



ENGINEERING & OPERATIONS DEPARTMENT

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TRANSPORTATION DESIGN BULLETIN 21-06

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: **PAVEMENT MARKINGS REMOVAL BY GRINDING OR WATER BLASTING**

This bulletin announces the policy to eliminate the use of grinding or water blasting methods for removing existing pavement markings on flexible pavement surfaces.

REQUIREMENTS

Grinding or water blasting methods are not to be used on Hillsborough County Transportation Projects to change or remove pavement markings on permanent flexible pavement surfaces. Unsuitable pavement markings that must be removed are to be replaced by milling a minimum 1-1/2" depth to place a new surface course, and then apply new appropriate permanent pavement markings as warranted.

During construction and maintenance of traffic operations grinding or water blasting will be allowed on existing pavement that is designated in the construction plans to be replaced with new pavement. Where construction exceeds three working days, safety measures such as retroreflective raised pavement markers (RPM's) must be used in conjunction with the new temporary striping.

BACKGROUND

The County, in the past, allowed the use of grinding and water blasting as methods for removing existing and conflict pavement markings on flexible pavement. Consequently, scarring occurred leaving the pavement with imprints of the markings removed by grinding, which were especially noticeable in rainy conditions. These ghost markings provided ambiguous and confusing

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information to vehicle operators. Grinding and water blasting methods of pavement marking removal, where applied, also weakened the pavement structure. Grinding or water blasting was eliminated as an option to remove pavement markings to prevent misdirecting drivers and damaging the pavement.

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