



BINGHAMTON FLOOD DAMAGE REDUCTION PROJECT



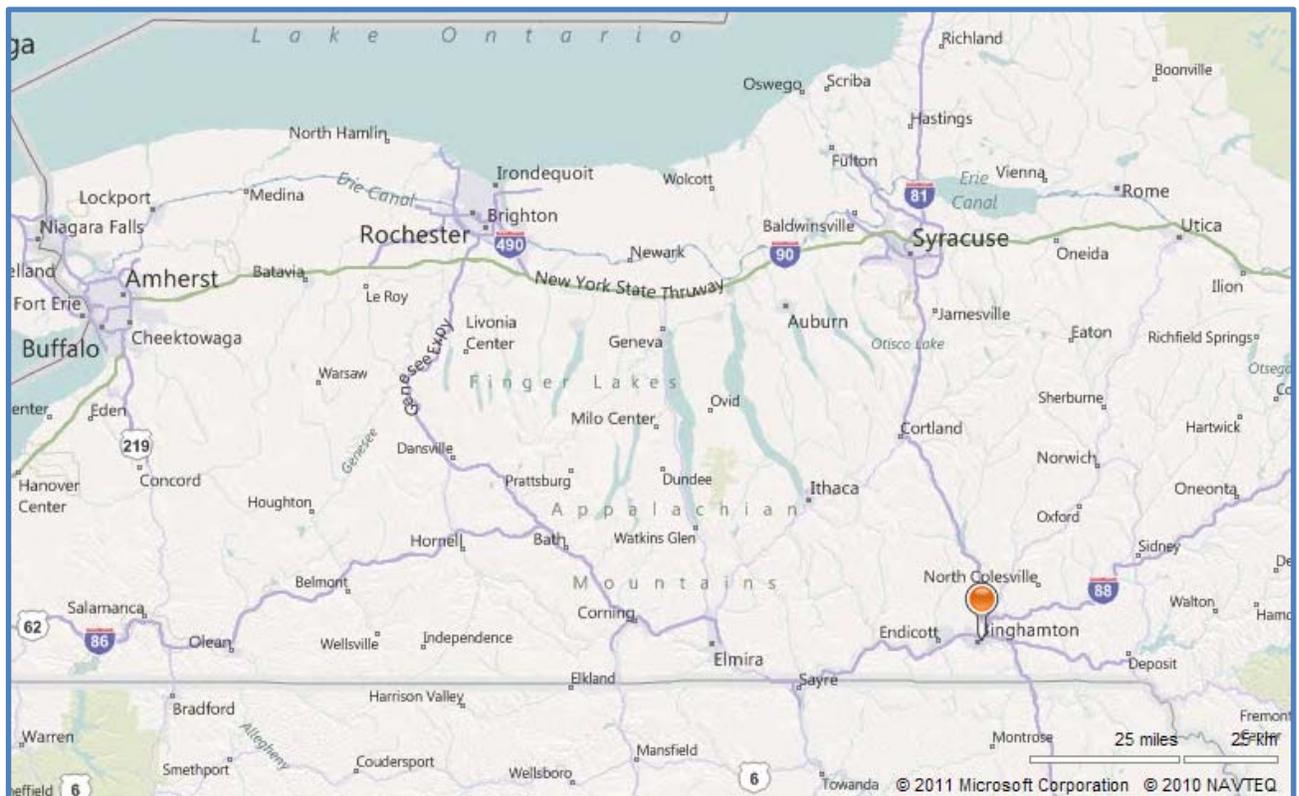
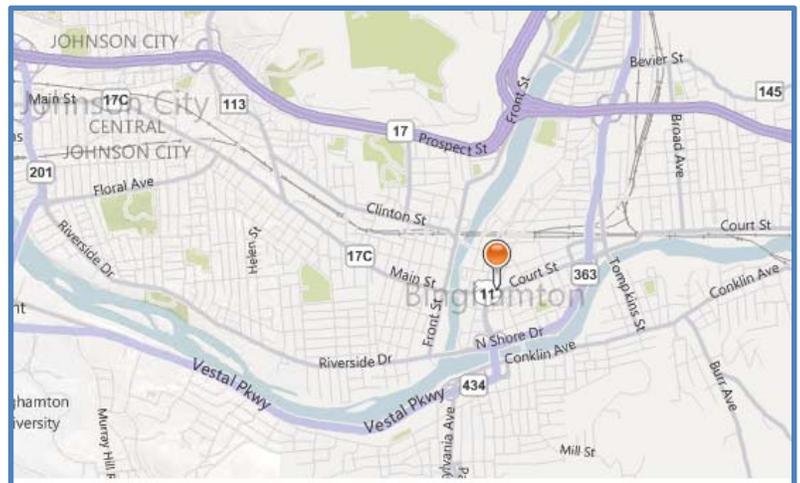
*Department of
Environmental Conservation*

Operated and Maintained by: New York State

Region 7 Counties: *Broome, Cayuga, Chenango, Cortland, Madison, Onondaga, Oswego, Tioga, Tompkins*

PROJECT LOCATION

The project lies almost entirely within the corporate limits of the city of Binghamton, county seat of Broome County, New York, and is located at the confluence of the Chenango and Susquehanna Rivers, 329 miles above the mouth of the Susquehanna River.



PROJECT DESCRIPTION

The improvement consisted of constructing walls, levees, and appurtenant drainage structures where required along both banks of the Susquehanna and Chenango Rivers. Sections of floodwalls and levees previously constructed were raised and reinforced. The lower portions of Park, Pierce, Chamberlain, and Phelps Creeks were improved to provide protection from backwater flooding during high stages of the rivers. A detailed description of the several features is presented in subsequent sections of this report.

AUTHORIZATION

By enactment of the Flood Control Act approved June 22nd, 1936 (Public Law No. 738, 74th Congress), Congress authorized, “Construction of detention reservoirs and related flood control works for protection of Binghamton, Hornell, Corning, and other towns in New York and Pennsylvania in accordance with plans approved by the Chief of Engineers...” The flood-protection project at Binghamton, New York, constructed under this authority, as amended by the Flood Control Act approved June 28th, 1938 (Public Law No. 761, 75th Congress, third session), is a part of the comprehensive plan for flood control in the Upper Susquehanna River watershed in southern New York and eastern Pennsylvania. The general scope of this project is described in House Document No. 702, 77th Congress, second session.

PROTECTION PROVIDED

The authorized plan of flood protection for Binghamton is based on the combination of local improvements with a system of retention reservoirs on tributaries upstream from the confluence of the Susquehanna and Chenango Rivers. Whitney Point Reservoir now controls 16% of the entire Chenango River watershed, or 6.6% of the combined Chenango and Susquehanna River watersheds at Binghamton.

Two other reservoirs, Genegantslet and South Plymouth, on tributaries of the Chenango River, are authorized. These two reservoirs, in conjunction with Whitney Point Reservoir, will control 25% of the Chenango River watershed or 10% of the combined Chenango and Susquehanna River watersheds at Binghamton.

In addition, four reservoirs on tributaries of the Susquehanna River above Binghamton area authorized and one of which, the East Sidney Reservoir, has been completed and has been in operation since 1950. These reservoirs will control 22% of the Susquehanna River watershed at Binghamton and will in conjunction with the three reservoirs mentioned above, control 23% of the combined Chenango and Susquehanna River watersheds at Binghamton.

The system of floodwalls and levees comprising the local improvement has increased the non-damaging capacity of the Chenango River from 42,000 c.f.s. to 75,000 c.f.s. and that of the Susquehanna River, above the confluence, from 50,000 c.f.s. to 80,000 c.f.s. The design capacity of the Susquehanna River downstream from the Chenango is 126,000 c.f.s.

Completion of the authorized plan will protect various low lying industrial, commercial, residential, and recreational areas in and about the city from frequent flooding and eliminate an estimated 99 percent of the average annual flood losses.

CONSTRUCTION

Section No. 1.

This unit comprising of protective facilities on the left bank of the Susquehanna River from high ground near Vestal Avenue below the Johnson-MacArthur athletic field, upstream to high ground at Livingston Street including Park Creek conduit, was constructed during the period from June 1940 to October 1941 by C.D. Murray and Company and Pepper Brothers of Syracuse, New York.

Section No. 2.

This unit includes protective measures at the following locations:

- The left bank of the Susquehanna River upstream from Rockbottom Bridge and along Pierce Creek.
- The right bank of the Susquehanna River from Washington Street bridge upstream to a point above Rockbottom Bridge.
- The left bank of the Chenango River upstream from Cutler Dam and along Phelps Creek.
- The right bank of the Chenango River upstream from McDonald Avenue.

This unit was constructed during the period July 1940 to October 1941 by the Tuckahoe construction Company of Tuckahoe, New York.

Section No. 3.

This unit, consisting of new walls and raising and strengthening existing floodwalls, together with appurtenant structures, on the right bank of the Susquehanna River upstream from Tompkins Street Bridge, was constructed during the period from January to November 1941 by L. B. Strandberg and Son of Chicago, Illinois.

Section No. 4.

This unit which includes the floodwalls and appurtenant structures along the left bank of the Chenango River from its confluence with the Susquehanna River upstream to Cutler Dam was constructed during the period from January to December 1943 by L. B. Strandberg and Son of Chicago, Illinois.

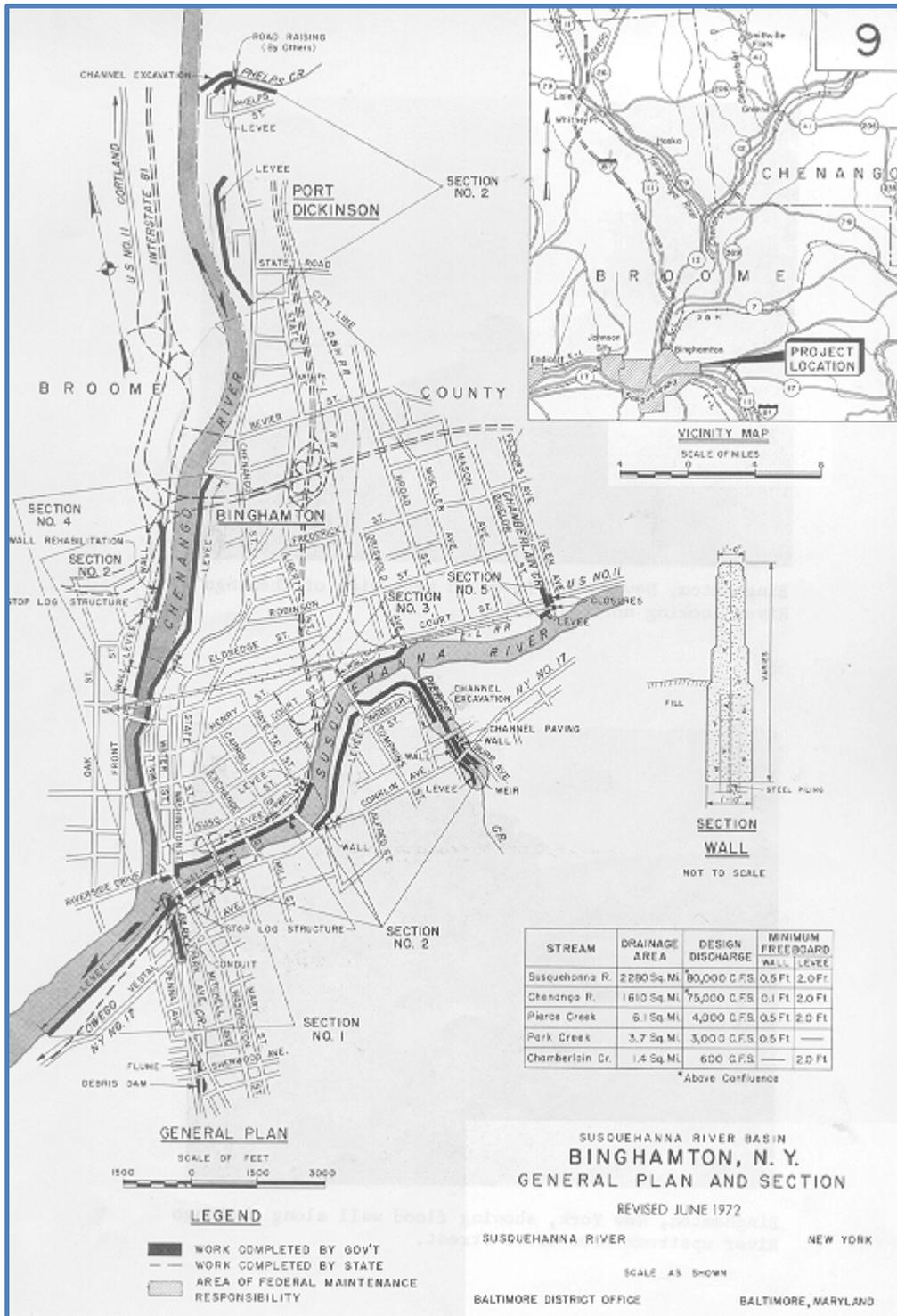
Section No. 5.

This unit comprising of levees and appurtenant structures on the right bank of Chamberlin St, was constructed during their summer of 1942 by C.D. Murray and Co., of Syracuse New York.

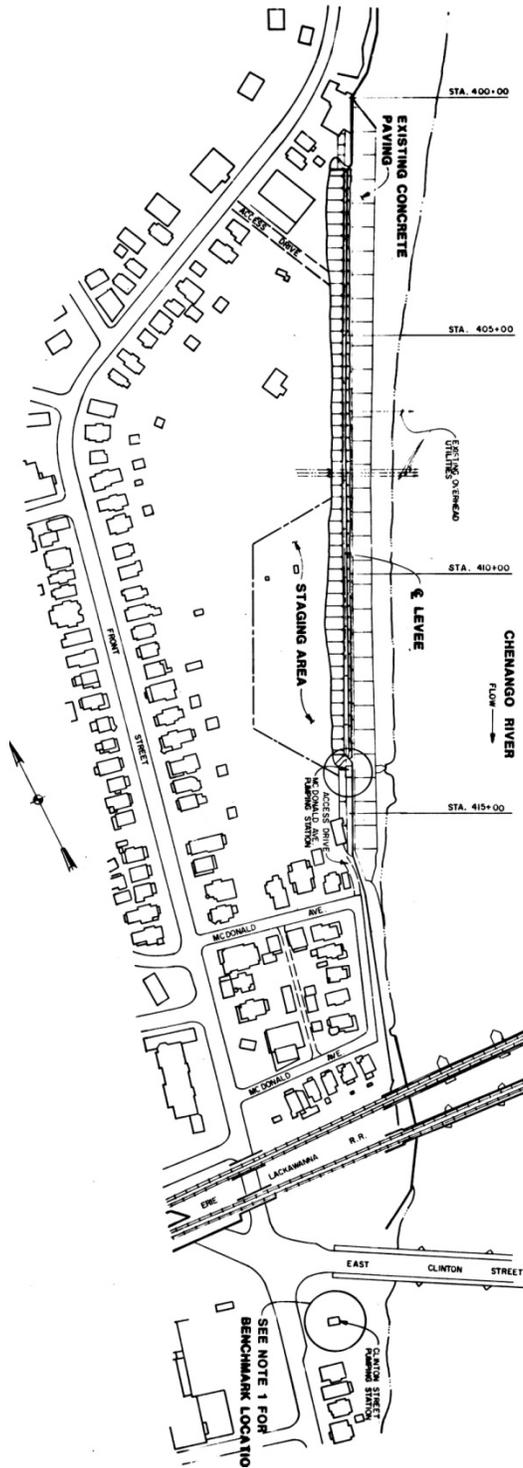
Subsequent contracts for the project entailed the additional work performed between 1949 and 1952:

- Clearing and snagging which included the removal of an abandoned dam, excavation of the Chenango River to prevent shoaling, and overbank clearing in Port Dickinson.
- Channel clearing and the partial removal of the Cutler Dam, excavation of a pilot channel, island removal, riprap protection in the Chenango River.
- Construction of flood barriers across Court St. and the Erie-Lackawanna Railroad, on the right bank of Chamberlin Creek.
- Wall rehabilitation and construction from the Cutler Ice Plant to Front and Prospect Streets, and riprap protection along the right bank.
- The placement of a debris dam, concrete flume and construction of over 400 feet of levee.

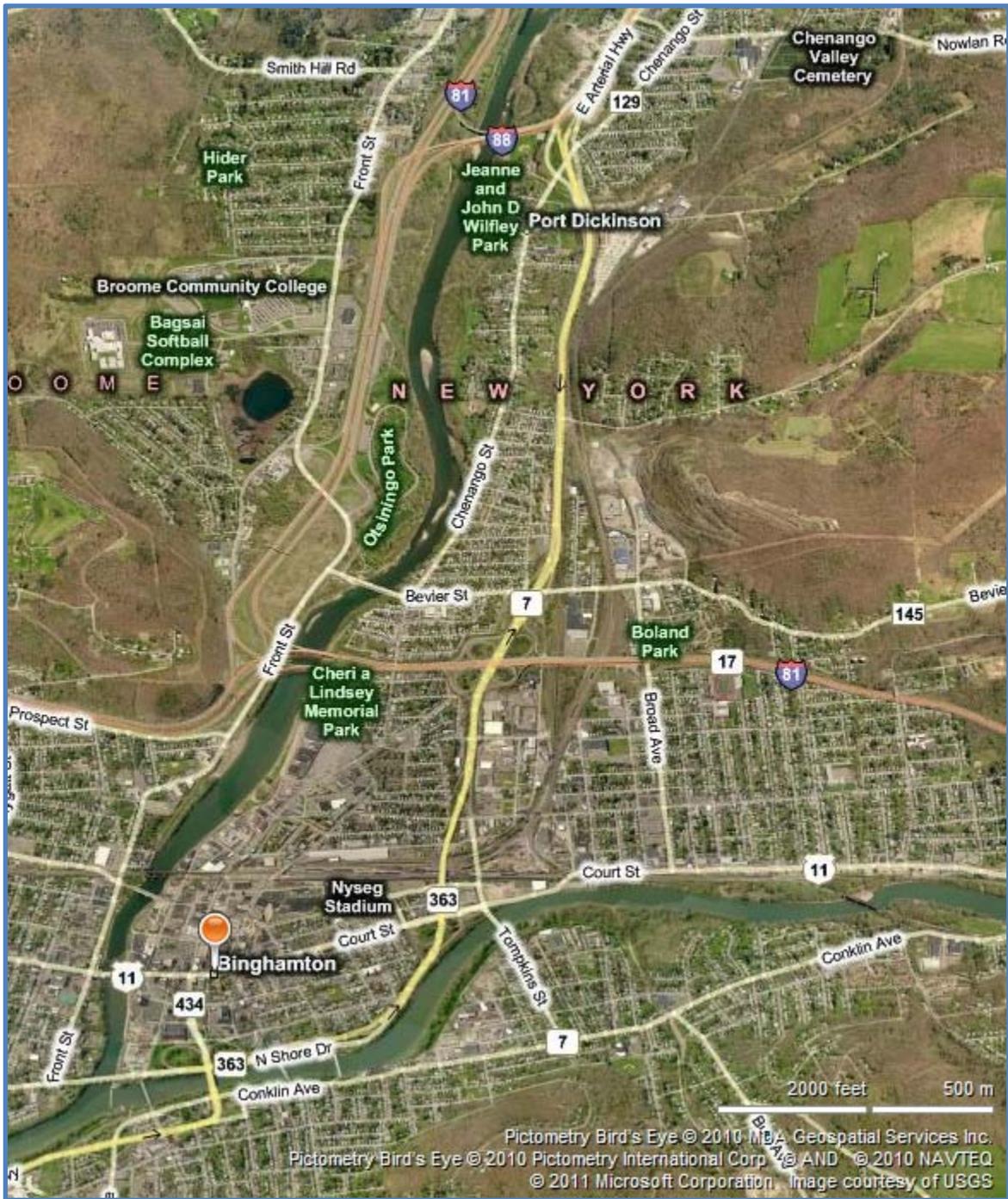
BINGHAMTON - GENERAL PLAN (A)



BINGHAMTON - GENERAL PLAN (B)



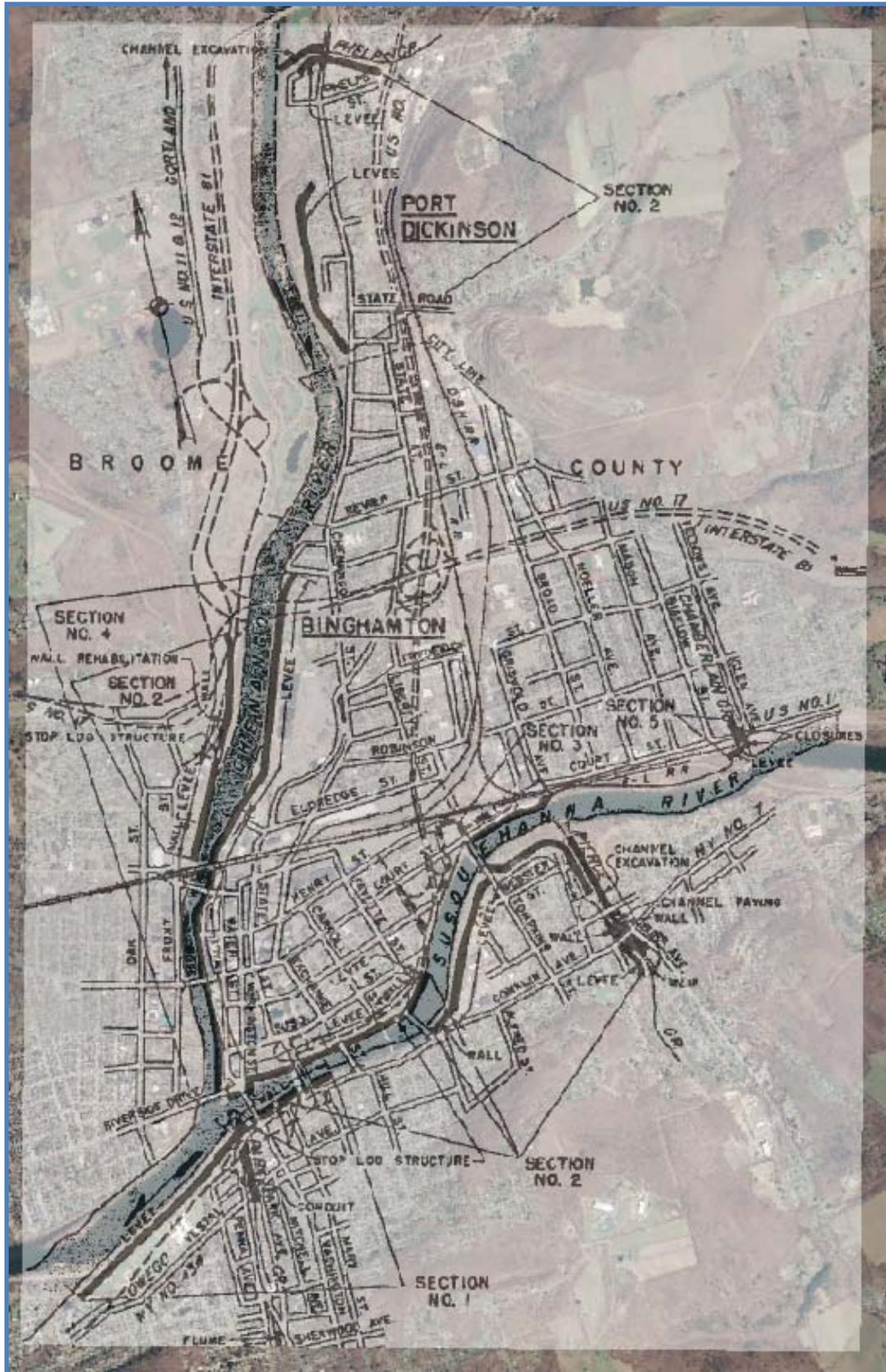
BINGHAMTON – BIRD’S EYE VIEW (A)



BINGHAMTON – BIRD’S EYE VIEW (B)



BINGHAMTON – GENERAL PLAN AND AERIAL MAP OVERLAY (A)



BINGHAMTON C&S – GENERAL PLAN AND AERIAL MAP OVERLAY

