

MANOR MATTERS

DOUGLAS MANOR
ASSOCIATION
NEWSLETTER

October/November 2007

DMEA RECEIVES A GIFT: The Douglas Manor Environmental Association has received a most unexpected and generous gift, thanks to the community-minded spirit and generosity of the Corbin Family, residents of the Manor. The DMEA is pleased to announce that it is the 501(c)(3) beneficiary of a very significant bequest as a result of the Corbins' support for the organization and thank the Corbins for their dedication to the Manor environment.

Shore Road, History & Update by Bernie Haber, PE

For more than two decades, the westerly half of the pavement at two low points along Shore Road (at Hollywood and at Bayview) has experienced excessive settlement due to erosion of the embankment between the westerly curbline and Little Neck Bay. This is primarily due to the lack of curbing to channel the storm water to the outfall ditches (spillways) that exist all along Shore Road. Without effective curbing the water flows directly from the roadway to the embankment, eroding it and to some degree affecting our seawalls for which we are responsible. With this erosion, the westerly half of the unrestrained roadway pavement settles and cracks. The cracks absorbing storm water leach out the non-retained soil below the pavement, accelerating the collapse. The collapse is exacerbated by the winter freeze-thaw cycle enlarging the cracks, absorbing more water, then leaching more underlying soil.

At these areas of concern, Shore Road averages 20 ft from curb to curb and the City owns a 40-ft Right of Way. **(The City claims it has no title and has mapped Shore Road as a 30-ft Right of Way. The NYC Law Department is now investigating the validity of the City's Claim to determine who owns the missing 10 ft.)** Regardless, the City is responsible for a minimum of 5 feet on either side of Shore Road. After a big Northeaster in early 1992, Bernard Haber, PE, made a study of the failure at Hollywood (reported in Manor Matters); he found a 14-inch drop of the westerly side of Shore Road and recommended that a wall be built to keep the earth underlying the roadway from leaching into the Bay as explained above, and to retain the roadway. The City repaved the area, but because of lack of effective curbing, storm water kept eroding the area adjacent to the pavement, eventually collapsing it.

In 2005, after more than ten years of correspondence and investigation, the City did a **temporary** fix at Hollywood using a double guard rail bolted to and supported by steel columns. The depressed roadway area was filled with gravel to re-establish the roadway grade. The area was striped to keep cars off of it. The temporary "fix" worked for a year. The roadway had begun to settle again in 2006, as evidenced by the pave-

ment cracks in the repaving of 2005 and observation that the northern 50% of the guardrail and columns were no longer vertical.

On June 21, 2006, then-DMA President Bernard Haber and Community Board 11 (CB 11) Representative Steve Newman met with New York City Department of Transportation (NYCDOT) Commissioner Iris Weinshall and staff to discuss the Bayview and Hollywood issues. The DMA insisted on an immediate **temporary** repair at Bayview similar to the repair at Hollywood. NYCDOT committed to making Hollywood and Bayview safe. NYCDOT proposed a permanent reconstruction providing a storm water system on Shore Road, which the DMA and CB 11 have been asking for and fully support. The DMA pointed out that outfall spillways exist all along Shore Road and what is needed is new curbing, paving and guardrails along the entire length of Shore Road and permanent retaining walls at Hollywood and Bayview. NYCDOT was receptive to a Capital Project. A top priority request for a Capital Project was introduced through Community Board 11 in September 2006. A Capital Project can take as long as 3 to 5 years to be accomplished.

In the fall of 2006, NYCDOT constructed a temporary repair at Bayview similar to that used at Hollywood. After one year (as at Hollywood) the temporary repair failed as evidenced by the settlement of the curbs and the storm water washing the gravel into the Bay.

A conceptual design and cost estimates for a permanent repair using a sheet pile or concrete retaining wall and complete reconstruction of Shore Road were prepared by Bernard Haber, PE, and submitted to CB 11 and NYCDOT. At a field meeting with NYCDOT Borough Commissioner Maura McCarthy, CB 11, NYCDOT staff and Department of Environmental Protection (DEP) staff on September 30th to discuss the urgency of the project, the Commissioner agreed to place water-filled barriers at both locations for safety purposes. The barriers have been installed, and should remain in place until a permanent reconstruction project is developed. We estimate construction should start in 3 years. **Keep your fingers crossed!**

