

# South Carolina Department of Transportation

## Engineering Directive

**Directive Number:** ED-67

**Effective:** September 16, 2025

**Subject:** Guidelines for CTC and Local Sales Tax Packages

**References:** Roadway Design Manual; ADA Transition Plan

**Primary Department:** Maintenance

This directive provides guidance for development, review, and approval of pavement improvement projects on the South Carolina Department of Transportation's (SCDOT) road network. While this directive provides guidance, engineering judgment in reviewing individual locations and projects is necessary. The recommendations and guidance are intended to be achieved within the scope of the pavement improvement project without requiring additional right-of-way, utility relocations, environmental permitting, and/or grading beyond the existing shoulder. Requests for exceptions to the guidance provided in this directive should be coordinated with SCDOT's local district office and may involve review of individual project locations and/or crash data as necessary by the appropriate SCDOT Engineering Department.

### A. Pavement Design:

1. Pavement design should be developed and evaluated based on road system, functional classification, traffic volume, truck percentage, existing pavement structure and condition, and planned development impacts to traffic/truck volumes.
2. District Contract Managers will review and evaluate proposed pavement designs for approval based on the above factors.
3. The intent of pavement improvement projects is to provide a lasting pavement in a cost effective manner while maintaining service, condition, and safety for the traveling public.

### B. Shoulder Paving and Lane Widths:

Where the noted minimum and/or desirable width as listed below cannot be achieved within the scope of the project, the maximum width achievable should be obtained.

**Lane and Shoulder Widths for Rehabilitation and Reconstruction**

ADT	Design Speed	Non-Federal Aid Secondary		Federal Aid Secondary		Primary Routes	
		Lane Width <sup>(1)</sup>	Paved Shoulder Width <sup>(1)</sup>	Lane Width <sup>(1)</sup>	Paved Shoulder Width <sup>(1)</sup>	Lane Width <sup>(1)</sup>	Paved Shoulder Width <sup>(1)</sup>
≤750	<45	M: 10 ft	N/A	M: 10 ft	N/A	M: 12 ft	M: 2 ft
	≥45		D: 2 ft		M: 2 ft		
751 - 2000	<45		N/A	M: 10 ft	D: 2 ft		
	≥45		D: 2 ft	M: 11 ft	M: 2 ft		
>2000	All		D: 2 ft	M: 11 ft	M: 2 ft		

(1) Retain existing width if existing width is greater than the value shown.

D = Desirable

M = Minimum

1. It is desirable to pave all roads that have a posted speed limit of 45 mph or greater that do not have a curb/valley gutter to provide for a two (2) foot paved shoulder in each direction with an additional two (2) foot earth shoulder.
2. In accordance with Departmental Directive 28 for Complete Streets and Engineering Directive 22 for Bicycling Accommodations on Resurfacing Projects, review all selections for overlaps with identified bicycle routes (touring routes including the East Coast Greenway as well as MPO/COG planned bicycle routes). These sections should include 4' paved shoulders beyond rumbles/pavement markings (typically 4.5' paved shoulder necessary due to rumble width). Any identified bike routes that will not have 4' paved shoulders after project completion must have justification provided with the conflict reports for the contract package. Costs/funding will not be considered acceptable justification. Acceptable justifications include environmental impacts, right of way impacts, utility impacts, or other issues that would exceed the scope of the contract.

**C. Sidewalk and Handicap Ramps:**

1. Pedestrian Ramp Construction must be included in accordance with the ADA Transition Plan if the road has sidewalk without curb ramps or if existing curb ramps are not compliant with current standards. Please follow Flow Chart B in the ADA Transition Plan for all resurfacing and preservation packages.

**D. Pavement Markings:**

1. Primary and Federal-Aid Eligible Secondary Roads – Use Permanent Pavement Markings and/or Thermo along with raised pavement markers.
2. Secondary Roads - Centerline pavement markings and raised pavement markers should be placed on all roads that are at least twenty (20) feet wide, regardless of ADT.
3. Low volume Non-Federal Aid Eligible Secondary Roads – it is desirable for roads less than 20 feet wide to have raised pavement markers.
4. Use Milled-in Rumble Strip on eligible roads in accordance with EDM #53 and Standard Drawing 633-105-00.
5. All roads that have a paved shoulder must also have an edge line, paint or permanent pavement marking, at the edge of travel lane not edge of paved shoulder, therefore leaving a paved shoulder beyond the edge line.

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