



**US Army Corps  
of Engineers®**  
New York District

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**WESTCHESTER COUNTY STREAMS,  
BYRAM RIVER BASIN**

**FLOOD RISK MANAGEMENT FEASIBILITY STUDY**

**FAIRFIELD COUNTY, CONNECTICUT AND WESTCHESTER COUNTY, NEW YORK**

**FINAL INTEGRATED FEASIBILITY REPORT &  
ENVIRONMENTAL IMPACT STATEMENT**

**APPENDIX A.13:**

**Response to Public Comments**

Comment	Response
How does the Corps work with FEMA as it relates to FEMA's flood insurance requirements?	USACE does not formulate nor design projects to meet FEMA's standards. Insurance and floodplain designation is determined by FEMA. Once USACE projects are completed, the maps can be updated by FEMA to reflect the changed conditions, but USACE cannot speak to how FEMA's updates will affect the designation of individual structures or portions of the project area.
Will the operation of a marina located downstream of the Rte 1 bridges be affected due to the increase of flows resulting from raising the bridges? Current conditions already limit business to rent summer slips to boaters.	Hydrologic and hydraulic analyses concluded that based upon the worst tidal boundary conditions (astronomical tide), there are minimal increases in the flood profile and channel velocities downstream of the U.S. Route 1 Bridges. Additional hydrologic and hydraulic analyses will be conducted during the Preconstruction Engineering and Design phase of the project to ensure the possible creation of transferred risks are avoided or are properly mitigated.
Does study include dredging in river upstream of bridges?	The Recommended Plan does not include dredging in the Byram River. The Recommended Plan is removing and replacing, in the same footprint, the two U.S. Route 1 bridges
As part of TSP, the river channel should be widened from Monica Rd to Rte 1, and large trees should be removed. The TSP should also be combined with a public safety/traffic flow improvement project for the intersections associated with the bridges.	<p>The team considered channel modifications from downstream of the U.S. Route 1 bridges, north to approximately Monica Road as part of Alternatives 3 and 4. A cost and economic analysis was conducted and these alternatives and they were determined to not be cost effective; i.e., the costs outweighed the benefits.</p> <p>USACE, Town of Greenwich, and NYS Department of Transportation have been in coordination and further details/improvements will be determined during the Preconstruction Engineering and Design phase.</p>
What will the impact be to the basin below the bridge during a 100 yr event as a result of increased flow to due to the higher bridges?	The Recommended Plan is not anticipated to increase the risk of flooding or erosion in the study area; hydrologic and hydraulic analyses concluded that based upon the worst tidal boundary conditions (astronomical tide), there are minimal increases in the flood profile and channel velocities downstream of the U.S. Route 1 Bridges. Additional hydrologic and hydraulic analyses will be conducted during the Preconstruction Engineering and Design phase of the project to ensure the possible creation of transferred risks are avoided or are properly mitigated.
Mitigate the loss of the historic bridges through improvements to the Thomas Lyon House and Port Chester pump house.	The Memorandum of Agreement stipulates that the loss of the bridges will be mitigated through Historic American Engineering Record (HAER) documentation and development of a historic context related to the history of transportation in the late 19 <sup>th</sup> and early 20 <sup>th</sup> centuries. In addition, the District shall explore alternative designs for the new adjacent

	retaining walls that reflect the aesthetic of the current walls including reuse of the existing stone on the new design.
<p>Will the Programmatic Agreement include public and local historical society review of the new bridge design? Will the bridges be larger arch bridges? Commenter also expressed concern of the aesthetics of the new bridge.</p>	<p>The Memorandum of Agreement stipulates that the design of the bridges shall be carried out in coordination with interested parties including include the Port Chester Historical Society, the Greenwich Preservation Trust and the Westchester County Historical Society and will consider the views of the public in identifying design alternatives. In consideration of the aesthetics, the new design will consider the reuse of stone and other material from the existing bridges. The new bridge is anticipated to be larger but it has not been decided if the bridge will be an arch or other form.</p>
<p>Why isn't the 1977 plan being proposed again. Bridge removal could be traffic nightmare for Boston Post Road (Rte1).</p>	<p>Recommendations from the 1977 Feasibility Report were updated to accommodate existing conditions and was considered as Alternative 3. A cost and economic analysis was conducted and the alternative was determined to not be cost effective; i.e., the costs outweighed the benefits.</p> <p>Regarding traffic, an analysis evaluating the effect of various construction scenarios have on traffic has been included as Appendix A.10 in the Feasibility Report and Environmental Impact Statement. A final traffic implementation plan will be developed during the Pre-construction Engineering Design Phase and will be implemented during construction.</p>