



**ENGINEERING & OPERATIONS**

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**TRANSPORTATION DESIGN BULLETIN 22-01 (Rescinds Bulletin 21-06)**

**DATE:** May 27, 2022

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

**FROM:** County Engineer,  
County Director of Technical Services Division,

**COPIES:** County Director of Performance Data and Analytics Department

**SUBJECT: PAVEMENT MARKING REMOVAL**

This bulletin rescinds and replaces Bulletin 21-06 dated January 11, 2021. This bulletin announces the restriction of the use of permanent pavement marking removal methods on final flexible pavement surfaces.

**REQUIREMENTS**

Hillsborough County Project Plans and Specifications shall not include the use of grinding, water blasting or other pavement marking removal methods to change or remove permanent pavement markings on final flexible pavement surfaces. Unsuitable permanent pavement markings that must be removed, are to be replaced by milling a minimum 1.5-inch depth for the entire affected lane width to place a new surface course, and then apply new appropriate permanent pavement markings as warranted.

For maintenance of traffic operations, grinding and or water blasting may be specified for the removal of existing pavement markings on pavement surfaces that are 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.

To ensure proper placement of permanent pavement markings, Contractors shall be responsible for pre-marking, notification of the County for inspection, and all necessary coordination and proper placement of final pavement markings in accordance with the County's Contract Documents and Specifications. Permanent pavement markings incorrectly constructed by Contractors working

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within County right-of-way, or on projects where right-of-way will be turned over to the County, shall be corrected at the Contractor's expense by milling a minimum 1.5-inch depth for the entire affected lane width for a length as directed by the Engineer, to place a new surface course and then apply the corrected pavement markings. The Contractor has the option to submit a proposal for an alternative pavement marking removal method, in lieu of the milling and resurfacing method. The proposed removal method shall achieve 95% or greater removal and must not leave scarring, remnant markings or discoloration that may mislead or cause confusion for drivers in wet, dry, daytime, nighttime or any other adverse driving conditions. The removal method shall minimize damage to the pavement and measure less than 1/8 of an inch in depth. The proposal shall be submitted for review and disposition to the Technical Services Division of the Engineering & Operations Department and in accordance with the governing Contract Documents.

### **BACKGROUND**

Pavement marking removal can be problematic if the markings are not completely removed or the removal technique produces scarring of the roadway surface, which can be confusing to drivers, create an unsafe driving environment, and negatively impact the pavement condition. Historically, the use of grinding and water blasting to remove existing and conflict pavement markings on final flexible pavement has resulted in adverse effects. These include scarring, that left the pavement with imprints of the removed markings by grinding, which are especially noticeable in rainy conditions. These ghost markings create confusing information to drivers. These methods of pavement marking removal also weakened the pavement structure in some cases.

### **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:

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Leland Dicus, Professional Engineer  
Technical Services Division Director

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Michael J. Williams, Professional Engineer  
County Engineer