



JOSEPH P. RILEY, JR.
MAYOR

City of Charleston
South Carolina

BARBARA W. VAUGHN
DIRECTOR
PUBLIC INFORMATION

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REPAIRS COMPLETED FOR "THE TURN" AT BATTERY

The first phase of the Battery seawall repair & reconstruction project involved the reconstruction of "The Turn" - the portion of the High Battery that connects the stone High Battery along East Battery with the Low Battery along Murray Boulevard. The repairs are complete and the walkway and the road are now open for traffic at the turn.

This portion of the Battery was designated a priority due to substantial deterioration of the underlying wooden deck and pile system. More specifically the work included:

- *Installation of a temporary cofferdam and dewatering systems to allow work during all tidal cycles*
- *Removal and disposal of the existing concrete seawall*
- *Removal of the timber platform*
- *Installation of 70 new composite (concrete and steel) piles, 104 feet long each*
- *Construction of a new reinforced concrete foundation and seawall structure (approximately 800 cubic yards of concrete and 75 tons of steel reinforcing)*
- *Installation of a new storm drainage system*
- *Installation of a concrete planter structure and new granite curb for the new section of the Battery*
- *Milling, overlaying and restriping the road surface within the project limits*
- *Removal of all temporary cofferdams and traffic control and*
- *Most notably, creating an accessible transition from the High Battery to the Low Battery without significantly changing the design of the previous wall.*

Mayor Joseph P. Riley, Jr. said, "The restoration of this portion of the Battery is an important milestone in maintaining an importance piece of our city's history. The addition of a ramp to High Battery to enable those who find stairs difficult and those with wheel chairs and strollers was a masterful addition to provide accessibility while maintaining the iconic appearance of this walkway along our water's edge. Work will continue as we work to preserve our Battery and its unique promenade along the river and harbor."

The estimated time for construction was nine (9) months. Crowder Construction Company substantially completed the project within the scheduled time. The final cost was approximately \$2.7 Million.

During this phase of construction, selected renovation of the stone High Battery from the “Turn” to its northern terminus was undertaken. The repairs consisted of resetting and repointing selected areas of the existing stones to provide a more level walking surface and more aesthetic appearance.

The next phase of the renovations will focus on the replacement of the Low Battery from the eastern end at the “Turn” to the intersection of King Street and Murray Boulevard. The City has begun the process for selection of a design consultant. Once a consultant is selected, they will work with City staff and other stakeholders to produce a sound, reasonable design that will be permitted through the State Historic Preservation Office, the Army Corps of Engineers, the City’s Design Review Committee and other permitting agencies. The design and permitting process may take up to one year to complete.

FOR MORE INFO:

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