **Title:** USACE_CELRB_N21L_2015_a_0060_2.jpg
Rated Item: 2. Shoaling (sediment deposition) **Caption:** Rating: Minimally Acceptable;
Remarks: Minor shoaling on left bank from 600' downstream of Madison Street (Stevens Street) bridge to State Street bridge.; **Action:** Remove shoaling.; **Station_1:** 49+00;
Station_2: 0+00



Inspect ID: N21L_2015_a_0096 **Title:** USACE_CELRB_N21L_2015_a_0096_1.jpg
Rated Item: 2. Shoaling (sediment deposition) **Caption:** Rating: Minimally Acceptable;
Remarks: Shoaling along left bank toe from 450' downstream of Island Park pedestrian walkway bridge to Island Park Pedestrian Walkway Bridge.; **Action:** Remove shoaling.;
Station_1: 17+00; **Station_2:** 21+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 22 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0111 **Title:** USACE_CELRB_N21L_2015_a_0111_1.jpg
Rated Item: 2. Shoaling (sediment deposition) **Caption:** Rating: Unacceptable;
Remarks: Significant shoaling in channel on right bank from 100'-700' downstream of 1976 Weir.; Action: Remove shoaling.; Station_1: 0+00



Inspect ID: N21L_2015_a_0117 **Title:** USACE_CELRB_N21L_2015_a_0117_1.jpg
Rated Item: 2. Shoaling (sediment deposition) **Caption:** Rating: Unacceptable;
Remarks: Significant shoaling on right bank from 50' to 225' upstream of 1976 Weir.; Action: Remove shoaling.; Station_1: 0+00; Station_2: 0+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 23 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0003 **Title:** USACE_CELRB_N21L_2015_a_0003_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration: Pump station, intake pipe to pump station for golf course water, and feeder pipes.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 104+00



Inspect ID: N21L_2015_a_0007 **Title:** USACE_CELRB_N21L_2015_a_0007_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Golf course pedestrian bridge 1,250' downstream of Boliver Road bridge.; Action: Remove unauthorized alteration or submit Section 408 Alteration Request Form.; Station_1: 104+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 24 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0013 **Title:** USACE_CELRB_N21L_2015_a_0013_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration: Sidewalk and benches along left bank from Bolivar Road bridge to 1,775' upstream of Bolivar Road bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 90+00; Station_2: 75+00



Inspect ID: N21L_2015_a_0017 **Title:** USACE_CELRB_N21L_2015_a_0017_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Outfall on left bank 300' upstream of Bolivar Road bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 88+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 25 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0020 **Title:** USACE_CELRB_N21L_2015_a_0020_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - 42" outfall on left bank 900' upstream of Bolivar Road bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 82+00



Inspect ID: N21L_2015_a_0024 **Title:** USACE_CELRB_N21L_2015_a_0024_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Asphalt drive and access gate on left bank 1,600' upstream of Bolivar Road bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 75+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 26 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0025 **Title:** USACE_CELRB_N21L_2015_a_0025_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - 30" CMP outfall on left bank 1,600' upstream of Bolivar Road bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 75+00



Inspect ID: N21L_2015_a_0026 **Title:** USACE_CELRB_N21L_2015_a_0026_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - One utility pole and 3 guy wires 1,700' upstream of Boliver Road bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 74+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 27 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0026 **Title:** USACE_CELRB_N21L_2015_a_0026_2.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - One utility pole and 3 guy wires 1,700' upstream of Bolivar Road bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 74+00



Inspect ID: N21L_2015_a_0028 **Title:** USACE_CELRB_N21L_2015_a_0028_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Misc. landscaping encroachments 1,900' to 2,200' upstream of Bolivar Road bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 72+00; Station_2: 69+00



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 28 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0028 **Title:** USACE_CELRB_N21L_2015_a_0028_2.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Misc. landscaping encroachments 1,900' to 2,200' upstream of Bolivar Road bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 72+00; Station_2: 69+00



Inspect ID: N21L_2015_a_0030 **Title:** USACE_CELRB_N21L_2015_a_0030_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Vegetation and beaver dam obstructions in Chamberlain Street drainage channel to river.; Action: Remove vegetation and beaver dam obstructions.; Station_1: 69+00



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 29 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0034 **Title:** USACE_CELRB_N21L_2015_a_0034_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Gage house on left bank 2,230' downstream of Madison Street (Stevens Street) bridge is in acceptable condition.; Action: Remove unauthorized alteration or submit Section 408 Alteration Request Form.; Station_1: 65+00



Inspect ID: N21L_2015_a_0064 **Title:** USACE_CELRB_N21L_2015_a_0064_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Fence on left bank channel crest from 250' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 46+00; Station_2: 44+00



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 30 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0076 **Title:** USACE_CELRB_N21L_2015_a_0076_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Fence (covered in unwanted vegetation) 300' downstream of State Street bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 38+00



Inspect ID: N21L_2015_a_0077 **Title:** USACE_CELRB_N21L_2015_a_0077_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Wellsville High School Rail and parking lot on left bank levee downstream of State Street bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 37+00



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 31 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0079 **Title:** USACE_CELRB_N21L_2015_a_0079_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Acceptable; Remarks: 18" HDPE flap gate and NYSDOT pipe on left bank just downstream of State Street bridge are not unauthorized encroachments.; Action: NA; Station_1: 34+00



Inspect ID: N21L_2015_a_0080 **Title:** USACE_CELRB_N21L_2015_a_0080_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - 2 utility poles and associated guy wires 75' downstream of State Street bridge.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 35+00



US Army Corps
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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 32 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0088 **Title:** USACE_CELRB_N21L_2015_a_0088_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Fishing access platform and fence on right bank 200' upstream of Steel Sheet Pile Weir.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 25+00



Inspect ID: N21L_2015_a_0095 **Title:** USACE_CELRB_N21L_2015_a_0095_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Parking lot and wooden posts on right bank in Island Park 500' upstream of Steel Sheet Pile Weir.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 22+00



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 33 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0102 **Title:** USACE_CELRB_N21L_2015_a_0102_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Wellsville, Addison, & Galetton Railroad trailway rocks obstructing access 575' downstream of 1957 Weir.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 6+00



Inspect ID: N21L_2015_a_0114 **Title:** USACE_CELRB_N21L_2015_a_0114_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Barbed wire fence and metal gate on right bank at 1976 Weir.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 0+00



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 34 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0126 **Title:** USACE_CELRB_N21L_2015_a_0126_1.jpg
Rated Item: 3. Encroachments **Caption:** Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Wellsville, Addison, & Galetton Railroad railway and signs on left bank newar 1957 Weir.; Action: Remove unauthorized alteration or submit Section 408 Alteration Request Form.; Station_1: 0+00; Station_2: 7+00



Inspect ID: N21L_2015_a_0069 **Title:** USACE_CELRB_N21L_2015_a_0069_1.jpg
Rated Item: 4. Erosion **Caption:** Rating: Acceptable; Remarks: Repaired 3' x 15' eroded outfall channel on right bank 250' downstream of Madison Street (Stevens Street) bridge.; Action: NA; Station_1: 44+00



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 35 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0010 **Title:** USACE_CELRB_N21L_2015_a_0010_1.jpg
Rated Item: 10. Riprap Revetments & Banks **Caption:** Rating: Unacceptable; Remarks: Riprap missing or covered on left bank underneath Bolivar Road bridge.; Action: Replace or uncover missing riprap.; Station_1: 91+00



Inspect ID: N21L_2015_a_0029 **Title:** USACE_CELRB_N21L_2015_a_0029_1.jpg
Rated Item: 10. Riprap Revetments & Banks **Caption:** Rating: Minimally Acceptable; Remarks: Vegetation in left bank riprap from 1,900' to 2,500' upstream of Bolivar Road bridge.; Action: Remove vegetation from riprap.; Station_1: 72+00; Station_2: 66+00





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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 36 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

 <p>N 42° 07' 19" W 77° 57' 21" 9/10/2015 11:28:25 AM</p>	<p>Inspect ID: N21L_2015_a_0037 Title: USACE_CELRB_N21L_2015_a_0037_1.jpg Rated Item: 10. Riprap Revetments & Banks Caption: Rating: Unacceptable; Remarks: Significant woody unwanted vegetation on left bank channel sideslopes from 2,200' downstream of the Madison Street (Stevens Street) bridge to the Madison Street bridge.; Action: Remove unwanted vegetation.; Station_1: 44+00; Station_2: 64+00</p>
 <p>N 42° 07' 18" W 77° 57' 11" 9/10/2015 11:54:08 AM</p>	<p>Inspect ID: N21L_2015_a_0048 Title: USACE_CELRB_N21L_2015_a_0048_1.jpg Rated Item: 10. Riprap Revetments & Banks Caption: Rating: Minimally Acceptable; Remarks: Vegetation in riprap on right bank from 1,600' to 1,300' downstream of Madison Street (Stevens Street) bridge.; Action: Remove vegetation from riprap.; Station_1: 59+00; Station_2: 56+00</p>



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 37 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21L_2015_a_0051 **Title:** USACE_CELRB_N21L_2015_a_0051_1.jpg
Rated Item: 11. Revetments other than Riprap **Caption:** Rating: Acceptable; Remarks: 15' x 3' concrete spalling repaired on right bank 975' downstream of Madison Street (Stevens Street) bridge.; Action: NA; Station_1: 52+00



Inspect ID: N21L_2015_a_0052 **Title:** USACE_CELRB_N21L_2015_a_0052_1.jpg
Rated Item: 11. Revetments other than Riprap **Caption:** Rating: Minimally Acceptable; Remarks: Minor unwanted vegetation in joints of right bank concrete channel surface from 900' downstream of Madison Street (Stevens Street) bridge to Madison Street bridge.; Action: Remove unwanted vegetation.; Station_1: 52+00; Station_2: 43+00




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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 38 of 39

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

	<p>Inspect ID: N21L_2015_a_0066 Title: USACE_CELRB_N21L_2015_a_0066_1.jpg Rated Item: 11. Revetments other than Riprap Caption: Rating: Acceptable; Remarks: Cracking in concrete sideslope repaired on right bank 250' downstream of Madison Street (Stevens Street) bridge.; Action: NA; Station_1: 45+00</p>



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Left Bank and Channel,

Flood Damage Reduction Channels
Page 39 of 39

Attachment D –
Genesee River – Right Bank and Dyke Creek, Wellsville
Flood Damage Reduction System Inspection Report



**US Army Corps
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Flood Damage Reduction Segment / System Inspection Report

Name of Segment / System: Genesee River - Right Bank and Dyke Creek, Wellsville (two levee systems)

Public Sponsor(s): NYSDEC - Region 9

Public Sponsor Representative: Theodore A. Myers, P.E.

Sponsor Phone: (716) 851-7070

Sponsor Email: theodore.myers@dec.ny.gov

Corps of Engineers Inspector: USACE - Buffalo District

Inspection Start Date: 9/10/2015

Inspection End Date: 9/10/2015

Inspection Report Prepared By: Joseph B. Kasperski, IE

Date Report Prepared: _____

Internal Technical Review (for Periodic Inspections) By: _____

Date of ITR: _____

Final Approved By: _____

Date Approved: _____

Type of Inspection:

- ☐ **Initial Eligibility Inspection**
☒ **Continuing Eligibility Inspection (Routine)**
☐ **Continuing Eligibility Inspection (Periodic)**

Overall Segment / System Rating:

- ☐ **Acceptable**
☐ **Minimally Acceptable**
☒ **Unacceptable**

Contents of Report:

- ☒ **Instructions**
☐ **Initial Eligibility Inspection**
☒ **General Items for All Flood Control Works**
☒ **Levee Embankment**
☐ **Concrete Floodwalls**
☐ **Sheet Pile and Concrete I-walls**
☒ **Interior Drainage System**
☐ **Pump Stations**
☒ **FDR System Channels**

Note: In addition to the report contents indicated here, a plan view drawing of the system, with stationing, should be included with this report to reference locations of items rated less than acceptable. Photos of general system condition and any noted deficiencies should also be attached.

Note: This inspection rating represents the Corps evaluation of operations and maintenance of the flood damage reduction system and may be used in conjunction with other information for a levee certification determination for National Flood Insurance Program (NFIP) purposes if applicable. An Acceptable Corps inspection rating, alone, does not equate to a certifiable levee for the NFIP. It is recommended for levee systems currently accredited by the Federal Emergency Management Agency (FEMA) for NFIP purposes receiving a Corps Minimally Acceptable or Unacceptable rating, be evaluated by the levee owner to determine the potential impacts to the certification for FEMA.



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Flood Damage Reduction Segment / System Public Sponsor Pre-Inspection Form

The following information is to be provided by the levee district sponsor prior to an inspection. This information will be used to help evaluate the organizational capability of the levee district to manage the levee segment / system maintenance program.

1. Levee segment / system and district: (name of the segment / system and levee district) Genesee River - Right Bank and Dyke Creek, Wellsville for CELRB
2. Reporting period: (month/day/year to month/day/year)
3. Summary of maintenance required by last inspection report:
4. Summary of maintenance performed this reporting period:
5. Summary of maintenance planned next reporting period:
6. Summary of changes to segment / system since last inspection:
7. Problems/ issues requiring the assistance of the US Army Corps of Engineers:



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**Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke**

**Pre-Inspection Form
Page 1 of 2**

Public Sponsor Pre-Inspection Report

The following information is to be provided by the levee district sponsor prior to an inspection

8. Levee district organization: (elected or appointed levee district officials and key employees)

Name	Position	Mailing Address	Phone Number	Email Address



General Instructions for the Inspection of Flood Damage Reduction Segments / Systems

A. Purpose of USACE Inspections:

The primary purpose of these inspections is to prevent loss of life and catastrophic damages; preserve the value of Federal investments, and to encourage non-Federal sponsors to bear responsibility for their own protection. Inspections should assure that Flood Damage Reduction structures and facilities are continually maintained and operated as necessary to obtain the maximum benefits. Inspections are also conducted to determine eligibility for Rehabilitation Assistance under authority of PL 84-99 for Federal and non-Federal systems. (ER 1130-2-530, ER 500-1-1)

B. Types of Inspections:

The Corps conducts several types of inspections of Flood Damage Reduction systems, as outlined below:

Initial Eligibility Inspections	Continuing Eligibility Inspections	
	Routine Inspections	Periodic Inspections
IEIs are conducted to determine whether a non-Federally constructed Flood Damage Reduction system meets the minimum criteria and standards set forth by the Corps for initial inclusion into the Rehabilitation and Inspection Program.	RIs are intended to verify proper maintenance, owner preparedness, and component operation.	PIs are intended to verify proper maintenance and component operation and to evaluate operational adequacy, structural stability, and safety of the system. Periodic Inspections evaluate the system's original design criteria vs. current design criteria to determine potential performance impacts, evaluate the current conditions, and compare the design loads and design analysis used against current design standards. This is to be done to identify components and features for the sponsor that need to be monitored more closely over time or corrected as needed. (Periodic Inspections are used as the basis of risk assessments.)

C. Inspection Boundaries:

Inspections should be conducted so as to rate each Flood Damage Reduction "Segment" of the system. The overall system rating will be the lowest segment rating in the system.

Project	System	Segment
A flood damage reduction project is made up of one or more flood damage reduction systems which were under the same authorization.	A flood damage reduction system is made up of one or more flood damage reduction segments which collectively provide flood damage reduction to a defined area. Failure of one segment within a system constitutes failure of the entire system. Failure of one system does not affect another system.	A flood damage reduction segment is defined as a discrete portion of a flood damage reduction system that is operated and maintained by a single entity. A flood damage reduction segment can be made up of one or more features (levee, floodwall, pump stations, etc).

D. Land Use Definitions:

The following three definitions are intended for use in determining minimum required inspection intervals and initial requirements for inclusion into the Rehabilitation and Inspection Program. Inspections should be considered for all systems that would result in significant environmental or economic impact upon failure regardless of specific land use.

Agricultural	Rural	Urban
Protected population in the range of zero to 5 households per square mile protected.	Protected population in the range of 6 to 20 households per square mile protected.	Greater than 20 households per square mile; major industrial areas with significant infrastructure investment. Some protected urban areas have no permanent population but may be industrial areas with high value infrastructure with no overnight population.



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke Creek,

General Instructions
Page 1 of 3

E. Use of the Inspection Report Template:

The report template is intended for use in all Army Corps of Engineers inspections of levee and floodwall systems and flood damage reduction channels. The section of the template labeled "Initial Eligibility" only needs to be completed during Initial Eligibility Inspections of Non-Federally constructed Flood Damage Reduction Systems. The section labeled "General Items" needs to be completed with every inspection, along with all other sections that correspond to features in the system. The section labeled "Public Sponsor Pre-Inspection Report" is intended for completion before the inspection, if possible.

F. Individual Item / Component Ratings:

Assessment of individual components rated during the inspection should be based on the criteria provided in the inspection report template, though inspectors may incorporate additional items into the report based on the characteristics of the system. The assessment of individual components should be based on the following definitions.

Acceptable Item	Minimally Acceptable Item	Unacceptable Item
The inspected item is in satisfactory condition, with no deficiencies, and will function as intended during the next flood event.	The inspected item has one or more minor deficiencies that need to be corrected. The minor deficiency or deficiencies will not seriously impair the functioning of the item as intended during the next flood event.	The inspected item has one or more serious deficiencies that need to be corrected. The serious deficiency or deficiencies will seriously impair the functioning of the item as intended during the next flood event.

G. Overall Segment / System Ratings:

Determination of the overall system rating is based on the definitions below. Note that an Unacceptable System Rating may be either based on an engineering determination that concluded that noted deficiencies would prevent the system from functioning as intended during the next flood event, or based on the sponsor's demonstrated lack of commitment or inability to correct serious deficiencies in a timely manner.

Acceptable System	Minimally Acceptable System	Unacceptable System
All items or components are rated as Acceptable.	One or more items are rated as Minimally Acceptable or one or more items are rated as Unacceptable and an engineering determination concludes that the Unacceptable items would not prevent the segment / system from performing as intended during the next flood event.	One or more items are rated as Unacceptable and would prevent the segment / system from performing as intended, or a serious deficiency noted in past inspections (which had previously resulted in a minimally acceptable system rating) has not been corrected within the established timeframe, not to exceed two years.

H. Eligibility for PL84-99 Rehabilitation Assistance:

Inspected systems that are not operated and maintained by the Federal government may be Active in the Corps' Rehabilitation and Inspection Program (RIP) and eligible for rehabilitation assistance from the Corps as defined below:

If the Overall System Rating is Acceptable	If the Overall System Rating is Minimally Acceptable	If the Overall System Rating is Unacceptable
The system is active in the RIP and eligible for PL84-99 rehabilitation assistance.	The system is Active in the RIP during the time that it takes to make needed corrections. Active systems are eligible for rehabilitation assistance. However, if the sponsor does not present USACE with proof that serious deficiencies (which had previously resulted in a minimally acceptable system rating) were corrected within the established timeframe, then the system will become Inactive in the RIP.	The system is Inactive in the RIP, and the status will remain Inactive until the sponsor presents USACE with proof that all items rated Unacceptable have been corrected. Inactive systems are ineligible for rehabilitation assistance.

I. Reporting:

After the inspection, the Corps is responsible for assembling an inspection report (or a summary report if it was a Periodic Inspection) including the following information:

- a. All sections of the report template used during the inspection, including the cover and pre-inspection materials. (Supplemental data collected, and any sections of the template that weren't used during the inspection do not need to be included with the report.)
- b. Photos of the general system condition and noted deficiencies.
- c. A plan view drawing of the system, with stationing, to reference locations of items rated less than acceptable.
- d. The relative importance of the identified maintenance issues should be specified in the transmittal letter.
- e. If the Overall System Rating is Minimally Acceptable, the report needs to establish a timeframe for correction of serious deficiencies noted (not to exceed two years) and indicate that if these items are not corrected within the required timeframe, the system will be rated as Unacceptable and made Inactive in the Rehabilitation Inspection Program.

J. Notification:

Reports are to be disseminated as follows within 30 days of the inspection date.

If the Overall System Rating is Acceptable	If the Overall System Rating is Minimally Acceptable	If the Overall System Rating is Unacceptable
Reports need to be provided to the local sponsor and the county emergency management agency.	Reports need to be provided to the local sponsor, state emergency management agency, county emergency management agency, and to the FEMA region.	Reports need to be provided to the local sponsor, state emergency management agency, county emergency management agency, FEMA region, and to the Congressional delegation within 30 days of the inspection.

General Items for All Flood Damage Reduction Segments / Systems

For use during all inspections of all Flood Damage Reduction Segments / Systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
1. Operations and Maintenance Manuals	A	A	Levee Owner's Manual, O&M Manuals, and/or manufacturer's operating instructions are present.	Sponsor presented O&M Manual at time of inspection.
		M	Sponsor manuals are lost or missing or out of date; however, sponsor will obtain manuals prior to next scheduled inspection.	
		U	Sponsor has not obtained lost or missing manuals identified during previous inspection.	
2. Emergency Supplies and Equipment (A or M only)	A	A	The sponsor maintains a stockpile of sandbags, shovels, and other flood fight supplies which will adequately supply all needs for the initial days of a flood fight. Sponsor determines required quantity of supplies after consulting with inspector.	
		M	The sponsor does not maintain an adequate supply of flood fighting materials as part of their preparedness activities.	
3. Flood Preparedness and Training (A or M only)	A	A	Sponsor has a written system-specific flood response plan and a solid understanding of how to operate, maintain, and staff the FDR system during a flood. Sponsor maintains a list of emergency contact information for appropriate personnel and other emergency response agencies.	Sponsor has acceptable EPP.
		M	The sponsor maintains a good working knowledge of flood response activities, but documentation of system-specific emergency procedures and emergency contact personnel is insufficient or out of date.	

Key: A = Acceptable. M = Minimally Acceptable; Maintenance is required. U = Unacceptable. N/A = Not Applicable. FDR = Flood Damage Reduction



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

General Items for All Flood Damage Reduction
Segments / Systems
Page 1 of 1

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
1. Unwanted Vegetation Growth ¹	U	A	The levee has little or no unwanted vegetation (trees, bush, or undesirable weeds), except for vegetation that is properly contained and/or situated on overbuilt sections, such that the mandatory 3-foot root-free zone is preserved around the levee profile. The levee has been recently mowed. The vegetation-free zone extends 15 feet from both the landside and riverside toes of the levee to the centerline of the tree. If the levee access easement doesn't extend to the described limits, then the vegetation-free zone must be maintained to the easement limits. Reference EM 1110-2-301 or Corps policy for regional vegetation variance.	N21R_2015_a_0004: Station_1 0+00: Station_2 0+00: Unwanted vegetation on right bank barrier levee riverside slope and w/in 15' of riverside toe.: Remove unwanted vegetation. (M) N21R_2015_a_0036: Station_1 35+00: Trees on left bank levee landside slope 700' upstream of Drop Structure.: Remove trees. (U) N21R_2015_a_0039: Station_1 35+00: Station_2 35+00: Significant trees and unwanted vegetation on left bank from levee upstream limit to just upstream of the Drop Structure.: Remove trees and unwanted vegetation. (U)
		M	Minimal vegetation growth (brush, weeds, or trees 2 inches in diameter or smaller) is present within the zones described above. This vegetation must be removed but does not currently threaten the operation or integrity of the levee.	
		U	Significant vegetation growth (brush, weeds, or any trees greater than 2 inches in diameter) is present within the zones described above and must be removed to reestablish or ascertain levee integrity.	
2. Sod Cover	A	A	There is good coverage of sod over the levee.	
		M	Approximately 25% of the sod cover is missing or damaged over a significant portion or over significant portions of the levee embankment. This may be the result of over-grazing or feeding on the levee, unauthorized vehicular traffic, chemical or insect problems, or burning during inappropriate seasons.	
		U	Over 50% of the sod cover is missing or damaged over a significant portion or portions of the levee embankment.	
		N/A	Surface protection is provided by other means.	
3. Encroachments	M	A	No trash, debris, unauthorized farming activity, structures, excavations, or other obstructions present within the easement area. Encroachments have been previously reviewed by the Corps, and it was determined that they do not diminish proper functioning of the levee.	N21R_2015_a_0002: Station_1 0+00: Station_2 0+00: Unauthorized Alteration - Fence along right bank barrier levee landside toe.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21R_2015_a_0005: Station_1 0+00: Unauthorized Alteration - Gray brick building and sidewalk within 15' of right bank barrier levee landside toe.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21R_2015_a_0006: Station_1 0+00: Unauthorized Alteration - Right bank barrier levee removed at east end for access road.: Resolve unauthorized alteration (repair levee to As-Built conditions) or submit a Section 408 Alteration Request Form. (M) N21R_2015_a_0007: Station_1 0+00: Unauthorized Alteration - Road and fence through and across right bank barrier levee.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)
		M	Trash, debris, unauthorized farming activity, structures, excavations, or other obstructions present, or inappropriate activities noted that should be corrected but will not inhibit operations and maintenance or emergency operations. Encroachments have not been reviewed by the Corps.	
		U	Unauthorized encroachments or inappropriate activities noted are likely to inhibit operations and maintenance, emergency operations, or negatively impact the integrity of the levee.	

Key: A = Acceptable. M = Minimally Acceptable; Maintenance is required. U = Unacceptable. N/A = Not Applicable. FDR = Flood Damage Reduction



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Levee Embankments
Page 1 of 8

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
				N21R_2015_a_0035: Station_1 35+00: Log debris in channel 500' upstream of Drop Structure.: Remove debris. (M) N21R_2015_a_0037: Station_1 35+00: Unauthorized Alteration - Levee added by others to levee upstream limit.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)
4. Closure Structures (Stop Log, Earthen Closures, Gates, or Sandbag Closures) (A or U only)	NA	A	Closure structure in good repair. Placing equipment, stoplogs, and other materials are readily available at all times. Components are clearly marked and installation instructions/ procedures readily available. Trial erections have been accomplished in accordance with the O&M Manual.	
		U	Any of the following issues is cause for this rating: Closure structure in poor condition. Parts missing or corroded. Placing equipment may not be available within the anticipated warning time. The storage vaults cannot be opened during the time of inspection. Components of closure are not clearly marked and installation instructions/ procedures are not readily available. Trial erections have not been accomplished in accordance with the O&M Manual.	
		N/A	There are no closure structures along this component of the FDR segment / system.	
5. Slope Stability	A	A	No slides, sloughs, tension cracking, slope depressions, or bulges are present.	
		M	Minor slope stability problems that do not pose an immediate threat to the levee embankment.	
		U	Major slope stability problems (ex. deep seated sliding) identified that must be repaired to reestablish the integrity of the levee embankment.	
6. Erosion/ Bank Caving	A	A	No erosion or bank caving is observed on the landward or riverward sides of the levee that might endanger its stability.	
		M	There are areas where minor erosion is occurring or has occurred on or near the levee embankment, but levee integrity is not threatened.	
		U	Erosion or caving is occurring or has occurred that threatens the stability and integrity of the levee. The erosion or caving has progressed into the levee section or into the extended footprint of the levee foundation and has compromised the levee foundation stability.	
7. Settlement ²	A	A	No observed depressions in crown. Records exist and indicate no unexplained historical changes.	
		M	Minor irregularities that do not threaten integrity of levee. Records are incomplete or inclusive.	
		U	Obvious variations in elevation over significant reaches. No records exist or records indicate that design elevation is compromised.	

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US Army Corps
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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Levee Embankments
Page 2 of 8

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
8. Depressions/ Rutting	A	A	There are scattered, shallow ruts, pot holes, or other depressions on the levee that are unrelated to levee settlement. The levee crown, embankments, and access road crowns are well established and drain properly without any ponded water.	
		M	There are some infrequent minor depressions less than 6 inches deep in the levee crown, embankment, or access roads that will pond water.	
		U	There are depressions greater than 6 inches deep that will pond water.	
9. Cracking	A	A	Minor longitudinal, transverse, or desiccation cracks with no vertical movement along the crack. No cracks extend continuously through the levee crest.	
		M	Longitudinal and/or transverse cracks up to 6 inches in depth with no vertical movement along the crack. No cracks extend continuously through the levee crest. Longitudinal cracks are no longer than the height of the levee.	
		U	Cracks exceed 6 inches in depth. Longitudinal cracks are longer than the height of the levee and/or exhibit vertical movement along the crack. Transverse cracks extend through the entire levee width.	
10. Animal Control	A	A	Continuous animal burrow control program in place that includes the elimination of active burrowing and the filling in of existing burrows.	
		M	The existing animal burrow control program needs to be improved. Several burrows are present which may lead to seepage or slope stability problems, and they require immediate attention.	
		U	Animal burrow control program is not effective or is nonexistent. Significant maintenance is required to fill existing burrows, and the levee will not provide reliable flood protection until this maintenance is complete.	
11. Culverts/ Discharge Pipes ³ (This item includes both concrete and corrugated metal pipes.)	M	A	There are no breaks, holes, cracks in the discharge pipes/ culverts that would result in significant water leakage. The pipe shape is still essentially circular. All joints appear to be closed and the soil tight. Corrugated metal pipes, if present, are in good condition with 100% of the original coating still in place (either asphalt or galvanizing) or have been relined with appropriate material, which is still in good condition. Condition of pipes has been verified using television camera video taping or visual inspection methods within the past five years, and the report for every pipe is available for review by the inspector.	See Interior Drainage System, Item 9. Culverts/Discharge Pipes.
		M	There are a small number of corrosion pinholes or cracks that could leak water and need to be repaired, but the entire length of pipe is still structurally sound and is not in danger of collapsing. Pipe shape may be ovalized in some locations but does not appear to be approaching a curvature reversal. A limited number of joints may have opened and soil loss may be beginning. Any open joints should be repaired prior to the next inspection. Corrugated metal pipes, if present, may be showing corrosion and pinholes but there are no areas with total section loss. Condition of pipes has been verified using television camera video taping or visual inspection methods within the past five years, and the report for every pipe is available for review by the inspector.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Levee Embankments
Page 3 of 8

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
		U	Culvert has deterioration and/or has significant leakage; it is in danger of collapsing or as already begun to collapse. Corrugated metal pipes have suffered 100% section loss in the invert. HOWEVER: Even if pipes appear to be in good condition, as judged by an external visual inspection, an Unacceptable Rating will be assigned if the condition of pipes has not been verified using television camera video taping or visual inspection methods within the past five years, and reports for all pipes are not available for review by the inspector.	
		N/A	There are no discharge pipes/ culverts.	
12. Riprap Revetments & Bank Protection	A	A	No riprap displacement or stone degradation that could pose an immediate threat to the integrity of channel bank. Riprap intact with no woody vegetation present.	
		M	Minor riprap displacement or stone degradation that could pose an immediate threat to the integrity of the channel bank. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	
		U	Significant riprap displacement, exposure of bedding, or stone degradation observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Rock protection is hidden by dense brush, trees, or grasses.	
		N/A	There is no riprap protecting this feature of the segment / system, or riprap is discussed in another section.	
13. Revetments other than Riprap	A	A	Existing revetment protection is properly maintained, undamaged, and clearly visible.	
		M	Minor revetment displacement or deterioration that does not pose an immediate threat to the integrity of the levee. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	
		U	Significant revetment displacement, deterioration, or exposure of bedding observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Revetment protection is hidden by dense brush and trees.	
		N/A	There are no such revetments protecting this feature of the segment / system.	
14. Underseepage Relief Wells/ Toe Drainage Systems	NA	A	Toe drainage systems and pressure relief wells necessary for maintaining FDR segment / system stability during high water functioned properly during the last flood event and no sediment is observed in horizontal system (if applicable). Nothing is observed which would indicate that the drainage systems won't function properly during the next flood, and maintenance records indicate regular cleaning. Wells have been pumped tested within the past 5 years and documentation is provided.	
		M	Toe drainage systems or pressure relief wells are damaged and may become clogged if they are not repaired. Maintenance records are incomplete or indicate irregular cleaning and pump testing.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Levee Embankments
Page 4 of 8

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
15. Seepage	A	U	Toe drainage systems or pressure relief wells necessary for maintaining FDR segment / system stability during flood events have fallen into disrepair or have become clogged. No maintenance records. No documentation of the required pump testing.	
		N/A	There are no relief wells/ toe drainage systems along this component of the FDR segment / system.	
		A	No evidence or history of unrepaired seepage, saturated areas, or boils.	
		M	Evidence or history of minor unrepaired seepage or small saturated areas at or beyond the landside toe but not on the landward slope of levee. No evidence of soil transport.	
		U	Evidence or history of active seepage, extensive saturated areas, or boils.	

¹ If there is significant growth on the levee that inhibits the inspection of animal burrows or other items, the inspection should be ended until this item is corrected.

² Detailed survey elevations are normally required during Periodic Inspections, and whenever there are obvious visual settlements.

³ The decision on whether or not USACE inspectors should enter a pipe to perform a detailed inspection must be made at the USACE District level. This decision should be made in conjunction with the District Safety Office, as pipes may be considered confined spaces. This decision should consider the age of the pipe, the diameter of the pipe, the apparent condition of the pipe, and the length of the pipe. If a pipe is entered for the purposes of inspection, the inspector should record observations with a video camera in order that the condition of the entire pipe, including all joints, can later be assessed. Additionally, the video record provides a baseline to which future inspections can be compared.

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Levee Embankments
Page 5 of 8

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 06' 43" W 77° 56' 26" 9/10/2015 2:17:52 PM</p>	<p>Inspect ID: N21R_2015_a_0004 Title: USACE_CELRB_N21R_2015_a_0004_1.jpg Rated Item: 1. Unwanted Vegetation Growth Caption: Rating: Minimally Acceptable; Remarks: Unwanted vegetation on right bank levee adjacent to 1957 Weir riverside slope and w/in 15' of riverside toe.; Action: Remove unwanted vegetation.; Station_1: 0+00; Station_2: 0+00</p>
 <p>N 42° 06' 43" W 77° 56' 26" 9/10/2015 2:17:04 PM</p>	<p>Inspect ID: N21R_2015_a_0002 Title: USACE_CELRB_N21R_2015_a_0002_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Fence along right bank levee adjacent to 1957 Weir landside toe.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 0+00; Station_2: 0+00</p>




US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Levee Embankments
Page 6 of 8

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 06' 43" W 77° 56' 26"</p> <p>9/10/2015 2:17:30 PM</p>	<p>Inspect ID: N21R_2015_a_0005 Title: USACE_CELRB_N21R_2015_a_0005_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Gray brick building and sidewalk within 15' of right bank levee adjacent to 1957 Weir landside toe.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 0+00</p>
 <p>N 42° 06' 44" W 77° 56' 25"</p> <p>9/10/2015 2:19:28 PM</p>	<p>Inspect ID: N21R_2015_a_0006 Title: USACE_CELRB_N21R_2015_a_0006_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Right bank levee adjacent to 1957 Weir removed for access road.; Action: Remove unauthorized alteration (repair levee to As-Built conditions) or submit a Section 408 Alteration Request Form.; Station_1: 0+00</p>



US Army Corps
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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Levee Embankments
Page 7 of 8

Levee Embankments

For use during Initial and Continuing Eligibility Inspections of levee segments / systems

 <p>N 42° 06' 44" W 77° 56' 25"</p> <p>9/10/2015 2:18:51 PM</p>	<p>Inspect ID: N21R_2015_a_0007 Title: USACE_CELRB_N21R_2015_a_0007_1.jpg Rated Item: 3. Encroachments Caption: Rating: Minimally Acceptable; Remarks: Unauthorized Alteration - Road and fence through and across right bank levee adjacent to 1957 Weir.; Action: Remove unauthorized alteration or submit a Section 408 Alteration Request Form.; Station_1: 0+00</p>



US Army Corps
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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Levee Embankments
Page 8 of 8

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
1. Vegetation and Obstructions	A	A	No obstructions, vegetation, debris, or sediment accumulation noted within interior drainage channels or blocking the culverts, inlets, or discharge areas. Concrete joints and weep holes are free of grass and weeds.	
		M	Obstructions, vegetation, debris, or sediment are minor and have not impaired channel flow capacity or blocked more than 10% of any culvert openings, but should be removed. A limited volume of grass and weeds may be present in concrete channel joints and weep holes.	
		U	Obstructions, vegetation, debris, or sediment have impaired the channel flow capacity or blocked more than 10% of a culvert opening. Sediment and debris removal required to re-establish flow capacity.	
2. Encroachments	A	A	No trash, debris, unauthorized structures, excavations, or other obstructions present within the easement area. Encroachments have been previously reviewed by the Corps, and it was determined that they do not diminish proper functioning of the interior drainage system.	N21R_2015_a_0029: Station_1 35+00: 24" CMP on left bank upstream of Drop Structure is not an encroachment, it existed prior to project.: NA (A)
		M	Trash, debris, unauthorized structures, excavations, or other obstructions present, or inappropriate activities noted that should be corrected but will not inhibit operations and maintenance or emergency operations. Encroachments have not been reviewed by the Corps.	
		U	Unauthorized encroachments or inappropriate activities noted are likely to inhibit operations and maintenance, emergency operations, or negatively impact the integrity of this component of the interior drainage system.	
3. Ponding Areas	NA	A	No trash, debris, structures, or other obstructions present within the ponding areas. Sediment deposits do not exceed 10% of capacity.	
		M	Trash, debris, excavations, structures, or other obstructions present, or inappropriate activities that will not inhibit operations and maintenance. Sediment deposits do not exceed 30% of capacity.	
		U	Trash, debris, excavations, structures, or other obstructions, or other encroachments or activities noted that will inhibit operations, maintenance, or emergency work. Sediment deposits exceeds 30% of capacity.	
		N/A	There are no ponding areas associated with the interior drainage system.	
4. Fencing and Gates ¹	NA	A	Fencing is in good condition and provides protection against falling or unauthorized access. Gates open and close freely, locks are in place, and there is little corrosion on metal parts.	
		M	Fencing or gates are damaged or corroded but appear to be maintainable. Locks may be missing or damaged.	
		U	Fencing and gates are damaged or corroded to the point that replacement is required, or potentially dangerous features are not secured.	
		N/A	There are no features noted that require safety fencing.	
5. Concrete Surfaces (Such as gate)	A	A	Negligible spalling, scaling or cracking. If the concrete surface is weathered or holds moisture, it is still satisfactory but should be seal coated to prevent freeze/ thaw damage.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Interior Drainage System
Page 1 of 6

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
wells, outfalls, intakes, or culverts)		M	Spalling, scaling, and open cracking present, but the immediate integrity or performance of the structure is not threatened. Reinforcing steel may be exposed. Repairs/ sealing is necessary to prevent additional damage during periods of thawing and freezing.	
		U	Surface deterioration or deep cracks present that may result in an unreliable structure. Any surface deterioration that exposes the sheet piling or lies adjacent to monolith joints may indicate underlying reinforcement corrosion and is unacceptable.	
		N/A	There are no concrete items in the interior drainage system.	
6. Tilting, Sliding or Settlement of Concrete and Sheet Pile Structures ² (Such as gate wells, outfalls, intakes, or culverts)	A	A	There are no significant areas of tilting, sliding, or settlement that would endanger the integrity of the structure.	
		M	There are areas of tilting, sliding, or settlement (either active or inactive) that need to be repaired. The maximum offset, either laterally or vertically, does not exceed 2 inches unless the movement can be shown to be no longer actively occurring. The integrity of the structure is not in danger.	
		U	There are areas of tilting, sliding, or settlement (either active or inactive) that threaten the structure's integrity and performance. Any movement that has resulted in failure of the waterstop (possibly identified by daylight visible through the joint) is unacceptable. Differential movement of greater than 2 inches between any two adjacent monoliths, either laterally or vertically, is unacceptable unless it can be shown that the movement is no longer active. Also, if the floodwall is of I-wall construction, then any visible or measurable tilting of the wall toward the protected side that has created an open horizontal crack on the riverside base of a monolith is unacceptable.	
		N/A	There are no concrete items in the interior drainage system.	
7. Foundation of Concrete Structures ³ (Such as culverts, inlet and discharge structures, or gatewells.)	A	A	No active erosion, scouring, or bank caving that might endanger the structure's stability.	
		M	There are areas where the ground is eroding towards the base of the structure. Efforts need to be taken to slow and repair this erosion, but it is not judged to be close enough to the structure or to be progressing rapidly enough to affect structural stability before the next inspection. The rate of erosion is such that the structure is expected to remain stable until the next inspection.	
		U	Erosion or bank caving observed that may lead to structural instabilities before the next inspection.	
		N/A	There are no concrete items in the interior drainage system.	
8. Monolith Joints	NA	A	The joint material is in good condition. The exterior joint sealant is intact and cracking/ desiccation is minimal. Joint filler material and/or waterstop is not visible at any point.	
		M	The joint material has appreciable deterioration to the point where joint filler material and/or waterstop is visible in some locations. This needs to be repaired or replaced to prevent spalling and cracking during freeze/ thaw cycles, and to ensure water tightness of the joint.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Interior Drainage System
Page 2 of 6

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
		U	The joint material is severely deteriorated or the concrete adjacent to the monolith joints has spalled and cracked, damaging the waterstop; in either case damage has occurred to the point where it is apparent that the joint is no longer watertight and will not provide the intended level of protection during a flood.	
		N/A	There are no monolith joints in the interior drainage system.	
9. Culverts/ Discharge Pipes ⁴	M	A	There are no breaks, holes, cracks in the discharge pipes/ culverts that would result in significant water leakage. The pipe shape is still essentially circular. All joints appear to be closed and the soil tight. Corrugated metal pipes, if present, are in good condition with 100% of the original coating still in place (either asphalt or galvanizing) or have been relined with appropriate material, which is still in good condition. Condition of pipes has been verified using television camera video taping or visual inspection methods within the past five years, and the report for every pipe is available for review by the inspector.	N21R_2015_a_0008: Station_1 0+00: 24" CMP at east end of right bank barrier levee is 80% obstructed by sediment.: Clear obstructed outfall. (M)
		M	There are a small number of corrosion pinholes or cracks that could leak water and need to be repaired, but the entire length of pipe is still structurally sound and is not in danger of collapsing. Pipe shape may be ovalized in some locations but does not appear to be approaching a curvature reversal. A limited number of joints may have opened and soil loss may be beginning. Any open joints should be repaired prior to the next inspection. Corrugated metal pipes, if present, may be showing corrosion and pinholes but there are no areas with total section loss. Condition of pipes has been verified using television camera video taping or visual inspection methods within the past five years, and the report for every pipe is available for review by the inspector.	
		U	Culvert has deterioration and/or has significant leakage; it is in danger of collapsing or as already begun to collapse. Corrugated metal pipes have suffered 100% section loss in the invert. HOWEVER: Even if pipes appear to be in good condition, as judged by an external visual inspection, an Unacceptable Rating will be assigned if the condition of pipes has not been verified using television camera video taping or visual inspection methods within the past five years, and reports for all pipes are not available for review by the inspector.	
		N/A	There are no discharge pipes/ culverts.	
10. Sluice / Slide Gates ⁵	NA	A	Gates open and close freely to a tight seal or minor leakage. Gate operators are in good working condition and are properly maintained. Sill is free of sediment and other obstructions. Gates and lifters have been maintained and are free of corrosion. Documentation provided during the inspection.	
		M	Gates and/or operators have been damaged or have minor corrosion, and open and close with resistance or binding. Leakage quantity is controllable, but maintenance is required. Sill is free of sediment and other obstructions.	
		U	Gates do not open or close and/or operators do not function. Gate, stem, lifter and/or guides may be damaged or have major corrosion.	
		N/A	There are no sluice/ slide gates.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Interior Drainage System
Page 3 of 6

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
11. Flap Gates/ Flap Valves/ Pinch Valves ¹	A	A	Gates/ valves open and close easily with minimal leakage, have no corrosion damage, and have been exercised and lubricated as required.	
		M	Gates/ valves will not fully open or close because of obstructions that can be easily removed, or have minor corrosion damage that requires maintenance.	
		U	Gates/ valves are missing, have been damaged, or have deteriorated to the point that they need to be replaced.	
		N/A	There are no flap gates.	
12. Trash Racks (non-mechanical)	NA	A	Trash racks are fastened in place and properly maintained.	
		M	Trash racks are in place but are unfastened or have bent bars that allow debris to enter into the pipe or pump station, bars are corroded to the point that up to 10% of the sectional area may be lost. Repair or replacement is required.	
		U	Trash racks are missing or damaged to the extent that they are no longer functional and must be replaced. (For example, more than 10% of the sectional area may be lost.)	
		N/A	There are no trash racks, or they are covered in the pump stations section of the report.	
13. Other Metallic Items	NA	A	All metal parts are protected from corrosion damage and show no rust, damage, or deterioration that would cause a safety concern.	
		M	Corrosion seen on metallic parts appears to be maintainable.	
		U	Metallic parts are severely corroded and require replacement to prevent failure, equipment damage, or safety issues.	
		N/A	There are no other significant metallic items.	
14. Riprap Revetments of Inlet/ Discharge Areas	A	A	No riprap displacement or stone degradation that could pose an immediate threat to the integrity of channel bank. Riprap intact with no woody vegetation present.	
		M	Minor riprap displacement or stone degradation that could pose an immediate threat to the integrity of the channel bank. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	
		U	Significant riprap displacement, exposure of bedding, or stone degradation observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Rock protection is hidden by dense brush, trees, or grasses.	
		N/A	There is no riprap protecting this feature of the segment / system, or riprap is discussed in another section.	
15. Revetments other than Riprap	NA	A	No riprap displacement or stone degradation that could pose an immediate threat to the integrity of channel bank. Riprap intact with no woody vegetation present.	

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Interior Drainage System
Page 4 of 6

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
		M	Minor riprap displacement or stone degradation that could pose an immediate threat to the integrity of the channel bank. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	
		U	Significant riprap displacement, exposure of bedding, or stone degradation observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Rock protection is hidden by dense brush, trees, or grasses.	
		N/A	There are no such revetments protecting this feature of the segment / system.	

¹ Proper operation of this item must be demonstrated during the inspection.

² The sponsor should be monitoring any observed movement to verify whether the movement is active or inactive.

³ Inspectors must have as-built drawings available during the inspection so that the lateral distance to the heel and toe of the floodwalls can be determined in the field.

⁴ The decision on whether or not USACE inspectors should enter a pipe to perform a detailed inspection must be made at the USACE District level. This decision should be made in conjunction with the District Safety Office, as pipes may be considered confined spaces. This decision should consider the age of the pipe, the diameter of the pipe, the apparent condition of the pipe, and the length of the pipe. If a pipe is entered for the purposes of inspection, the inspector should record observations with a video camera in order that the condition of the entire pipe, including all joints, can later be assessed. Additionally, the video record provides a baseline to which future inspections can be compared.

⁵ Proper operation of the gates (full open and closed) must be demonstrated during the inspection if no documentation is available. Be aware of both manual and electrical operators.

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US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Interior Drainage System
Page 5 of 6

Interior Drainage System

For use during Initial and Continuing Eligibility Inspections of interior drainage systems

 <p>N 42° 06' 45" W 77° 56' 24" 9/10/2015 2:20:48 PM</p>	<p>Inspect ID: N21R_2015_a_0008 Title: USACE_CELRB_N21R_2015_a_0008_1.jpg Rated Item: 9. Culverts/ Discharge Pipes Caption: Rating: Minimally Acceptable; Remarks: 24" CMP at terminus of right bank levee adjacent to 1957 Weir is 80% obstructed by sediment and does not have a flapgate.; Action: Clear obstructed outfall and install flapgate.; Station_1: 0+00</p>



US Army Corps
of Engineers®

Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Interior Drainage System
Page 6 of 6

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
1. Vegetation and Obstructions	U	A	No obstructions, vegetation, debris, or sediment accumulation within the channel. Concrete channel joints and weep holes are free of grass and weeds.	N21R_2015_a_0016: Station_1 18+00: Debris on upstream face of Main Street bridge abutment.: Remove debris. (M)
		M	Obstructions (including log jams), vegetation, debris, or sediment are minor and have not impaired channel flow capacity, but should be removed. Sediment shoals have not developed to the extent that they can support vegetation other than non-aquatic grasses. A limited volume of grass and weeds may be present in concrete channel joints and weep holes.	N21R_2015_a_0021: Station_1 27+00: Station_2 24+00: Significant unwanted vegetation on right bank from Broad Street bridge to 400' upstream of Broad Street bridge.: Remove unwanted vegetation. (U)
		U	Obstructions (including log jams), vegetation, debris or sediment have impaired the channel flow capacity. Sediment shoals are well established and support woody and/or brushy vegetation. Sediment and debris removal required to re-establish flow capacity.	N21R_2015_a_0022: Station_1 24+00: Debris in channel just upstream of Broad Street bridge.: Remove debris. (M) N21R_2015_a_0024: Station_1 28+00: Station_2 35+00: Significant unwanted vegetation on left bank from 500' upstream of Broad Street bridge to Drop Structure.: Remove unwanted vegetation (U) N21R_2015_a_0030: Station_1 35+00: Tree debris on Drop Structure.: Remove tree debris. (M)
2. Shoaling ¹ (sediment deposition)	U	A	No shoaling or minor, non-vegetated shoaling is present.	N21R_2015_a_0009: Station_1 11+00: Station_2 2+00: Vegetated shoaling on both banks from convergence of Dyke Creek to the State Route 417 bridge.: Remove shoaling. (M)
		M	More widespread vegetated and non-vegetated shoaling is present. Non-aquatic grasses are present on shoal. No trees or brush is present on shoal, and channel flow is not significantly reduced. Sediment and debris removal recommended.	N21R_2015_a_0014: Station_1 12+00: Minor shoal in channel just upstream of State Route 417 bridge.: Remove shoal. (M)
		U	Shoaling is well established, stabilized by saplings, brush, or other vegetation. Shoals are diverting flow to channel walls. Channel flow capacity is reduced and maintenance is required.	N21R_2015_a_0020: Station_1 29+00: Station_2 25+00: Significant shoaling in channel from Broad Street bridge to 500' upstream of Broad Street bridge.: Remove shoaling. (U) N21R_2015_a_0025: Station_1 29+00: Station_2 32+00: Shoaling on left bank from 500' to 750' upstream of Broad Street bridge.: Remove shoaling. (M) N21R_2015_a_0026: Station_1 34+00: Minor shoal in center of channel 100' downstream of Drop Structure.: Remove shoal. (M) N21R_2015_a_0034: Station_1 35+00: Station_2 35+00: Shoaling right bank from 200' upstream of Drop Structure to upstream project limit.: Remove shoaling. (M)
3. Encroachments	M	A	No trash, debris, unauthorized structures, excavations, or other obstructions present within the easement area. Encroachments have been previously reviewed by the Corps, and it was determined that they do not diminish proper functioning of the channel.	N21R_2015_a_0013: Station_1 15+00: Station_2 13+00: Unauthorized Alteration - Lumber yard on Dyke Creek left bank just upstream of State Route 417 bridge.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M)
		M	Trash, debris, unauthorized structures, excavations, or other obstructions present, or inappropriate activities noted that should be corrected but will not inhibit operations and maintenance or emergency operations. Encroachments have not been reviewed by the Corps.	N21R_2015_a_0028: Station_1 35+00: Drop Structure in acceptable condition.: NA (A)
		U	Unauthorized encroachments or inappropriate activities noted are likely to inhibit operations and maintenance, emergency operations, or negatively impact the integrity of the channel.	N21R_2015_a_0031: Station_1 35+00: Unauthorized Alteration - Concrete blocks on left bank just upstream of

Key: A = Acceptable. M = Minimally Acceptable; Maintenance is required. U = Unacceptable. N/A = Not Applicable. FDR = Flood Damage Reduction



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Flood Damage Reduction Channels
Page 1 of 8

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
				Drop Structure.: Remove unauthorized alteration or submit a Section 408 Alteration Request Form. (M) N21R_2015_a_0038: Station_1 35+00: 24" CMP drainage inlet on left bank 175' upstream of Drop Structure is not an encroachment, part of existing drainage prior to project.: NA (A) N21R_2015_a_0040: Station_1 35+00: Unauthorized Alteration - State Route 417 bridge over Dyke Creek,: Submit documentation to USACE to show USACE authorization was granted or submit new Section 408 Alteration Request Form. (M) N21R_2015_a_0041: Station_1 35+00: Unauthorized Alteration - Miller Street bridge removed.: Submit documentation to USACE to show USACE authorization was granted or submit new Section 408 Alteration Request Form. (M) N21R_2015_a_0042: Station_1 35+00: Unauthorized Alteration - Pedestrian bridge over Dyke Creek.: Submit documentation to USACE to show USACE authorization was granted or submit new Section 408 Alteration Request Form. (M)
4. Erosion	A	A	No head cutting or horizontal deviation observed.	
		M	Head cutting and horizontal deviation evident, but is less than 1 foot from the designed grade or cross section.	
		U	Head cutting and horizontal deviation of more than 1 foot from the designed grade or cross section. Corrective actions required to stop or slow erosion.	
5. Concrete Surfaces	A	A	Negligible spalling, scaling or cracking. If the concrete surface is weathered or holds moisture, it is still satisfactory but should be seal coated to prevent freeze/ thaw damage.	
		M	Spalling, scaling, and open cracking present, but the immediate integrity or performance of the structure is not threatened. Reinforcing steel may be exposed. Repairs/ sealing is necessary to prevent additional damage during periods of thawing and freezing.	
		U	Surface deterioration or deep cracks present that may result in an unreliable structure. Any surface deterioration that exposes the sheet piling or lies adjacent to monolith joints may indicate underlying reinforcement corrosion and is unacceptable.	
		N/A	There are no concrete items in the channel.	
6. Tilting, Sliding or Settlement of	A	A	There are no significant areas of tilting, sliding, or settlement that would endanger the integrity of the structure.	

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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Flood Damage Reduction Channels
Page 2 of 8

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
Concrete Structures ²		M	There are areas of tilting, sliding, or settlement (either active or inactive) that need to be repaired. The maximum offset, either laterally or vertically, does not exceed 2 inches unless the movement can be shown to be no longer actively occurring. The integrity of the structure is not in danger.	
		U	There are areas of tilting, sliding, or settlement (either active or inactive) that threaten the structure's integrity and performance. Any movement that has resulted in failure of the waterstop (possibly identified by daylight visible through the joint) is unacceptable. Differential movement of greater than 2 inches between any two adjacent monoliths, either laterally or vertically, is unacceptable unless it can be shown that the movement is no longer active. Also, if the floodwall is of I-wall construction, then any visible or measurable tilting of the wall toward the protected side that has created an open horizontal crack on the riverside base of a monolith is unacceptable.	
		N/A	There are no concrete items in the channel.	
7. Foundation of Concrete Structures ³	A	A	No active erosion, scouring, or bank caving that might endanger the structure's stability.	
		M	There are areas where the ground is eroding towards the base of the structure. Efforts need to be taken to slow and repair this erosion, but it is not judged to be close enough to the structure or to be progressing rapidly enough to affect structural stability before the next inspection. For the purposes of inspection, the erosion or scour is not closer to the riverside face of the wall than twice the floodwall's underground base width if the wall is of L-wall or T-wall construction; or if the wall is of sheetpile or I-wall construction, the erosion is not closer than twice the wall's visible height. Additionally, rate of erosion is such that the wall is expected to remain stable until the next inspection.	
		U	Erosion or bank caving observed that is closer to the wall than the limits described above, or is outside these limits but may lead to structural instabilities before the next inspection. Additionally, if the floodwall is of I-wall or sheetpile construction, the foundation is unacceptable if any turf, soil or pavement material got washed away from the landside of the I-wall as the result of a previous overtopping event.	
		N/A	There are no concrete items in the channel.	
8. Slab and Monolith Joints	A	A	The joint material is in good condition. The exterior joint sealant is intact and cracking/desiccation is minimal. Joint filler material and/or waterstop is not visible at any point.	
		M	The joint material has appreciable deterioration to the point where joint filler material and/or waterstop is visible in some locations. This needs to be repaired or replaced to prevent spalling and cracking during freeze/ thaw cycles, and to ensure water tightness of the joint.	
		U	The joint material is severely deteriorated or the concrete adjacent to the monolith joints has spalled and cracked, damaging the waterstop; in either case damage has occurred to the point where it is apparent that the joint is no longer watertight and will not provide the intended level of protection during a flood.	

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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Flood Damage Reduction Channels
Page 3 of 8

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

Rated Item	Rating	Rating Guidelines		Location/Remarks/Recommendations
		N/A	There are no concrete items in the channel.	
9. Flap Gates/ Flap Valves/ Pinch Valves ⁴	A	A	Gates/ valves open and close easily with minimal leakage, have no corrosion damage, and have been exercised and lubricated as required.	
		M	Gates/ valves will not fully open or close because of obstructions that can be easily removed, or have minor corrosion damage that requires maintenance.	
		U	Gates/ valves are missing, have been damaged, or have deteriorated to the point that they need to be replaced.	
		N/A	There are no flap gates.	
10. Riprap Revetments & Banks	U	A	No riprap displacement or stone degradation that could pose an immediate threat to the integrity of channel bank. Riprap intact with no woody vegetation present.	N21R_2015_a_0015: Station_1 17+00: Significant trees and vegetation in riprap on both banks just downstream of Main Street bridge.: Remove trees and vegetation from riprap. (U) N21R_2015_a_0017: Station_1 22+00: Station_2 18+00: Significant trees and heavy unwanted vegetation in riprap on both banks between Main Street bridge and Railroad bridge.: Remove trees and unwanted vegetation. (U) N21R_2015_a_0019: Station_1 24+00: Station_2 22+00: Significant unwanted vegetation in riprap on both banks between Railroad bridge and Broad Street bridge.: Remove unwanted vegetation. (U) N21R_2015_a_0023: Station_1 35+00: Station_2 28+00: Trees and unwanted vegetation in riprap on right bank from 400' upstream of Broad Street bridge to Drop Structure.: Remove unwanted vegetation. (U) N21R_2015_a_0027: Station_1 32+00: Station_2 35+00: Vegetation in riprap on left bank from 300' downstream to 200' upstream of Drop Structure.: Remove vegetation from riprap. (U)
		M	Minor riprap displacement or stone degradation that could pose an immediate threat to the integrity of the channel bank. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	
		U	Significant riprap displacement, exposure of bedding, or stone degradation observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Rock protection is hidden by dense brush, trees, or grasses.	
		N/A	There is no riprap protecting this feature of the segment / system, or riprap is discussed in another section.	
11. Revetments other than Riprap	U	A	Existing revetment protection is properly maintained, undamaged, and clearly visible.	N21R_2015_a_0010: Station_1 1+00: Station_2 9+00: Cracking with unwanted vegetation on concrete channel sideslopes and deteriorating weep holes from Dyke Creek convergence to State Route 417 bridge.: Repair cracking, remove vegetation, clean out, and weep roles. (M) N21R_2015_a_0012: Station_1 12+00: Station_2 18+00: Vegetation on concrete sideslopes on both banks from State Route 417 bridge to Main Street bridge.: Remove vegetation from concrete. (U)
		M	Minor revetment displacement or deterioration that does not pose an immediate threat to the integrity of the levee. Unwanted vegetation must be cleared or sprayed with an appropriate herbicide.	
		U	Significant revetment displacement, deterioration, or exposure of bedding observed. Scour activity is undercutting banks, eroding embankments, or impairing channel flows by causing turbulence or shoaling. Revetment protection is hidden by dense brush and trees.	
		N/A	There are no such revetments protecting this feature of the segment / system.	

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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Flood Damage Reduction Channels
Page 4 of 8

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

¹ If weather and flow conditions allow, inspectors should walk in the channel and probe shoal areas in order to estimate extent of blockage of the cross-sectional area where shoaling is present.

² The sponsor should be monitoring any observed movement to verify whether the movement is active or inactive.

³ Inspectors must have as-built drawings available during the inspection so that the lateral distance to the heel and toe of the floodwalls can be determined in the field.

⁴ Proper operation of this item must be demonstrated during the inspection.

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**Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke**

**Flood Damage Reduction Channels
Page 5 of 8**

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21R_2015_a_0009 **Title:** USACE_CELRB_N21R_2015_a_0009_1.jpg
Rated Item: 2. Shoaling (sediment deposition) **Caption:** Rating: Minimally Acceptable;
Remarks: Vegetated shoaling on both banks from convergence of Dyke Creek to the State Route 417 bridge.; Action: Remove shoaling.; Station_1: 11+00; Station_2: 2+00



Inspect ID: N21R_2015_a_0009 **Title:** USACE_CELRB_N21R_2015_a_0009_2.jpg
Rated Item: 2. Shoaling (sediment deposition) **Caption:** Rating: Minimally Acceptable;
Remarks: Vegetated shoaling on both banks from convergence of Dyke Creek to the State Route 417 bridge.; Action: Remove shoaling.; Station_1: 11+00; Station_2: 2+00



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Flood Damage Reduction Channels
Page 6 of 8

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels



Inspect ID: N21R_2015_a_0010 **Title:** USACE_CELRB_N21R_2015_a_0010_1.jpg
Rated Item: 11. Revetments other than Riprap **Caption:** Rating: Minimally Acceptable;
Remarks: Cracking with unwanted vegetation on concrete channel sideslopes and deteriorating weep holes from Dyke Creek convergence to State Route 417 bridge.;
Action: Repair cracking, remove vegetation, clean out, and weep roles.; **Station_1:** 1+00;
Station_2: 9+00



Inspect ID: N21R_2015_a_0010 **Title:** USACE_CELRB_N21R_2015_a_0010_2.jpg
Rated Item: 11. Revetments other than Riprap **Caption:** Rating: Minimally Acceptable;
Remarks: Cracking with unwanted vegetation on concrete channel sideslopes and deteriorating weep holes from Dyke Creek convergence to State Route 417 bridge.;
Action: Repair cracking, remove vegetation, clean out, and weep roles.; **Station_1:** 1+00;
Station_2: 9+00



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Flood Damage Reduction Channels
Page 7 of 8

Flood Damage Reduction Channels

For use during Initial and Continuing Eligibility Inspections of flood damage reduction channels

	<p>Inspect ID: N21R_2015_a_0010 Title: USACE_CELRB_N21R_2015_a_0010_3.jpg Rated Item: 11. Revetments other than Riprap Caption: Rating: Minimally Acceptable; Remarks: Cracking with unwanted vegetation on concrete channel sideslopes and deteriorating weep holes from Dyke Creek convergence to State Route 417 bridge.; Action: Repair cracking, remove vegetation, clean out, and weep roles.; Station_1: 1+00; Station_2: 9+00</p>



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Flood Damage Reduction Segment / System
Inspection Report
Genesee River - Right Bank and Dyke

Flood Damage Reduction Channels
Page 8 of 8

Attachment E –
Genesee River - Left Bank and Channel, Wellsville
Levee Inspection Maps



Levee Inspection Map

Genesee River - Left Bank and Channel, Wellsville

Location: Genesee River - Left Bank and Channel, Wellsville
Year/cycle: 2015 a
Inspection type: Routine
Inspected by: USACE- Buffalo District
Inspection date(s): 09/10/2015
Observation ID prefix: USACE_CELRB_N21L_2015_a
Map created: 24 February 2016

Observation Points

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

Observation Lines

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

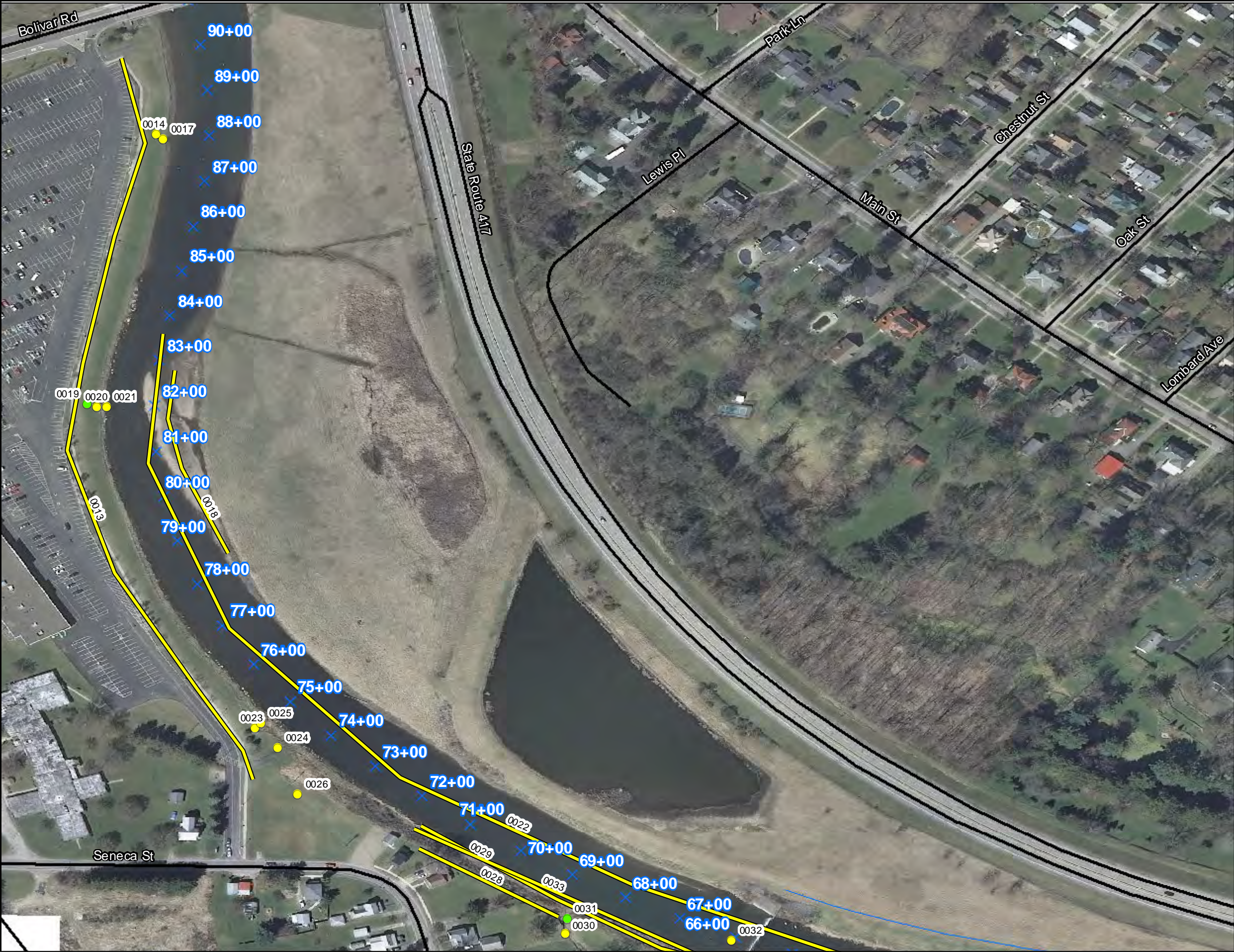
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Potter Pennsylvania

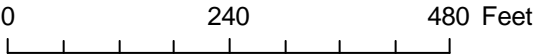


Levee Inspection Map

Genesee River - Left Bank and Channel, Wellsville

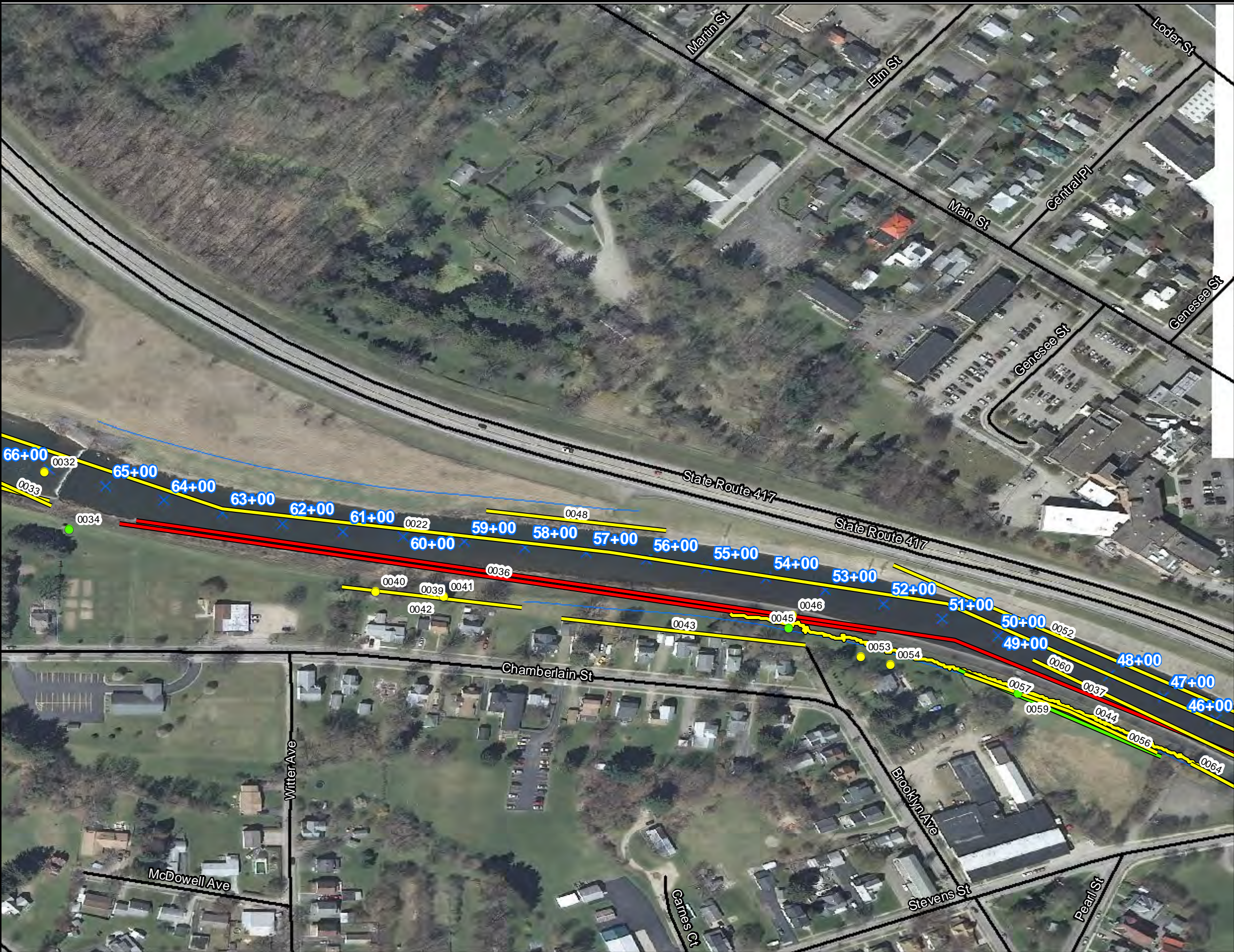
Location: Genesee River - Left Bank and Channel, Wellsville
Year/cycle: 2015 a
Inspection type: Routine
Inspected by: USACE- Buffalo District
Inspection date(s): 09/10/2015
Observation ID prefix: USACE_CELRB_N21L_2015_a
Map created: 24 February 2016

- Observation Points**
- Acceptable
 - Minimally Acceptable
 - Unacceptable
 - Not Applicable
- Observation Lines**
- Acceptable
 - Minimally Acceptable
 - Unacceptable
 - Not Applicable



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Levee Inspection Map

Genesee River - Left Bank and Channel, Wellsville

Location: Genesee River - Left Bank and Channel, Wellsville
Year/cycle: 2015 a
Inspection type: Routine
Inspected by: USACE- Buffalo District
Inspection date(s): 09/10/2015
Observation ID prefix: USACE_CELRB_N21L_2015_a
Map created: 24 February 2016

Observation Points

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

Observation Lines

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

0 240 480 Feet

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Levee Inspection Map

Genesee River - Left Bank and Channel, Wellsville

Location: Genesee River - Left Bank and Channel, Wellsville
Year/cycle: 2015 a
Inspection type: Routine
Inspected by: USACE- Buffalo District
Inspection date(s): 09/10/2015
Observation ID prefix: USACE_CELRB_N21L_2015_a
Map created: 24 February 2016

Observation Points

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

Observation Lines

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

0 240 480 Feet

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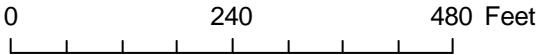


Levee Inspection Map

Genesee River - Left Bank and Channel, Wellsville

Location: Genesee River - Left Bank and Channel, Wellsville
Year/cycle: 2015 a
Inspection type: Routine
Inspected by: USACE- Buffalo District
Inspection date(s): 09/10/2015
Observation ID prefix: USACE_CELRB_N21L_2015_a
Map created: 24 February 2016

- Observation Points**
- Acceptable
 - Minimally Acceptable
 - Unacceptable
 - Not Applicable
- Observation Lines**
- Acceptable
 - Minimally Acceptable
 - Unacceptable
 - Not Applicable



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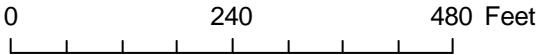


Levee Inspection Map

Genesee River - Left Bank and Channel, Wellsville

Location: Genesee River - Left Bank and Channel, Wellsville
Year/cycle: 2015 a
Inspection type: Routine
Inspected by: USACE- Buffalo District
Inspection date(s): 09/10/2015
Observation ID prefix: USACE_CELRB_N21L_2015_a
Map created: 24 February 2016

- Observation Points**
- Acceptable
 - Minimally Acceptable
 - Unacceptable
 - Not Applicable
- Observation Lines**
- Acceptable
 - Minimally Acceptable
 - Unacceptable
 - Not Applicable



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Attachment F –
Genesee River – Right Bank and Dyke Creek, Wellsville
Levee Inspection Maps



Levee Inspection Map

Genesee River - Right Bank and Dyke Creek, Wellsville

Location: Wellsville, NY
Year/cycle: 2015 a
Inspection type: Routine
Inspected by: USACE - Buffalo District
Inspection date(s): 09/10/15
Observation ID prefix: USACE_CELRB_N21R_2015_a
Map created: 08 March 2016

Observation Points

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

Observation Lines

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

0 90 180 Feet

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Levee Inspection Map

Genesee River - Right Bank and Dyke Creek, Wellsville

Location: Wellsville, NY
Year/cycle: 2015 a
Inspection type: Routine
Inspected by: USACE - Buffalo District
Inspection date(s): 09/10/15
Observation ID prefix: USACE_CELRB_N21R_2015_a
Map created: 08 March 2016

Observation Points

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

Observation Lines

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

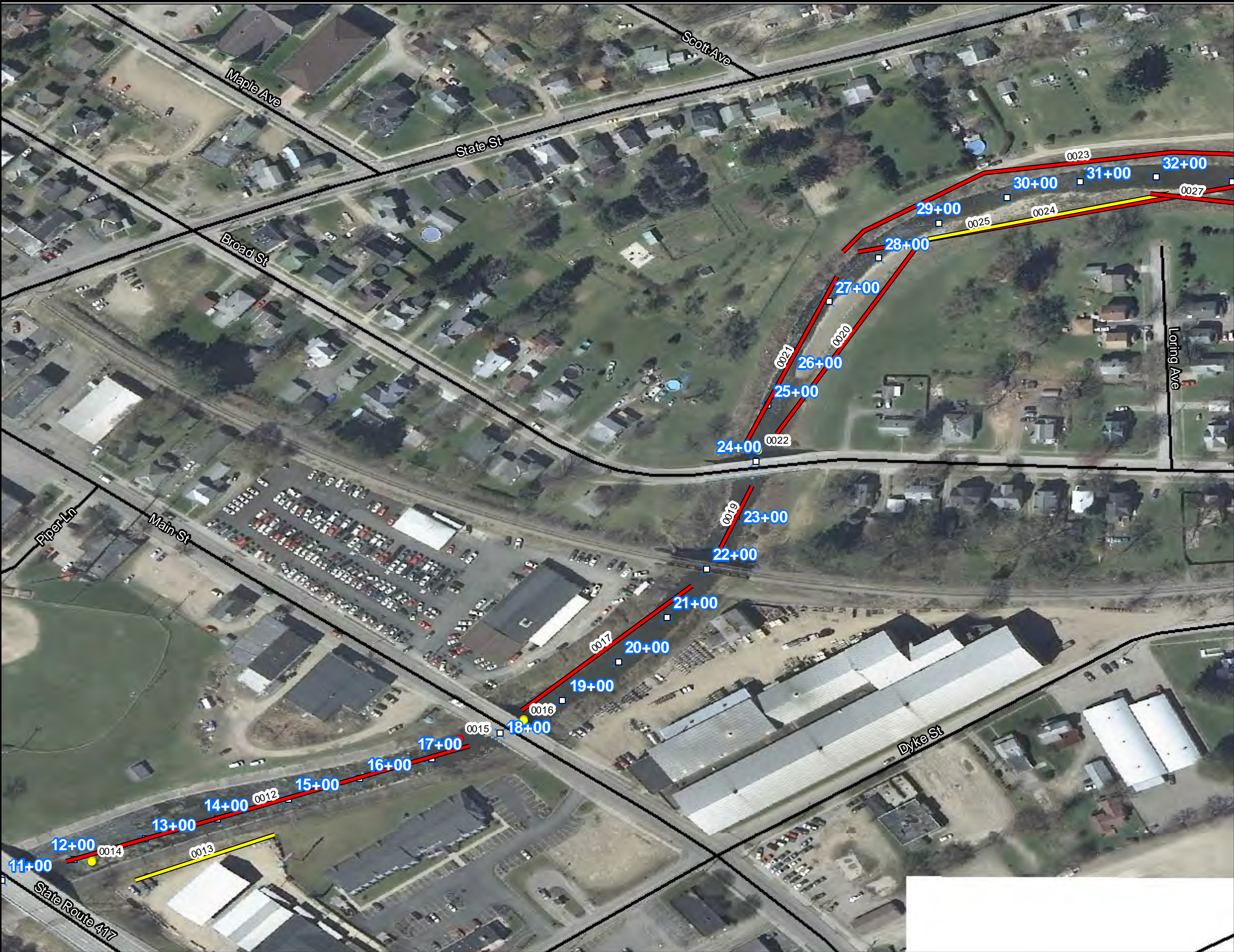
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Levee Inspection Map

Genesee River - Right Bank and Dyke Creek, Wellsville

Location: Wellsville, NY
Year/cycle: 2015 a
Inspection type: Routine
Inspected by: USACE - Buffalo District
Inspection date(s): 09/10/15
Observation ID prefix: USACE_CELRB_N21R_2015_a
Map created: 08 March 2016

Observation Points

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

Observation Lines

- Acceptable
- Minimally Acceptable
- Unacceptable
- Not Applicable

0 190 380 Feet

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Levee Inspection Map

**Genesee River - Right Bank and
Dyke Creek, Wellsville**

Location: Wellsville, NY
Year/cycle: 2015 a
Inspection type: Routine
Inspected by: USACE - Buffalo District
Inspection date(s): 09/10/15
Observation ID prefix:
USACE_CELRB_N21R_2015_a
Map created: 08 March 2016

- Observation Points**
- Acceptable
 - Minimally Acceptable
 - Unacceptable
 - Not Applicable
- Observation Lines**
- Acceptable
 - Minimally Acceptable
 - Unacceptable
 - Not Applicable

0 190 380 Feet



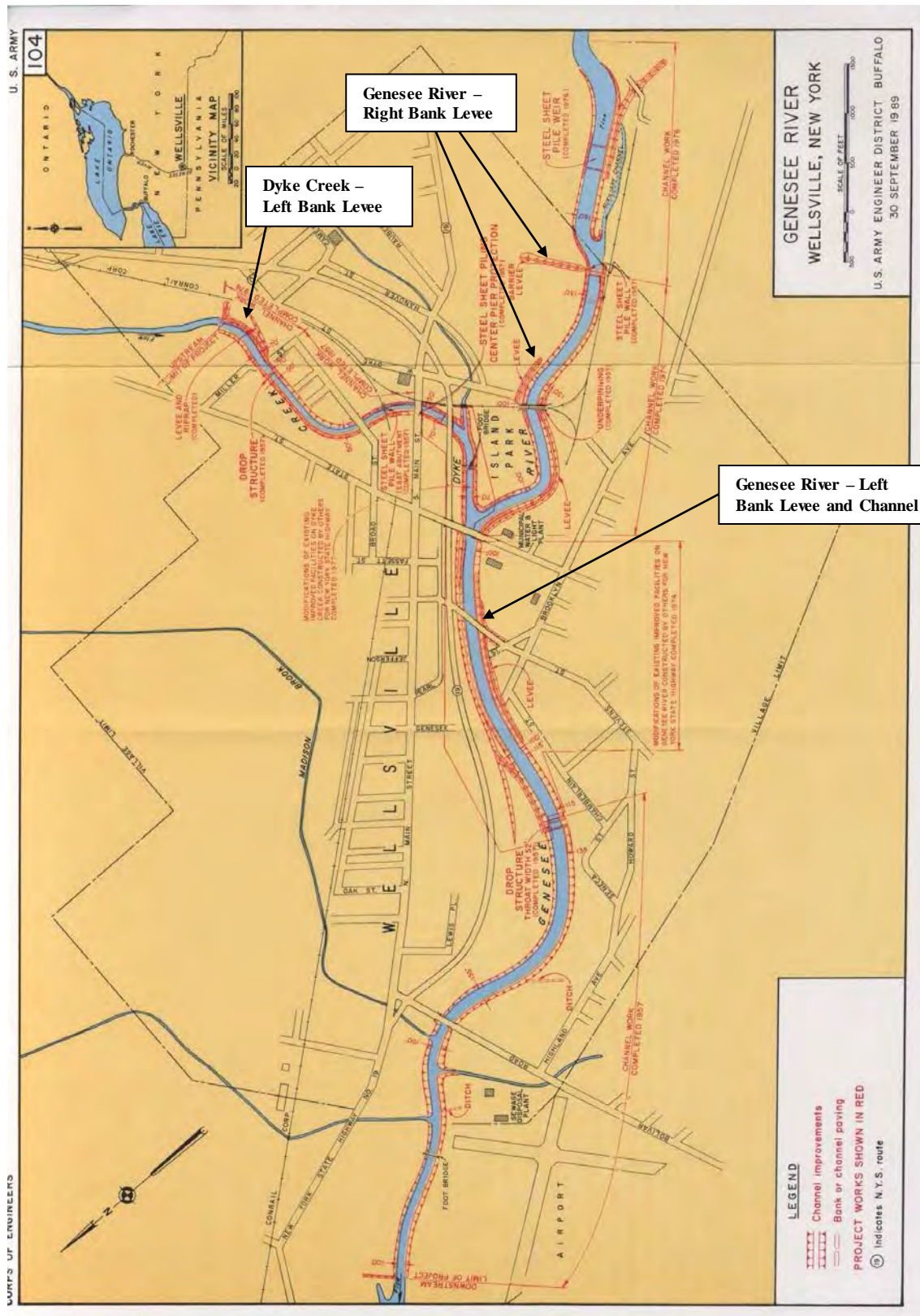
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Attachment G –
Project Map

Subject: FY15 Joint Routine Inspection of Completed Works, Flood Damage Reduction Project, Genesee River and Dyke Creek, Wellsville, New York 09/10/15

Attachment “G” – Project Map



Attachment H –
Activation Letter & Rehabilitation Program Eligibility
Determination Checklist

SUBJECT: FY15 Joint Routine Inspection of Completed Works for the Flood Damage Reduction Project of Genesee River, Wellsville, New York (09/10/2015)

Rehabilitation Program Eligibility Determination		
Yes	<input checked="" type="checkbox"/>	Public sponsor provided maintenance information per the Public Sponsor Pre-Inspection Form.
No	<input type="checkbox"/>	
Yes	<input type="checkbox"/>	Non-federal levee system meets Initial Eligibility criteria.
No	<input type="checkbox"/>	
N/A	<input checked="" type="checkbox"/>	
If either of the above items is marked "No" the levee system is not eligible.		
Rating	Rated Item	
Levee Embankments		
A	<input type="checkbox"/>	3. Encroachments
M	<input checked="" type="checkbox"/>	
U	<input type="checkbox"/>	
A	<input type="checkbox"/>	4. Closure Structures (Stop Log, Earthen Closures, Gates, or Sandbag Closures)
U	<input type="checkbox"/>	
N/A	<input checked="" type="checkbox"/>	
A	<input checked="" type="checkbox"/>	5. Slope Stability
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
A	<input checked="" type="checkbox"/>	6. Erosion/ Bank Caving
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
A	<input type="checkbox"/>	10. Animal Control
M	<input checked="" type="checkbox"/>	
U	<input type="checkbox"/>	
A	<input type="checkbox"/>	11. Culverts/Discharge Pipes (This item includes both concrete and corrugated metal pipes.)
M	<input checked="" type="checkbox"/>	
U	<input type="checkbox"/>	
N/A	<input type="checkbox"/>	
A	<input type="checkbox"/>	14. Underseepage Relief Wells/Toe Drainage Systems
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
N/A	<input checked="" type="checkbox"/>	
Floodwalls - Not Applicable		
A	<input type="checkbox"/>	2. Encroachments
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
A	<input type="checkbox"/>	3. Closure Structures (Stop Log Closures and Gates)
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
A	<input type="checkbox"/>	5. Tilting, Sliding, or Settlement of Concrete Structures
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
A	<input type="checkbox"/>	6. Foundation of Concrete Structures
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	

Appendix H Rehabilitation Program Eligibility Determination Checklist

A	<input type="checkbox"/>	8. Underseepage Relief Wells/Toe Drainage Systems
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
Interior Drainage System		
A	<input type="checkbox"/>	9. Culverts/Discharge Pipes
M	<input checked="" type="checkbox"/>	
U	<input type="checkbox"/>	
N/A	<input type="checkbox"/>	
A	<input checked="" type="checkbox"/>	10. Sluice/Slide Gates
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
N/A	<input type="checkbox"/>	
A	<input checked="" type="checkbox"/>	11. Flap Gates/Flap Valves/Pinch Valves
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
N/A	<input type="checkbox"/>	
Pump Stations - Not Applicable		
A	<input type="checkbox"/>	17. Intake and Discharge Pipelines
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
N/A	<input type="checkbox"/>	
A	<input type="checkbox"/>	18. Sluice/Slide Gates
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
N/A	<input type="checkbox"/>	
A	<input type="checkbox"/>	19. Flap Gates/Flap Valves/Pinch Valves
M	<input type="checkbox"/>	
U	<input type="checkbox"/>	
N/A	<input type="checkbox"/>	
Rehabilitation Program Status		
Active	<input checked="" type="checkbox"/>	System meets all interim eligibility criteria, including having received a rating of A, M, N/A or Yes for all subset items and is therefore eligible for rehabilitation assistance.
Inactive	<input type="checkbox"/>	System does not meet interim eligibility requirements.
<p>Comments: As a result of this FY15 routine inspection, the overall ratings for the three levee systems associated with the Genesee River, Wellsville, NY FRM project (Genesee River - Left Bank, Dyke Creek - Left Bank, & Genesee River, Right Bank) remain as "UNACCEPTABLE" (U) primarily due to extensive vegetation and channel shoaling. However, the project is "Active" in the USACE Rehabilitation Program.</p>		

Note: Item numbers listed above refer to their placement in the Flood Damage Reduction System Inspection Report. In order to be eligible, all of the following items must be rated A, M, N/A or Yes.