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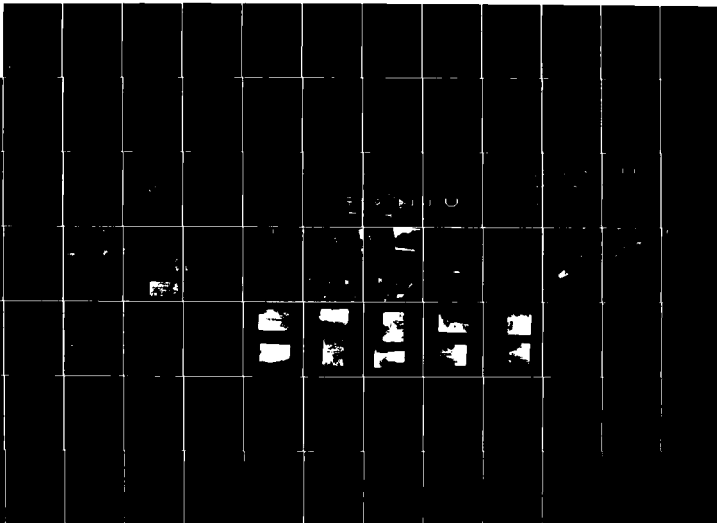
NEW YORK STATE DEPT OF ENVIRONMENTAL CONSERVATION ALBANY F/G 13/13
NATIONAL DAM SAFETY PROGRAM. TIVOLI LAKE DAM (INVENTORY NUMBER --ETC--)
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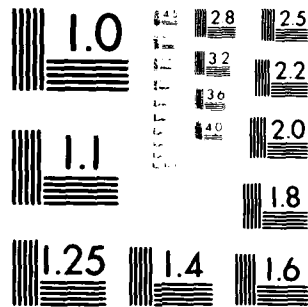
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20. ABSTRACT (Continue on reverse side if necessary and identify by block number) This report provides information and analysis on the physical condition of the dam as of the report date. Information and analysis are based on visual inspection of the dam by the performing organization. The examination of documents and the visual inspection of Tivoli Lake (Cranberry Lake) did not reveal conditions which constitute an immediate hazard to human life or property. How- ever, the dam has some deficiencies which require further in- vestigations and remedial actions.		

LEVEL II

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Using Corps of Engineers screening criteria for the initial review of spillway adequacy, it has been determined that the dam would be overtopped for all storms exceeding approximately 38 percent of the Probable Maximum Flood (PMF). The spillway is, therefore, adjudged as seriously inadequate and the dam is assessed as unsafe, non-emergency.

The classification of "unsafe" applied to a dam because of a seriously inadequate spillway is not meant to connote the same degree of emergency as would be associated with an "unsafe" classification applied for a structural deficiency. It does mean, however, that based on an initial screening, and preliminary computations, there appears to be a serious deficiency in spillway capacity so that if a severe storm were to occur, overtopping and failure of the dam would take place, significantly increasing the hazard to loss of life downstream from the dam.

In addition, a serious conflict exists with regard to actual elevations and those shown on the project drawings, making an accurate spillway adequacy analysis extremely difficult.

On the basis of structural stability performed during the investigation, the structural stability of the dam against overturning and sliding was determined to be adequate.

It is therefore recommended that within 3 months of notification of this report, detailed structural and hydraulic investigations and a verification of existing project elevation data be undertaken to more accurately determine the hydrologic characteristics of the watershed and their effect upon the overtopping potential of the dam. The results of these investigations will determine the appropriate removal measures which will be required to achieve a spillway capacity equal to or greater than that from at least the one-half PMF. In the interim, a detailed emergency action plan must be developed and implemented during periods of unusually heavy precipitation. Also, around-the-clock surveillance of the structure must be provided during these periods.

In addition, the dam has a number of problem areas which, if left uncorrected, have the potential for the development of hazardous conditions and must be corrected within one year:

1. Repair the 36-inch reservoir drain and gate operating mechanism.
2. Install an upstream gate and operating mechanism for the 10-inch reservoir drain.
3. Monitor the seepage in the right abutment of the dam with the aid of weirs.
4. Repair the cracking of the buttresses and decking and stop seepage emanating from cracks.
5. Repair spalled areas at the crest and downstream face of the spillway.
6. Clear away vegetation and maintain clear the areas adjacent to and downstream of the spillway.
7. Remove sediment build up upstream of the spillway.
8. Trim all vegetation on the abutments downstream of the dam and provide a program of periodic cutting.
9. Provide a program of periodic inspection and maintenance of the dam and appurtenances, including yearly operation and lubrication of the reservoir drain system. Document this information for future reference. The aforementioned emergency action plan should be maintained and updated periodically during the life of the structure.

AD A092219

HUDSON RIVER BASIN

TIVOLI LAKE DAM

ROCKLAND COUNTY, NEW YORK
INVENTORY NO. N.Y. 52

PHASE I INSPECTION REPORT
NATIONAL DAM SAFETY PROGRAM



NEW YORK DISTRICT CORPS OF ENGINEERS

AUGUST 1980

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National Dam Safety Program
TIVOLI LAKE DAM

ROCKLAND COUNTY, NEW YORK
(INVENTORY ^{Number} NO. N.Y. 52)
Hudson River Tugboat
Rockland County New York.
**PHASE I INSPECTION REPORT,
NATIONAL DAM SAFETY PROGRAM**

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NEW YORK DISTRICT CORPS OF ENGINEERS

AUGUST 1980

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PREFACE

This report is prepared under guidance contained in the Recommended Guidelines for Safety Inspection of Dams, for Phase I Investigations. Copies of these guidelines may be obtained from the Office of Chief of Engineers, Washington, D.C., 20314. The purpose of a Phase I Investigation is to identify expeditiously those dams which may pose hazards to human life or property. The assessment of the general condition of the dam is based upon available data and visual inspections. Detailed investigations, and analyses involving topographic mapping, subsurface investigations, testing, and detailed computational evaluations are beyond the scope of a Phase I Investigation; however, the investigation is intended to identify any need for such studies.

In reviewing this report, it should be realized that the reported condition of the dam is based on observations of field conditions at the time of inspection along with data available to the inspection team. In cases where the reservoir was lowered or drained prior to inspection, such action, while improving the stability and safety of the dam, removes the normal load on the structure and may obscure certain conditions which might otherwise be detectable if inspected under the normal operating environment of the structure.

It is important to note that the condition of a dam depends on numerous and constantly changing internal and external conditions, and is evolutionary in nature. It would be incorrect to assume that the present condition of the dam will continue to represent the condition of the dam at some point in the future. Only through frequent inspections can unsafe conditions be detected and only through continued care and maintenance can these conditions be prevented or corrected.

Phase I inspections are not intended to provide detailed hydrologic and hydraulic analyses. In accordance with the established Guidelines, the Spillway Test flood is based on the estimated "Probable Maximum Flood" for the region (greatest reasonably possible storm runoff), or fractions thereof. Because of the magnitude and rarity of such a storm event, a finding that a spillway will not pass the test flood should not be interpreted as necessarily posing a highly inadequate condition. The test flood provides a measure of relative spillway capacity and serves as an aid in determining the need for more detailed hydrologic and hydraulic studies, considering the size of the dam, its general condition and the downstream damage potential.

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PHASE I INSPECTION REPORT
NATIONAL DAM SAFETY PROGRAM
TIVOLI LAKE DAM
I.D. NO. N.Y. 52
D.E.C. NO. 306
HUDSON RIVER BASIN
ROCKLAND COUNTY, NEW YORK

CONTENTS

	<u>Page No.</u>
- ASSESSMENT	
- OVERVIEW PHOTOGRAPH	
1 PROJECT INFORMATION	1
1.1 GENERAL	1
a. Authority	1
b. Purpose of Inspection	1
1.2 DESCRIPTION OF THE PROJECT	1
a. Description of the Dam and Appurtenant Structures	1
b. Location	2
c. Size Classification	2
d. Hazard Classification	2
e. Ownership	2
f. Purpose of Dam	2
g. Design and Construction History	2
h. Normal Operating Procedures	2
1.3 PERTINENT DATA	3
a. Drainage Area	3
b. Discharge at Dam Site	3
c. Elevation	3
d. Reservoir	3
e. Storage	3
f. Dam	3
g. Spillway	3
h. Regulating Outlets	3
2 ENGINEERING DATA	4
2.1 GEOLOGY	4
2.2 SUBSURFACE INVESTIGATIONS	4
2.3 DAM AND APPURTENANT STRUCTURES	4

	<u>Page No.</u>
2.4	CONSTRUCTION RECORDS 4
2.5	OPERATION RECORDS 4
2.6	EVALUATION OF DATA 5
3	VISUAL INSPECTION 6
3.1	VISUAL INSPECTION 6
a.	General 6
b.	Main Dam 6
c.	Spillway and Tailrace 6
d.	Regulating Outlets 7
e.	Reservoir Area 7
3.2	EVALUATION OF OBSERVATIONS 7
4	OPERATION AND MAINTENANCE PROCEDURES 9
4.1	PROCEDURES 9
4.2	MAINTENANCE OF DAM 9
4.3	WARNING SYSTEM IN EFFECT 9
4.4	EVALUATION 9
5	HYDROLOGIC/HYDRAULIC 10
5.1	DRAINAGE BASIN CHARACTERISTICS 10
5.2	ANALYSIS CRITERIA 10
5.3	SPILLWAY CAPACITY 10
5.4	RESERVOIR CAPACITY 10
5.5	FLOODS OF RECORD 11
5.6	OVERTOPPING POTENTIAL 11
5.7	EVALUATION 11
6	STRUCTURAL STABILITY 12
6.1	EVALUATION OF STRUCTURAL STABILITY 12
a.	Visual Observations 12
b.	Design and Construction Data 12
c.	Stability Analysis 12
d.	Operating Records 13
e.	Post-Construction Changes 13
f.	Seismic Stability 13

	<u>Page No.</u>
7 ASSESSMENT/RECOMMENDATIONS	14
7.1 ASSESSMENT	14
a. Safety	14
b. Adequacy of Information	14
c. Need for Additional Investigations	14
d. Urgency	15
7.2 RECOMMENDED MEASURES	15

APPENDICES

- A. DRAWINGS
- B. PHOTOGRAPHS
- C. VISUAL INSPECTION CHECKLIST
- D. HYDROLOGIC DATA AND COMPUTATIONS
- E. STABILITY ANALYSIS
- F. OTHER DATA
- G. REFERENCES

PHASE I INSPECTION REPORT
NATIONAL DAM SAFETY PROGRAM
TIVOLI LAKE DAM
I.D. NO. N.Y. 52
D.E.C. NO. 306
HUDSON RIVER BASIN
ROCKLAND COUNTY, NEW YORK

Name of Dam: Tivoli Lake (I.D. No. N.Y. 52)
State Located: New York
County Located: Rockland
Stream: Ramapo River
Basin: Hudson River
Date of Inspection: April 24, 1980

ASSESSMENT

The examination of documents and the visual inspection of Tivoli Lake (Cranberry Lake) did not reveal conditions which constitute an immediate hazard to human life or property. However, the dam has some deficiencies which require further investigations and remedial actions.

Using Corps of Engineers screening criteria for the initial review of spillway adequacy, it has been determined that the dam would be overtopped for all storms exceeding approximately 38 percent of the Probable Maximum Flood (PMF). The spillway is, therefore, adjudged as seriously inadequate and the dam is assessed as unsafe, non-emergency.

The classification of "unsafe" applied to a dam because of a seriously inadequate spillway is not meant to connote the same degree of emergency as would be associated with an "unsafe" classification applied for a structural deficiency. It does mean, however, that based on an initial screening, and preliminary computations, there appears to be a serious deficiency in spillway capacity so that if a severe storm were to occur, overtopping and failure of the dam would take place, significantly increasing the hazard to loss of life downstream from the dam.

In addition, a serious conflict exists with regard to actual elevations and those shown on the project drawings, making an accurate spillway adequacy analysis extremely difficult.

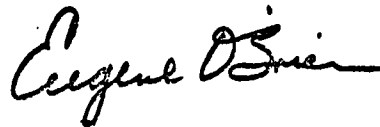
On the basis of structural stability performed during the investigation, the structural stability of the dam against overturning and sliding was determined to be adequate.

It is therefore recommended that within 3 months of notification of the owner, detailed hydrological and hydraulic investigations and a resolution of conflicting project elevation datum of the structure be undertaken to more accurately determine the site specific characteristics of the watershed and their affect upon the overtopping potential of the dam. The results of these investigations will determine the appropriate remedial measures which will be required to achieve a spillway capacity adequate to discharge the outflow from at least the one-half PMF. In the interim, a detailed emergency action plan must be developed and implemented during periods of unusually heavy precipitation. Also, around-the-clock surveillance of the structure must be provided during these periods.

In addition, the dam has a number of problem areas which, if left uncorrected, have the potential for the development of hazardous conditions and must be corrected within one year:

1. Repair the 36-inch reservoir drain and gate operating mechanism.
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7. Remove sediment build up upstream of the spillway.
8. Trim all vegetation on the abutments downstream of the dam and provide a program of periodic cutting.

9. Provide a program of periodic inspection and maintenance of the dam and appurtenances, including yearly operation and lubrication of the reservoir drain system. Document this information for future reference. The aforementioned emergency action plan should be maintained and updated periodically during the life of the structure.



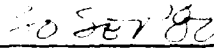
Approved by:

Eugene O'Brien, P.E.
New York No. 29823



Col. W. M. Smith, Jr.
New York District Engineer

Date:





1. OVERVIEW OF DAM

PHASE I INSPECTION REPORT
NATIONAL DAM SAFETY PROGRAM
TIVOLI LAKE DAM
I.D. NO. N.Y. 52
D.E.C. NO. 306
HUDSON RIVER BASIN
ROCKLAND COUNTY, NEW YORK

SECTION 1 - PROJECT INFORMATION

1.1 GENERAL

a. Authority

The Phase I inspection reported herein was authorized by the State of New York, Department of Environmental Conservation by a letter dated 7 January 1980, in fulfillment of the requirements of the National Dam Inspection Act, Public Law 92-367, 8 August 1972.

b. Purpose of Inspection

This inspection was conducted to evaluate the existing conditions of the dam, to identify deficiencies and hazardous conditions, to determine if they constitute hazards to human life and property, and to recommend measures where required.

1.2 DESCRIPTION OF THE PROJECT

a. Description of the Dam and Appurtenant Structures

The Tivoli Lake Dam (Cranberry Lake) is composed of a 140 foot long, 25 foot high Ambursen type buttress dam and a 165 foot long broad crested concrete spillway. A 36-inch diameter concrete conduit and a 10-inch diameter steel pipe located in the base of the dam serve as reservoir drains; the flow through these pipes is regulated through different valves at separate locations.

This Ambursen type (reinforced concrete flat slab and buttress) dam has an upstream face with a 1V to 1.5H slope and an "open" downstream side. The crest width of the dam is 2.5 feet and the base width is 45 feet. The dam is made up of seven buttresses and two end walls which form 9 bays - 7 center bays are 15 feet and either end bay is 14.4 feet wide. Rectangular reinforced concrete beams of varying dimensions support the 9-inch thick reinforced concrete deck. There is also an approximately 150 foot long wing wall on the left abutment beginning at the end wall of the dam.

There are two reservoir drains which pass beneath the dam. The larger of the two, a 36-inch diameter concrete conduit is controlled by a vertical slide gate operated from a bridge extending from the crest of the dam approximately

40 feet upstream. The outlet for this pipe is located approximately 15 feet downstream of the downstream edge of the buttresses. The second reservoir drain is a 10-inch diameter steel pipe with its intake immediately adjacent to, and at the same level as, the 36-inch drain. The control for this pipe is a gate valve located in the bay to the left of the center near the downstream edge of the buttress. The outlet for this pipe is located in a stream about 200 feet downstream of the dam.

The spillway is a broad crested (0.5 to 1.0 feet wide) reinforced concrete overflow structure located about 0.5 mile northeast of the dam. The spillway had previously been reported to be 150 feet long. Additions were made near the right abutment in the 1970's to upgrade the spillway increasing its length to 165 feet.

b. Location

Tivoli Lake Dam (presently known as Cranberry Lake Dam) is located on the Ramapo River, a tributary of the Hudson River, southwest of Route 17 near Sloatsburg, New York.

c. Size Classification

The dam has a structural height of 29 feet, and a storage capacity of less than 1,000 acre-feet. Therefore, it is classified as a small dam.

d. Hazard Classification

The dam is in the high hazard category. There are a few homes and other structures, as well as the town of Sloatsburg about one mile downstream from the dam.

e. Ownership

Tivoli Lake Dam (Cranberry Lake Dam) is owned by the Ramapo Land Company, P.O. Box 45, Sloatsburg, New York, 10974, Tel. (914) 753-5228. The person to contact is Mr. Vanderhoes.

f. Purpose of Dam

The dam impounds water for recreational use of the owner(s).

g. Design and Construction History

The dam and its appurtenant structures were designed by Clark and Company of New York between 1905 and 1910. The construction of the dam was completed in 1908 and the name of the contractor is unknown.

h. Normal Operating Procedures

There is no established operating procedure for the outlets on Tivoli Dam. The gate control for the 36-inch drain has been inoperable for at least 25 years according to Mr. Anthony Spadavecchia, Superintendent for the Ramapo Land Company. The

valve for the 10-inch drain is opened periodically to check its operability.

1.3 PERTINENT DATA

a.	<u>Drainage Area</u> (sq. mile)	2.98
b.	<u>Discharge at Dam Site</u> (cfs)	
	Ungated Spillway at Maximum Pool	3350
	Regulating Outlets at Maximum Pool	200
c.	<u>Elevation</u> (feet above MSL Datum)	
	Top of Dam	512.5
	Maximum Design Pool	509.0
	Spillway Crest	509.0
	Invert 36-Inch Reservoir Drain	488.3
	Invert 10-Inch Reservoir Drain	488.3
d.	<u>Reservoir</u>	
	Length of Maximum Pool (miles)	2.5
	Length of Shoreline (miles)	0.47
	Surface Area (acres)	104.8
e.	<u>Storage</u> (acre-feet)	
	Spillway Crest	790
	Top of Dam	1170
f.	<u>Dam</u>	
	Type of Dam	Ambursen
	Length	140 feet
	Upstream Slope	1V:1.5H
	Downstream Slope	Open Face
	Crest Width	2.5 feet
	Grout Curtain	None
g.	<u>Spillway</u>	
	Type	Broad crested overflow
	Length	165 feet
	Upstream Channel	None
	Downstream Channel	Natural - "Boulder Paved"
h.	<u>Regulating Outlets</u>	
	Intake (1)	Upstream Toe - El. 488.3
	Intake (2)	Upstream Toe - El. 488.3
	Control (1)	Slide Gate - Controlled from Bridge
	Control (2)	Valve - Controlled Downstream of Dam
	Pipe (1)	36-Inch Concrete Conduit
	Pipe (2)	10-Inch Steel Pipe
	Outlet (1)	15 feet Downstream of Buttress
	Outlet (2)	150 feet Downstream of Buttress

SECTION 2 - ENGINEERING DATA

2.1 GEOLOGY

The bedrock in the area of Tivoli Lake Dam and Reservoir is composed of Precambrian formations: interlayered hornblende granite gneiss and amphibolite on the southeastern half of the reservoir and quartz plagioclase gneiss in the remainder of the reservoir. The gneiss is exposed in several areas around the reservoir, in particular, on the left abutment of the spillway. The gneiss appears to be competent although some surface cracking appears in the outcrops. Tivoli Lake is located approximately five miles from the Ramapo fault along which there has been some recent seismic activities.

2.2 SUBSURFACE INVESTIGATIONS

The files of the Ramapo Land Company contain no data on site geology and foundation conditions. The search in connection with this inspection did not reveal any information on exploratory borings or foundation investigations made prior to or during construction. Some shallow test pits were reportedly dug in the right abutment recently but data for these pits were not available. However, there are data available in the literature on the general soil conditions of the area. Surface cover in the vicinity of Tivoli Lake Dam is described as "Rockland" (Ref. 9). Rock outcrops, stones and steep slopes are characteristic of this area of very thin glacial till over bedrock.

2.3 DAM AND APPURTENANT STRUCTURES

The dam was designed by Clark and Company of New York (between 1905-1910) and some plans, sections and details of the dam, outlet works and spillway are available. There are, however, no design calculations, as-built drawings or construction records for the dam or other structures. Additionally, there are sketches of the dam and spillway done in 1920 for repairs to the deck in certain places. Also, there are sketches for deck surface patching carried out in the mid-1970's and proposed spillway improvements much of which was not constructed (See Appendix A).

2.4 CONSTRUCTION RECORDS

No construction records have been located for the project.

2.5 OPERATION RECORDS

There is no operation record or manual for the project. There is no regular operation of outlet works. Since about 1970, on behalf of the owner, the dam has been visually inspected

annually by a professional engineer and a report with recommendations has been given to the owner. Reports of inspection are available at the office of the owner. Copies of reports are given in Appendix F. There are records of certain repairs of spillway and dam at the office of the owner. No other systematic monitoring of the performance of the dam is in effect.

2.6 EVALUATION OF DATA

The existing data has been made available by the owner at his office, including the inspection reports of his engineers. The drawings provide basic information of the as-designed structural dimensions of the dam, outlet works and spillway. They provide no information on the nature of the foundation and probably do not represent as-built conditions. The elevations shown on the design drawings do not agree with those shown on the current USGS sheet. As an example, on the original drawings, crest elevation of the dam is shown at about 469. It is quite apparent from the USGS sheet that the elevation of the crest of the dam is approximately 512.5. Inquiries to the owner and the county drainage engineer could not resolve the conflict. To facilitate the use of existing hydrologic and hydraulic data as required in a Phase I inspection, the USGS elevation have been utilized. However, the information available appears to be adequate for the purpose of the Phase I inspection.

SECTION 3 - VISUAL INSPECTION

3.1 VISUAL INSPECTION

a. General

The visual inspection of Tivoli Lake Dam (Cranberry Lake Dam) and its appurtenant structures was carried out on April 24, 1980. The weather was fair and the temperature in the 60 to 65°F range. The reservoir was at what is described as normal "full" capacity (water just passing over the spillway).

b. Main Dam

The buttresses, wing walls and deck plates appear to be in generally good condition. There is evidence of minor cracking and spalling of the concrete in the buttresses and the deck, but much of this has been repaired and is in good condition. The vertical and horizontal alignment of the crest appears to be unchanged. There are no open cracks in the concrete which would indicate movement of the dam. However, the following adverse conditions were noted.

(1) There appears to be some cracking of the buttress between bays 8 and 9. A small amount of water flows continuously from this crack. Additionally, minor structural cracking and leakage exists in the buttresses between bays 5-6 and 1-2 and in the deck plates of bays 2 and 5 (See Appendix A - Drawings for location of bays).

(2) The concrete decking of the dam has minor leaks in many areas including areas where repairs have been previously carried out.

(3) The right abutment directly downstream of the dam is soaked, wet and covered with a large amount of vegetation. Springs appear on the slope and there is evidence of sloughing and sliding.

(4) French drains have been installed in the right abutment to drain and stabilize the slope. Vegetation directly above these drains indicates that they are operating properly.

c. Spillway and Tailrace

The spillway and tailrace area are generally in good condition. There are, however, some adverse conditions which need attention during normal maintenance. Included in these are: heavy sedimentation upstream of the spillway (to about 6 inches below the spillway crest), minor cracks and spalls in the concrete which will continue to grow, and heavy vegetation and trees in the channel downstream of the spillway.

d. Regulating Outlets

The 10-inch reservoir drain appears to be in good operating condition. There are, however, several problems with the 36-inch drain which present possible future problems and should receive attention:

(1) The control and slide gate for the outlet are inoperable due to the lack of the required access bridge, and a connecting rod required for the gate has corroded away.

(2) There is a slight leakage around the seal of the 36-inch slide gate and through spalls in the concrete conduit resulting in a small but constant flow through the pipe.

e. Reservoir Area

There were neither slides, rockfalls, sloughing or other signs of instability noted in the reservoir with the exception of those already discussed on the right abutment, nor were objectionable amounts of floating debris observed in the reservoir.

3.2 EVALUATION OF OBSERVATIONS

Although deficiencies were observed, there is no indication that the dam is in imminent danger. A number of the deficiencies listed in the previous paragraph are minor and may be corrected by maintenance forces. Significant conditions were observed, however, which require investigation to insure the stability of the dam and appurtenances. The following is a summary of the problem areas encountered, in order of importance, with the appropriate recommended action:

(1) The operating mechanism of the gate valve of the 36-inch reservoir drain has corroded away and the gate is stuck in the closed position. The operating mechanism should be repaired.

(2) The right abutment area downstream of the dam is saturated and seepage is evident. This seepage should be monitored with the aid of weirs. If the flow rate increases significantly, or the migration of fines occurs, immediate remedial measures will be required to control the seepage.

(3) The deck and buttresses of the dam exhibit cracking and leakage. These cracks should be patched and the leakage stopped. If leakage continues, more extensive repairs may be required.

(4) There are spalled areas at joints along the crest and downstream face of the spillway. These should be patched to prevent further deterioration.

(5) Remove vegetation from and keep vegetation clear from the areas adjacent to and downstream of the spillway.

(6) Remove sediment which has built up upstream of the spillway.

(7) Cut all vegetation on the abutments downstream of the dam and provide a program of periodic cutting.

SECTION 4 - OPERATION AND MAINTENANCE PROCEDURES

4.1 PROCEDURES

There are no regulating or operating procedures for the spillway or reservoir drains. The 10-inch diameter reservoir drain is periodically opened to check its operability. The spillway is uncontrolled.

4.2 MAINTENANCE OF DAM

Over the past ten years, and currently, the dam, spillway and appurtenant structures have been inspected annually and reports have been filed containing recommendations for repairs and improvements. Several repair programs have been carried out to improve the concrete deck plates, buttresses and spillway surface. It appears from observations that these repairs have been satisfactory and have improved the structures. In addition, repair work including excavation of deteriorated materials, backfilling with impervious materials and covering with riprap has been carried out to correct erosion, seepage and slope stability problems at the abutments, particularly on the right abutment.

The 36-inch diameter gate valve for the reservoir is not in operating condition. For several years, the gate has been inoperable due to a missing connection stem from the surface to the gate valve and an access bridge no longer exists. The 10-inch diameter valve is in operating condition and its condition is checked periodically.

4.3 WARNING SYSTEM IN EFFECT

There is no warning system in effect or in preparation.

4.4 EVALUATION

The dam has generally been maintained in operating condition except for minor vegetative growth, minor seepage and the 36-inch reservoir drain, which is inoperable.

SECTION 5. - HYDROLOGIC/HYDRAULIC

5.1 DRAINAGE BASIN CHARACTERISTICS

Tivoli Lake Dam is located southwest of Sloatsburg in Rockland County, New York. The drainage area contributing to Tivoli Lake (Cranberry Pond) is 2.98 square miles, and consists of fairly steep slopes with relatively wide valleys, heavily wooded, with sparse development. Some storage is available in the basin, in the form of an upstream pond (Potake Pond) and some small swamps. The lake occupies 104.8 acres or 5.5 percent of the drainage basin.

5.2 ANALYSIS CRITERIA

The hydrologic/hydraulic analysis of the Tivoli Lake Dam was performed using the U.S. Army Corps of Engineers HEC-1 Program (Ref. 1). The unit hydrograph used in this analysis was transposed from a nearby basin. The original unit hydrograph was developed for a sub-area of the Ramapo River basin in a previous study (Ref. 2). In accordance with the recommended guidelines of the Corps of Engineers (Ref. 7), the adequacy of the spillway was analyzed using the Probable Maximum Flood (PMF) and one-half the PMF. The storage capacity of Potake Pond was not included in this analysis.

5.3 SPILLWAY CAPACITY

The principal spillway of Tivoli Lake is located approximately 2,000 feet northwest of the dam and consists of a 150 foot long uncontrolled concrete wall, with a crest width of about 6 inches. There are essentially no training walls on either side of the spillway, therefore, a minimal rise in the water surface would cause flow over natural ground. At the northern end of the spillway, the ground is steep, while at the other end of the rise is much gentler and slopes upward at a slope of approximately 20.0 percent. It is estimated that with the water surface at El 512.5 (equivalent to the top of the dam), the discharge over the spillway and bank would be 3,350 cfs.

5.4 RESERVOIR CAPACITY

Normal capacity of Tivoli Lake, at El 509 (equivalent to spillway crest elevation) is reported to be 790 acre-feet (Ref. 5). Additional surcharge storage capacity to the top of the dam, which was assumed to increase linearly, is 380 acre-feet and was computed from areas planimetered from the USGS

Quadrangle sheet, Sloatsburg. Therefore, the maximum reservoir capacity to the top of the dam, El 512.5 is 1,170 acre-feet.

5.5 FLOODS OF RECORD

No information was available regarding the occurrence or magnitude of floods at this location.

5.6 OVERTOPPING POTENTIAL

The potential of the dam being overtopped was investigated on the basis of the spillway discharge, capacity and the available surcharge storage being able to meet the selected design flood inflows. The peak inflow discharges computed were 9,463 cfs and 4,731 cfs for the PMF and one-half the PMF, respectively. The peak PMF outflow was 8,762 cfs, which overtopped the dam by 1.9 feet. The peak outflow for one-half the PMF was 3,907 cfs and overtopped the dam by 0.32 feet.

Using the Corps of Engineers screening criteria (Ref. 7) for initial review of the adequacy of the spillway, it is estimated that the dam would be overtopped by any flood exceeding 38 percent of the PMF.

5.7 EVALUATION

The dam does not have sufficient spillway capacity to pass either the PMF or one-half the PMF without overtopping. The spillway is assessed as seriously inadequate because of the following conditions:

(1) Flow over the natural ground on the right abutment of the spillway could cause erosion and the possible failure of the spillway.

(2) Overtopping of the dam could result in erosion of the right abutment and the toe of the dam and lead to the potential instability of the dam.

SECTION 6 - STRUCTURAL STABILITY

6.1 EVALUATION OF STRUCTURAL STABILITY

a. Visual Observations

Visual observations did not indicate any serious structural problems with the dam or the spillway structures. The structural cracking in the buttress at bay 8-9 and the spalling and minor cracking of the plates and the spillway is not considered to represent an unstable or otherwise dangerous condition.

b. Design and Construction Data

There are no design computations or other data regarding the structural stability of the dam or spillway available. There are drawings of the original design available showing plans, sections and some details (See Appendix A).

c. Stability Analysis

The primary sources of structural and foundation condition information used in the analysis were as follows:

(1) The dimensions of the dam were taken from the available drawings which were spot-checked during the field inspection.

(2) The subsurface conditions were estimated on the basis of observations made in the field.

The following table shows the results of the structural stability analysis for the dam. The computations of the analysis is given in Appendix E.

<u>CASE(S)</u>	<u>OVERTURNING</u>	<u>SLIDING FACTOR OF SAFETY</u>
I) Normal Loading Condition with Reservoir Level at Spillway Crest; no ice load.	Within Middle Third	1.5
II) Normal Loading Condition with Reservoir Level at Spillway Crest; with ice load = 5 kips	Within Middle Third	1.2
III) Unusual Loading: 1/2 PMF, water flowing over Spillway at Depth of 4.12 feet and over dam at Depth of 0.62 feet	Within Middle Half	1.25

<u>CASE(S)</u>	<u>OVERTURNING</u>	<u>SLIDING FACTOR OF SAFETY</u>
IV) Extreme Loading: PMF, water flowing over spillway by 5.8 feet and over the top of the dam by 2.36 feet	Within Middle Half	1.05
V) Unusual Loading: Lake level at Spillway Crest and Earthquake force of 0.05	Within Middle Half	1.36

On the basis of the structural stability performed during the investigation, the structural stability of the dam against overturning was determined to be adequate for all cases. The stability of the dam against sliding was determined to be adequate for all cases except normal loading with ice load. However, in view of the sloping upstream concrete face of the dam, the ice will ride up the face of the dam and the dam will not be subjected to a full 5 kip ice loading. The factor of safety of 1.2 can therefore be considered adequate against sliding under ice loading.

d. Operating Records

There is no regular operation or operation records of the regulating gates. There have been no major structural problems since the 1940's when the deck was partially reconstructed to the original design reported. The non-operational 36-inch reservoir drain could effect the stability of the dam.

e. Post-Construction Changes

All reported post-construction work on the dam has been in the form of repairs and rebuilding without altering the original design. The spillway has been modified to increase its length to 165 feet.

f. Seismic Stability

The dam is located in Zone 2, therefore, a stability analysis was carried out using a normal reservoir loading (water level at spillway crest) and a 0.05g earthquake factor with Zanger's method. The results of this analysis showed the dam to be safe under both overturning and sliding.

SECTION 7 - ASSESSMENT/RECOMMENDATIONS

7.1 ASSESSMENT

a. Safety

The Phase I investigation of Tivoli Lake Dam revealed that the spillway is "seriously inadequate", based on the Corps of Engineers screening criteria, and outflows from any storm in excess of 38 percent of the PMF will overtop the dam. The overtopping of the dam could cause erosion of the abutments, undermining of the toe and subsequent failure of the dam. The resulting flood wave would significantly increase the hazard to downstream residents. For these reasons, the dam has been assessed as unsafe, non-emergency.

The classification of "unsafe" applied to a dam because of a "seriously inadequate" spillway is not meant to connote the same degree of emergency as would be associated with an "unsafe" classification applied for a structural deficiency in spillway computations, that if a severe storm were to occur, overtopping and failure of the dam would take place, significantly increasing the hazard to loss of life downstream from the dam.

On the basis of structural stability performed during the investigation, the structural stability of the dam against overturning was determined to be adequate for all cases. The stability of the dam against sliding was determined to be adequate for all cases except normal loading condition with ice load. The normal ice loading considered however is not justified for this dam due to its sloping upstream concrete face which will result in ice ride up and a smaller loading. The stability of the dam is therefore adjudged adequate for all cases.

In addition, the dam has a number of deficiencies which, if left uncorrected, have the potential for the development of hazardous conditions.

b. Adequacy of Information

The information reviewed is considered adequate for a Phase I investigation, except for the discrepancy of project datum as described in Section 2.6.

c. Need for Additional Investigations

Since the spillway is considered to be "seriously inadequate", additional hydrologic/hydraulic investigations are required to more accurately determine the site specific characteristics of the watershed. Included in these investigations should be a resolution of the discrepancy of the project datum. After the in-depth hydrologic/hydraulic investigations

have been completed, remedial measures must be initiated to provide spillway capacity sufficient to discharge the outflow from the one-half PMF event. At the same time, structural analysis should be performed to determine the level to which the reservoir must be lowered in the winter months to meet the sliding factor of safety ($S.F.S. \geq 1.5$) under ice loading condition.

d. Urgency

The additional hydrologic/hydraulic investigations which are required must be initiated within 3 months from the date of notification, at the same time the discrepancy in project datum should be resolved. Within one year of notification, remedial measures as a result of these investigations must be initiated with completion of these measures during the following year. In the interim, develop an emergency action plan for the notification of downstream residents and proper governmental authorities in the event of overtopping and provide around-the-clock surveillance of the dam during periods of extreme runoff. The other problem areas listed below must be corrected within one year from notification.

7.2 RECOMMENDED MEASURES

1. Results of the aforementioned investigations will determine the type and extent of remedial measures required.
2. The operating mechanism for the 36-inch reservoir drain should be made operable.
3. An upstream control should be provided for the 10-inch reservoir drain.
4. The seepage occurring in the right abutment should be monitored and observations recorded. Construction of weirs and monitoring of flow at biweekly intervals should be performed to properly ascertain the nature of the seepage.
5. The cracking of the buttresses and decking should be repaired and the seepage stopped.
6. Spalled areas and cracks in the concrete on the spillway should be repaired.
7. Remove vegetation from and keep vegetation clear from the areas adjacent to and downstream of the spillway.
8. Remove sediment which has built up upstream of the spillway.

9. Cut all vegetation on the abutments downstream of the dam and provide a program of periodic cutting.

10. Provide a program of periodic inspection and maintenance of the dam and appurtenances including yearly operation and lubrication of the reservoir drain system. Document this information for future reference. The emergency action plan described in Section 7.1d should be maintained and updated periodically during the life of the structure.

DRAWINGS

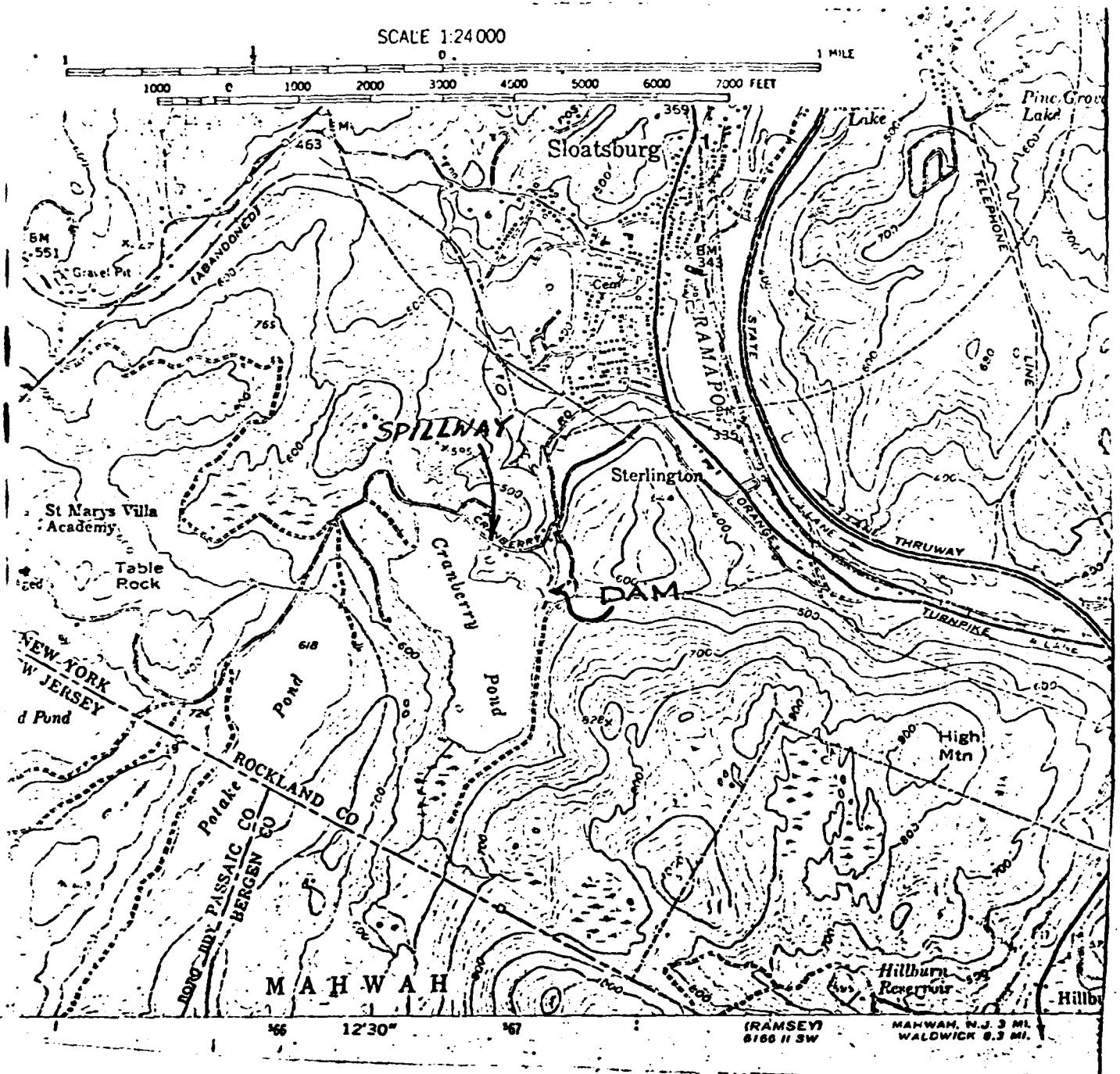
APPENDIX A



SCALE: 1 inch = 11.2 Miles

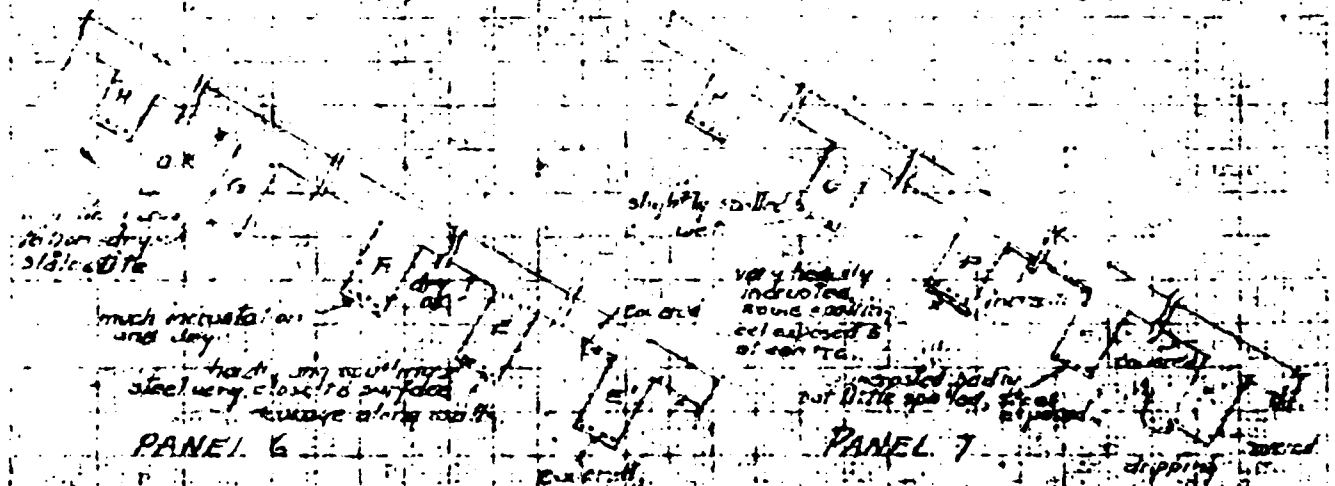
VICINITY MAP TIVOLI LAKE DAM

SLOATSBURG QUAD
New York - New Jersey



TOPOGRAPHIC MAP
TIVOLI LAKE DAM

May 20, 1974

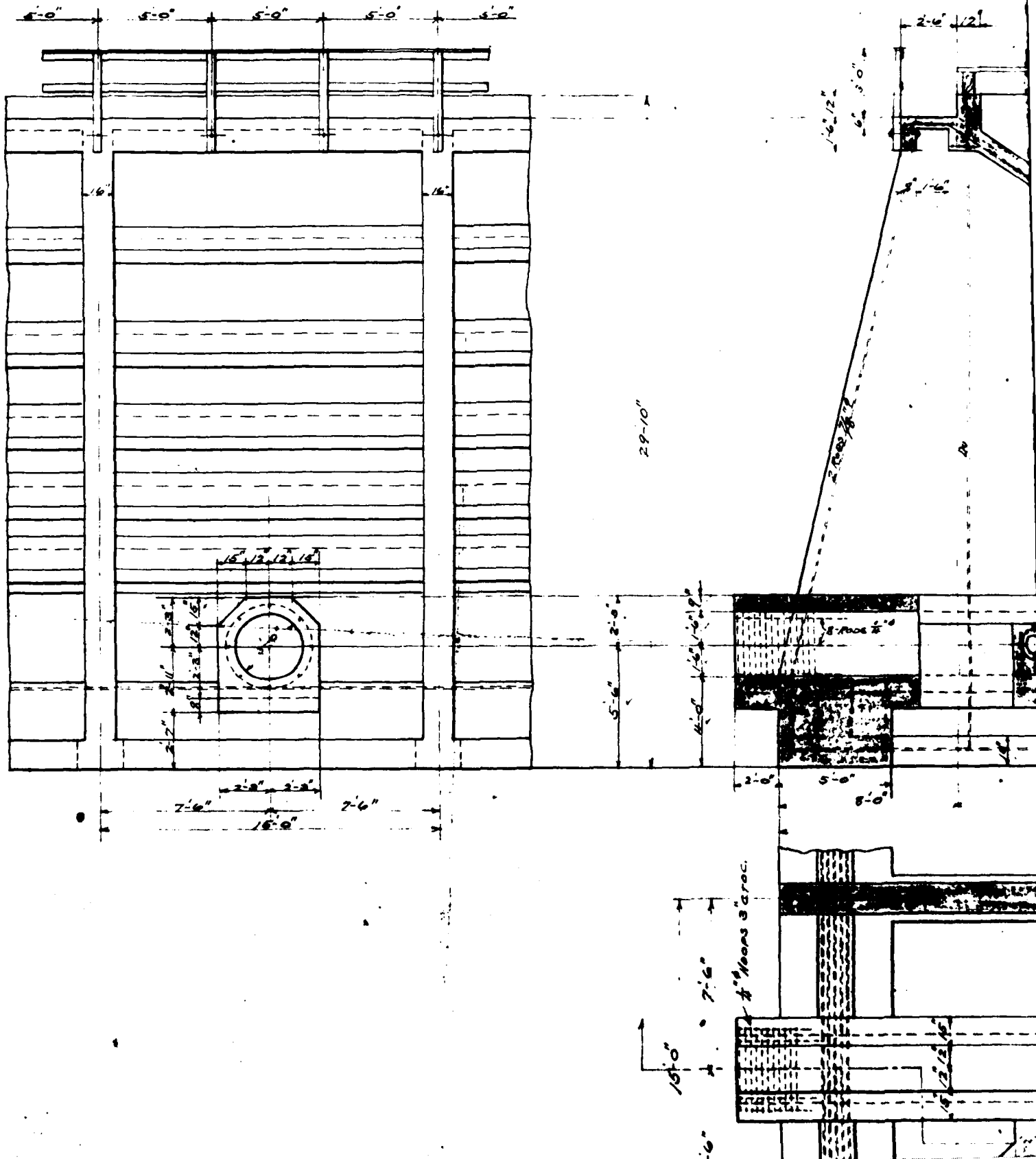


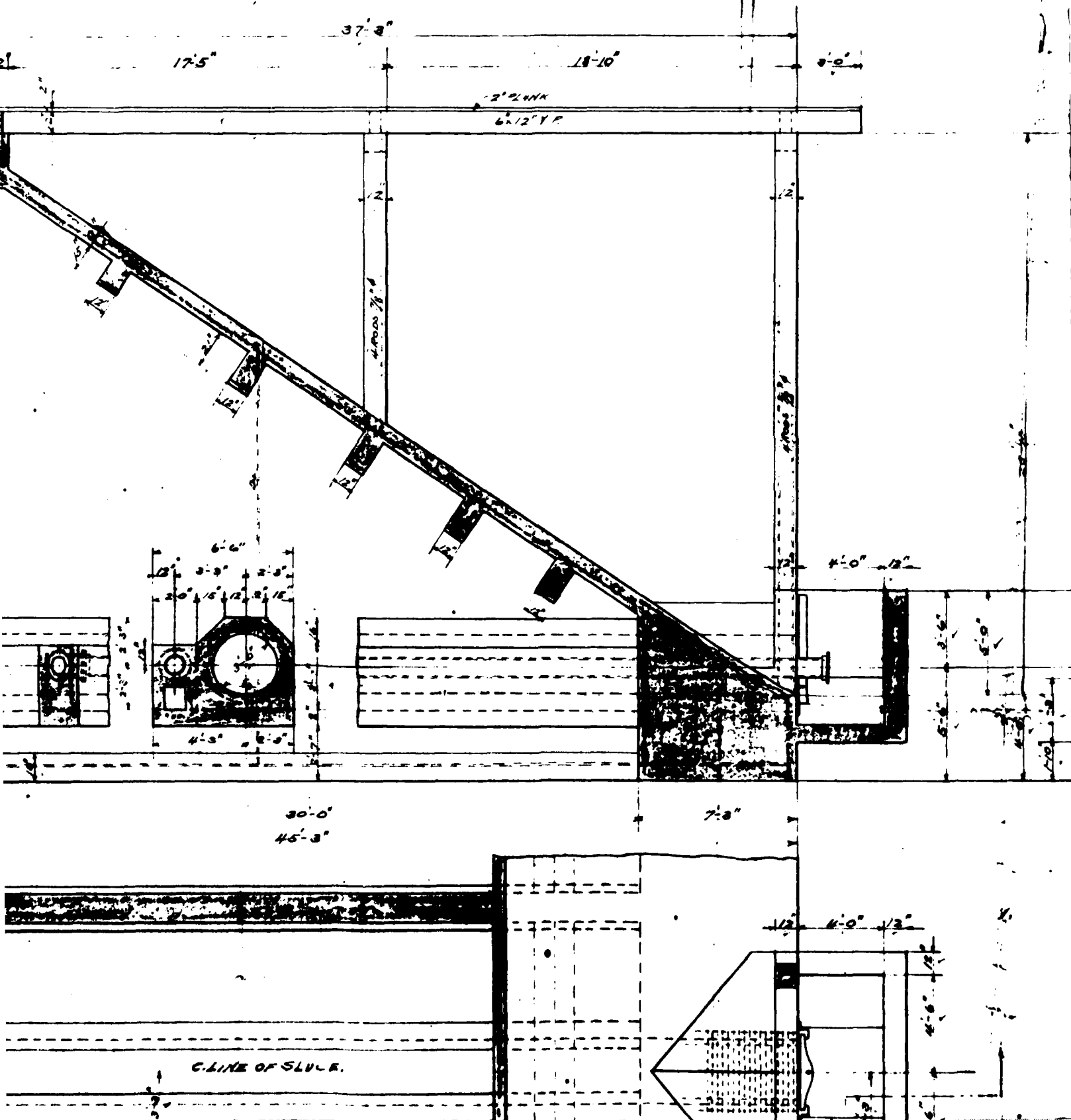
DETAIL SECTIONS THROUGH PANELS

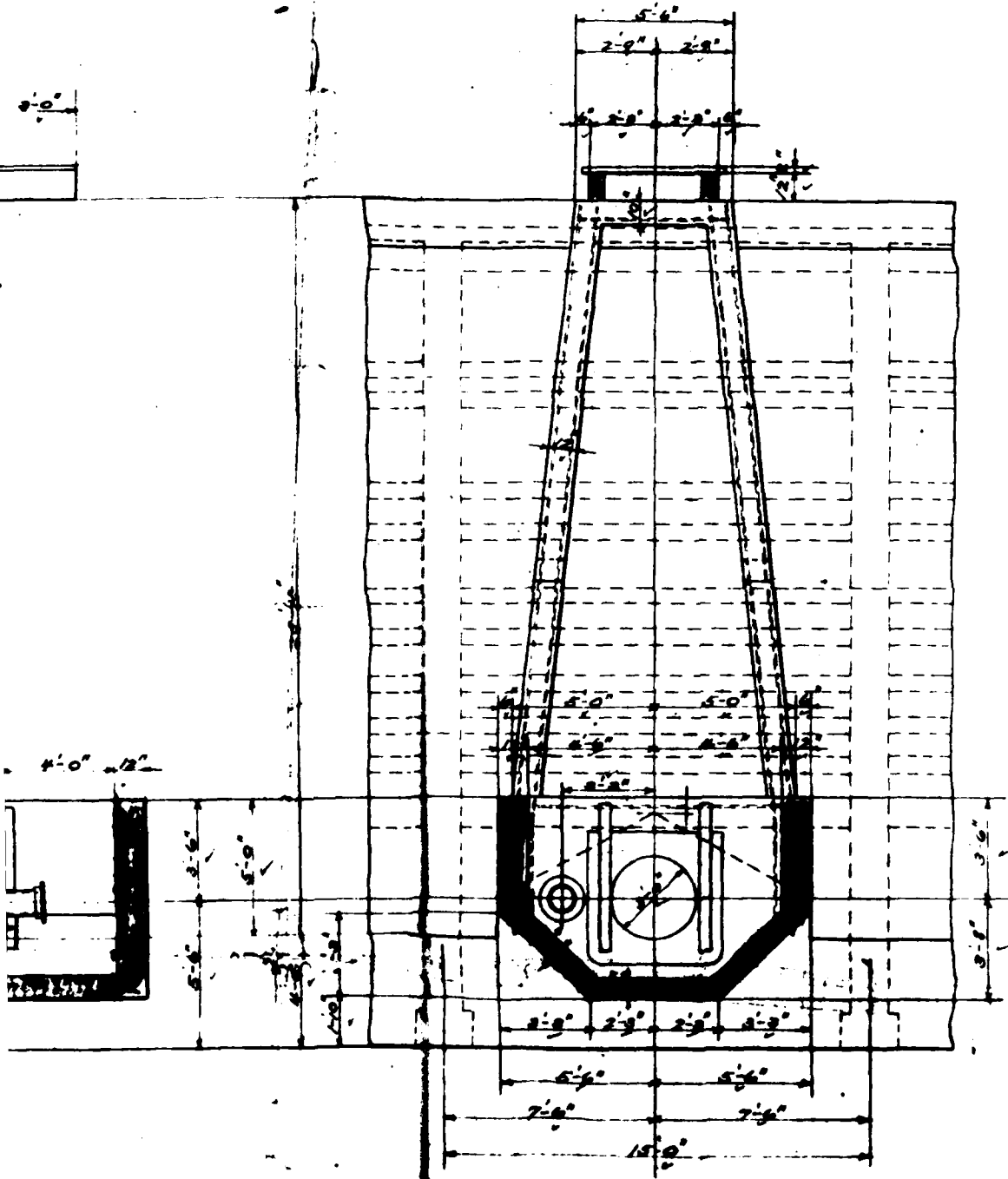
Admission to the examination
was on 10/10/1910.

A hand-drawn sketch of a building, possibly a house or a small structure, with a gabled roof. The drawing is on a grid background. The roof is shown with a central ridge and sloping sides. The walls are indicated by vertical lines, and there are horizontal lines suggesting internal structure or floor levels. The drawing is somewhat abstract and appears to be a preliminary sketch or a conceptual drawing.

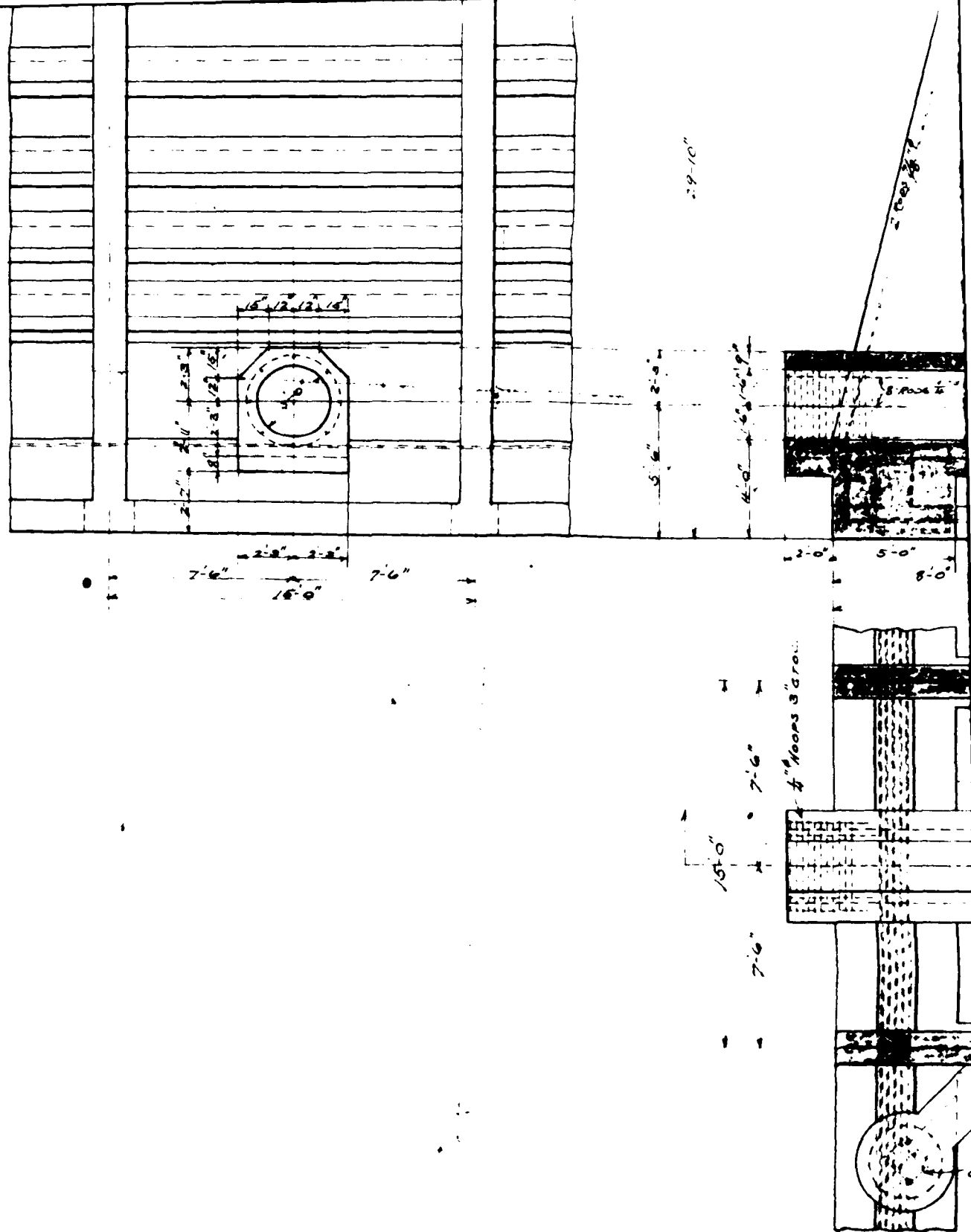
SECTION ON THE REPLY SHOWING
BASIC PRINCIPLES OF THE
INFORMATION OFFERED BY EMPLOYEE.

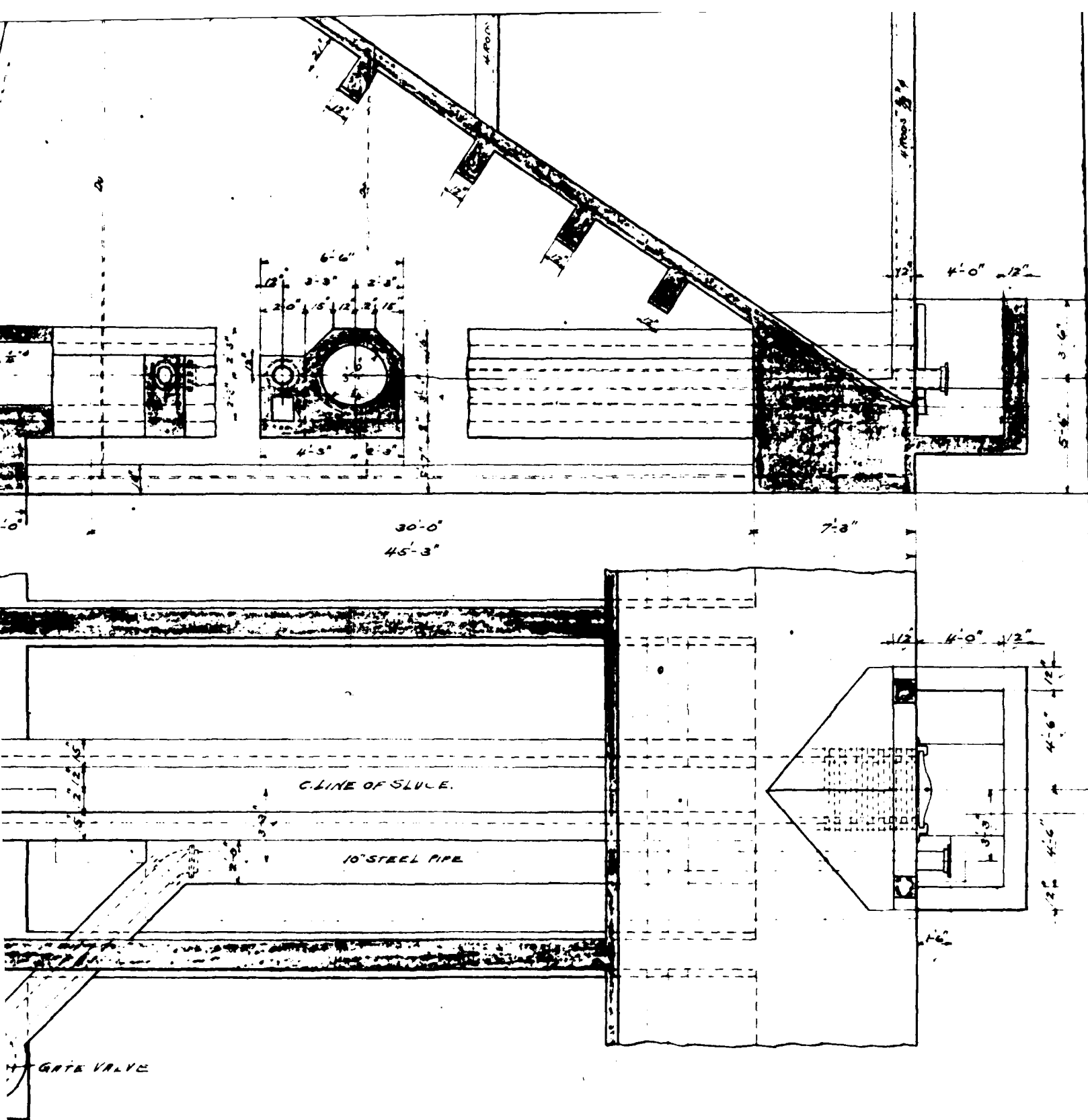


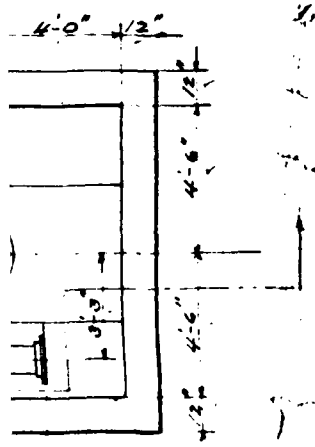




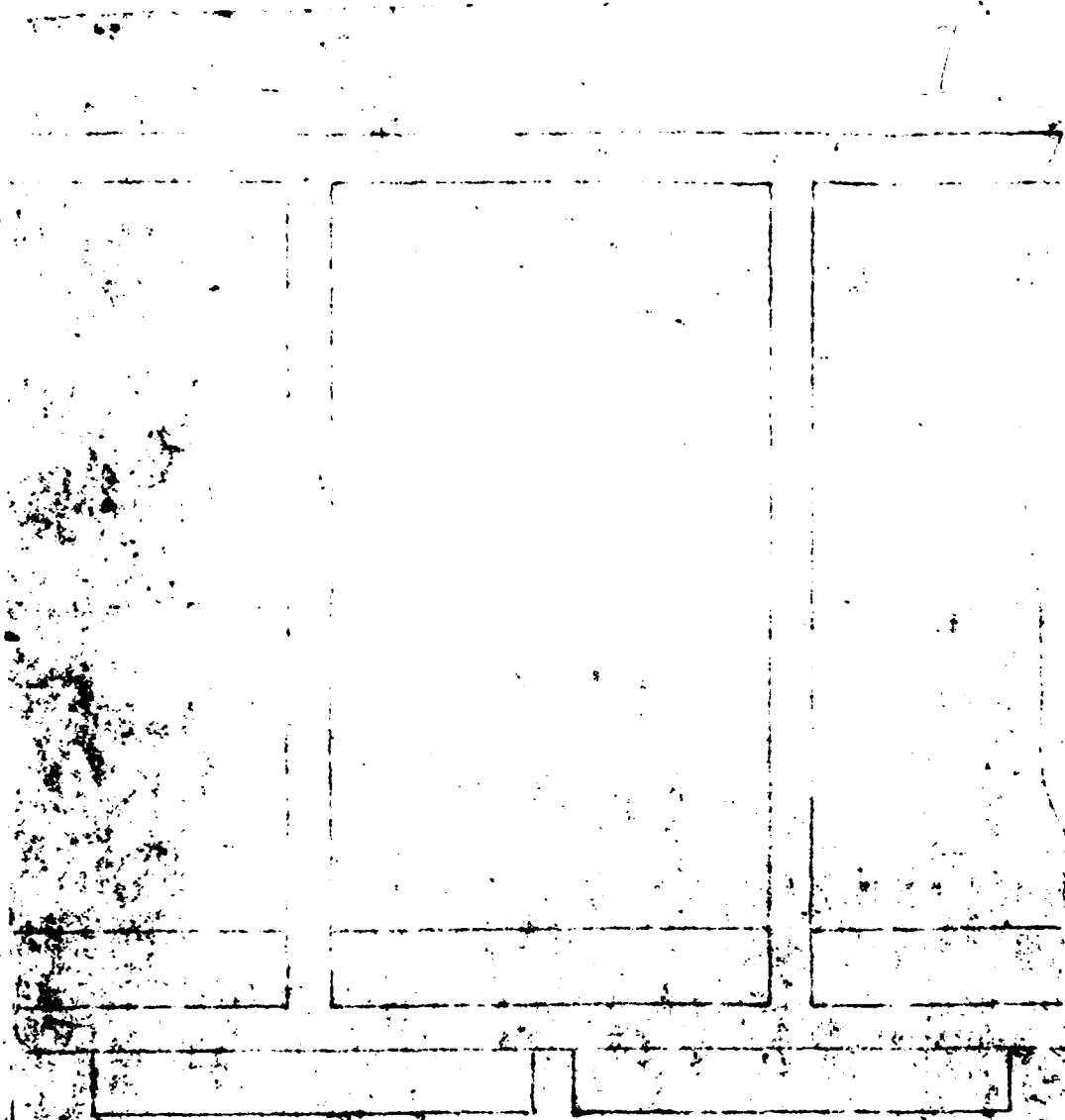
● TIVOLI LAKE DAM.
DETAILS OF SLUICE WAY AND BRIDGE







● TIYOLI LAKE DAM.
DETAILS OF SLUCE WAY AND BRIDGE
CLARK & COMPANY 100 BROADWAY, N.Y.
— SCALE $\frac{1}{4}$ = 1-0 —



REAR ELEV

12

40°

5-0"

EARTH
WELL

STEP 3 50' 10" HIGH 11' 10" WIDE

LEVEL SECTION

3

41

10
S-D
EARTH FILL
WELL RAMMED

TIVOLI LAKE DAM
RAMAPO MFG CO
RAMAPO NY

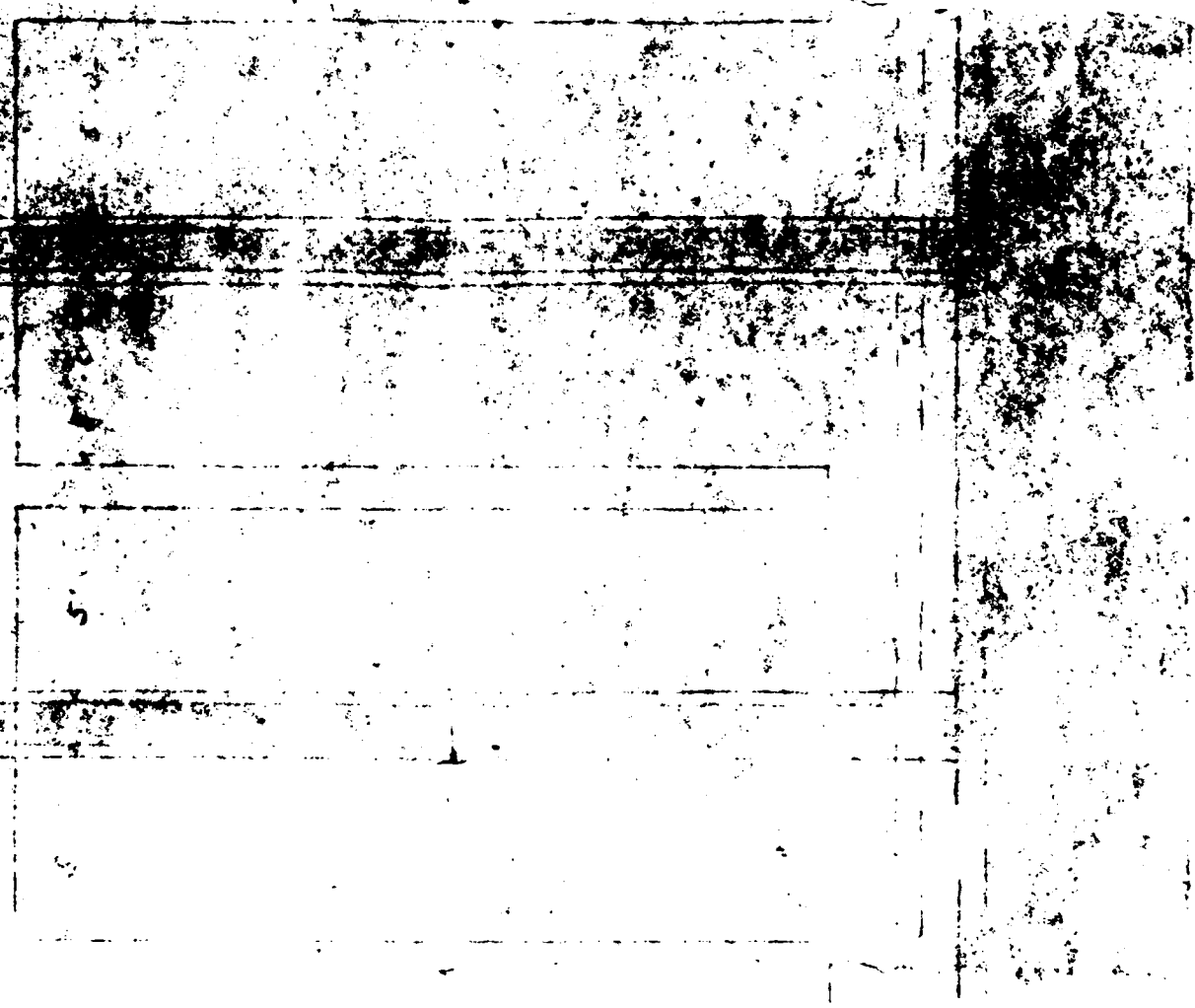
4 14 50

REAR ELEV

STEELING 50 IN. CH. 11.48 1.07

REV. SECTION

3



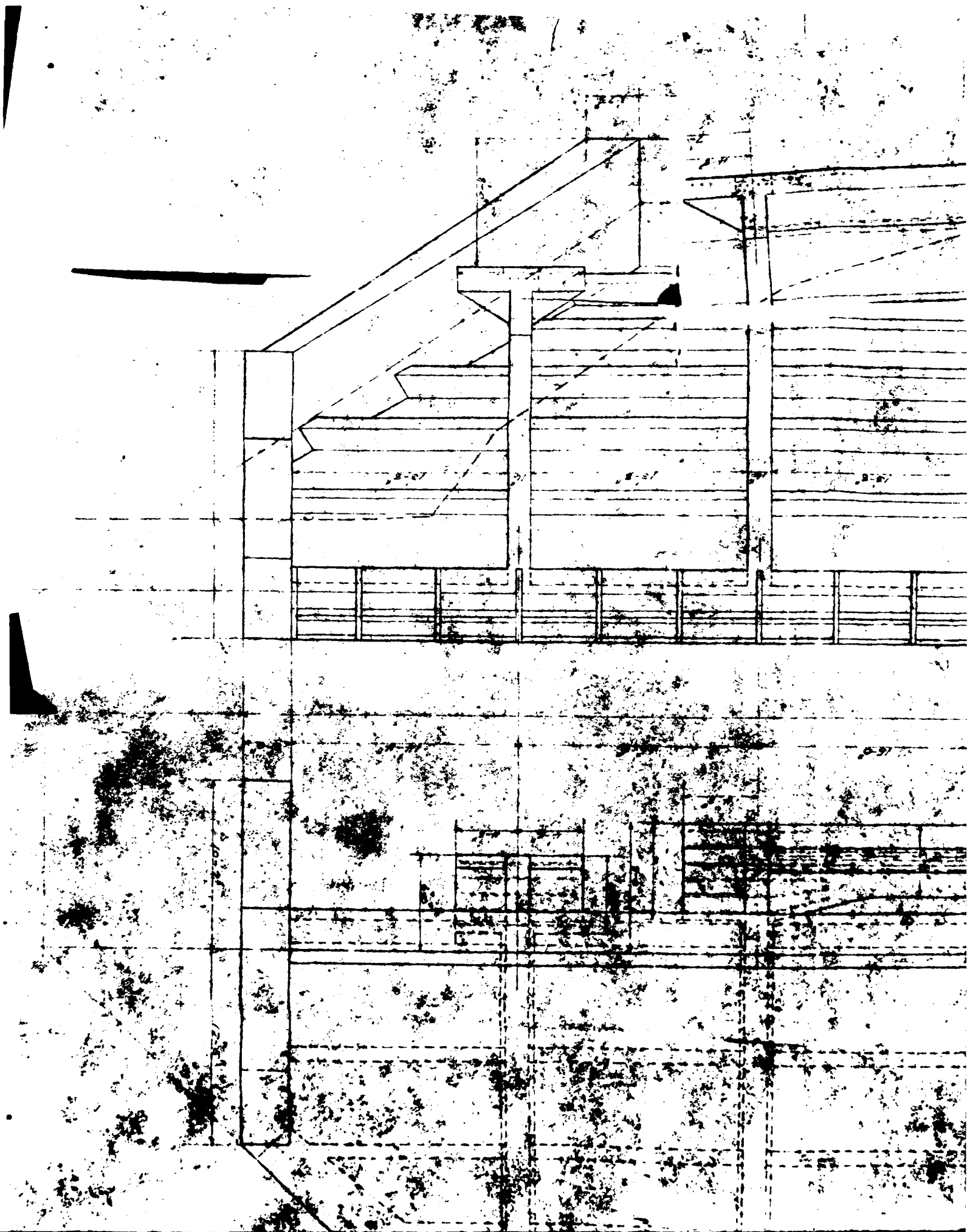
PLAN - SECTION

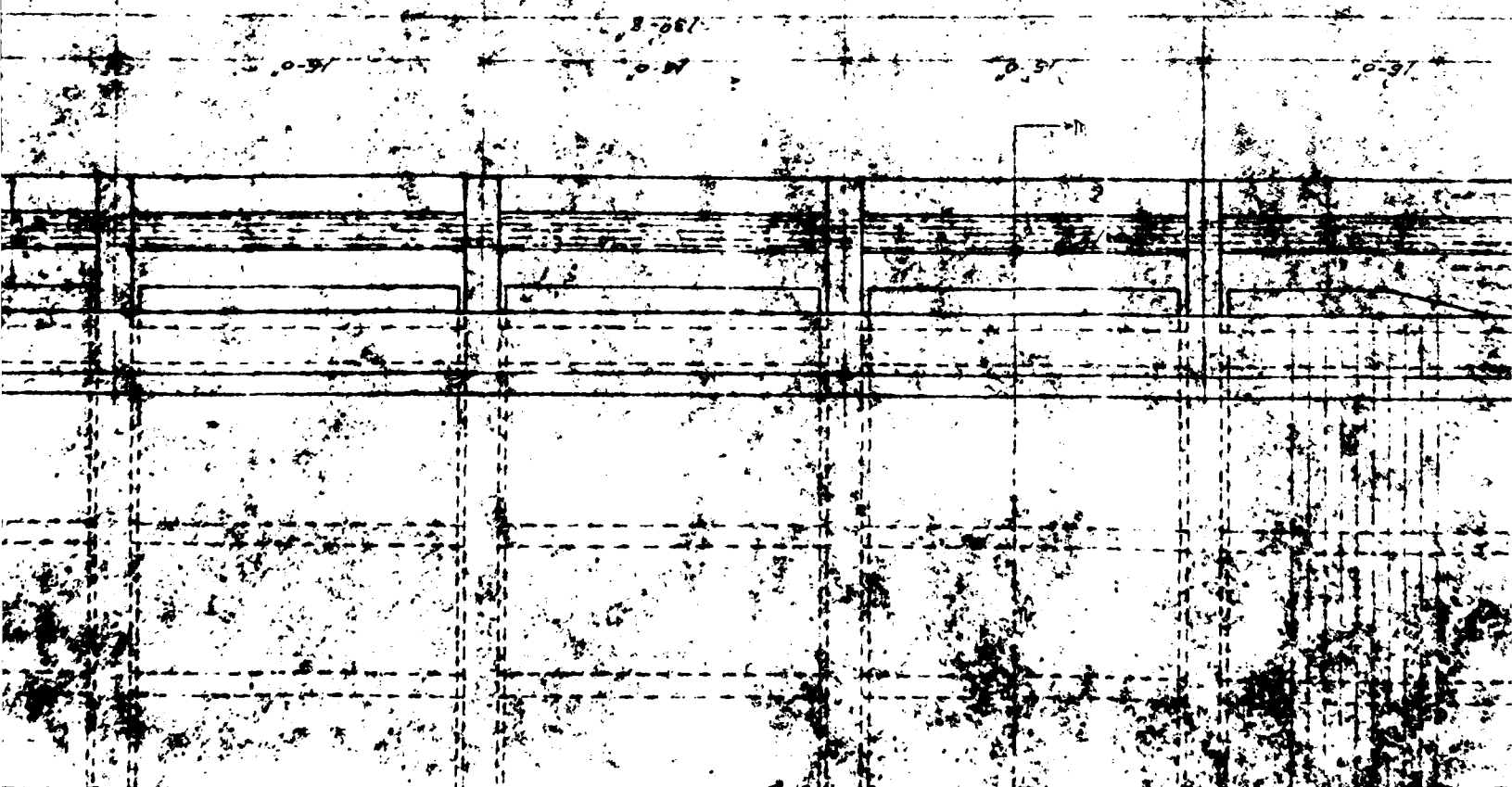
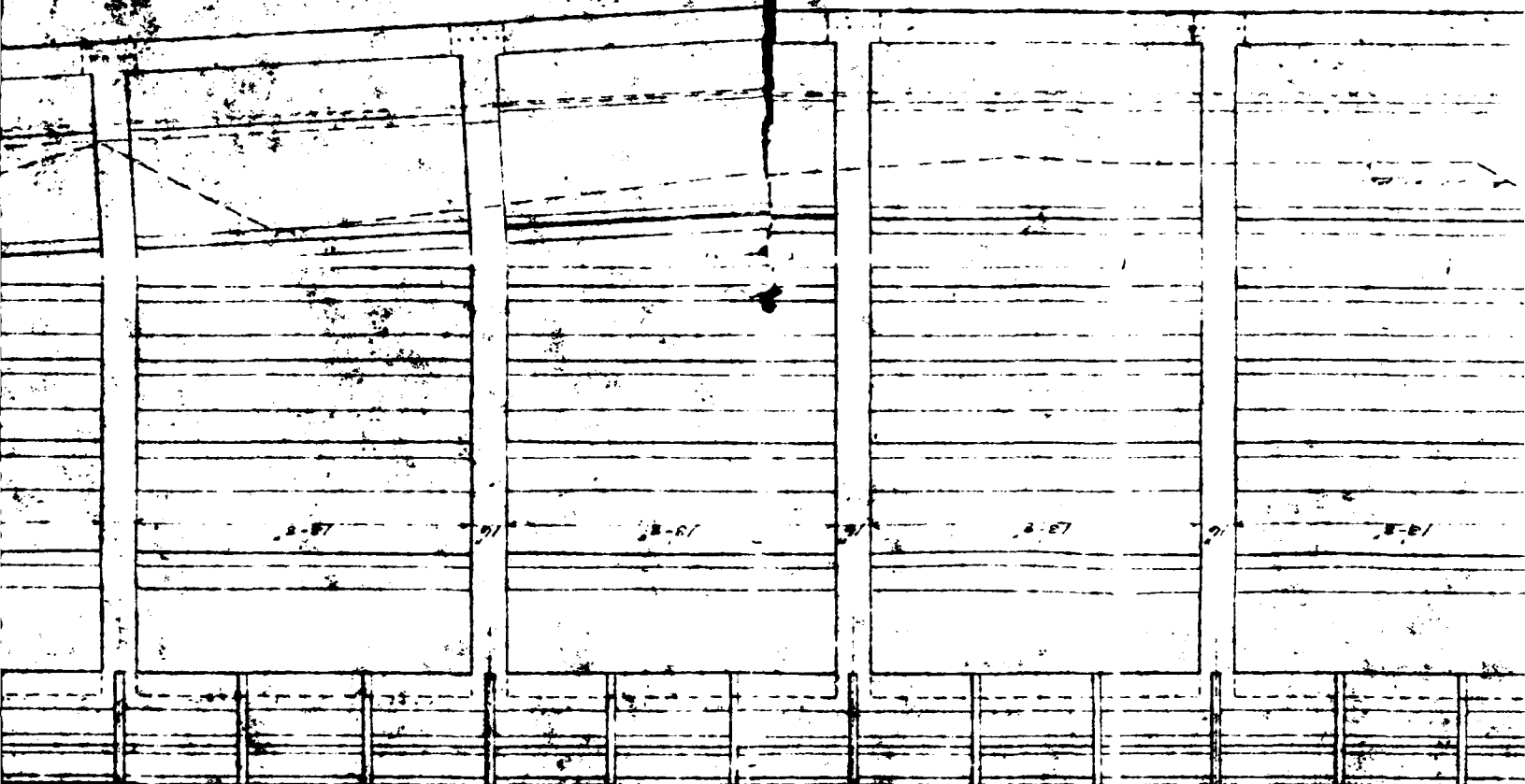
3

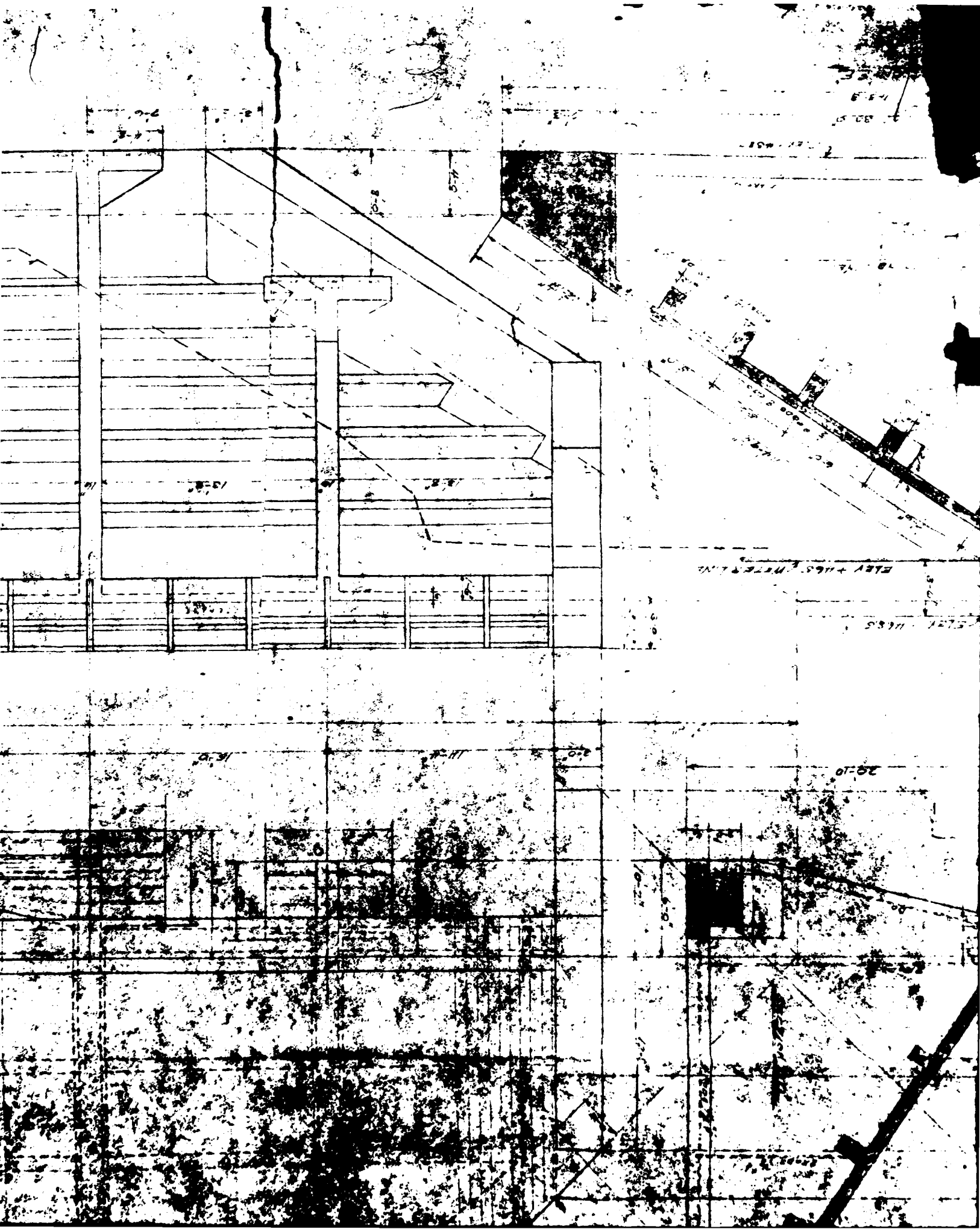
RANAPONG

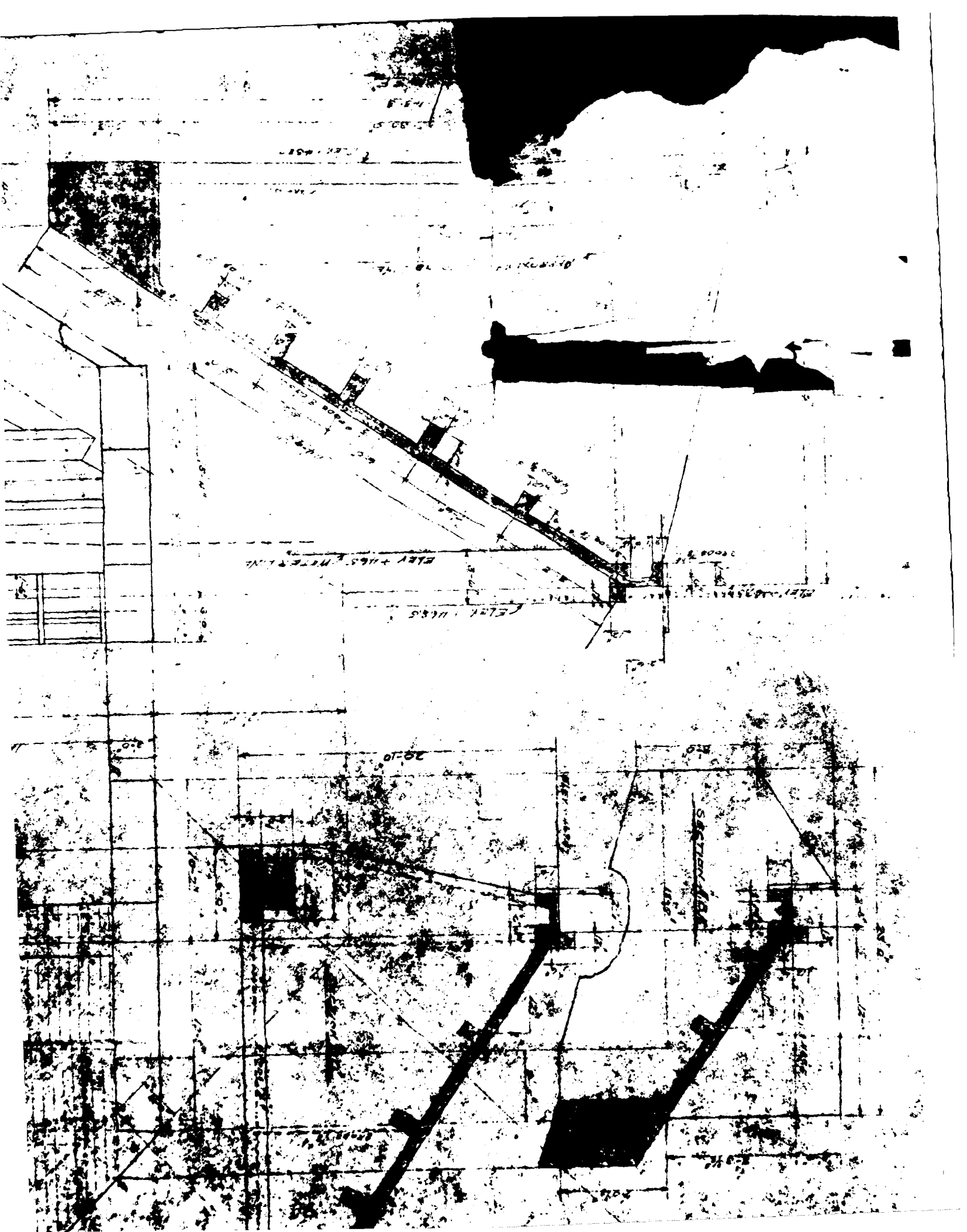
100

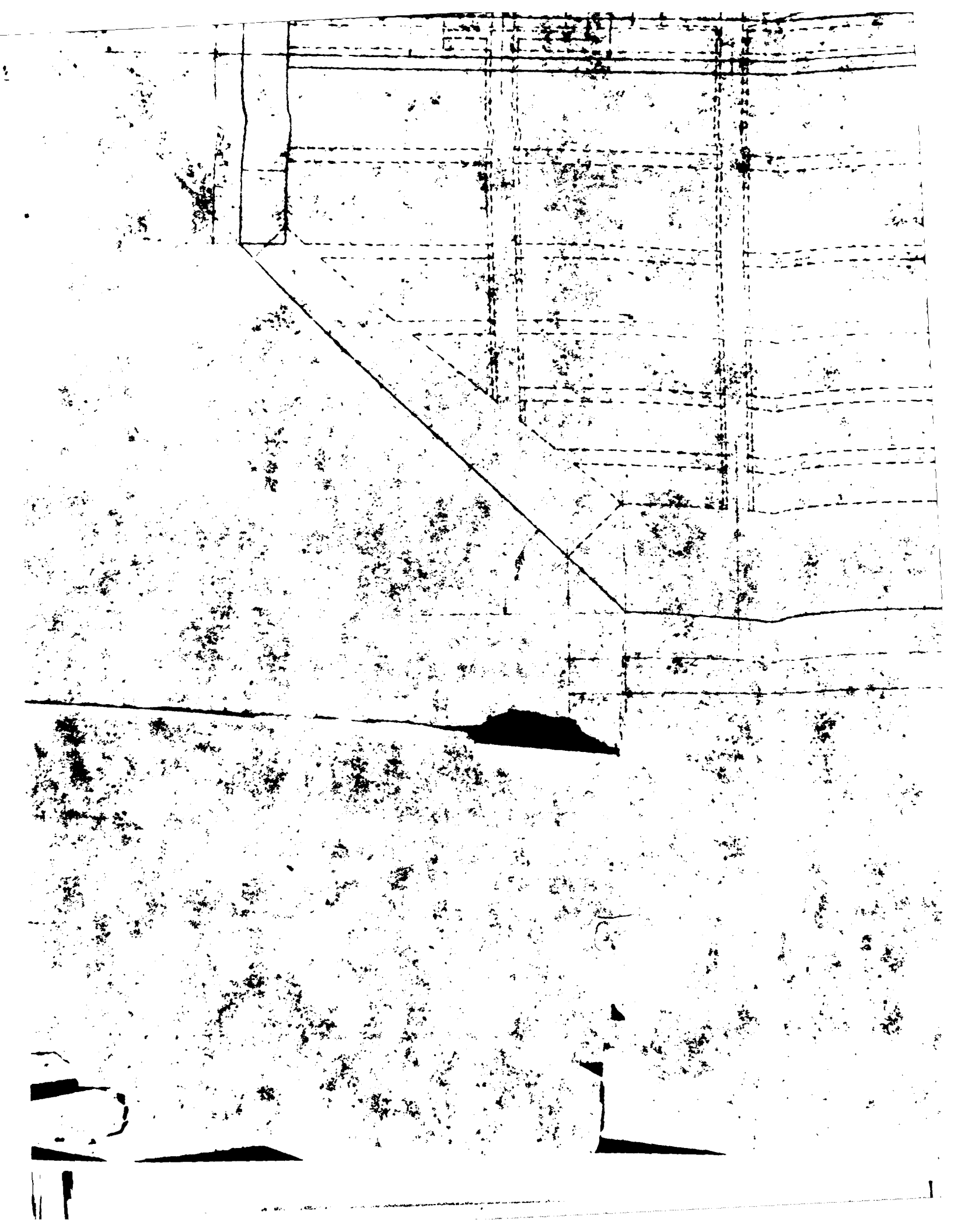
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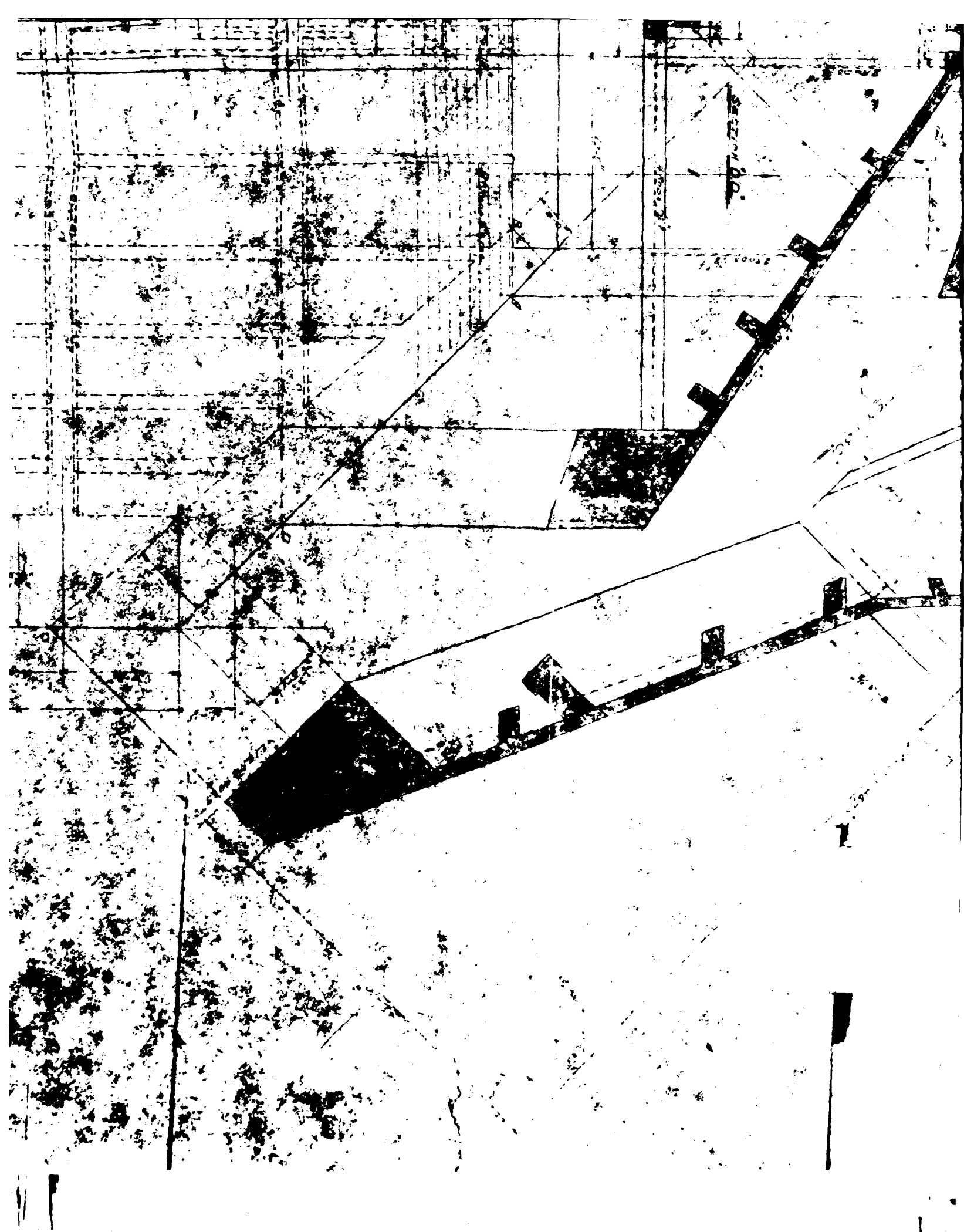




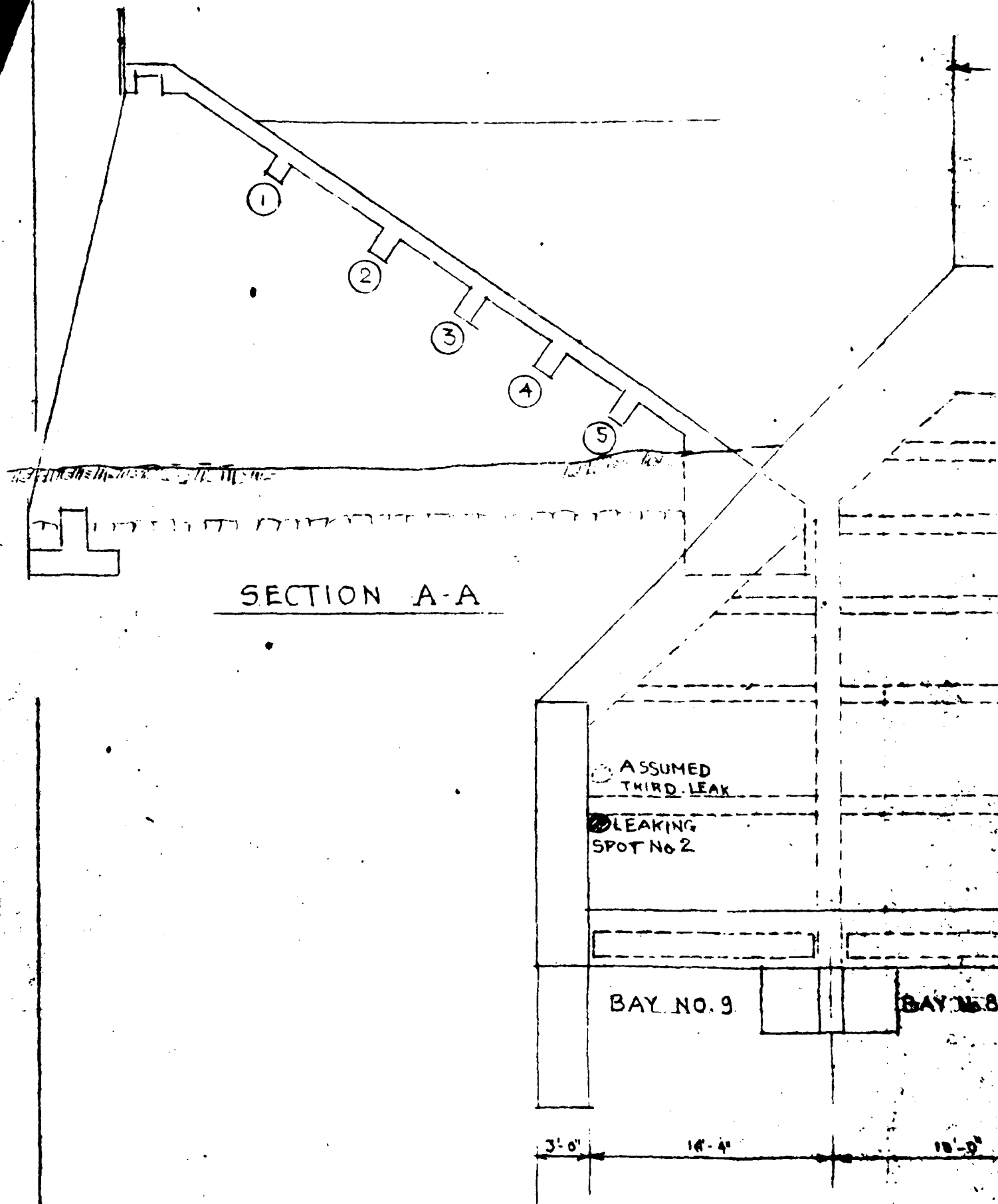


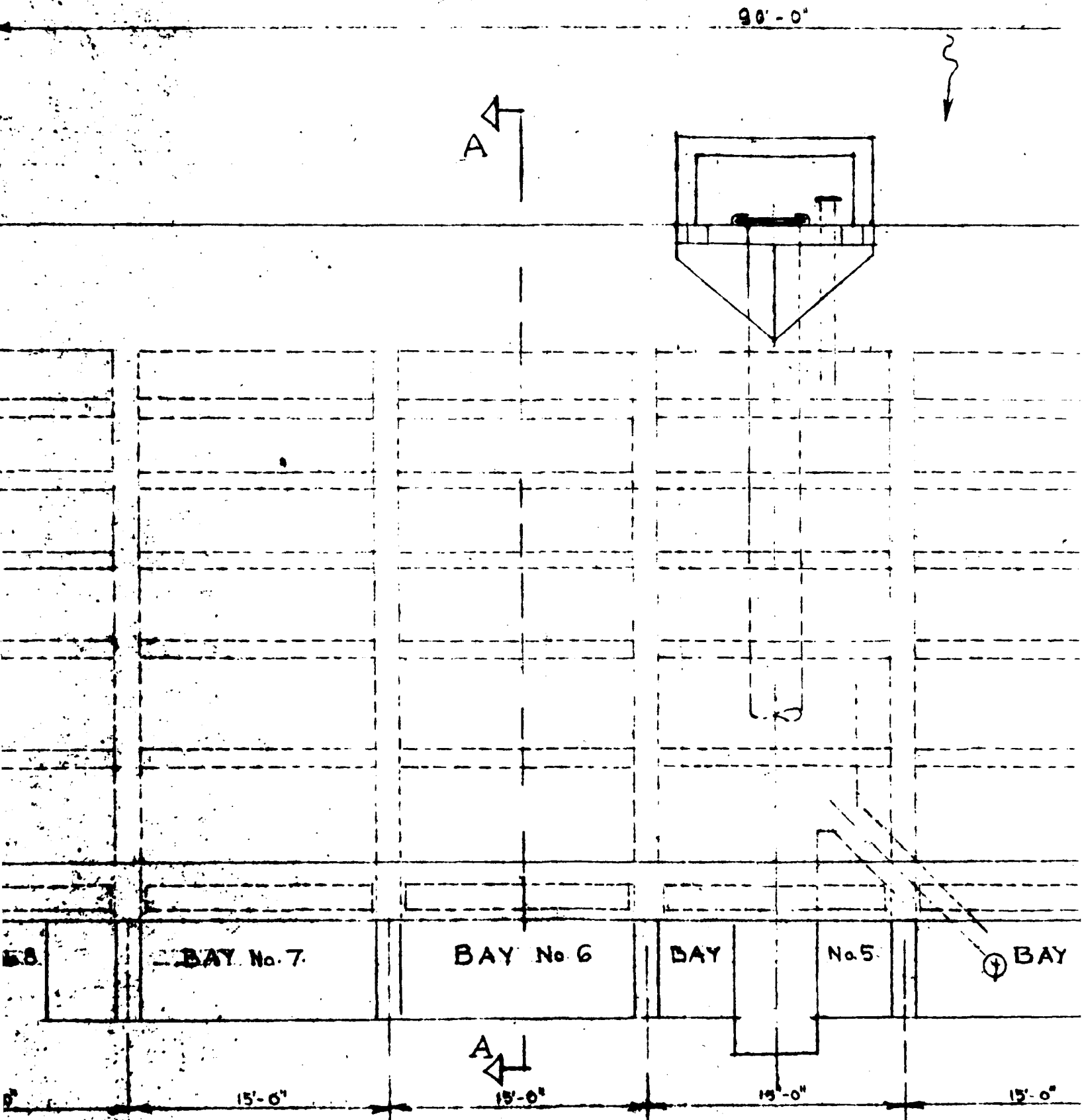


B. INFOSCEL CHRYSLER TRUCK DIV.





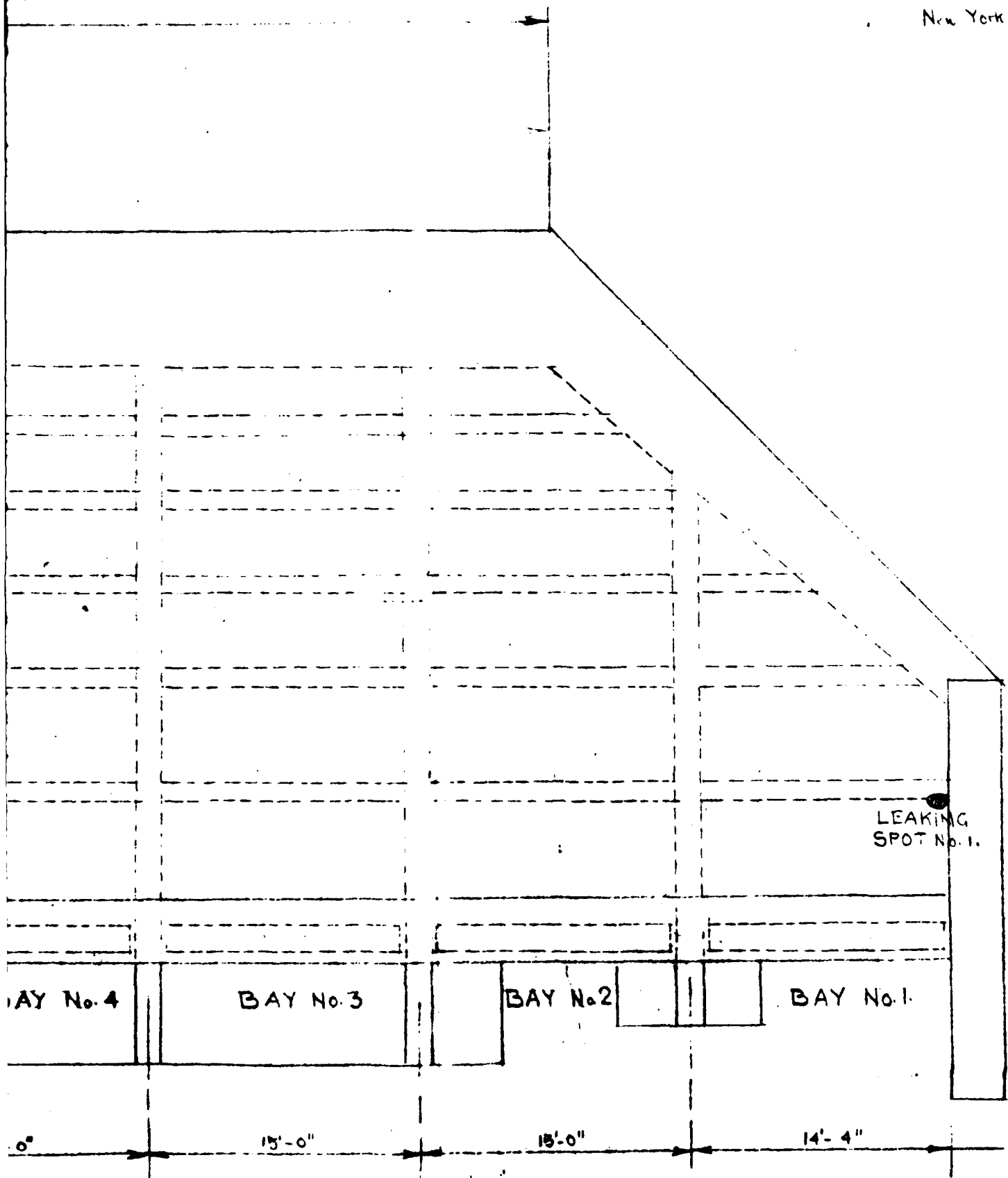


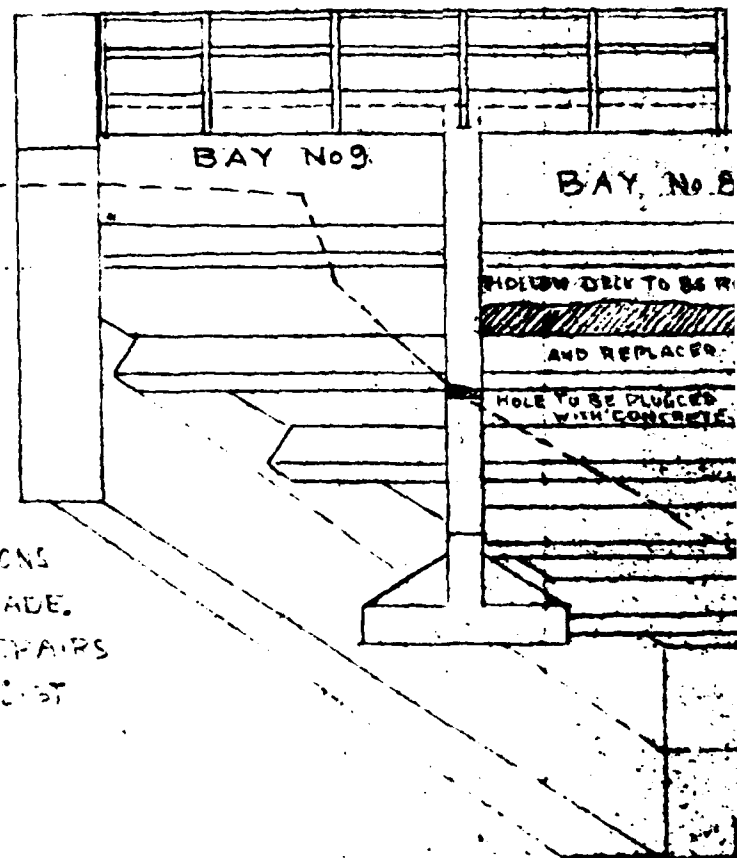
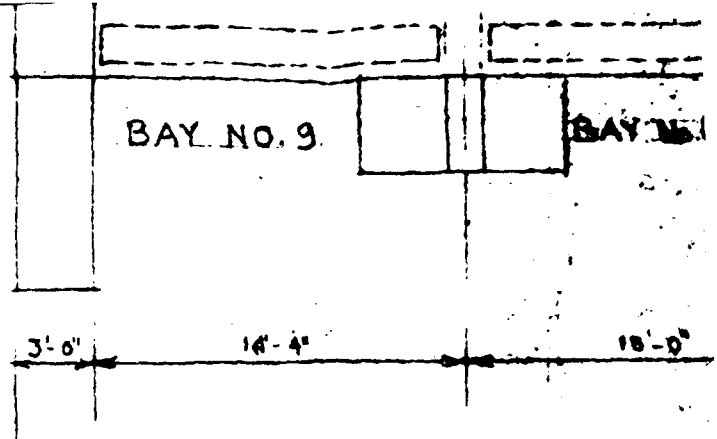


PLAN OF CRANBERRY DAM
(FORMER TIVOLI DAM)

LOCATION OF NECESSARY CONCRETE REPAIRS.

POTHAU WATBR COMPANY
SLCATSBURG
New York





NOTE:

THE INDICATED SPOTS OF NECESSARY REPAIRS DO NOT SHOW ALL THE LOCATIONS WHERE REHABILITATION MUST BE MADE. CONTRACTOR SHALL EXECUTE ALL REPAIRS WITHIN THE QUANTITIES OF THE BID LIST WHICH HE WILL FIND ON THE DAM

BAY No. 7.

BAY No 6

BAY

No. 5

⊕ BAY No.

15'-0"

15'-0"

15'-0"

15'-0"

PLAN OF CRANBERRY DAM (FORMER TIVOLI DAM)

LOCATION OF NECESSARY CONCRETE REPAIRS.

BAY No. 7.

BAY No. 6.

BAY No. 5

BAY No 4

BEAM No. 1.

BEAM No. 2

CRACK ITEM B

BEAM No. 3

BEAM No. 4

TWO HOLES TO BE CONCRETE

BEAM No. 5.

ITEM B.

CRACK TO BE FILL

CRACK TO BE FILL

Hollow patch to be removed

about 1/3 from underside

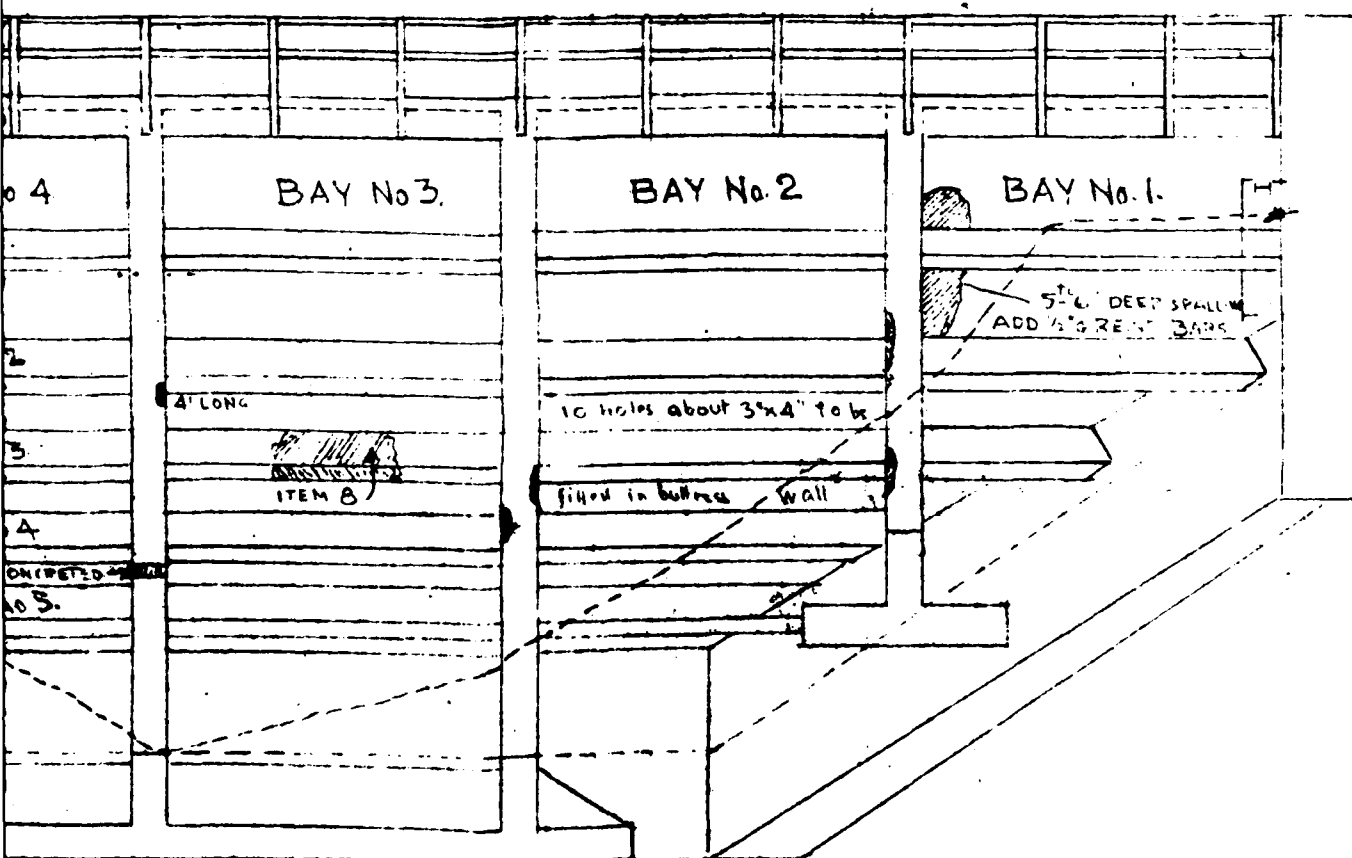
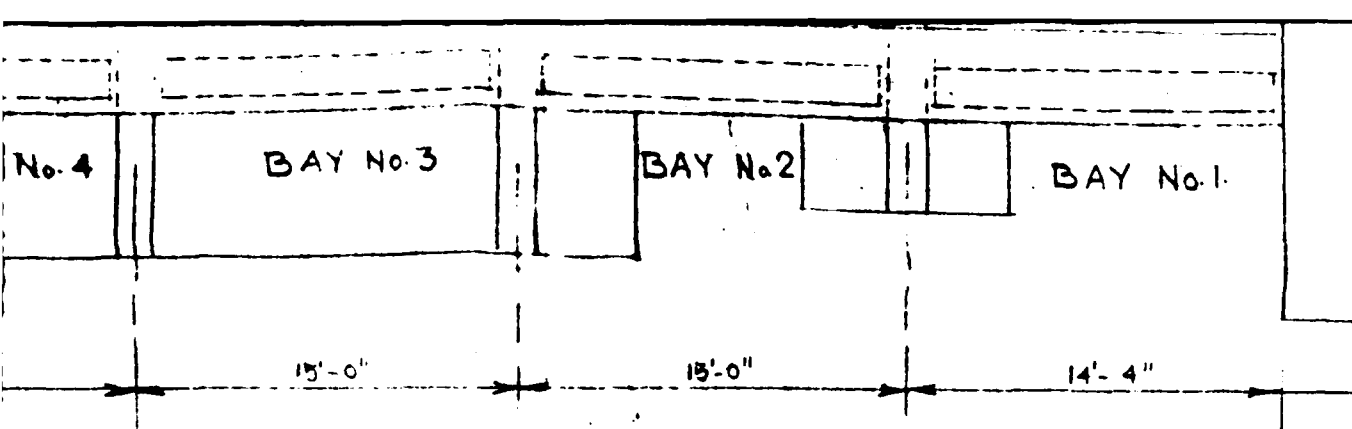
hole 6'-6" x 14" to be filled with concrete

4 small holes to be filled
OLD GRADE

Repa.

Hollow patch to be removed

ELEVATION OF DAM LOOKING UPSTREAM.



NEW YORK, 8. AUGUST 1974

NEW YORK STATE PROFESSIONAL
ENGINEER'S LICENSE No. 28112.

PHOTOGRAPHS

APPENDIX B



2. VIEW OF UPSTREAM FACE AND CONTROL FOR 36-INCH RESERVOIR DRAIN. NOTE ACCESS BRIDGE NONEXISTANT.



3. VIEW OF 36-INCH RESERVOIR DRAIN. NOTE SEEPAGE OUT OF PIPE.



4. VIEW OF CONTROL FOR 10-INCH RESERVOIR
DRAIN AT TOE OF DAM.



5. VIEW OF OUTLET FOR 10-INCH RESERVOIR DRAIN.



6. VIEW OF SPILLWAY CREST



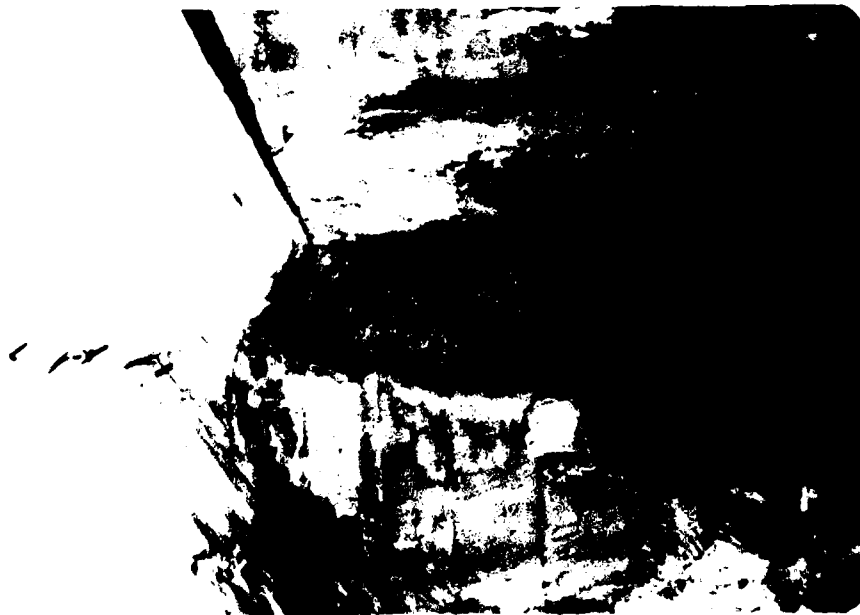
7. VIEW OF CAUSWAY ACROSS LAKE NEAR SPILLWAY.



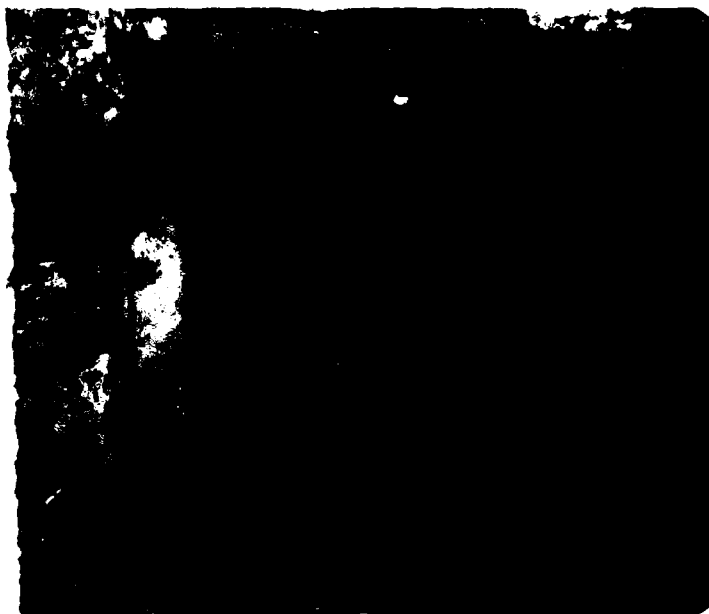
8. VIEW OF SEEPAGE THROUGH BUTTRESS - BAYS 8
AND 9. NOTE REPAIRS TO DECK AND BEAM.



9. VIEW OF SEEPAGE THROUGH RIGHT ABUTMENT.
NOTE SLOPE CONDITION AND EVIDENCE OF
FRENCH DRAINS.



10. VIEW OF SEEPAGE THROUGH BUTTRESS
IN BAY 2.



11. VIEW OF SEEPAGE THROUGH FACE OF
DAM IN BAY 5. NOTE PATCHES IN FACE.

VISUAL INSPECTION CHECKLIST

APPENDIX C

VISUAL INSPECTION CHECKLIST

1) Basic Data

a. General

Name of Dam TIVOLI LAKE (Cranberry)

Fed. I.D. # NY 52 DEC Dam No. 306 AND 309 (spillway)

River Basin Lower Hudson

Location: Town Ramapo County Rockland

Stream Name Ramapo River

Tributary of Hudson River

Latitude (N) 41° 8' Longitude (W) 74° 12'

Type of Dam Concrete - Amberson

Hazard Category HIGH * Few structures immediately adjacent but Staatsburg could be damaged

Date(s) of Inspection April 24, 1980

Weather Conditions Fair - 60-65°

Reservoir Level at Time of Inspection Full (WSL = 509.1)

b. Inspection Personnel Kalman Szalay - Principal Geotechnical Eng.

Joseph Fiteni Jr. - Geotechnical Engineer

c. Persons Contacted (Including Address & Phone No.) H. Pierson Mijer -

Ramapo Land Company, P.O. Box 415, Staatsburg, N.Y. 10924-253-229 (914)

Mr. Scott Vanderhoes - same as above

Mr. Anthony Spadavecchia - " " "

d. History:

Date Constructed 1908 Date(s) Reconstructed N.A.

Designer Clark and Company - New York, N.Y.

Constructed By As Above

Owner Potomac Water Company - Ramapo Land Company

2) Embankment

NONE

a. Characteristics

(1) Embankment Material _____

(2) Cutoff Type _____

(3) Impervious Core _____

(4) Internal Drainage System _____

(5) Miscellaneous _____

b. Crest

(1) Vertical Alignment _____

(2) Horizontal Alignment _____

(3) Surface Cracks _____

(4) Miscellaneous _____

c. Upstream Slope

(1) Slope (Estimate) (V:H) _____

(2) Undesirable Growth or Debris, Animal Burrows _____

(3) Sloughing, Subsidence or Depressions _____

(4) Slope Protection _____

(5) Surface Cracks or Movement at Toe _____

d. Downstream Slope

(1) Slope (Estimate - V:H) _____

(2) Undesirable Growth or Debris, Animal Burrows _____

(3) Sloughing, Subsidence or Depressions _____

(4) Surface Cracks or Movement at Toe _____

(5) Seepage _____

(6) External Drainage System (Ditches, Trenches; Blanket) _____

(7) Condition Around Outlet Structure _____

(8) Seepage Beyond Toe _____

e. Abutments - Embankment Contact

(1) Erosion at Contact _____

(2) Seepage Along Contact _____

3) Drainage System

a. Description of System None

b. Condition of System _____

c. Discharge from Drainage System _____

4) Instrumentation (Monumentation/Surveys, Observation Wells, Weirs, Piezometers, Etc.) None

5) Reservoir

- a. Slopes Rock outcrop and stable glacial till
- b. Sedimentation - none evident
- c. Unusual Conditions Which Affect Dam None

6) Area Downstream of Dam

- a. Downstream Hazard (No. of Homes, Highways, etc.) None in valley downstream - however village of Skitsburg about 1 mi. N.
- b. Seepage, Unusual Growth Considerable Seepage Downstream and on right abutment. Each drain installed D/S to collect.
- c. Evidence of Movement Beyond Toe of Dam None
- d. Condition of Downstream Channel Some brush growth - generally well formed stream channel.

7) Spillway(s) (Including Discharge Conveyance Channel)

- Simple overflow monolith located Northeast of Dam about 1 mile. only one spillway
- a. General Spillway is simple gravity overflow monolith about 5ft high ^(165 ft long) - Some concrete recently repaired. generally good condition - spillway flowing in certain sections during inspection.
- b. Condition of Service Spillway generally good - concrete repairs carried out in 1974. Some movement evident, and some concrete spalling at joints - Siltation evident upstream.

c. Condition of Auxiliary Spillway NA

d. Condition of Discharge Conveyance Channel - Free Flowing, although filled with boulders and tree debris

8) Reservoir Drain/Outlet

Type: Pipe Cast iron 10" Conduit 36" concrete Other _____

Material: Concrete 36" Metal 10" Other _____

Size: 1 @ 36" Length 147.25 ft

Invert Elevations: Entrance _____ Exit _____

Physical Condition (Describe):

Unobservable 10" inch is unobservable

Material: 10" cast iron is unobservable (buried for entire length)

Joints: some seepage and spalling Alignment some vertical distortion (low)

Structural Integrity: generally good - local spalling

Hydraulic Capability: 10" -

36" Sluice - alone - gate inoperable

Means of Control: Gate X (36") Valve 10" Uncontrolled _____

Operation: Operable 10" Inoperable 36" X Other _____

Present Condition (Describe): 10" appears to be in good condition
36" located on inaccessible structure - connection of control to gate non-existent - good section control gate to 36" pipe only minor leakage

9) Structural

- a. Concrete Surfaces generally good - repaired at various times - some seepage and spalling at joints on up and downstream faces
- b. Structural Cracking - some on buttresses - bay 3 - 9.
- c. Movement - Horizontal & Vertical Alignment (Settlement) None visible
- d. Junctions with Abutments or Embankments Recently repaired - Right - Wing Wall - good condition - Left - Riprapped - seepage evident -
- e. Drains - Foundation, Joint, Face None evident - French drains in foundation downstream to collect seepage -
- f. Water Passages, Conduits, Sluices 36 inch concrete sluice, 10 inch outlet pipe
- g. Seepage or Leakage seepage through concrete decking in bays 2, 5, 8, 9. through buttress at Bay 8 and 9.

- h. Joints - Construction, etc. Some seepage, mentioned above, appears to be located at construction joints
- i. Foundation hardpan - some seepage through foundation is evident.
- j. Abutments left appears stable
right exhibits high seepage at ground D5.
- k. Control Gates 36" sluice gate inoperable
- l. Approach & Outlet Channels None
- m. Energy Dissipators (Plunge Pool, etc.) None
- n. Intake Structures None
- o. Stability Appears Stable
- p. Miscellaneous

HYDROLOGIC DATA AND COMPUTATIONS

APPENDIX D

.....
FLOOD HYDROGRAPH PACKAGE (HEC-1)
.....
DAM SAFETY VERSION JULY 1978
.....
LAST MODIFICATION 26 FEB 79

PHASE 1 INSPECTION TIVOLI DAM ROCKLAND COUNTY 1551-08										
TEST OF SPILLWAY ADEQUACY										
TAMS ENGINEERS AND ARCHITECTS MAY 1940										
0 0 0 0 0 0 0 0 0 0										
1	A1									
2	A2									
3	A3									
4	R	100	0	30	0	0	0	0	0	
5	R1	5								
6	J	1	2							
7	J1	1	0.5							
8	K	1								
9	K1	INFLOW HYDROGRAPH COMPUTATION FOR TIVOLI LAKE								
10	M	1	-1	2.98						1
11	P	1	28.5	106.1	122.4	134.7	151	1	0.055	
12	T	1								
13	U	14								
14	U1	300	840	835	570	390	275	180	130	
15	V1	40	30	15	10	5	0	90	65	
16	X	-1	-0.05	3						
17	K	1	2							
18	K1	ROUTE HYDROGRAPH THROUGH RESERVOIR								
19	Y	1	1							790
20	Y1	1	1							-1
21	Y4	509	511	512.5	513	516				
22	Y5	0	1470	3350	4225	13930				
23	Y5	0	790	1004	1170	1224	1580			
24	SE	485	509	511	512.5	513	514			
25	SE	509.								
26	SE	512.5	0							
27	K	1	3							
28	K1	CHANNEL ROUTING STN 7+00								
29	Y	1	1							
30	Y1	1								
31	Y4	0.04	0.04	0.04	440	520	700	0.05		
32	Y7	3650	520	3690	500	3880	480	3960	440	
33	Y7	4040	460	4075	480	4100	500	4300	520	
34	K	1	4							
35	K1	CHANNEL ROUTING STN 16+00								
36	Y	1	1							
37	Y1	1								
38	Y4	0.04	0.04	0.04	385	440	900	0.061		
39	Y7	5700	440	5820	420	5880	400	6000	396	
40	Y7	6430	397	6490	400	6590	420	6760	440	
41	K	1	5							
42	K1	CHANNEL ROUTING STN 26+00								
43	Y	1	1							
44	Y1	1								
45	Y4	0.04	0.04	0.04	359	420	1060	0.026		
46	Y7	4700	420	4790	400	5700	380	6000	365	
47	Y7	5370	360	6410	361	6510	380	6580	420	
48	K	96								

PREVIEW OF SEQUENCE OF STREAM NETWORK CALCULATIONS

RUNOFF HYDROGRAPH AT 1
ROUTE HYDROGRAPH TO 2
ROUTE HYDROGRAPH TO 3
ROUTE HYDROGRAPH TO 4
ROUTE HYDROGRAPH TO 5
END OF NETWORK

 FLOOD HYDROGRAPH PACKAGE (HEC-1)
 DAM SAFETY VERSION JULY 1978
 LAST MODIFICATION 26 FEB 79

RUN - DATE# 80/05/22.
 TIME# 15.07.18.

PHASE 1 INSPECTION TIVOLI DAM ROCKLAND COUNTY 1551-08
 TEST OF SPILLWAY ADEQUACY
 TAMS ENGINEERS AND ARCHITECTS MAY 1980

JOB SPECIFICATION
 NO NHR NMIN IDAY IHR IMIN METRC IPLT IPRT NSTAN
 100 0 30 0 0 0 0 0 0
 JOBER NWI LROPT TRACE
 5 0 0 0

MULTI-PLAN ANALYSES TO BE PERFORMED
 NPLAN# 1 NRATIO# 2 LRTIO# 1

RTIOS# 1.00 .50

SUB-AREA RUNOFF COMPUTATION

INFLOW HYDROGRAPH COMPUTATION FOR TIVOLI LAKE

ISTAQ ICOMP IFCON ITAPE JPLT JPRY INAME ISTAGE IAUTO
 1 0 0 0 0 0 0 0 0 0

HYDROGRAPH DATA
 IMYG IUNG TAREA SNAP TRSDA TRSPC RATIO ISNOW ISAME LOCAL
 1 -1 2.99 0.00 2.99 0.00 0.00 0.00 0 1 0

PRECIP DATA
 SPEE PHS R6 R12 R24 R48 R72 R96
 0.00 24.50 106.10 122.40 134.70 151.00 0.00 0.00

LOSS DATA
 LROPT STWR ULTKR RTIOL ERAIN STRKS RTIOX STRTL CNSTL ALSMX RTIMP
 0 0.00 0.00 0.00 1.00 0.00 0.00 1.00 1.00 0.00 0.00 .06

GIVEN UNIT GRAPH, NUMG# 16
 370. 480. 435. 570. 390. 275. 180. 130. 90. 65.
 50. 15. 10. 5. 0. 0. 0. 0. 0. 0.

UNIT GRAPH TOTALS 3815. CFS OR .99 INCHES OVER THE AREA

RECESSION DATA
 STRTO# -1.00 ORCSN# -.05 RTIOR# 3.00

MO.MA MM.MN PERIOD MAIN EXCS LOSS FNI-JF-PERIOD FLOW
 MO.MA MM.MN PERIOD MAIN EXCS LOSS FNI-JF-PERIOD FLOW
 1.01 .30 1 .01 .00 .01 1.02 1.30 51 .08 .03 .05 68.
 1.01 1.00 2 .01 .00 .01 1.02 2.00 52 .08 .03 .05 67.
 1.01 1.00 3 .01 .00 .01 1.02 2.30 53 .08 .03 .05 66.

STATO= -1.00 REC IN D: -0.05 RTIOR= 3.00

END-OF-PERIOD FLOW									
MO.DA	HR.MN	PERIOD	RAIN	EXCS	LOSS	COMP Q	MO.DA	HR.MN	PERIOD
1.01	1.30	1	.01	.00	.01	3.	1.02	1.30	51
1.01	1.00	2	.01	.00	.01	3.	1.02	2.00	52
1.01	1.30	3	.01	.00	.01	3.	1.02	2.30	53
1.01	2.00	4	.01	.00	.01	3.	1.02	3.00	54
1.01	2.30	5	.01	.00	.01	3.	1.02	3.30	55
1.01	3.00	6	.01	.00	.01	3.	1.02	4.00	56
1.01	3.30	7	.01	.00	.01	3.	1.02	4.30	57
1.01	4.00	8	.01	.00	.01	3.	1.02	5.00	58
1.01	4.30	9	.01	.00	.01	3.	1.02	5.30	59
1.01	5.00	10	.01	.00	.01	3.	1.02	6.00	60
1.01	5.30	11	.01	.00	.01	3.	1.02	6.30	61
1.01	6.00	12	.01	.00	.01	3.	1.02	7.00	62
1.01	6.30	13	.03	.00	.03	3.	1.02	7.30	63
1.01	7.00	14	.03	.00	.03	4.	1.02	8.00	64
1.01	7.30	15	.03	.00	.03	5.	1.02	8.30	65
1.01	8.00	16	.03	.00	.03	6.	1.02	9.00	66
1.01	8.30	17	.03	.00	.03	6.	1.02	9.30	67
1.01	9.00	18	.03	.00	.03	7.	1.02	10.00	68
1.01	9.30	19	.03	.00	.03	7.	1.02	10.30	69
1.01	10.00	20	.03	.00	.03	7.	1.02	11.00	70
1.01	10.30	21	.03	.00	.03	7.	1.02	11.30	71
1.01	11.00	22	.03	.00	.03	7.	1.02	12.00	72
1.01	11.30	23	.03	.00	.03	7.	1.02	12.30	73
1.01	12.00	24	.03	.00	.03	7.	1.02	13.00	74
1.01	12.30	25	.13	.01	.12	8.	1.02	13.30	75
1.01	13.00	26	.13	.01	.12	13.	1.02	14.00	76
1.01	13.30	27	.15	.01	.14	16.	1.02	14.30	77
1.01	14.00	28	.15	.04	.11	33.	1.02	15.00	78
1.01	14.30	29	.14	.04	.10	97.	1.02	15.30	79
1.01	15.00	30	.14	.05	.09	214.	1.02	16.00	80
1.01	15.30	31	.23	.18	.05	330.	1.02	16.30	81
1.01	16.00	32	.73	.68	.05	505.	1.02	17.00	82
1.01	16.30	33	.14	.13	.01	940.	1.02	17.30	83
1.01	17.00	34	.18	.09	.05	924.	1.02	18.00	84
1.01	17.30	35	.14	.09	.05	779.	1.02	18.30	85
1.01	18.00	36	.14	.09	.05	653.	1.02	19.00	86
1.01	18.30	37	.01	.00	.01	535.	1.02	19.30	87
1.01	19.00	38	.01	.00	.01	385.	1.02	20.00	88
1.01	19.30	39	.01	.00	.01	269.	1.02	20.30	89
1.01	20.00	40	.01	.00	.01	194.	1.02	21.00	90
1.01	20.30	41	.01	.00	.01	131.	1.02	21.30	91
1.01	21.00	42	.01	.00	.01	47.	1.02	22.00	92
1.01	21.30	43	.01	.00	.01	62.	1.02	22.30	93
1.01	22.00	44	.01	.00	.01	45.	1.02	23.00	94
1.01	22.30	45	.01	.00	.01	41.	1.02	23.30	95
1.01	23.00	46	.01	.00	.01	36.	1.03	0.00	96
1.01	23.30	47	.01	.00	.01	33.	1.03	.30	97
1.02	0.00	48	.01	.00	.01	29.	1.03	1.00	98
1.02	.30	49	.04	.03	.05	26.	1.03	1.30	99
1.02	1.00	50	.08	.03	.05	42.	1.03	2.00	100
SUM							29.60	25.82	3.77
							(752.1)	(656.1)	(96.1)
							2803.00		

PEAK	6-HOUR	24-HOUR	72-HOUR	TOTAL VOLUME
CFS	9463.	5724.	1920.	9898.
CMS	263.	162.	54.	2800.
INCHES	17.47	23.97	25.72	25.72
AC-FT	453.83	604.84	653.26	653.26
THOUS CU M	2838.	3808.	4085.	4085.
	3501.	4697.	5039.	5039.

HYDROGRAPH AT STA 1 FOR PLAN 1, RTIO 1

3.	3.	3.	3.	3.
3.	3.	5.	6.	7.
7.	7.	8.	13.	33.
			14.	214.

11

HYDROGRAPH AT STA			1 FOR PLAN 1, RTO 1		
3.	3.	3.	3.	3.	3.
3.	3.	3.	3.	3.	3.
3.	3.	3.	3.	3.	3.
7.	7.	7.	4.	6.	7.
330.	585.	7.	5.	6.	3.
13.	87.	7.	8.	13.	7.
58.	42.	7.	779.	18.	214.
182.	345.	7.	779.	535.	269.
424.	630.	7.	41.	33.	184.
9463.	9245.	7.	114.	121.	26.
870.	645.	7.	679.	730.	123.
		7.	2457.	3080.	124.
		7.	5733.	4221.	788.
		7.	394.	357.	805.
		7.	444.	320.	4837.
		7.			2153.
		7.			1574.
		7.			257.
		7.			230.

	PEAK	6-HOUR	24-HOUR	72-HOUR	TOTAL	VOLUME
CFS	9483.	5724.	1920.	949.		9486A.
CMS	248.	162.	54.	28.		2800.
INCHES		17.87	23.97	25.72		25.72
MM		453.43	608.64	653.26		653.26
40-FT		2434.	3408.	4085.		4085.
THOUS CU M		3501.	4607.	5039.		5039.

MICROGRAPH AT STA		1 FOR PLAN 19, OTIO 2	
1.	2.	2.	2.
1.	1.	2.	2.
1.	2.	3.	3.
3.	3.	4.	3.
165.	470.	380.	9.
65.	21.	326.	267.
44.	20.	18.	16.
24.	50.	51.	15.
43.	54.	59.	60.
171.	250.	360.	62.
61.	303.	365.	382.
412.	532.	1540.	394.
573.	1228.	1825.	402.
435.	2965.	2111.	2128.
	257.	2064.	2418.
	322.	178.	787.
		190.	1076.
			160.
			143.
			128.
			115.

	PEAK	5-HOUR	24-HOUR	72-HOUR	TOTAL VOLUME
CFS	4731.	2462.	960.	494.	49434.
CMS	136.	41.	27.	14.	1400.
INCHES		8.93	11.99	12.86	12.86
MM		226.42	304.42	326.63	326.63
AC-FT		1419.	1904.	2043.	2043.
THOUS. CU M		1750.	2348.	2520.	2520.

MYIDROGRAPH ROUTING

ROUTE HYDROGRAPH THROUGH RESERVOIR

[illegible]

1

L.

1
 2
 3
 4
 5
 6

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[illegible]

4:17

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NORMAL DEPTH CHANNEL ROUTING

NORMAL DEPTH CHANNEL ROUTING

ON(1) ON(2) ON(3) ELAVT ELMAX RLNTH SEL
 .0400 .0400 .0400 440.0 520.0 700. 0.0000

CROSS SECTION COORDINATES--STA+ELEV,STA+ELEV--ETC
 3450.00 520.00 3600.00 500.00 3800.00 490.00 3900.00 480.00 4000.00 470.00
 4040.00 460.00 4075.00 480.00 4100.00 500.00

STORAGE 0.00 57 2.28 5.13 9.12 14.26 20.90 29.18 39.10 50.66
 62.03 40.28 94.00 121.99 147.43 175.24 203.69 232.71 262.31 292.47

OUTFLOW 0.00 450.35 2359.53 4430.46 18156.90 33011.36 54471.08 83808.55 122268.44 170987.38
 237603.13 324930.78 429725.27 544486.17 701414.39 881440.77 1087462.80 1315290.32 1564200.50 1833675.94

STAGE 440.00 444.21 448.42 452.63 456.84 461.05 465.26 469.47 473.68 477.89
 482.11 486.32 490.53 494.74 498.95 503.16 507.37 511.58 515.79 520.00

FLOW 0.00 450.35 2459.53 4430.46 18156.90 33011.36 54471.08 83808.55 122268.44 170987.38
 237603.13 324930.78 429725.27 544486.17 701414.39 881440.77 1087462.80 1315290.32 1564200.50 1833675.94

STATION 3, PLAN 1, RTIO 1

OUTFLOW

1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.	29.	30.	31.	32.	33.	34.	35.	36.	37.	38.	39.	40.	41.	42.	43.	44.	45.	46.	47.	48.	49.	50.	51.	52.	53.	54.	55.	56.	57.	58.	59.	60.	61.	62.	63.	64.	65.	66.	67.	68.	69.	70.	71.	72.	73.	74.	75.	76.	77.	78.	79.	80.	81.	82.	83.	84.	85.	86.	87.	88.	89.	90.	91.	92.	93.	94.	95.	96.	97.	98.	99.	100.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
110.	173.	210.	250.	290.	330.	370.	410.	450.	490.	530.	570.	610.	650.	690.	730.	770.	810.	850.	890.	930.	970.	1010.	1050.	1090.	1130.	1170.	1210.	1250.	1290.	1330.	1370.	1410.	1450.	1490.	1530.	1570.	1610.	1650.	1690.	1730.	1770.	1810.	1850.	1890.	1930.	1970.	2010.	2050.	2090.	2130.	2170.	2210.	2250.	2290.	2330.	2370.	2410.	2450.	2490.	2530.	2570.	2610.	2650.	2690.	2730.	2770.	2810.	2850.	2890.	2930.	2970.	3010.	3050.	3090.	3130.	3170.	3210.	3250.	3290.	3330.	3370.	3410.	3450.	3490.	3530.	3570.	3610.	3650.	3690.	3730.	3770.	3810.	3850.	3890.	3930.	3970.	4010.	4050.	4090.	4130.	4170.	4210.	4250.	4290.	4330.	4370.	4410.	4450.	4490.	4530.	4570.	4610.	4650.	4690.	4730.	4770.	4810.	4850.	4890.	4930.	4970.	5010.	5050.	5090.	5130.	5170.	5210.	5250.	5290.	5330.	5370.	5410.	5450.	5490.	5530.	5570.	5610.	5650.	5690.	5730.	5770.	5810.	5850.	5890.	5930.	5970.	6010.	6050.	6090.	6130.	6170.	6210.	6250.	6290.	6330.	6370.	6410.	6450.	6490.	6530.	6570.	6610.	6650.	6690.	6730.	6770.	6810.	6850.	6890.	6930.	6970.	7010.	7050.	7090.	7130.	7170.	7210.	7250.	7290.	7330.	7370.	7410.	7450.	7490.	7530.	7570.	7610.	7650.	7690.	7730.	7770.	7810.	7850.	7890.	7930.	7970.	8010.	8050.	8090.	8130.	8170.	8210.	8250.	8290.	8330.	8370.	8410.	8450.	8490.	8530.	8570.	8610.	8650.	8690.	8730.	8770.	8810.	8850.	8890.	8930.	8970.	9010.	9050.	9090.	9130.	9170.	9210.	9250.	9290.	9330.	9370.	9410.	9450.	9490.	9530.	9570.	9610.	9650.	9690.	9730.	9770.	9810.	9850.	9890.	9930.	9970.	10010.	10050.	10090.	10130.	10170.	10210.	10250.	10290.	10330.	10370.	10410.	10450.	10490.	10530.	10570.	10610.	10650.	10690.	10730.	10770.	10810.	10850.	10890.	10930.	10970.	11010.	11050.	11090.	11130.	11170.	11210.	11250.	11290.	11330.	11370.	11410.	11450.	11490.	11530.	11570.	11610.	11650.	11690.	11730.	11770.	11810.	11850.	11890.	11930.	11970.	12010.	12050.	12090.	12130.	12170.	12210.	12250.	12290.	12330.	12370.	12410.	12450.	12490.	12530.	12570.	12610.	12650.	12690.	12730.	12770.	12810.	12850.	12890.	12930.	12970.	13010.	13050.	13090.	13130.	13170.	13210.	13250.	13290.	13330.	13370.	13410.	13450.	13490.	13530.	13570.	13610.	13650.	13690.	13730.	13770.	13810.	13850.	13890.	13930.	13970.	14010.	14050.	14090.	14130.	14170.	14210.	14250.	14290.	14330.	14370.	14410.	14450.	14490.	14530.	14570.	14610.	14650.	14690.	14730.	14770.	14810.	14850.	14890.	14930.	14970.	15010.	15050.	15090.	15130.	15170.	15210.	15250.	15290.	15330.	15370.	15410.	15450.	15490.	15530.	15570.	15610.	15650.	15690.	15730.	15770.	15810.	15850.	15890.	15930.	15970.	16010.	16050.	16090.	16130.	16170.	16210.	16250.	16290.	16330.	16370.	16410.	16450.	16490.	16530.	16570.	16610.	16650.	16690.	16730.	16770.	16810.	16850.	16890.	16930.	16970.	17010.	17050.	17090.	17130.	17170.	17210.	17250.	17290.	17330.	17370.	17410.	17450.	17490.	17530.	17570.	17610.	17650.	17690.	17730.	17770.	17810.	17850.	17890.	17930.	17970.	18010.	18050.	18090.	18130.	18170.	18210.	18250.	18290.	18330.	18370.	18410.	18450.	18490.	18530.	18570.	18610.	18650.	18690.	18730.	18770.	18810.	18850.	18890.	18930.	18970.	19010.	19050.	19090.	19130.	19170.	19210.	19250.	19290.	19330.	19370.	19410.	19450.	19490.	19530.	19570.	19610.	19650.	19690.	19730.	19770.	19810.	19850.	19890.	19930.	19970.	20010.	20050.	20090.	20130.	20170.	20210.	20250.	20290.	20330.	20370.	20410.	20450.	20490.	20530.	20570.	20610.	20650.	20690.	20730.	20770.	20810.	20850.	20890.	20930.	20970.	21010.	21050.	21090.	21130.	21170.	21210.	21250.	21290.	21330.	21370.	21410.	21450.	21490.	21530.	21570.	21610.	21650.	21690.	21730.	21770.	21810.	21850.	21890.	21930.	21970.	22010.	22050.	22090.	22130.	22170.	22210.	22250.	22290.	22330.	22370.	22410.	22450.	22490.	22530.	22570.	22610.	22650.	22690.	22730.	22770.	22810.	22850.	22890.	22930.	22970.	23010.	23050.	23090.	23130.	23170.	23210.	23250.	23290.	23330.	23370.	23410.	23450.	23490.	23530.	23570.	23610.	23650.	23690.	23730.	23770.	23810.	23850.	23890.	23930.	23970.	24010.	24050.	24090.	24130.	24170.	24210.	24250.	24290.	24330.	24370.	24410.	24450.	24490.	24530.	24570.	24610.	24650.	24690.	24730.	24770.	24810.	24850.	24890.	24930.	24970.	25010.	25050.	25090.	25130.	25170.	25210.	25250.	25290.	25330.	25370.	25410.	25450.	25490.	25530.	25570.	25610.	25650.	25690.	25730.	25770.	25810.	25850.	25890.	25930.	25970.	26010.	26050.	26090.	26130.	26170.	26210.	26250.	26290.	26330.	26370.	26410.	26450.	26490.	26530.	26570.	26610.	26650.	26690.	26730.	26770.	26810.	26850.	26890.	26930.	26970.	27010.	27050.	27090.	27130.	27170.	27210.	27250.	27290.	27330.	27370.	27410.	27450.	27490.	27530.	27570.	27610.	27650.	27690.	27730.	27770.	27810.	27850.	27890.	27930.	27970.	28010.	28050.	28090.	28130.	28170.	28210.	28250.	28290.	28330.	28370.	28410.	28450.	28490.	28530.	28570.	28610.	28650.	28690.	28730.	28770.	28810.	28850.	28890.	28930.	28970.	29010.	29050.	29090.	29130.	29170.	29210.	29250.	29290.	29330.	29370.	29410.	29450.	29490.	29530.	29570.	29610.	29650.	29690.	29730.	29770.	29810.	29850.	29890.	29930.	29970.	30010.	30050.	30090.	30130.	30170.	30210.	30250.	30290.	30330.	30370.	30410.	30450.	30490.	30530.	30570.	30610.	30650.	30690.	30730.	30770.	30810.	30850.	30890.	30930.	30970.	31010.	31050.	31090.	31130.	31170.	31210.	31250.	31290.	31330.	31370.	31410.	31450.	31490.	31530.	31570.	31610.	31650.	31690.	31730.	31770.	31810.	31850.	31890.	31930.	31970.	32010.	32050.	32090.	32130.	32170.	32210.	32250.	32290.	32330.	32370.	32410.	32450.	32490.	32530.	32570.	32610.	32650.	32690.	32730.	32770.	32810.	32850.	32890.	32930.	32970.	33010.	33050.	33090.	33130.	33170.	33210.	33250.	33290.	33330.	33370.	33410.	33450.	33490.	33530.	33570.	33610.	33650.	33690.	33730.	33770.	33810.	33850.	33890.	33930.	33970.	34010.	34050.	34090.	34130.	34170.	34210.	34250.	34290.	34330.	34370.	34410.	34450.	34490.	34530.	34570.	34610.	34650.	34690.	34730.	34770.	34810.	34850.	34890.	34930.	34970.	35010.	35050.	35090.	35130.	35170.	35210.	35250.	35290.	35330.	35370.	35410.	35450.	35490.	35530.	35570.	35610.	35650.	35690.	35730.	35770.	35810.	35850.	35890.	35930.	35970.	36010.	36050.	36090.	36130.	36170.	36210.	36250.	36290.	36330.	36370.	36410.	36450.	36490.	36530.	36570.	36610.	36650.	36690.	36730.	36770.	36810.	36850.	36890.	36930.	36970.	37010.	37050.	37090.	37130.	37170.	37210.	37250.	37290.	37330.	37370.	37410.	37450.	37490.	37530.	37570.	37610.	37650.	37690.	37730.	37770.	37810.	37850.	37890.	37930.	37970.	38010.	38050.	38090.	38130.	38170.	38210.	38250.	38290.	38330.	38370.	38410.	38450.	38490.	38530.	38570.	38610.	38650.	38690.	38730.	38770.	38810.	38850.	38890.	38930.	38970.	39010.	39050.	39090.	39130.	39170.	39210.	39250.	39290.	39330.	39370.	39410.	39450.	39490.	39530.	39570.	39610.	39650.	39690.	39730.	39770.	39810.	39850.	39890.	39930.	39970.	40010.	40050.	40090.	40130.	40170.	40210.	40250.	40290.	40330.	40370.	40410.	40450.	40490.	40530.	40570.	40610.	40650.	40690.	40730.	40770.	40810.	40850.	40890.	40930.	40970.	41010.	41050.	41090.	41130.	41170.	41210.	41250.	41290.	41330.	41370.	41410.	41450.	41490.	41530.	41570.	41610.	41650.	41690.	41730.	41770.	41810.	41850.	41890.	41930.	41970.	42010.	42050.	42090.	42130.	42170.	42210.	42250.	42290.	42330.	42370.	42410.	42450.	42490.	42530.	42570.	42610.	42650.	42690.	42730.	42770.	428

[illegible]

CHANNEL ROUTING STN 16+00

[illegible]

QNT(1)	QNT(2)	QNT(3)	ELMNT	ELMAX	RLNTH	SEL
.0400	.0400	.0400	395.0	440.0	900.	.06100

CROSS SECTION COORDINATES--STA, ELEV, STA, ELEV--ETC			
5700.00	440.00	5820.00	420.00
6430.00	197.00	6490.00	400.00
			6590.00
			420.00
			385.00
			6390.00
			396.00

STORAGE	0.00	3.74	15.05	33.45	60.20	93.34	130.21	168.52	208.21	249.29
	291.76	335.41	380.44	427.32	474.83	523.39	572.98	623.61	675.29	729.00
OUTFLOW	0.00	2140.72	13592.70	40075.81	86046.74	166690.81	279970.06	419867.17	584224.90	772413.09
	984043.77	1218469.78	1477031.67	1763469.21	2074296.62	2408704.46	2766503.24	3147585.42	3551896.55	3979420.04
STAGE	345.00	387.49	390.79	393.68	396.58	399.47	402.37	405.26	408.16	411.05
	413.05	416.86	419.74	422.63	426.53	428.42	431.32	434.21	437.11	440.00
FLOW	0.00	2140.72	13592.70	40075.81	86046.74	166690.81	279970.06	419867.17	584224.90	772413.09
	984043.77	1218469.78	1477031.67	1763469.21	2074296.62	2408704.46	2766503.24	3147585.42	3551896.55	3979420.04

STATION. 4. PLAN 1, RTIO 1.

2.		3.		1.		3.		2.		3.		3.		3.	
3.		3.		3.		3.		3.		3.		3.		3.	
107.	190.	326.	477.	575.	610.	609.	9.	7.	8.	9.	13.	5.	3.	5.	3.
376.	308.	265.	79.	163.	132.	108.	89.	73.	64.	110.	106.	114.	3569.	4791.	2280.
61.	68.	71.	300.	384.	463.	534.	2990.	6189.	761.	656.	569.	495.	433.		
123.	155.	219.	792.	935.	1214.	1460.	5504.	6189.	761.	656.	569.	495.	433.		
719.	745.	792.	7776.	6708.	885.	761.	656.	569.	495.	433.					
7084.	8756.	1221.	1060.	885.	761.	656.	569.	495.	433.						
1211.	1435.	1221.	1060.	885.	761.	656.	569.	495.	433.						
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.	0.
1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.
9.	10.	10.	9.	8.	3.	4.	5.	7.	6.	4.	5.	4.	4.	4.	4.
1.	1.	1.	2.	2.	3.	4.	5.	7.	6.	4.	5.	4.	4.	4.	4.

PEAK	6-HOUR		24-HOUR		72-HOUR		TOTAL VOLUME	
	1908.	2657.	944.	486.	385.0	385.0	385.0	385.0
CFS	111.	75.	27.	14.	385.1	385.1	385.1	385.1
CMS	111.	75.	27.	14.	385.1	385.1	385.1	385.1
INCHES	111.	75.	27.	14.	385.1	385.1	385.1	385.1
AC-FT	111.	75.	27.	14.	385.1	385.1	385.1	385.1
THOUS CU M	111.	75.	27.	14.	385.1	385.1	385.1	385.1

MAXIMUM STORAGE = 6.

MAXIMUM STAGE IS 30A.3

HYDROGRAPH ROUTING

CHANNEL ROUTING STN 26+00

ISTAO	ICOMP	IECON	ITAPE	JPLT	JPRY	INAME	ISTAGE	LAUTO
5	1	0	0	0	0	0	0	0
ROUTING DATA								
GLOSS	CLOSS	AVG	IRCS	ISAVE	IOPT	IPMP	LSTR	
0.0	0.000	0.00	1	1	0	0	0	
NSTDPS								
1	0	LAG	AMSKK	X	TSK	STORA	ISPRAT	
		0	0.000	0.000	0.000	0.	0	

NORMAL DEPTH CHANNEL ROUTING

Q*(1)	Q*(12)	Q*(13)	ELNVI	ELMAX	RLNTH	SEL
0.000	0.000	0.000	359.0	420.0	1000.	02800

CROSS SECTION COORDINATES--STA., ELEV., STA., ELEV.--ETC

	0.00	9.03	39.34	80.35	125.98	176.24	231.12	291.28	361.30	442.10
STORAGE	533.64	635.94	749.07	872.67	1000.22	1124.83	1258.51	1389.25	1521.05	1653.93
OUTFLOW	0.00	3017.07	22698.84	68963.55	136434.08	224631.62	333779.12	474041.78	652140.54	862110.94
STAGE	1107520.77	1391495.73	1716919.48	2092082.88	2530471.94	3011639.75	3533133.31	4093701.48	4692167.50	5327553.71
	359.00	362.21	365.42	368.63	371.84	375.05	378.26	381.47	384.68	387.89
	391.11	394.32	397.53	400.74	403.95	407.16	410.37	413.58	416.79	420.00
FLOW	0.00	3017.07	22698.84	68963.55	136434.08	224631.62	333779.12	474041.78	652140.54	862110.94
	1107520.77	1391495.73	1716919.48	2092082.88	2530471.94	3011639.75	3533133.31	4093701.48	4692167.50	5327553.71

STATION 5, PLAN 1, RTIO 1

	4.	0.	2.	2.	OUTFLOW	3.	3.	3.
1000	4.	0.	2.	2.				
100	3.	3.	3.	3.				
10	4.	6.	6.	7.				
1	103.	143.	114.	667.				
				570.	610.	577.	519.	450.

[illegible]

STATION 5, PLAN 1, RTIO 1

STATION												30 PLAN 10 41010 1											
												OUTFLOW											
4	3	2	1	0	2	1	2	3	4	3	2	1	0	3	2	1	0	3	2	1	0		
6	3	6	6	6	3	6	7	9	8	9	13	24	5	3	5	6	6	3	5	5	6		
103	103	318	467	570	609	610	577	90	74	68	519	74	68	519	74	68	519	74	68	519	74		
380	318	255	204	165	134	109	105	110	114	110	110	114	110	110	114	110	114	110	114	110	114		
61	64	71	79	86	94	100	105	110	114	110	110	114	110	110	114	110	114	110	114	110	114		
122	152	213	294	378	458	529	589	640	682	682	3553	2887	2316	2316	2887	3431	4244	5001	5001	4720	4720		
714	744	782	921	1190	1622	2234	2887	3431	4244	5001	4720	4720	4720	4720	4720	4720	4720	4720	4720	4720	4720		
6946	8724	8648	7807	7807	7807	7807	7807	7807	7807	7807	7807	7807	7807	7807	7807	7807	7807	7807	7807	7807	7807		
1933	1458	1231	1056	893	771	661	575	500	438	381	324	277	239	201	164	127	90	53	17	1	1		

ROY

[illegible]

STAGE

[illegible]

PEAK	6-HOUR	24-HOUR	72-HOUR	TOTAL VOLUME
1	1.0	1.0	1.0	3.0
2	1.0	1.0	1.0	3.0
3	1.0	1.0	1.0	3.0
4	1.0	1.0	1.0	3.0
5	1.0	1.0	1.0	3.0
6	1.0	1.0	1.0	3.0
7	1.0	1.0	1.0	3.0
8	1.0	1.0	1.0	3.0
9	1.0	1.0	1.0	3.0
10	1.0	1.0	1.0	3.0
11	1.0	1.0	1.0	3.0
12	1.0	1.0	1.0	3.0
13	1.0	1.0	1.0	3.0
14	1.0	1.0	1.0	3.0
15	1.0	1.0	1.0	3.0
16	1.0	1.0	1.0	3.0
17	1.0	1.0	1.0	3.0
18	1.0	1.0	1.0	3.0
19	1.0	1.0	1.0	3.0
20	1.0	1.0	1.0	3.0
21	1.0	1.0	1.0	3.0
22	1.0	1.0	1.0	3.0
23	1.0	1.0	1.0	3.0
24	1.0	1.0	1.0	3.0
25	1.0	1.0	1.0	3.0
26	1.0	1.0	1.0	3.0
27	1.0	1.0	1.0	3.0
28	1.0	1.0	1.0	3.0
29	1.0	1.0	1.0	3.0
30	1.0	1.0	1.0	3.0
31	1.0	1.0	1.0	3.0
32	1.0	1.0	1.0	3.0
33	1.0	1.0	1.0	3.0
34	1.0	1.0	1.0	3.0
35	1.0	1.0	1.0	3.0
36	1.0	1.0	1.0	3.0
37	1.0	1.0	1.0	3.0
38	1.0	1.0	1.0	3.0
39	1.0	1.0	1.0	3.0
40	1.0	1.0	1.0	3.0
41	1.0	1.0	1.0	3.0
42	1.0	1.0	1.0	3.0
43	1.0	1.0	1.0	3.0
44	1.0	1.0	1.0	3.0
45	1.0	1.0	1.0	3.0
46	1.0	1.0	1.0	3.0
47	1.0	1.0	1.0	3.0
48	1.0	1.0	1.0	3.0
49	1.0	1.0	1.0	3.0
50	1.0	1.0	1.0	3.0
51	1.0	1.0	1.0	3.0
52	1.0	1.0	1.0	3.0
53	1.0	1.0	1.0	3.0
54	1.0	1.0	1.0	3.0
55	1.0	1.0	1.0	3.0
56	1.0	1.0	1.0	3.0
57	1.0	1.0	1.0	3.0
58	1.0	1.0	1.0	3.0
59	1.0	1.0	1.0	3.0
60	1.0	1.0	1.0	3.0
61	1.0	1.0	1.0	3.0
62	1.0	1.0	1.0	3.0
63	1.0	1.0	1.0	3.0
64	1.0	1.0	1.0	3.0
65	1.0	1.0	1.0	3.0
66	1.0	1.0	1.0	3.0
67	1.0	1.0	1.0	3.0
68	1.0	1.0	1.0	3.0
69	1.0	1.0	1.0	3.0
70	1.0	1.0	1.0	3.0
71	1.0	1.0	1.0	3.0
72	1.0	1.0	1.0	3.0
73	1.0	1.0	1.0	3.0
74	1.0	1.0	1.0	3.0
75	1.0	1.0	1.0	3.0
76	1.0	1.0	1.0	3.0
77	1.0	1.0	1.0	3.0
78	1.0	1.0	1.0	3.0
79	1.0	1.0	1.0	3.0
80				

	PEAK	6-HOUR	24-HOUR	72-HOUR	TOTAL VOLUME
CFS	824.	599.	1092.	973.	97295.
CMS	267.	156.	54.	28.	2755.
INCHES		17.15	23.62	25.31	25.31
MM		435.64	600.00	642.87	642.87
AC-FY		2724.	3752.	4020.	4020.
THOUS CU Y		3361.	4629.	4959.	4959.

MAXIMUM STORAGE = 19.

ST-35715 KNUYITVA 1491

STATION 5, PLAN 1, RTIO 2

[illegible]

STOP

[illegible]

[illegible]

MAXIMUM STORAGE #	10.
1	100
2	200
3	300
4	400
5	500
6	600
7	700
8	800
9	900
10	1000
11	1100
12	1200
13	1300
14	1400
15	1500
16	1600
17	1700
18	1800
19	1900
20	2000
21	2100
22	2200
23	2300
24	2400
25	2500
26	2600
27	2700
28	2800
29	2900
30	3000
31	3100
32	3200
33	3300
34	3400
35	3500
36	3600
37	3700
38	3800
39	3900
40	4000
41	4100
42	4200
43	4300
44	4400
45	4500
46	4600
47	4700
48	4800
49	4900
50	5000
51	5100
52	5200
53	5300
54	5400
55	5500
56	5600
57	5700
58	5800
59	5900
60	6000
61	6100
62	6200
63	6300
64	6400
65	6500
66	6600
67	6700
68	6800
69	6900
70	7000
71	7100
72	7200
73	7300
74	7400
75	7500
76	7600
77	7700
78	7800
79	7900
80	8000
81	8100
82	8200
83	8300
84	8400
85	8500
86	8600
87	8700
88	8800
89	8900
90	9000
91	9100
92	9200
93	9300
94	9400
95	9500
96	9600
97	9700
98	9800
99	9900
100	10000

MAXIMUM STAGE IS 362.4

PEAK FLOW AND STORAGE (END OF PERIOD) SUMMARY FOR MULTIPLE PLAN-RATIO ECONOMIC COMPUTATIONS
 FLOWS IN CUBIC FEET PER SECOND (CUBIC METERS PER SECOND)
 AREA IN SQUARE MILES (SQUARE KILOMETERS)

OPERATION STATION AREA PLAN RATIO 1 RATIO 2 RATIOS APPLIED TO FLOWS
 1.00 .50

HYDROGRAPH AT 1 2.98 1 9461. 4731.
 (7.72) (287.96) (133.94) (

ROUTED TO 2 2.98 1 8762. 3907.
 (7.72) (248.11) (110.42) (

ROUTED TO 3 2.98 1 8759. 3906.
 (7.72) (248.01) (110.55) (

ROUTED TO 4 2.98 1 8756. 3904.
 (7.72) (247.93) (110.67) (

ROUTED TO 5 2.98 1 8724. 3897.
 (7.72) (247.04) (110.36) (

11C Computer Form 100

Form 100-10

SUMMARY OF DAM SAFETY ANALYSIS

PLAN 1		INITIAL VALUE	SPILLWAY CREST	TOP OF DAM
ELEVATION	509.00	509.00	512.50	
STORAGE	790.	790.	1170.	
OUTFLOW	0.	0.	3350.	

RATIO OF PMF	MAXIMUM DEPTH OVER DAM	MAXIMUM STORAGE AC-FT	MAXIMUM OUTFLOW CFS	DURATION OVER TOP HOURS	TIME OF MAX OUTFLOW HOURS	TIME OF FAILURE HOURS
1.00	514.40	1393.	8762.	5.00	41.00	0.00
.50	512.82	1207.	3907.	2.00	41.50	0.00

PLAN 1		STATION 3	
RATIO	MAXIMUM FLOW, CFS	MAXIMUM STAGE, FT	TIME HOURS
1.00	8759.	452.8	41.00
.50	3904.	449.2	41.50

PLAN 1		STATION 4	
RATIO	MAXIMUM FLOW, CFS	MAXIMUM STAGE, FT	TIME HOURS
1.00	8756.	389.6	41.00
.50	3908.	388.3	41.50

PLAN 1		STATION 5	
RATIO	MAXIMUM FLOW, CFS	MAXIMUM STAGE, FT	TIME HOURS
1.00	8724.	363.1	41.00
.50	3897.	362.4	41.50

STABILITY ANALYSIS

APPENDIX E

TAMS

Job No. 1551-08

Sheet 1 of 11

Project NY S DAM Inspections - Tuck

Date May 29, 12

Subject Structural Stability - Phase 1

By J.T.

Ch'k. by _____

Assumptions

- 1) The Unit Weight of concrete and backfill within the key are assumed to be 150 lbs/cu ft. & 120 lbs/cu ft.
- 2) Ice load of 5000 lbs/sq. ft acting about 1 ft. from top of dam. (see section)
- 3) All forces due to the deck and loading of the deck are considered to be equally transferred to the butt.
- 4) Angle of internal resistance of Foundation material is assumed to be 35°
- 5) Dam site is in Seismic zone 2

Loading Conditions

Case I - Normal Loading; Lake level at Spillway Crest El. 509. No Ice Load

Case II - Normal Loading; Lake level at Spillway Crest El. 509, with Ice load

Case III - Unusual loading; Lake level at $\frac{1}{2}$ PMF

Case IV - Extreme loading; Lake level at PMF

Case V - Unusual loading; Lake level at Spillway Crest and earthquake force of 0.05

Stability Criteria

- a) Overturning: Resultant Forces shall fall within the middle third of the base for Case I and II and the resultant force shall fall within the middle half of the base for cases III, IV and V.
- b) Sliding: For Case I and II, friction factor of safety is to be 1.5. For cases III & IV, F.F.S = 1.25, For Case V F.F.S = 1.1.

TAMS

Job No. 155100

Sheet 2 of 11

Project N.Y.C. Dam Inspections - Tivoli

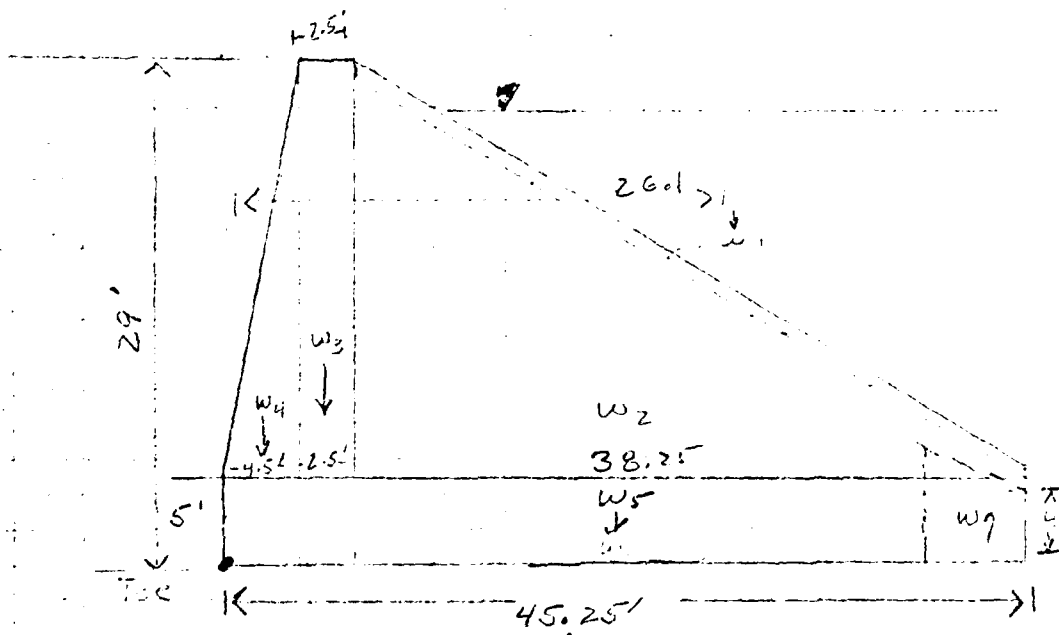
Date Aug 22 1957

Subject Structural Stability - Phase I

By

Ch'k. by _____

Dear J. Lords



Scale 1" = 10'

$w_1 = \text{weight of 1 Bay (15 ft of decking)}$

$$15 \text{ ft} \times 0.75' \times 44' \div (150 \text{ pcf}) = 74.25 / 1.33 = 55.7 \text{ kPa}$$

$$v_2 = \frac{(138.25)(24)(0.150)(133)}{1.33} = 622$$

$$w_3 = \frac{2.5(24)(0.150)(1.33)}{1.33} = 9.0$$

$$w_4 = \frac{1}{2}(4.5) \cdot 24 \cdot \frac{(0.150)(1.33)}{1.33} = 8.1$$

$$w_5 = 5(45.25)(0.150) \frac{(1.33)}{1.33} = 33.9$$

$$W_g = \text{weight of Concrete "Key"} = \frac{\left(\frac{41.6}{2}\right)(2.25)(0.150)(13.6'')}{1.53} = \frac{55.99}{23.44}$$

TAMS

Job No. 1551-03

Sheet 3 of

Project N.Y.S. Dam Insp. - Tugoh

Date 5-1-10

Subject Structural Stability - Phase I

By JTF

Ch'k. by

ΣM about toe

$$\Sigma M_f = w_1(26.1) + w_2(19.75) + w_3(5.75) + w_4(3.0) + w_5(22.6) + w_6(9.45)$$

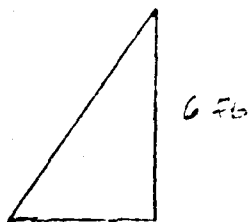
$$\Sigma M_f = 5976.4$$

$$\bar{x} = \frac{5976.4}{231.44} = 25.8$$

$$\Sigma M_r = w_1(17) + w_2(13) + w_3(17) + w_4(13.0) + w_5(2.5) + w_6(2.5)$$

$$\bar{y} = \frac{2344.7}{231.44} = 10.104$$

Passive Resistance of Backfill Between Bang.



$$0.12 \times 6 = 0.72 \text{ ft}$$

$$0.72 \times \frac{6}{2} = \frac{13.67 \text{ ft}}{1.53 \text{ ft}} = \frac{K}{\leftarrow} \quad \frac{OP}{\times 2} \quad \frac{MC}{44'}$$

TANIS

Job No. 1501

Sheet _____ of _____

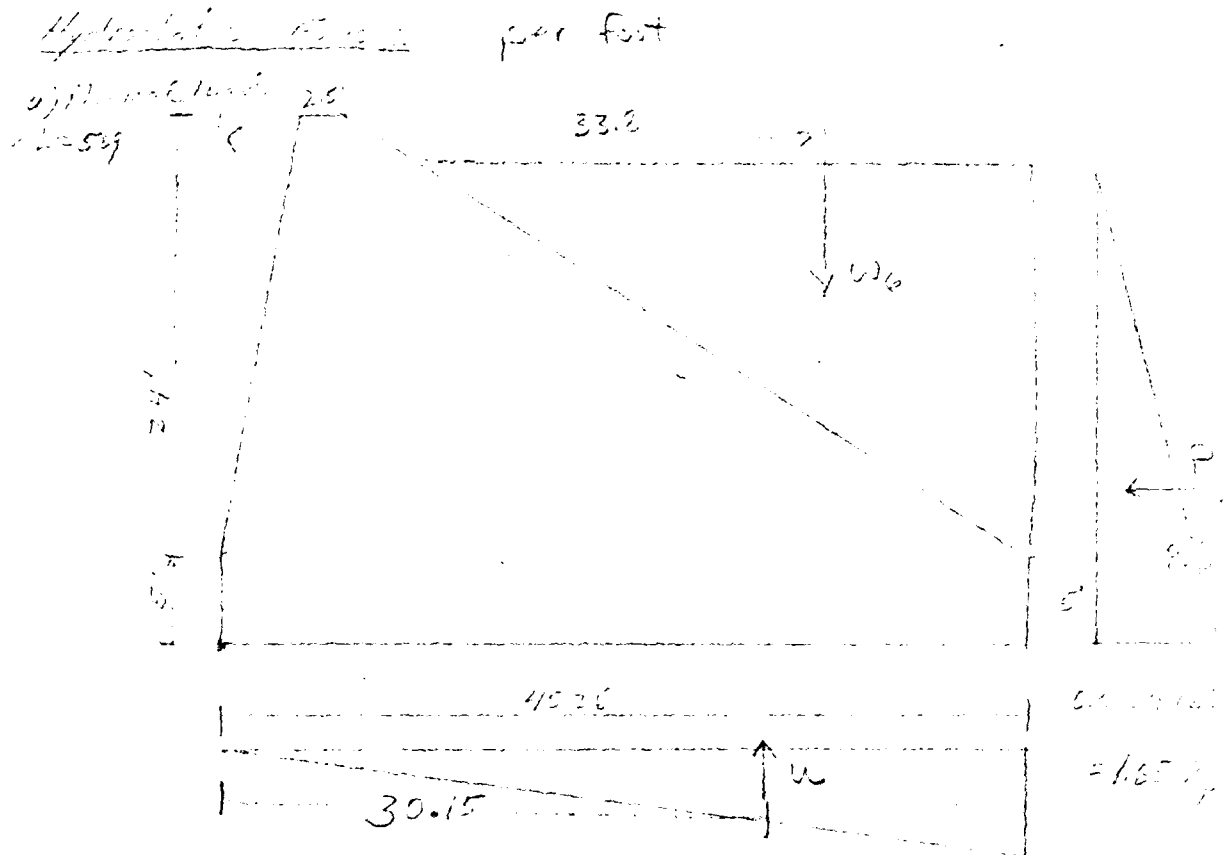
Project Highway - 100

Date 11. 2. 2000

Subject 37-1160-100

By _____

Ch'k. by _____



21 6 75

$$P = \frac{1/2 (1145) \times 24.9(15)}{1.32} = \frac{K}{245.6} \quad 12.8$$

Mo 22
21.50.00

$$u = \frac{1}{2} (165) + 95.25 \left(\frac{1.33}{1.33} \right) = 37.3 \times 30.15$$

1125.5

$$w. \frac{12(22)(15)(0.0624)}{1.35} = 273.24 \times 33.8$$

424

$$F_v = 235.94 \text{ K}$$

$$F_H = 2.45 \cdot 10^4 \text{ N}$$

$$m_{R2} = 9235.5 \text{ kg}$$

$m_0 = 3297.1 \text{ kg}$

AD-A092 219

NEW YORK STATE DEPT OF ENVIRONMENTAL CONSERVATION ALBANY F/G 13/13
NATIONAL DAM SAFETY PROGRAM. TIVOLI LAKE DAM (INVENTORY NUMBER --ETC--)
SEP 80 E O'BRIEN DACW51-79-C-0001

UNCLASSIFIED

NL

2 of 2

AL

AD-A092 219

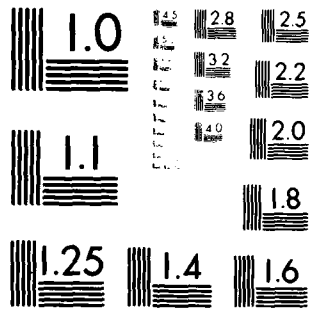
END

DATE

FILED

1-81

DTIC



MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

TAMS

Job No. 7557-03

Project NYS Dam Insp. - Tioli

Subject Structural Stability

Sheet 5 of 11

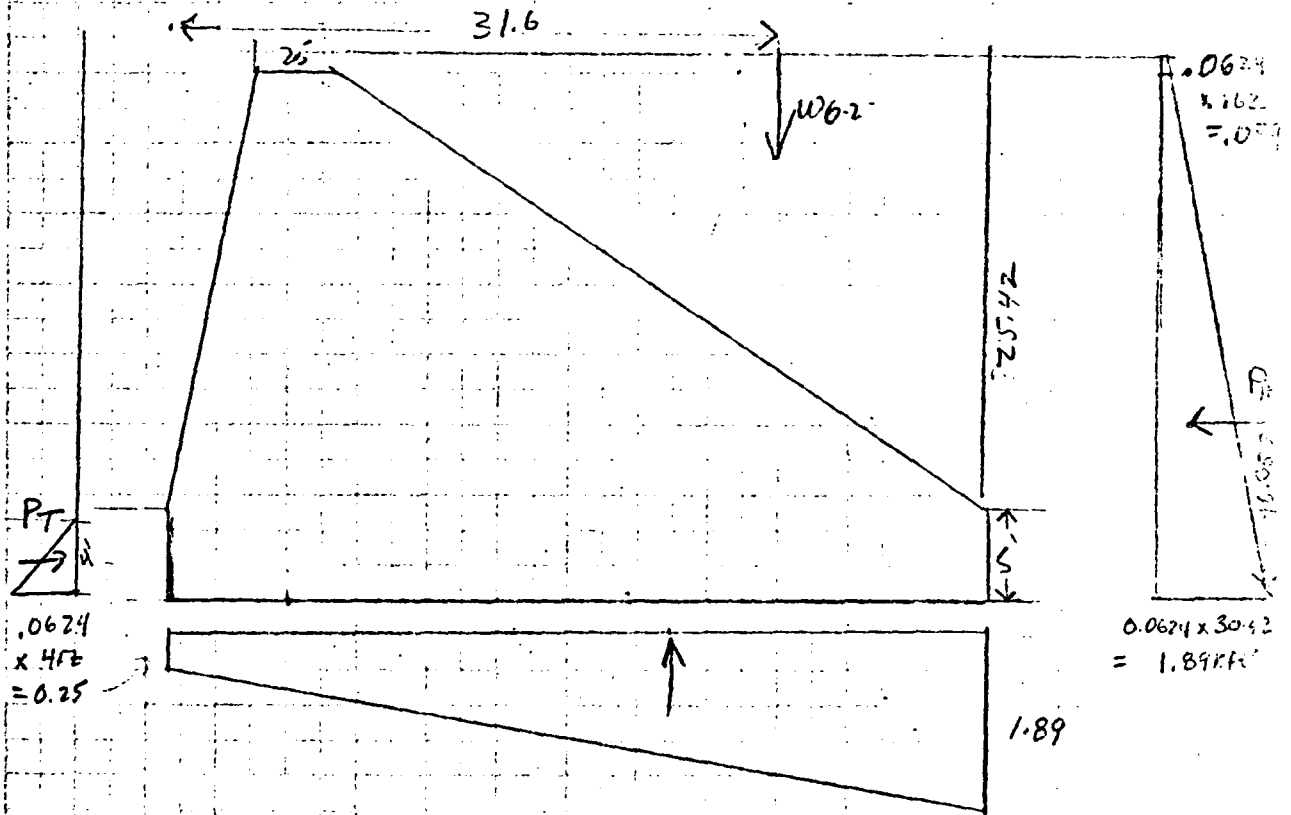
Date May 29, 1961

By JMF

Ch'k. by _____

Unusual Loading - 1/2 PMIF
WL @

WL @ EL 513.12 ; Tailwater 491.12



$$P_H = \left[\frac{1.09 + .039}{2} \right] \left(\frac{29.8(15)}{1.33} \right) = \frac{K}{324.06} \quad \frac{MA}{10.06} \quad \frac{m_0}{3260.04} \quad \frac{MR}{}$$

$$P_T = \frac{1}{2} (0.25)(4)(0.6) \frac{(1.33)}{1.33} = 0.3 \times 1.33 \quad 0.4$$

$$u = \frac{1.89 + 0.25(45.25)}{2} \cdot \frac{1.33}{1.33} = 48.42 \times 28.34 \quad 1372.2$$

$$w_6 = \frac{1}{2} (25.42 / 38.25) (0.0624 / 15) = 350 \times 32.5 \quad 11376.$$

$$F_{vd} = 301.58$$

$$F_H \leftarrow = 323.66$$

$$m_e = 11376.4$$

$$m_0 = 4632.24$$

TAMS

Job No. 1551-08

Sheet 6 of 11

Project NYS DAM Insp. Tivoli

Date Nov 29 19

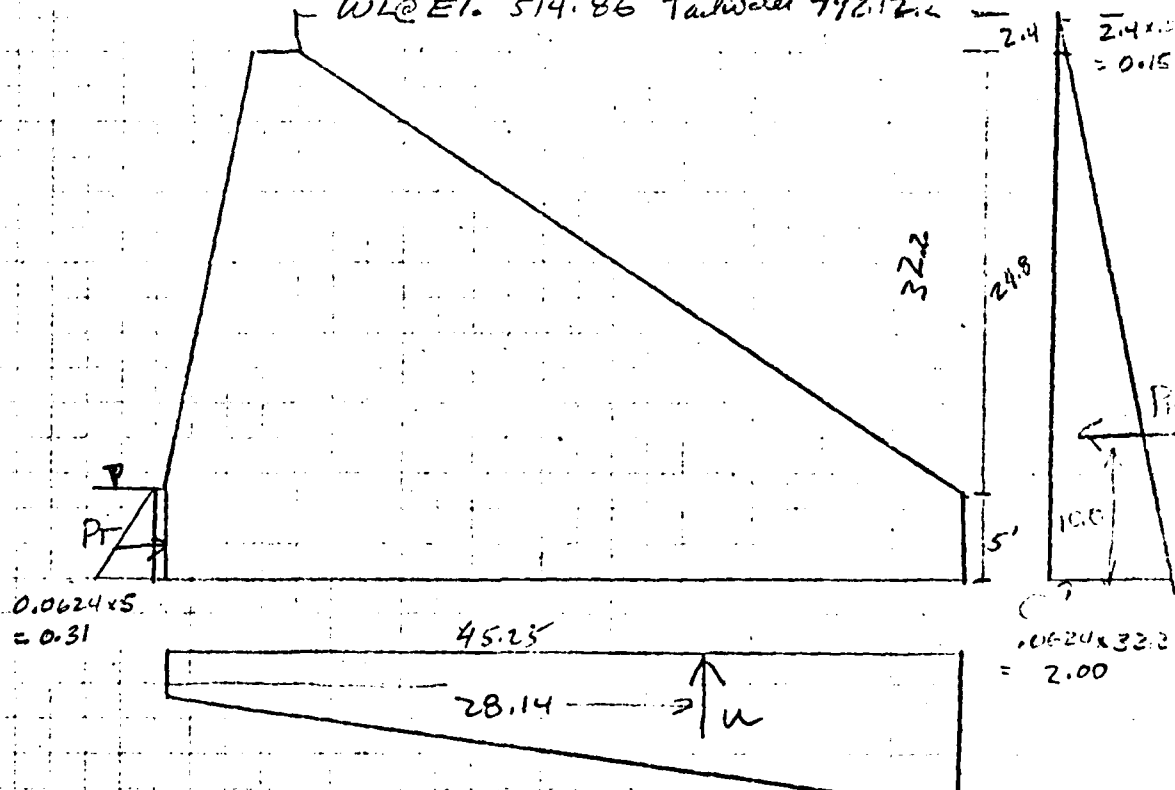
Subject STRUCTURAL STABILITY

By JTF

Ch'k. by _____

Extreme Loading - PMF

WL@EI. 514.86 Tailwater 492.12



$$P_H = \frac{2.00 + 0.15}{2} (32.2) \frac{1.33}{1.53} = 390.4 \quad \times \quad \frac{M_R}{10.6} = \frac{M_0}{4138.2} \quad \frac{M_R}{M_0}$$

$$P_T = \frac{1}{2} (5) (.31) (0.6) \frac{1.33}{1.32} = 0.47 \quad \times 1.67 \quad 0.78$$

$$U = \frac{2.00 + 0.31}{2} (45.25) \frac{1.33}{1.33} = 52.26 \quad \times \quad 1470.7$$

$$W_0 = \frac{1}{2} (27.2) (15) (38.25) \frac{1.33}{1.3} = 3745 \quad \times 32.5 \quad 12171.25$$

$F_V \downarrow$ 322.24
 $F_H \leftarrow$ 389.9
 $M_R =$ 12172.03
 $M_0 =$ 5608.9

TAMS

Job No. 1551-08 Sheet 7 of 11
 Project NYS Dam Insp. Tivoli Date 5-30-80
 Subject Structural Stability By JJF
 Ch'k. by _____

Ice Load - Per bay

$$\frac{15.0 \text{ ft} (5.0)}{1.33} = \frac{K}{\leftarrow} \times \frac{MA}{26.3} = \frac{Mo}{1483.1}$$

Case I - Normal loading - No ice

	$\frac{F_v}{231.44}$	$\frac{F_H}{-22.2}$	$\frac{M_R}{6020.8}$	$\frac{M_o}{3287.1}$
Dead Load				
Hydrostatic	$\frac{235.9}{467.3}$	$\frac{245.6}{223.4}$	$\frac{9235.5}{15236.3}$	$\frac{3287.1}{3287.1}$

$$EM = 15236.3 \cdot 3287.1 = 11969.2$$

$$\bar{u} = \frac{11969.2}{467.3} = 25.61$$

OK - inside center
1/3

$$\bar{e} = 22.75 - 25.61 = -2.86 \text{ (upstream of } \bar{u} \text{)}$$

$$\bar{p} = \frac{467.3}{45.25} \left(1 \pm \frac{6 \times 2.86}{45.25} \right) \frac{1000}{144} = 11.7 \pm 27.2 = 98.9 \text{ psi heel}$$

$$= 44.5 \text{ psi toe}$$

Friction Factor of Safety

$$\frac{470 \tan 35^\circ}{22.0} = 1.5 = 1.5 \quad \underline{\underline{OK}}$$

TAMS

Job No. 1551-08

Sheet 8 of 11

Project NYS Dam Insp - Tivoli

Date May 30 1990

Subject Structural Stability

By JTF

Ch'k. by _____

II - Normal Loading with Ice load

	<u>Fv</u>	<u>FH</u>	<u>MR</u>	<u>Mo</u>
Dead Load	231.44	-22.2	6020.8	
Hydrostatic	235.9	245.6	9235.5	3287.1
Ice Load	<u>467.3</u>	<u>56.4</u>	<u>15236.3</u>	<u>1483.1</u>
		279.8		4770.2

$$EM = 15236.3 - 4770.2 = 10466.1$$

$$\bar{r} = \frac{10466.1}{467.3} = 22.4$$

$$\bar{e} = 22.75 - 22.4 = 0.35 \quad \text{OK inside center } \frac{1}{3}$$

$$\bar{p} = \frac{467.3}{45.25} \left(1 \pm \frac{6 \times 0.35}{45.25} \right) \frac{1000}{144} = 71.7 \pm 3.3 \quad \begin{matrix} 75 \text{ psf toe} \\ 68.4 \text{ heel} \end{matrix}$$

Friction Factor of Safety

$$\frac{470 \tan 35^\circ}{279.8} = 1.2 < 1.5 \quad \text{No good}$$

TAMS

Job No. 1551-08

Sheet 9 of 11

Project NYS Dam Inspection - Tivoli

Date May 30 1980

Subject Structural Stability

By JJF

Ch'k. by _____

Case III - Unusual Loading 1/2 PMF

	$\frac{FV}{}$	$\frac{FH}{}$	$\frac{Mr}{}$	$\frac{Mo}{}$
Dead Load	231.44	-22.2	6020.8	
Hydrostatic	301.58	323.66	11376.4	4632.24
	533.02	301.46	17397.2	4632.24

$$\Sigma M = 17397.2 - 4632.24 = 12765$$

$$\bar{N} = \frac{12765}{533} = 23.95$$

OK - inside center
1/2

$$\bar{e} = 22.75 - 23.95 = -1.20$$

upstream

$$\bar{p} = \frac{533.02}{45.25} \left(1 \pm \frac{6 \times 1.20}{45.25} \right) \frac{1000}{144} = 81.80 \pm 13.0 = 94.8 \text{ psi heel}$$

68.8 " toe

Friction Factor of Safety

$$\frac{533.0 \tan 35^\circ}{301.46} = 1.25$$

OK

TAMS

Job No. 1551-08

Sheet 10 of 11

Project NYS Dam Insp. - Tivoli

Date May 30, 1930

Subject Structural Stability

By IJF

Ch'k. by _____

Case II - Extreme loading - PMF

	<u>FV</u>	<u>FH</u>	<u>MR</u>	<u>Mo</u>
Dead Load	231.44	-22.2	6020.8	
Hydrostatic Load	<u>322.24</u>	<u>389.9</u>	<u>12172.0</u>	<u>5608.9</u>
	553.68	367.7	18192.8	5608.9

$$EM = 18192.8 - 5608.9 = 12583.9 \quad \text{OK-inside center } \frac{1}{2}$$

$$\bar{y} = \frac{12583.9}{553.68} = 22.72$$

$$\bar{e} = 22.25 - 22.72 = 0.50$$

$$\bar{p} = \frac{553.68 \left(1 + \frac{6 \times 0.50}{45.25} \right) \frac{1000}{144}}{144} = 85.0 \pm 5.6 = 90.6 \text{ psi. } \frac{1}{2}$$

Friction Factor of Safety

$$\frac{555 \tan 35^\circ}{370} = 1.05 < 1.1$$

TAMS

Job No. 1551-08

Sheet 11 of 11

Project NYS Dam Insp - Tivoli

Date 5-30-80

Subject Structural Stability

By JTF

Ch'k. by _____

Case II - Unusual Loading Earthquake Force = 0.05g

Zone 2
Zangers Coef $C = 0.27$ $0.05g$

① Hydrodynamic Force

$$P = 0.27 \times 0.05 \times 0.0624 \times 26.3^2 \frac{(15)}{133} = 6.57$$

$$M_p = 6.57 (26.3)(0.4) = 69.1 \text{ kF}$$

② Dynamic Force

$$W_D = 0.05 (231.44) = 11.57$$

$$M_{WD} = 11.57 (10.04) = 116.16 \text{ kF}$$

	<u>FV</u>	<u>FH</u>	<u>M_V</u>	<u>M_H</u>
Dead Load	231.44	-22.2	6020.8	
Hydrostatic	235.9	245.6	9235.5	3287.1
Hydrodynamic		6.57		69.1
Dynamic	<u>467.3</u>	<u>241.54</u>	<u>15236.3</u>	<u>3472.36</u>

$$E_m = 15236.3 - 3472.36 = 11763.94$$

$$\bar{N} = \frac{11763.94}{467.3} = 25.17$$

OK - within middle 1/2

$$\bar{e} = 22.25 - 25.17 = -2.92$$

$$\bar{p} = \frac{467.3}{45.25} \left(1 \pm \frac{6 \times 2.92}{45.25} \right) \frac{1000}{144} = 71.7 \pm 27.8 = \begin{matrix} 99.5 \text{ psi Heel} \\ 43.9 \text{ psi Toe} \end{matrix}$$

Friction Factor of safety

$$\frac{467.3 \tan 35^\circ}{241.54} = 1.36 > 1.3 \quad \underline{\underline{OK}}$$

OTHER DATA

APPENDIX F

Report on Rehabilitation to Cranberry Dam
Pothat Water Company
Sloatsburg, New York

November 8, 1974

A hollow concrete dam is situated at the easterly end of 100 acre Cranberry Lake. Dam is approximately 135' long x 25' high (estimated) and was constructed with Reinforced Concrete. Dam is constructed with the intent to impound water only since there are no provisions to permit the flow of water over the dam. The Lake had been provided with a spillway structure of ample size to handle the highest recorded runoffs without any threat of water level rise above the Dam Crest.

Upstream end of the dam is a 9" thick sloped concrete deck supported by horizontal beams which were tied into the reinforced buttresses. There are 9 buttresses, 8 bays located at approximately 15-ft. on centers. Downstream end of the dam is open and buttress foundations follow the original sloping lines of the ground. The dam stretches between two concrete retaining walls.

At the time of inspection, the water level was being lowered through 8" blow off line. There was no evidence of running leaks thru the concrete deck except for slow seepages at the junction points of the buttresses to the horizontal beams, and on few isolated places along the surfaces of the buttresses. The ground in bays 6, 7, and 8 were saturated as a direct result of leakage thru a separated joint between the dam structure and the wing wall at the south end. Free flowing water at the same type of joint in the northerly end had been observed prior to dropping of lake level. However, present draw down is sufficient enough not to produce any leak. There are evidences of past repairs along these joints but existing conditions dictate the undertaking of diligent corrective measures.

There are a variety of spalls in the concrete mainly concentrated along the bottoms and faces of horizontal beams and very little amount along the bottom of sloped deck and the faces of the buttresses. These spalls are not serious in nature but needs certain repair work. On the south side of northerly Bay 1, there is a longitudinal crack in the deck running along the inside face of the buttress. Concrete at this location spalled considerably and the contractor removed the loose concrete to a depth of 4" in an area confined to approximately 3 to 4 square feet. Instructions as outlined below were given to the contractor to proceed with the repair.

The upstream face of the sloped concrete deck has had certain repair work done in the past, but to date some of these failed thus, contributing to the slow progressive deterioration of the deck surface and if not corrected, will continue to cause added problems in the future.

A majority of the seepage thru hairline cracks underneath the dam was plugged by the calcium deposits formed over a period of years and continuance of the process is still in evidence.

Basically, structural integrity of the concrete is sound and does not render itself to concern. Specifications prepared by Mr. Remig A. Papp, Consulting Engineer, coupled with the recommendations mentioned in this report will ensure the proper rehabilitation of the subject dam.

Recommendations:

Upstream end of the Dam

1. Remove the hollow concrete patches over bays 5 and 6 and replace them with low slump concrete preferably made with Antihydro Cement and 3/8" pea gravel. Apply 1 coat of Uniweld or Sika Dur Hi-Mod over old concrete to insure the proper bonding.
2. Repeat process one for section over Bay 1.
3. Chip out cracked concrete along Bays 7 and 8, apply one coat Colma Joint Primer and fill with Colma Joint Sealer (As manufactured by Sika)
4. All joints between concrete slabs exhibit cracks thru tar joints. These joints should be sealed with Colma Joint Sealer after application of primer.
5. Excavate earth to a depth of 4' to 5' below water level along the two wing walls and clean out the joint between wall and the dam to sound surfaces. Follow process of sealing as mentioned in items 3 and 4. Backfill with impervious select fill and compact it to a level of high water mark. Recommended use of Igas Joint Sealer should be eliminated.
6. Follow manufacturer's recommendations for preparing surfaces and application of joint material. Drying of concrete surfaces can be aided by low intensity flame application.
7. Apply Bentonite at a rate of 75 lbs. per 100 S.F. for entire length of the dam with a width of approximately 25' out into the lake from the existing water line on the deck.
8. There is no need of lowering water level in the lake any further.

November 8, 1974

Underneath - Downstream of the Dam

1. Sound all concrete surfaces where spalling, scaling, rusting or other evidence of deterioration are present. Remove all loose concrete and patch according to recommendations outlined by Mr. Papp.
2. Form and place concrete underneath the sloped and cracked deck of Bay 1 to provide added strength and support to the deck. Cracked concrete should be repaired with Sika Dur. Hi-Mod and application of low slump nonshrink grout made with antihydro cement. Concrete support should be mounded with the available fill of the site to eliminate the effect of frost action.
3. Do not remove calcium deposits over hairline cracks or elsewhere for patch work repairs unless the concrete exhibits deterioration.
4. Remove rotten wood forms left in the concrete and patch them as recommended.

Gungor Bastug

Prepared by: Gungor Bastug, C.E.
Hackensack Water Co.

GB/aj

476 Lookout Avenue
Hackensack, New Jersey 07601
January 25, 1975

Pothat Water Company
Post Office Box 45
Sloatsburg, New York 10974

Attention: Mr. S. A. Wyle,
Vice President and
Secretary-Treasurer

Re: Rehabilitation Of
Cranberry Dam And
Spillway

Gentlemen:

I am submitting this final report to you, together with a "marked up" drawing to delineate the work performed on the above subject matter and also the comments on the results of such work based upon my field observations during and after the completion of the proposed work.

Recommendations as mentioned in my November 8, 1974, report and suggested method of plugging leaks by Mr. Remig A. Popp formed the general outline of this undertaking, which was carried out by Contractor Miles Kuchar, Inc. of Montvale, New Jersey. Work commenced during the month of November 1974 and was completed in the month of December 1974.

The actual work procedures followed closely the steps outlined in my November 8, 1974, report (pages 2 and 3) with only one (1) exception: Said exception being improper treatment of wide joint in Bay #9 between the wing wall and the concrete dam due to reputed adverse ground conditions. I was unaware of the omissions until it came to my attention after the job was completed.

The original fill placed along this joint was very pervious, predominantly of organic nature and extremely loose. The replacement of this undesirable material was not carried out or could not be carried out as per recommendations. The selective impervious fill I sent to the job was dumped into the excavated trench under water and, in my judgment, was a wasted effort.

Continued

Pothat Water Company
Attention: Mr. S. A. Wyle

Page 2

January 25, 1975

The leak probably originated from this location, is still in evidence at the downstream end of the dam, and should not cause any alarm in the immediate future since it has been in existence for a number of years. However, I firmly suggest that remedial steps be taken during the spring of 1975. I recommend a relatively inexpensive and effective method of pressure volclay treatment along the wing wall. If this cannot stop the leakage, then pressure grouting should be considered.

My field investigation and observation on the dam on January 17, 1975, was very gratifying. The serious leaks in Bay #1 are completely stopped and the precariously weak concrete deck was repaired very effectively by constructing a concrete pier.

Following the completion of "crack" repairs underneath the deck of the dam, the seepages and slight leaks were still in evidence. To repair such cracks effectively under continual seepage, water pressure and with the lack of proper support during concrete setting are extremely difficult or, at its best, is of a temporary nature. However, all these slight leakages and seepages were arrested following the application of Bentonite on the upstream end of the dam.

Presently, the entire structure is in good rehabilitated condition and free of seepages and leakages, with the exception of Bay #9. Periodic inspections and minor repair should be carried out by your maintenance personnel and once a year thorough observations should be conducted by a competent engineer.

On the spillway, loose concrete was chipped out at the locations I indicated and new concrete was placed and anchored to the old and sound concrete surfaces by means of dowels. New concrete placements were toed-in against the old concrete spillway at the upstream face to bolster its stability.

Original spillway concrete exhibits large amounts of exposed gravel, lack of sand and cement contents, thus rendering itself to easy deterioration and scouring effect of the spillway water. However, the importance of maintaining the spillway concrete progressively in good condition is of a low priority item and repair work should only be conducted in case of major occurrences of deterioration or spalls as witnessed during the inspection before the work was undertaken.

Continued

Pothat Water Company

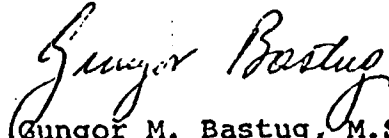
Page 3

January 25, 1975

Attention: Mr. S. A. Wyle

In conclusion, I am very much pleased to report to you that the steps taken to carry out the rehabilitation of Cranberry Dam proved to be effective and satisfactory. Therefore, it is my recommendation to adhere closely to such steps in conducting your future maintenance program related to the items of similar nature.

Very truly yours,



Gungor M. Bastug, M.S., C.E.
Hackensack Water Company

GMB:mw

Enclosure (Drawing)

cc: Mr. G. M. Haskew, Jr.,
Hackensack Water Company
Mr. R. Gerber,
Hackensack Water Company

476 Lookout Avenue
Hackensack, New Jersey 07601
April 23, 1976

Pothat Water Company
Post Office Box 45
Sloatsburg, New York 10974

Attention: Mr. S. A. Wyle,
Vice President and
Secretary-Treasurer

Re: Potaque, Cranberry
Dams and Spillway

Dear Mr. Wyle:

I am submitting this report based upon the observations I have conducted at the site on April 21, 1976.

At the time of my visit, water levels in both reservoirs stood approximately six inches (6") below high water marks.

Cranberry Dam:

The rehabilitative work performed at the dam structure during the period November 1974 through December 1974 continued to serve very satisfactorily. Soffits of all sloping concrete deck, horizontal supporting beams and buttresses in nine (9) bays exhibited sound structural integrity. Progressive deterioration of concrete prior to corrective work is under control and there is no visible change from my last report dated August 12, 1975.

The long presence of leakage in bay #9 is still in existence but I detected no change in the flow since my first observation on November 8, 1974. At the present time, my recommendation is to maintain periodic check and report when there is an appreciable increase in the flow and/or there is an evidence of silt conveyance.

Continued

Attention: Mr. S. A. Wyle

In bay #1 (northerly bay), I have noticed slight seepage along the protruding concrete located underneath the sloping deck. Even though the seepage is not serious in nature, the weight of protruding concrete from the deck is an added stress to the deck and should be eliminated. I am enclosing a sketch delineating the proposed work.

Lack of proper ground grading in some of the bays have contributed to the collection of trapped water. This condition can easily be alleviated with minimum amount of grading and hand-dug ditches to divert the trapped water to the sloping terrain located at the downstream.

Potaque Dam:

The earth embankment is in excellent condition and completely devoid of seepage and soft ground conditions. The serious flow at the toe of the embankment as reported to you following the recent heavy rainfall should not cause any concern as said flow of water is no more than a state of normal condition of any earth embankment subjected to an appreciable rainfall. In fact, the presence of yellowing grass and surface vegetation coupled with compacted soil condition is an excellent indication that the saturation line is well below the surface and carried down to the toe of the slope as it should.

Spillway:

Concrete repair work along the spillway is in very satisfactory condition. The accumulation of debris, branches and sawed-up logs at the downstream and growth of grass at the upstream ends should be removed to preserve the spillway flow capacity.

In conclusion, I am pleased to report to you that the observations I made on the three sites assured me of the continuance of proper functioning of your structures.

Continued

Pothat Water Company

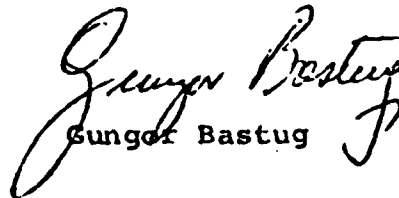
Page 3

April 23, 1976

Attention: Mr. S. A. Wyle

Please do not hesitate to call on me if I can be of any further assistance to your diligent efforts in preserving and upgrading the safety and structural integrity of your impounding reservoirs.

Very truly yours,


Gungor Bastug

GB:wm

Enclosure

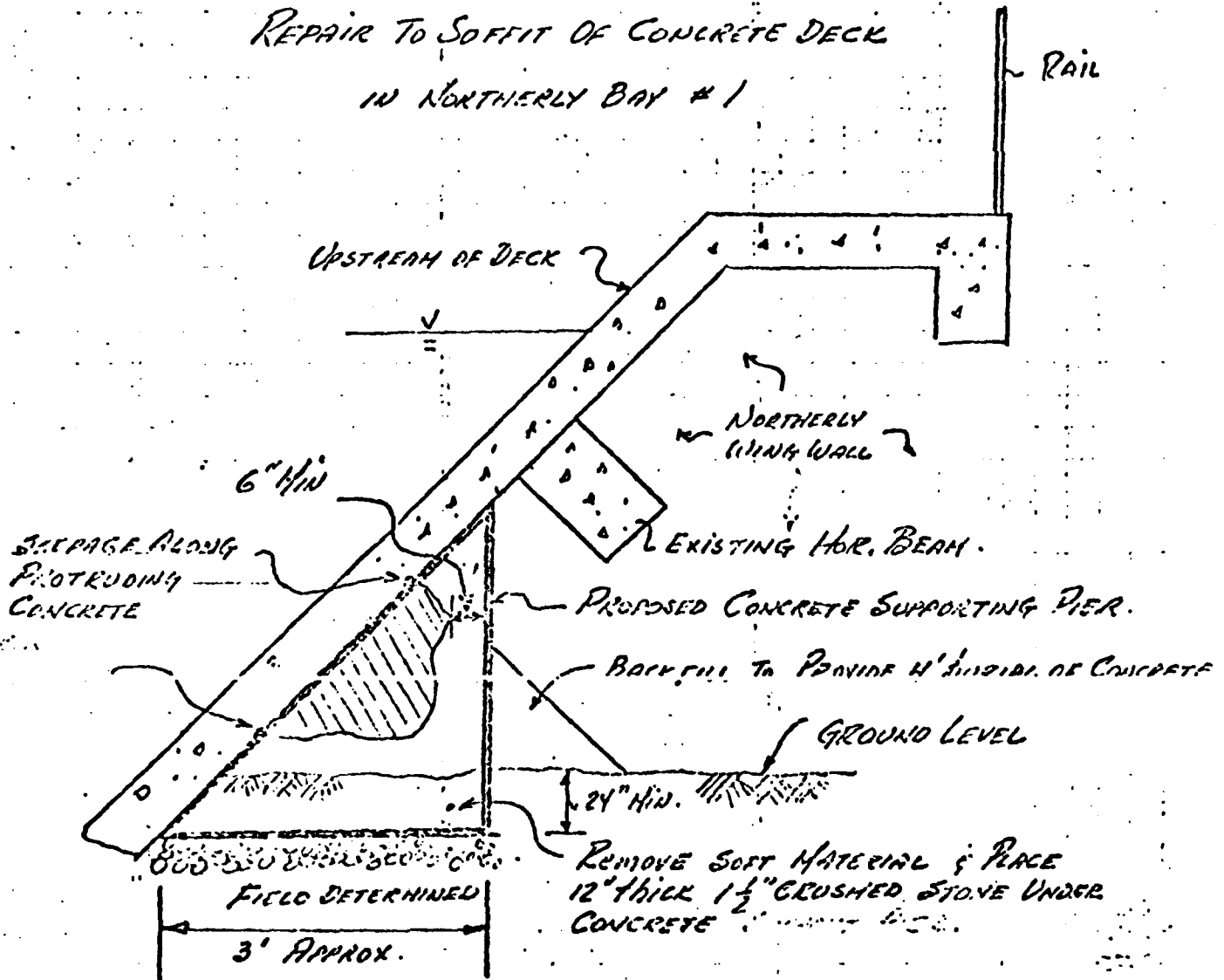
POTHAT WATER CO.

4. M. S. 10.17

APRIL 22, 1976

CRANBECK DAM

REPAIR TO SOFFIT OF CONCRETE DECK
IN NORTHERLY BAY #1



CROSS SECTION - LOOKING NORTH

N.T.S.

NOTES:

1. LENGTH OF CONCRETE SUPPORTING PIER IS TO BE SUFFICIENT ENOUGH TO EXPOSE THE PROTRUDING CONCRETE TOTALLY AND WITH MINIMUM CLEARANCE OF 6" FROM THE NEAREST POINT
2. REMOVE DETORATED WOOD FORMS ALONG THE WINGWALL PIER PLACING CONCRETE.

476 Lookout Avenue
Hackensack, New Jersey 07601
November 3, 1977

Pothat Water Company
Post Office Box 45
Sloatsburg, New York 10974

Attention: Mr. H. Pierson Mapes
President

Re: Rehabilitation of
Cranberry Dam and
Spillway

Gentlemen:

I am submitting this report to you based on my observation conducted on November 2, 1977.

Concrete dam structure continued to serve effectively since the completion of the rehabilitative work during December of 1974, and will continue to do so if periodic maintenance is implemented as suggested in my previous reports.

Presently, I recommend to perform the following items prior to inclement weather conditions:

1. Remove loose mortar layer above the water level on the upstream end of the dam and treat the areas with half inch thick layer of SIKADUR LO-MOD MORTAR.
2. "Vee" out cracks on the upstream face of the dam and seal them with SIKALCOLMA-DUR LV.
3. The leak emanating within bay #9 (easterly end) is still in existence. Such leak can be attributed to a variety of reasons. If the possible reason is the separation between wing wall and the sloped deck of the dam, corrective measures should be taken in order to eliminate the most concerning cause, in my opinion. Therefore, temporary placement of common fill at the corner and excavating it to expose the joint is the first step to be taken. The second step is to treat the joint with COLMA Joint Sealer followed by impervious backfill and subsequent removal of the temporary fill to complete the work. In order to gain access to the site, four cedar trees must be removed.

Continued

Pothat Water Company

Page 2

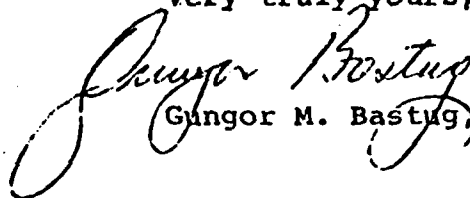
November 3, 1977

Attention: Mr. H. Pierson Mapes

If a decision is made to follow up my recommendations as outlined in this report, I call your attention to a close supervision of the work.

Please feel free to contact me if I can be of any further assistance to you in the matter.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Gungor M. Bastug".

Gungor M. Bastug, M.S., C.E.

GMB/aj

476 Lookout Ave.
Hackensack, NJ 07601
September 7, 1978

Subject: Seepage and Piping at the
Downstream End of Cranberry Dam

Pothat Water Company
P.O. Box 45
Sloatsburg, NY 10974

Att: Mr. H. Pierson Mapes, President

Gentlemen:

Based upon my recent site inspections, I would like to submit this report to your attention in order to bring certain facts to light, along with my related recommendations to further protect the structural integrity of the dam.

1. The leak which I observed in Bay #9 (Easterly End) during the latter part of 1974 is still in existence and has been in existence prior to my visit, per verbal statements from the people of your organization. As I have then stated, I did not put too much emphasis on this leakage, and I still do not consider it serious. The recent ditches which were excavated within the bay, pinpointed the leak under the footing of the buttress wall of the dam. Seepage carries no sedimentation and the flow rate showed no change. Since the joint between the wingwall and the dam buttress wall was not treated properly during the rehabilitative work conducted in November 1974, one of the reasons can be attributed to said improper treatment. The shoreline wash-out immediately at the wingwall location (one Birch tree was uprooted recently) certainly diminishes the path of resistance of the water infiltration around the wingwall, and may find its course to the bottom of the footing. The presence of the 6" water line, septic field and the natural ground water on the rising banks on the east side, can also be contributing factors. I recommend the following steps to be taken:
 1. Treat the joint between the buttress and wingwalls as outlined in my Nov. 8, 1974 report (Refer to item 5 on page 2).
 2. Backfill washout of the bank and place rip-rap to prevent further erosions.
 3. Take a sample of water and test for the presence of septic contamination and combined chlorine residual.

September 7, 1978

4. Consider pressure grouting under footing after analyzing steps 1, 2 and 3.
2. Another observation which requires further investigation is the "piping" (Hydrostatic boils) at the downstream end of the dam opposite to the joint buttress wall of bays #8 and 9. Two small "pipings" were uncovered in the ditches excavated recently to drain the puddled water from the bays. The existence of these boils can not be determined readily unless the following steps are taken as a first approach:
 1. Excavate at least a 2' deep trench in an "L" shape around them as explained to your personnel.
 2. Take sample and have them tested for septic contamination and combined chlorine residual.

If the results of these steps prove to be inconclusive, I shall make further recommendations to trace the source, which is more important than its existence. Boils exhibit very low hydrostatic pressure and the flow is minute, free of sediments, and can not be considered serious in nature at the present time.

3. Ingress and egress to the downstream end of the dam is by walking only. It is my further recommendation that an access road should be constructed from the west end to bring in equipment in order to perform some of the probable work I consider essential in the future. Such access road should be located at the proper alignment and under the supervision of a competent contractor. I shall render my suggestions and submit a proposed road alignment and profile drawing, if you wish to carry out my recommendation.

I have discussed the matter, in general, with C. Scott Vanderhoef of your organization and requested Kuchar to submit an estimated cost for treating the joint between the wing and buttress walls of Bay #9.

Do not hesitate to contact me if you have any questions concerning the matter.

Very truly yours,

Gungor Bastug
Gungor Bastug
Civil Engineer

GB:dl

476 Lookout Avenue
Hackensack, NJ 07601
October 21, 1978

Subject: Cranberry Dam

Pothat Water Company
P.O. Box 45
Sloatsburg, N.Y. 10974

Att: Mr. H. Pierson Mapes
President

Gentlemen:

This report and the enclosures will summarize the work conducted at the upstream and downstream end of the Cranberry Dam.

1. An access road starting from the north end of the dam (in the vicinity of abandoned tennis courts) and terminating along the bays of the downstream end of the dam, have been constructed to gain an access with the equipment. Said road followed the natural terrain, except for minimum cuts to avoid the sharp grades. The road has been stabilized by placing of 6"+ slag material brought in from your property.
2. All 9 bays of the dam have been cleared of wild growth, concrete chips, spalds and other debris, and graded for proper drainage.
3. 4" perforated P.V.C. pipes with French drains have been installed to divert the water from some of the bays to the ditch at the outfall of the Sluice gate conduit.
4. The ditch at the outfall of the Sluice gate conduit was cleared of growth and debris. Proper slope was instituted for unobstructed flowage, and also to gain the necessary access to the Sluice gate for periodic inspection.
5. The washout on the south side of the upstream end has been repaired and rip-rapped with large to medium size slags.
6. Investigation of the continuous flow of water in Bay #8 was traced to the natural ground water table of the sharply sloped hill on the downstream end of the dam. Excavations within the bay confirmed the existence of glacial type of fill, predominantly granular material of varying sizes mixed with fine silty sand. The water table investigation holes excavated on the hill

October 21, 1978

beyond and within the limit of the dam structure, indicated the presence of the water table within 12" to 15" of the existing ground surface. This is a natural condition created by the water level of the impounded lake. Therefore the seepages, and water infiltrations observed in Bay #8 and along the toe of the sloping hills are due to the high ground water table and the type of the strata composition of the natural terrain.

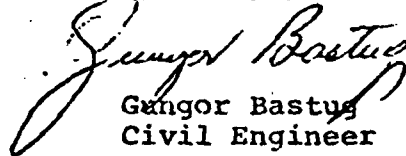
These positive observations totally eliminate my previous concerning point of the probable piping under the dam structure.

The stability of the highly saturated hills should not be considered serious in view of its existence since the construction of the dam. Consequently, the matting of the ground vegetation and growth should never be disturbed as they are excellent protection against the erosion.

In the near future, I will investigate the condition of the 30" Sluice gate through the 30" ϕ concrete conduit.

Please do not hesitate to contact me if you have any questions on the subject matter.

Very truly yours,


Gangor Bastug
Civil Engineer

GB/aj
Encls.

Tivoli 1/2 Dam

RECEIVED

APR 16 1980

SOILS SECTION

476 Lookout Avenue
Hackensack, N.J. 07601
April 4, 1979

Subject: Cranberry Dam

Pothat Water Company
P.O. Box 45
Sloatsburg, N.Y. 10974

Att: Mr. H. Pierson Mapes,
President

Gentlemen:

This is a follow-up report to my previous one dated October 21, 1978.

On April 4, 1979 investigation was made thru the 36" reinforced concrete conduit located along the Bay #5 and the Sluice gate which was installed at the upstream end of the conduit at the time of the dam construction. The 36" reinforced concrete conduit was found to be in structurally sound condition for its entire length of 47' 3" from the headwall to the Sluice gate location. There are a few spalls in the concrete, but not to a degree to reduce its safety. These spalls, at an opportune time, should be repaired to arrest further deterioration. The constant leakage at the outfall of the conduit is a direct result of ground water penetration thru the spalls.

The Sluice gate exhibited excellent condition without any leakage from the dam. The fabricated steel gate is firmly seated against the brass seat cast in the concrete conduit. Slight scale of rust at the gate is superficial and investigation proved that there was no pitting in the metal itself.

Various pictures were taken at the Sluice gate and inside the conduit to document the findings. Additional pictures were also taken at the downstream end of the dam for pictorial record. Said pictures will be forwarded to you under a separate cover.

Further investigations were made at the site to verify the results of the work as outlined in my October 21, 1978 report. The access road is in very good condition. The French drains installed within and outside the bays of the dam continued to function very satisfactorily. All bays are dry and free of water puddles.

Pothat Water Company
Att: Mr. H. Pierson Mapes

-2-

April 4, 1979

Please enter a correction to my October 21, 1978 report in which 36"Ø conduit and Sluice gate was typed inadvertantly as 30" Ø.

If you have any questions concerning this report please do not hesitate to contact me.

Very truly yours,

Gungor Bastug
Gungor Bastug,
Civil Engineer

GB/cp

RECEIVED

APR 13 1979

SOILS SECTION

Cranberry Dam and Spillway:

The hollow concrete dam is situated to the east of the 100 lake. It is approximately 135 ft. long and has a maximum height of 25 ft. The overflow provision is handled by the existing 205 ft. long spillway structure.

This reinforced dam has been in existence over fifty years and is a "Amburssen" type which was widely accepted as one of most safe dams in the United States.

The upstream end of the dam is a 9" thick sloped, reinforced concrete deck supported by horizontal beams which were tied into the reinforced concrete buttresses. There are 9 bays at about 15 feet center to center and buttress foundations and dam toe-cutoff wall were constructed on highly compacted glacial till.

My detailed investigation of the dam and periodic maintenance work conducted over the last four years assures the safety of this structure for many decades to come.

Since the structure is open to visual inspections, I have not detected any failure of its members.

The watershed area of the lake is slightly larger than that of Potaque Lake and the spillway capacity exceeds 8,000 cubic feet per second with 16" freeboard at the dam. Therefore, the size of the spillway is more than ample and is well above the requirement of 100 year flood.

This report will not go into the detailed studies and the site investigations, and rehabilitative repairs conducted at the dam and the spillway to introduce additional upgrading of the structures. We have employed Professional Engineer Mr. Miles Kuchar, and his Company and benefitted from his ideas and quality workmanship. The same contractor is now conducting a large scale rehabilitative work on the concrete dam of Oradell Reservoir owned and operated by Hackensack Water Company of Bergen County.

As a Professional Engineer with a Master's degree in C.E. and twenty four (24) years experience in construction and investigative works, I have the responsibility to the public and to you as a consultant to report my professional judgement in a realistic manner. With periodic inspection and/or required minor work, both spillway and the dam will continue to serve satisfactorily and safely.

I am enclosing herewith U.S. Geological map, Sloatsburg quadrant delineating the subject lakes and dams mentioned in this report.

Please do not hesitate to contact me if you have any questions concerning the matter.

Very truly yours,

George B. Butler
George B. Butler M. E. C. E.

REFERENCES

APPENDIX G

References

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4. "Probable Maximum Precipitation Estimates, United States East of the 105th Meridian", Hydrometeorological Report No. 51, National Weather Service, June 1978
5. "National Program of Inspection of Dams", Vol. 3, Department of the Army, Office of the Chief of Engineers, 1975
6. "Flood Hydrograph Analyses and Computations", EM-1110-2-1405, U.S. Army Corps of Engineers, August, 1959
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8. "The Geology of New York State", by Broughton, J.E., et al., N.Y. State Museum and Science Service, Geological Survey, Albany, New York, Map and Chart Series: No. 5, 1962
9. "Soil Association Map of New York State", by M.G. Cline, New York State College of Agriculture, Cornell University, Ithaca, New York, February, 1963
10. "Orange County Soils. Soil Association Leaflet 2", by E.G. Knox, et al., New York State College of Agriculture, Cornell University, Ithaca, New York, October, 1954

END

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