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U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT
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**Westchester County Streams, Byram River Basin, CT & NY
Flood Risk Management Project
Frequently Asked Questions**

I. Questions about the Project

Q1: Was dredging evaluated?

USACE Response: Dredging was evaluated during the Feasibility Study but was determined not to be economically justified. The evaluation can be found in the Final Integrated Feasibility Report/Environmental Impact Statement located at: <https://www.nan.usace.army.mil/Byram/>

Q2: There is a dam about ½ mile upstream of the bridges that is in poor condition. Did hydrologic modelling take into account a scenario where the dam collapses?

USACE Response: The subject dam is privately owned that is not in danger of collapsing. The owner is considering removing it and is coordinating with the Town of Greenwich. The USACE consultant hired to design the project is in the process of updating the hydrologic and hydraulic model that will incorporate potential dam removal as part of the analysis.

Q3: Will flow of the Byram River be increased as a result of the bridge replacement?

USACE Response: There will be no significant increase in flow as a result of the replacement of the bridges as indicated by the Hydrology & Hydraulic model. There is no increase in flow, the bridges will be raised and will reduce peak flows by a small amount. The existing bridges raise the water surface, increasing the pressure flow under the bridge compared to the proposed bridge which does not backup the water surface.

Q4: Was modification of the Mill Street Bridge (downstream of the Route 1 bridges) evaluated?

USACE Response: Modification of the Mill Street bridge was evaluated during the Feasibility Study but was determined as not being a contributing factor to the flooding upstream of it. During flood events, the existing central abutments cause a constriction that results in the Byram River flowing over the Route 1 bridges. The channel has adequate capacity to contain flood flows once the central abutments are removed.

Q5: When will a rendering of the bridges be released and will the community have input on aesthetics?

USACE Response: Renderings will be published in the near future. Since the bridges are eligible for the National Register of Historic Places, the USACE is currently working with the various State and county historic preservation offices to develop an aesthetic design that achieves the same architectural look while meeting engineering goals. The USACE will coordinate with the Town of Greenwich and Port Chester on the release and acceptance of comments from the public.

Q6: Was tidal influence factored into design?

USACE Response: Although tidal influence is accounted for in hydrologic and hydraulic modelling, the cause of flooding is from the constriction of the river channel caused by the central abutments and elevation of the Route 1 bridge decks during storm events.

Q7: What level of storm event is project designed to handle?

USACE Response: The project manages food risk up to the 50-yr storm event (2% Annual Exceedance Probability).

II. Questions Regarding Impacts to Businesses Within Project Area

Q1: How will the project construction impact the two gas stations within project area:

USACE Response: The Exxon on the Connecticut side will be minimally impacted during construction. The USACE is coordinating with Exxon. The USACE is still evaluating the impact to the gas station on the New York side and will be coordinating with the owner once impacts are determined.

Q2: How are bridges being raised high enough to provide flood risk management without significantly impacting the ingress and egress of the properties within the traffic circle.

USACE Response: The main contributor to flooding is the central abutments of the two existing bridges. The approaches of the bridges will be regraded to ensure safe access to affected properties. Existing access may be relocated and will be coordinated with the property owners.

Q3: Where will construction vehicles and equipment be kept without impacting the businesses within the project area?

USACE Response: The USACE is currently evaluating staging and access locations as part of plan design. Possible locations include the road itself and the area within the divider immediately to the east of the traffic circle. The overall goal is to minimize impacts to business operation and limit the amount of land being acquired for construction.

III. Questions Regarding Traffic

Q1: Will traffic calming be incorporated into the design?

USACE Response: No changes to the existing road configuration is proposed as the bridges are being removed and replaced to manage flood risk. Any road and/or traffic improvements would need to be performed by the state DOT's and/or Village of Port Chester and Town of Greenwich. The USACE will be collecting traffic data to inform the development of traffic plan during construction and will share the information with the state and municipalities.

IV. General Questions

Q1: Will public meetings be held in Port Chester?

USACE Response: Yes, USACE is currently coordinating with City of Port Chester representatives to schedule a meeting. The meeting in Village of Port Chester is scheduled for 5 June 2025 at 6:30PM at Port Chester Senior Community Center, 222 Grace Church Street, Port Chester, NY 10573.

Q2: Does the project address removal of trees and debris within the river?

USACE Response: Clearing and snagging is a local government responsibility.