

# East Lyme's Overlook Park Progress Report #35

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Reconstruction progress on the 2,750± lineal feet western half of the East Lyme Overlook Boardwalk is finishing a critical phase, which is completion of the steel sheet pile bulwark and placement of armor stone (i.e. rip rap) to provide protection against storms and coastal flooding for a new concrete walkway. That "revetment" (i.e. a coastal linear structure placed on a beach in such a way as to absorb the energy of incoming tidal and storm water, which is built to preserve the existing uses of a shoreline and to protect its slope against erosion) will extend from the Hole in the Wall Railroad Underpass to the eastern half of the walkway, reconstructed by Amtrak at a matching elevation and opened to the public on July 12, 2013. That connection will result in a 1.1 mile long, uninterrupted level walkway between McCook Point Park in the west and Cini Park in the east where the Niantic River empties into Niantic Bay.

The accompanying photograph was taken at 12:12 pm on March 13, 2015, looking east from a point approximately 400 feet east of the Hole in the Wall Underpass. The Metro North Commuter locomotive in the photograph traveled from the New London train station and is running on Track 2, traveling to its final destination in New Haven. The beginning of the western half reconstruction of Overlook Park is labeled "Project start" on the photograph. The CAT vibratory pile driver excavator is shown resting on the elevated ground foundation of the future pedestrian walkway. Note the twin steel sheet piles lying on the immediate right of the CAT. The pile driver will pick up each pile, swing it to the right, and align it with the piles previously driven in the pit in the foreground. The operator uses the "string line" to sequentially align each pile, assisted by workers who guide the pile into an adjacent "tongue and groove" pile in the pit. See <http://publictrustfoundation.org/docs/Vol-3-No1-ELPTF-Bull.pdf> (Page 2) for more detail.

The final surface elevation of this western half of the walkway will be 5± feet higher than was the original elevation of this half of the walkway and will thus be protected against flood storm damage. At the end of work on March 20th, a total of 619 twin sheet piles were in place, equal to approximately 2,508 lineal feet of sheeting installed, equivalent to this phase of work being 91% complete.



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continued

Illustrated here is the 5± foot difference in final grade elevations between the original and the reconstructed walkway. That final elevation will be about 2 feet higher than the predicted 100 storm elevation. This increase began by adding 6 to 12 inches of sand and gravel placed on the original storm damaged walkway. As pile driving progressed, about 42 inches of gravel fill was placed and compacted to create a foundation for the final 6 inch thick concrete walkway that will be flush with the top of a concrete cap encasing the top 6 inches of each sheet pile and adding 18 inches of concrete above each sheet pile of the bulwark.

A more detailed and interactive description of recent progress on this project is available at: <http://publictrustfoundation.org/docs/Vol-3-No2-ELPTF-Bull.pdf>.

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