

**From:** [Casolo, Louis](#)  
**To:** [Rosenson, Valerie](#); [Jacobson, Jonathan](#); [Figueroa, Anabel](#)  
**Cc:** [Orgera, Ernie](#); [Turk, Thomas](#); [Barisic, Zvonko](#)  
**Subject:** Weed Ave. Seawall  
**Date:** Wednesday, May 02, 2018 3:45:24 PM  
**Attachments:** [IMG\\_1944.jpg](#)  
[IMG\\_1946.jpg](#)  
[IMG\\_1947.jpg](#)  
[IMG\\_1953.jpg](#)  
[IMG\\_1955.jpg](#)  
[IMG\\_1951 \(2\).jpg](#)

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Members of the BOR Operations Committee:

5/2/18

As a follow-up to our discussion at the April Operations Committee meeting, item number 5, I walked the limits of the entire wall along Weed Ave. this morning at low tide.

I noticed several areas where the wall along its length of Weed Ave. showed signs of deterioration including missing mortar and loose capping stone masonry (see first 2 photos) and areas of complete wall failure. The areas where failures are located are located in areas well off the road and areas nearer to the road. (see photo 3 for an area off the road). The failure areas near the road were field measured and are about 200 l.f. long (see 4<sup>th</sup> and 5<sup>th</sup> photo).

Other than some undermining in a few areas along the east side shoulder of Weed Ave. (see photo 6), the roadway was not visibly undermined in the areas of the wall collapse or in areas impacting the travel lane at this time.

In the areas of the 200 l.f. of wall collapse, my office has been working with CT DEEP and will be completing the permit applications utilizing the wall reconstruction detail that was used to repair other sections for this seawall in the past. Once permits are submitted, we have been advised that it will take approximately 45 to 90 days to review. During this time, we will develop and obtain bid pricing from firms that can perform such work. As I indicated in our meeting, some of the areas may require sheeting and police detail which will add more cost and complexity to this project. Sheeting will act to stabilize the road to allow for wall reconstruction.

In select areas of shoulder undermining, which are outside of the wall failure areas, I will request by way of this email that the road and maintenance dept. fill these holes with hot mix asphalt. At this time, there does not appear to be any other work related to undermining on the road.

My office will address the areas (200 l.f.) of failures closest to the road as a first priority and then follow up with areas needing some rehabilitation as a second priority due to the severity, and available funds. The wall is very long.

Let me know if you have any further questions.

Lou Casolo





















