

**South Carolina Department of Transportation**  
**Engineering Directive Memorandum**

Number: 44

Primary Department: Maintenance

Referrals: South Carolina Code of Law 57-5-600

Subjects: Procedures for Removing Bridges from the State System

There may be situations when consideration should be given to removing a bridge without replacement. Variables that contribute to such conditions include infrastructure age, traffic patterns, economical considerations, and safety concerns. The following issues shall be carefully reviewed prior to beginning any removal process:

- length of time the bridge has been restricted or closed,
- access for landowners,
- detour lengths,
- repair cost,
- repair feasibility,
- replacement cost,
- connectivity of the state system,
- average daily traffic,
- emergency services, and
- local government needs.

If after careful study of the above issues removal is recommended, the district shall contact the Director of Maintenance Office and request that the structure be permanently removed. Correspondence indicating a municipality or county's concurrence is appropriate to be included with this request. The director of maintenance will provide a recommendation to the secretary of transportation for approval, with concurrences from the chief engineer for operations and deputy secretary for engineering. Upon approval of the secretary of transportation, a public hearing may be held if concurrence from the appropriate municipality or county has not been received. After due diligence in obtaining local concurrence, the proposal will be presented to the commission for approval.

Once commission approval is received, the Director of Maintenance Office will contact the Legal Office and request the necessary legal action be taken to begin the process to remove the bridge from the state system without replacement. Depending on the circumstances, a bridge may be removed pursuant to South Carolina Code of Law Section 57-5-600 or through other statutory road closing or road removal procedures.

This directive is not intended to circumvent the need to remove a bridge for safety or environmental reasons until funding for replacement can be identified. Some bridges that carry state-owned roads and that were previously owned and maintained by the railroads are eligible for removal at the expense of the railroad as per agreements signed in 1998. A listing of these bridges is available from the Bridge Maintenance Office.

Approved: John V. Walsh  
Deputy Secretary for Engineering

Effective Date: February 7, 2011