



ENGINEERING & OPERATIONS DEPARTMENT

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TRANSPORTATION DESIGN BULLETIN 21-08

DATE: January 11, 2021

TO: County Director of Capital Programs Department,
County Manager of Construction Services,
Division Director of Transportation Maintenance,
County Project Managers and Project Engineers of Record

FROM: County Engineer,
County Director of Engineering & Operations Department,
County Director of Technical Services Division,
County Manager of Transportation Services Section

COPIES: County Director of Geospatial & Land Acquisition Services Department

SUBJECT: SHOULDER PAVEMENT STRUCTURE FOR SCHOOL SHOULDER QUEUING LOCATIONS

This bulletin establishes the minimum paved shoulder width and pavement structure required at schools where new shoulders are constructed as queuing locations under the School Safety Circulation Access Program.

REQUIREMENTS

New shoulders are being constructed as queuing locations under the School Safety Circulation Access Program. The detail shown in Figure 1 provides the standard shoulder pavement design, the required minimum shoulder pavement width, the pavement structure for shoulders designated as a queuing location, and the required treatment of the adjacent travel lane.

BACKGROUND

Older Hillsborough County schools typically do not have sufficient queuing area on school property and the overflow traffic during drop-off and pick-up times backs up onto the adjacent roadways blocking through travel lanes. Some vehicles attempt to use the existing grassed or partially paved shoulder, causing these areas to be damaged, while still blocking portions of the adjacent travel lane. Safety projects have been implemented to correct this condition by providing paved shoulders that allow vehicles to completely vacate the travel lane and queue on the shoulder. The shoulders will experience excessive traffic twice a day, and therefore, the shoulder pavement structure needs to be designed to accommodate the additional traffic.

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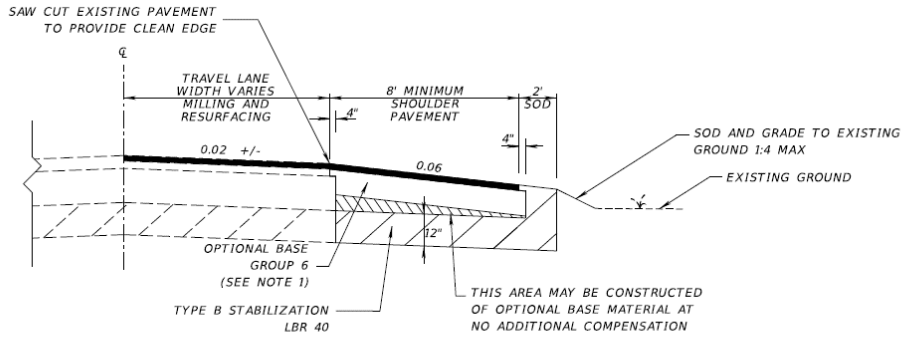
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PAVEMENT DESIGN FOR DESIGN/POSTED SPEED \geq 30 MPH

TRAVEL LANES	SHOULDER PAVEMENT
MILL EXISTING ASPHALT PAVEMENT (1 1/2" DEPTH) RESURFACE WITH FRICTION COURSE FC-12.5 (TRAFFIC C) (1 1/2") (PG 76-22)	OPTIONAL BASE GROUP 6 WITH FRICTION COURSE FC-12.5 (TRAFFIC C) (1 1/2") (PG 76-22)

PAVEMENT DESIGN FOR DESIGN/POSTED SPEED < 30 MPH

TRAVEL LANES	SHOULDER PAVEMENT
MILL EXISTING ASPHALT PAVEMENT (1 1/2" DEPTH) RESURFACE WITH TYPE SP STRUCTURAL COURSE (TRAFFIC C) (1 1/2") (PG 76-22)	OPTIONAL BASE GROUP 6 WITH TYPE SP STRUCTURAL COURSE (TRAFFIC C) (1 1/2") (PG 76-22)

NOTES:
 1. CONSIDERATION SHOULD BE GIVEN TO USING
 OPTIONAL BASE GROUP 6 (TYPE B-12.5) ONLY
 IN INSTANCES WHERE REDUCED CONSTRUCTION
 TIME IS WARRANTED.

Figure 1 - Shoulder Pavement Detail for School Shoulder Queueing Locations

IMPLEMENTATION

Effective Immediately.

CONTACT

Please use the email link below to address any questions or comments in reference to this Design Bulletin:

[PW-Standards Inquiry](#)

Recommended / Date:

Approved / Effective Date:

 Leland Dicus, Professional Engineer
 Technical Services Division Director

 Michael J. Williams, Professional Engineer
 County Engineer