

# **Appendix B**

Photographs of General Conditions  
from the “Walk-by” and “Float-by” Inspection  
of the Low Battery Seawall



This is a view looking to the west along the Low Battery seawall in the vicinity of White Point Gardens. The sidewalk is in good condition to King Street.



This is a view of the Low Battery seawall east of King Street. Note the exposed and corroded steel reinforcing bars in the concrete coping and the wide crack in the railing pedestal.



This is a view of the Low Battery seawall east of King Street. Note the exposed and corroded steel reinforcing bars in the spalled concrete coping. Note the bricks used to fill a void.



This is a view of the Low Battery seawall east of King Street. Note the exposed and corroded steel reinforcing bars in the spalled concrete coping at the base of a railing pedestal.



This is a view of the Low Battery seawall east of King Street. Note the exposed and corroded steel reinforcing bars in the cracked and spalled concrete railing pedestal.



This is a view of the Low Battery seawall east of King Street. Note the spalled concrete railing pedestal.



This is a view of the Low Battery seawall east of King Street. Note the exposed and corroded steel reinforcing bars in the spalled concrete coping.



This is a view of the Low Battery seawall in the vicinity of the Fort Sumter House and King Street. Note the general condition of the seaward face of the seawall.



This is a view of the Low Battery in the vicinity of 14 Murray Boulevard. The seaward section of sidewalk has a slight downward slope and the street-side section of sidewalk has a steeper downward slope toward the street. Note the shallow surface scaling of the seaward section of sidewalk.



This is a view of the Low Battery in the vicinity of 14 Murray Boulevard. The sidewalk to the left of the storm drain inlet is level and in good condition. The sidewalk to the right of the inlet is in poor condition and slopes noticeably downward to the street. Note the change in the elevation of the top of the sidewalk at this location.



The seaward section of the Low Battery sidewalk has a slight downward slope and the street-side section of sidewalk has a steeper downward slope toward the street.



Note the long spalls along the landside edges of the concrete coping and the shallow surface scaling of the seaward section of the concrete sidewalk.



This is a view of the Low Battery in the vicinity of 22 Murray Boulevard. Note the drop in elevation along the joint between the seaward section of sidewalk and the street-side section of sidewalk.



This is a view of the Low Battery in the vicinity of 36 Murray Boulevard. Note the drop along the joint between the seaward section of sidewalk and the street-side section of sidewalk. The seaward section of sidewalk has a slight downward slope and the street-side section of sidewalk has a steeper downward slope toward the street.



This is a view of the Low Battery in the vicinity of 50 Murray Boulevard. Note the drop along the joint between the seaward section of sidewalk and the street-side section of sidewalk and the attempt to transition between the sections with asphalt. The seaward section of sidewalk has a slight downward slope and the street-side section of sidewalk has a steeper downward slope toward the street.



This is a view of a seaward section of sidewalk in the vicinity of 50 Murray Boulevard.



This is a view of the Low Battery in the vicinity of Council Street. Note the condition of the sidewalk around the storm drain inlet. From the vicinity of Council Street to Tradd Street, both the seaward section and the street-side section of sidewalk slope steeply and uniformly downward toward the street.



This is a view of the Low Battery sidewalk in the vicinity of Council Street. Note the condition of the sidewalk around the storm drain inlet.



This is a view of the Low Battery in the vicinity of 68 Murray Boulevard.  
Note the seemingly perpetual puddle in this particular location.



This is a view of the Low Battery in the vicinity of Rutledge Boulevard.  
Note the consistent and steep downward slope of the sidewalk to the street.  
The top of the sidewalk adjacent to the seawall is 16 inches below the top  
of the coping.



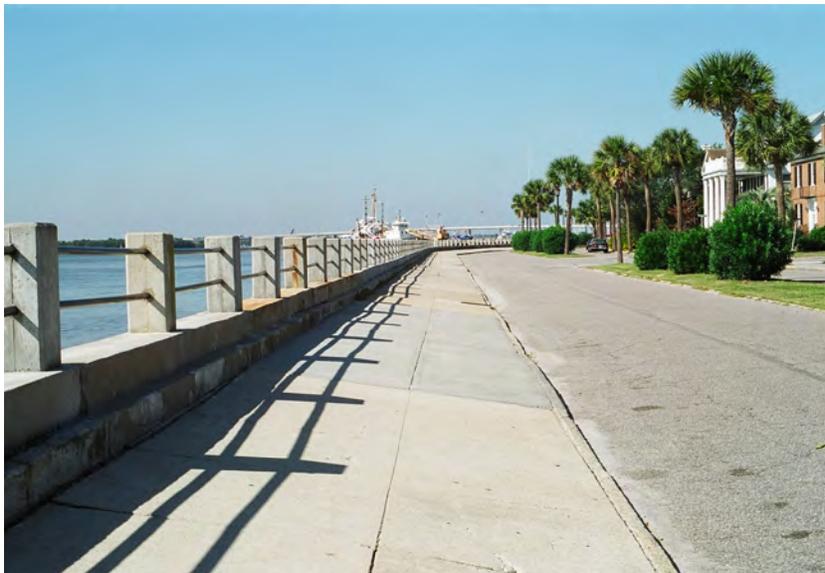
This is a view of the Low Battery seawall in the vicinity of Rutledge Boulevard. The sidewalk has a steep downward slope to the street. The section of sidewalk in front of the storm drain inlet appears to be higher than the other sections of sidewalk.



This is a view of the Low Battery in the vicinity of 78 Murray Boulevard. Note the seemingly perpetual puddle in this particular location and the relatively steep downward slope of the sidewalk toward the street.



This is a view of the Low Battery seawall in the vicinity of 82 Murray Boulevard. Note the relatively steep downward slope of the sidewalk toward the street.



This is a view of the Low Battery in the vicinity of 82 Murray Boulevard. Note the uniform and steep downward slope of the sidewalk toward the street. The top of the sidewalk adjacent to the seawall is 18 inches below the top of the coping.



This is a view of the Low Battery seawall in the vicinity of 88 Murray Boulevard. Note the steep downward slope of the sidewalk toward the street. Also note the vertical waviness in the sidewalk.



This is a view of the Low Battery seawall at the intersection with the High Battery in the vicinity White Point Garden. Note the deteriorated conditions at the vertical expansion joint where the two seawalls intersect.



This is a view of the Low Battery seawall in the vicinity of White Point Garden. Note the general conditions of the seawall and the concrete coping below the railing pedestals. Note the spall below the railing pedestal on the right side of the photograph. Note the exposed and corroded horizontal reinforcing bars.



This is a view of the Low Battery seawall in the vicinity White Point Garden. It was initially believed that the hole was in the protective concrete slabs at the base of the seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the hole is positioned within the concrete mass of the pile supported seawall. Note the remains of a steel reinforcing bar in the top right side of the opening.



This is a view of the Low Battery seawall in the vicinity White Point Garden. Note the spall in the face of the seawall. The exposed underlying concrete appears to be composed predominately of coarse aggregate with very small amounts of fine aggregate and cement.



This is a view of the Low Battery seawall and an outlet in the vicinity of White Point Garden. Note the long horizontal crack extending from the top left corner of the outlet. It was initially believed that the protective concrete slabs had slipped downward from the base of the pile supported seawall and the crack was along the joint between the protective concrete slabs and the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the crack is positioned several feet above this joint and is within the concrete mass of the pile supported seawall.



This is a view of the Low Battery seawall and an outlet in the vicinity of White Point Garden. Note the long horizontal crack extending from the top left corner of the outlet. It was initially believed that the protective concrete slabs had slipped downward from the base of the pile supported seawall and the crack was along the joint between the protective concrete slabs and the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the crack is positioned several feet above this joint and is within the concrete mass of the pile supported seawall.



This is a close-up view of the Low Battery seawall near the outlet in the vicinity of White Point Garden. It was initially believed that the protective concrete slabs had slipped downward from the base of the pile supported seawall and the crack was along the joint between the protective concrete slabs and the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the crack is positioned several feet above this joint and is within the concrete mass of the pile supported seawall. Note the steel reinforcing bars that have become exposed.



This is a close up view of the Low Battery seawall in the vicinity of White Point Gardens. It was initially believed that the hole was in the protective concrete slabs at the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the hole is positioned within the concrete mass of the pile supported seawall.



This is a view of the Low Battery seawall in the vicinity of White Point Garden. It was initially believed that the hole was in the protective concrete slabs was at the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the hole is positioned within the concrete mass of the pile supported seawall.



This is a view of the Low Battery seawall in the vicinity of White Point Garden. It was initially believed that the protective concrete slabs had slipped downward from the base of the pile supported seawall and the crack was along the joint between the protective concrete slabs and the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the crack is positioned several feet above this joint and is within the concrete mass of the pile supported seawall. Note the remains of steel reinforcing bars that have become exposed.



This is a view of a spall in the face the Low Battery seawall in the vicinity of White Point Garden. The exposed underlying concrete appears to be composed predominately of coarse aggregate with very small amounts of fine aggregate and cement.



This is a view of the Low Battery seawall near the intersection with King Street. Note the deteriorated general conditions of the seawall east of King Street.



This is a view of the Low Battery seawall near the intersection with King Street. Note the deteriorated general conditions of the seawall.



This is a view of the Low Battery seawall near the Fort Sumter House and the intersection with King Street. Note the rust streaks from corroding steel reinforcing bars and the horizontal cracks below the coping.



This is a view of the general conditions of the Low Battery seawall just to west of the Fort Sumter House. Note the rust streaks from corroding steel reinforcing bars below the coping.



This is a view of the general conditions of the Low Battery seawall just to the west of the Fort Sumter House. Note the rust streaks from exposed and corroding steel reinforcing bars in and below the coping.



This is a close-up view of the general conditions of the Low Battery seawall just to the west of the Fort Sumter House. Note the spalls in the coping with rust streaks from exposed and corroding steel reinforcing bars. Note the face of the seawall is heavily pitted with spalls and horizontal cracks near the vertical expansion joint.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 14 Murray Boulevard. Note the rebuilt concrete coping and the rust streaks from corroding steel bolts below.



This is a close-up view of the general conditions of the Low Battery seawall in the vicinity of the 18 Murray Boulevard. Rebuilt section of concrete coping and rust streaks from corroding steel bolts.



This is a view of the general conditions of the Low Battery seawall in the vicinity of the 20 Murray Boulevard. Note the rust streaks from exposed and corroding steel reinforcing bars in the coping and below the coping. Also note the horizontal crack in the face of the seawall just above the shore line on the right side of the photograph.



This is a view of the general conditions of the Low Battery seawall in the vicinity of the 28 Murray Boulevard. Note the rebuilt section of concrete coping in the center of the photograph. Note the rust streaks from exposed and corroding steel reinforcing bars in the coping on the left side of the photograph. Also note the horizontal crack in the face of the seawall just above the shore line from the left side to the middle of the photograph.



This is a view of the general conditions of the Low Battery seawall in the vicinity of the 32 Murray Boulevard. Note the rust streaks from exposed and corroding steel reinforcing bars in the coping on the left side of the photograph. Note the horizontal crack in the face of the seawall just above the shore line from the left side to the middle of the photograph.



This is a view of general conditions of the curve in the Low Battery seawall in the vicinity of the 36 Murray Boulevard. Note the rust streaks from exposed and corroding steel reinforcing bars in the coping and the horizontal cracks below the coping.



This is a close-up of the Low Battery seawall in the vicinity of 36 Murray Boulevard. Note the wide horizontal crack below the coping with exposed and corroding steel reinforcing bars.



This is a view of the Low Battery seawall in the vicinity of the 36 Murray Boulevard. Note the rust streaks from corroding steel reinforcing bars and the horizontal cracks in the coping and below the coping. Also note the crack with a rust streak on the railing pedestal.



This is a view of the Low Battery seawall in the vicinity of 38 Murray Boulevard. Note the spall with exposed and corroded steel reinforcing bars at the base of a railing pedestal.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 40 Murray Boulevard. Note the split railing pedestal above a vertical expansion joint in the seawall. Note the severe spalling at the expansion joint. Also note the rust streaks from corroding steel reinforcing bars and the horizontal cracks in the coping and in the seawall below the coping.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 46 Murray Boulevard. Note the rust streaks from corroding steel reinforcing bars in the coping. Note the horizontal crack in the face of the seawall just above the shore line from left side to the middle of the photograph.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 48 Murray Boulevard. Note the horizontal crack in the face of the seawall just above the shore line from the left side to the middle of the photograph.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 58 Murray Boulevard near intersection with Limehouse Street. Note the horizontal crack in the face of the seawall just above the shore line extends the entire width of the photograph.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 58 Murray Boulevard near intersection with Limehouse Street. Note the horizontal crack in the face of the seawall just above the shore line and the outlet extends the entire width of the photograph. Also note the horizontal cracks just below the coping and on the coping on the left side of the photograph.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 58 Murray Boulevard. Note the very wide horizontal crack in the face of the seawall just above the shore line. Note the horizontal cracks just below the coping.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 76 Murray Boulevard. Note the horizontal cracks just below the coping extend the width of the photograph.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 80 Murray Boulevard. Note the horizontal cracks just below the coping extend the entire width of the photograph. Also, note the horizontal crack approximately one foot below the coping on the right side of the photograph.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 86 Murray Boulevard. Note the horizontal cracks just below the coping extend the entire width of the photograph. Note the severe conditions in face of seawall on the left side of the photograph. Also, note the condition of the vertical expansion joint in the center of the photograph.



This is a close-up view of the Low Battery seawall in the vicinity of 86 Murray Boulevard. These are the conditions of the seawall to the west of the vertical expansion joint. It was initially believed that the protective concrete slabs had slipped downward from the base of the pile supported seawall and the crack was along the joint between the protective concrete slabs and the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the crack is positioned several feet above this joint and is within the concrete mass of the pile supported seawall.



This is a view along the base of the Low Battery seawall in the vicinity of 86 Murray Boulevard. These are the conditions of the seawall to the west of the vertical expansion joint. It was initially believed that the protective concrete slabs had slipped downward from the base of the pile supported seawall and the crack was along the joint between the protective concrete slabs and the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the crack is positioned several feet above this joint and is within the concrete mass of the pile supported seawall.



This is a view of the base of the Low Battery seawall in the vicinity of 86 Murray Boulevard. It was initially believed that the protective concrete slabs had slipped downward from the base of the pile supported seawall and the crack was along the joint between the protective concrete slabs and the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the crack is positioned several feet above this joint and is within the concrete mass of the pile supported seawall.



This is a close-up view at the base of the Low Battery seawall in the vicinity of 86 Murray Boulevard. It was initially believed that the protective concrete slabs had slipped downward from the base of the pile supported seawall and the crack was along the joint between the protective concrete slabs and the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the crack is positioned several feet above this joint and is within the concrete mass of the pile supported seawall.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 94 Murray Boulevard. Note the horizontal cracks just below the coping extend for the entire width of the photograph. Note the severe cracks in face of seawall extend for entire width of the photograph. Also, note the sections of rebuilt coping with the corroded steel bolts projecting outward below the coping.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 100 Murray Boulevard. Note the severe cracks in face of seawall on the right side of the photograph. Note the sections of rebuilt coping with the corroded steel bolts projecting outward below the coping on the right side of the photograph.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 100 Murray Boulevard. It was initially believed that the protective concrete slabs had slipped downward from the base of the pile supported seawall and the crack was along the joint between the protective concrete slabs and the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the crack is positioned several feet above this joint and is within the concrete mass of the pile supported seawall.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 104 Murray Boulevard. Note the severe cracks in face of seawall on the left side of the photograph.



This is a view of the general conditions of the Low Battery seawall in the vicinity of 108 Murray Boulevard. It was initially believed that the protective concrete slabs had slipped downward from the base of the pile supported seawall and the crack was along the joint between the protective concrete slabs and the base of the pile supported seawall. However, subsequent detailed investigations of similarly positioned cracks indicate that the crack is positioned several feet above this joint and is within the concrete mass of the pile supported seawall.



This is a view of the general conditions of the Low Battery seawall in the vicinity of Tradd Street and the Coast Guard Base. Note the horizontal crack approximately two feet below the coping extends the width of the photograph.



This is a close-up view of the Low Battery seawall in the vicinity of Tradd Street and the Coast Guard Base. This section of the seawall appears to have been more recently constructed than the remainder of the Low Battery seawall.