

National Bridge Inventory: South Carolina

- The state has identified needed repairs on 1,995 bridges.
- This compares to 1,617 bridges that needed work in 2020.
- Over the life of the IIJA, South Carolina will receive a total of \$296.2 million in bridge formula funds, which will help make needed repairs.
- South Carolina currently has access to \$177.7 million of that total, and has committed \$104.2 million towards 30 projects as of June 2024.
- Of the 9,490 bridges in the state, 586, or 6.2 percent, are classified as structurally deficient. This means one of the key elements is in poor or worse condition.
- This is down from 745 bridges classified as structurally deficient in 2020.
- The deck area of structurally deficient bridges accounts for 5.1 percent of total deck area on all structures.

25

Compared to 28 in 2023

in the nation in % of structurally deficient bridges

1. Iowa	19.0%
24. Wyoming	7.0%
25. South Carolina	6.0%
26. Mississippi	6.0%

24

Compared to 25 in 2023

in the nation in # of structurally deficient bridges

1. Iowa	4,544
23. Minnesota	601
24. South Carolina	586
25. Alabama	543

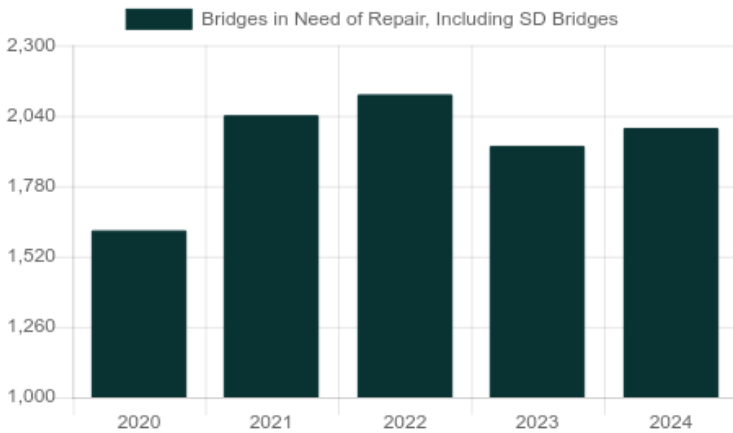
26

Compared to 24 in 2023

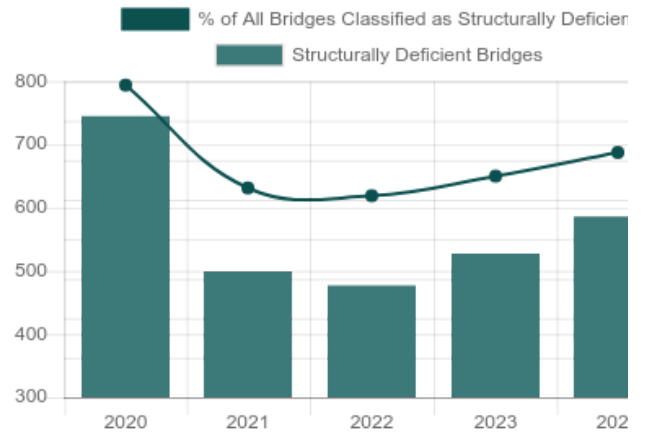
in the nation in % of structurally deficient bridge deck area

1. Rhode Island	14.0%
25. Kentucky	5.0%
26. South Carolina	5.0%
27. Minnesota	5.0%

Number of Bridges in Need of Repair, Including Structurally Deficient Bridges



Number of Structurally Deficient Bridges



Top Most Traveled Structurally Deficient Bridges in South Carolina

County	Year Built	Daily Crossings	Type of Bridge	Location
Greenville	1960	124,000	Urban Interstate	I-85 over Trib Laurel Crk
Charleston	1963	87,800	Urban Interstate	I-26 over RR CSXt
Horry	1958	54,000	Urban other principal arterial	US 501 Byp over Waccamaw River
Horry	1958	54,000	Urban other principal arterial	US 501 Byp over U.S.701
Greenville	1939	45,000	Urban other principal arterial	US 29 over Enoree River
Greenville	1939	45,000	Urban other principal arterial	US 29 over Mountain Creek
Greenville	1934	39,300	Urban other principal arterial	US 276 over P and N RR.
Horry	1948	36,700	Urban other principal arterial	US 501 over Crabtree Swamp
Charleston	1961	36,400	Urban other principal arterial	US 17 NB over Ashley River
Richland	1976	36,350	Urban Interstate	I-77 SB over US 21
Charleston	1947	35,700	Urban other principal arterial	SC 703 over Shem Creek
Greenville	1960	35,400	Urban other principal arterial	US 29 over C-23-75/60736071
Sumter	1967	35,000	Rural Interstate	I-95 over Hope Swamp
Greenville	1968	29,100	Urban other principal arterial	US 123 over L-3199/Reedy River
Beaufort	1956	28,700	Urban other principal arterial	US 278 EB over Mackay Creek
Lexington	1965	28,100	Urban other principal arterial	US 1 over I-20
Berkeley	1944	27,600	Rural arterial	US 52/US 17 Alt over Cooper River
Spartanburg	1958	26,900	Urban minor arterial	SC 9 over SC 85
Horry	1948	25,700	Rural arterial	US 501 over Chinners Swamp
Georgetown	1966	25,200	Rural arterial	US 17 over Waccamaw River
Lexington	1976	25,200	Urban freeway/expressway	SC 12 over Congaree River
Spartanburg	1959	23,850	Urban Interstate	I-26 WB over SC 85
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Florence	1938	23,200	Urban other principal arterial	US 52 over Jefferies Creek
Newberry	1960	22,150	Rural Interstate	I-26 WB over Indian Creek

Bridge Inventory: South Carolina

Type of Bridge	Number of Bridges	Area of All Bridges (sq. meters)	Daily Crossings on All Bridges	Number of Structurally Deficient Bridges	Area of Structurally Deficient Bridges (sq. meters)	Daily Crossings on Structurally Deficient Bridges
Rural Interstate	348	465,076	8,774,425	9	13,094	200,600
Rural arterial	479	828,756	3,483,089	28	61,128	258,200
Rural minor arterial	745	783,626	3,366,142	51	38,244	199,050
Rural major collector	2,127	850,479	2,919,580	138	52,064	177,500
Rural minor collector	445	117,172	166,175	24	5,530	9,500
Rural local road	2,599	580,056	772,643	175	29,694	43,172
Urban Interstate	398	1,169,697	15,037,200	8	13,569	339,650
Urban freeway/expressway	108	283,366	1,988,789	3	19,510	51,600
Urban other principal arterial	401	989,264	8,535,921	26	63,741	624,950
Urban minor arterial	548	692,208	6,460,100	44	48,240	426,350
Urban collector	604	301,108	2,847,800	37	19,423	167,450
Urban local road	688	200,992	705,755	43	8,844	31,425
Total	9,490	7,261,802	55,057,619	586	373,081	2,529,447

Proposed Bridge Work

Type of Work	Number of Bridges	Cost to Repair (in millions)	Daily Crossings	Area of Bridges (sq. meters)
Bridge replacement	958	\$1,527	4,647,328	777,135
Widening & rehabilitation	794	\$1,068	6,967,736	799,003
Rehabilitation	230	\$249	1,235,775	192,261
Deck rehabilitation/replacement	0	\$0	0	0
Other structural work	13	\$12	21,385	11,149
Total	1,995	\$2,857	12,872,224	1,779,547

About the data:

Data and cost estimates are from the Federal Highway Administration (FHWA) National Bridge Inventory (NBI), downloaded on August 20, 2024. Note that specific conditions on bridges may have changed as a result of recent work or updated inspections.

Effective January 1, 2018, FHWA changed the definition of structurally deficient as part of the final rule on highway and bridge performance measures, published May 20, 2017 pursuant to the 2012 federal aid highway bill Moving Ahead for Progress in the 21st Century Act (MAP-21). Two measures that were previously used to classify bridges as structurally deficient are no longer used. This includes bridges where the overall structural evaluation was rated in poor or worse condition, or where the adequacy of waterway openings was insufficient.

The new definition limits the classification to bridges where one of the key structural elements—the deck, superstructure, substructure or culverts, are rated in poor or worse condition. During inspection, the conditions of a variety of bridge elements are rated on a scale of 0 (failed condition) to 9 (excellent condition). A rating of 4 is considered “poor” condition.

Cost estimates have been derived by ARTBA, based on 2023 average bridge replacement costs for structures on and off the National Highway System, [published by FHWA](#). Bridge rehabilitation costs are estimated to be 68 percent of replacement costs. A bridge is considered to need repair if the structure has identified repairs as part of the NBI, a repair cost estimate is supplied by the bridge owner or the bridge is classified as structurally deficient. Please note that for a few states, the number of bridges needing to be repaired can vary significantly from year to year, and reflects the data entered by the state.

Bridges are classified by FHWA into types based on the functional classification of the roadway on the bridge. Interstates comprise routes officially designated by the Secretary of Transportation. Other principal arterials serve major centers of urban areas or provide mobility through rural areas. Freeways and expressways have directional lanes generally separated by a physical barrier, and access/egress points generally limited to on- and off-ramps. Minor arterials serve smaller areas and are used for trips of moderate length. Collectors funnel traffic from local roads to the arterial network; major collectors have higher speed limits and traffic volumes and are longer in length and spaced at greater intervals, while minor collectors are shorter and provide service to smaller communities. Local roads do not carry through traffic and are intended for short distance travel.
