

# TRANSMITTAL

**TO:** Mike Davis and Tom Pridgen

**RE:** Updates for Website

**FROM:** Jerry Sudimick

**DATE:** October 6, 2003

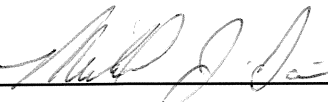
I am sending you ☒ Attached  
☐ Under Separate Cover

the following item(s) for review and concurrence:

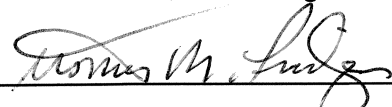
COPIES	DATE	No. of Sheets	DESCRIPTION
1	10/06		Obliteration of Pavement Markings in Traffic Control Zones

**REMARKS:** Review of the PPM and the Design Standards along with discussions with the Construction Engineer determined the Turnpike should make a policy and implement a positive method(s) to remove conflicting pavement markings. It was determine that the use of overlays particularly in crossovers, transitions, gores or long tangent sections is the desire solution.

I sent an email to the Turnpike Design Engineer with my recommendation to implement this policy and he has concurred. The attached reflects this option that I recommend be added to the Turnpike's Bulletin Website.

Concurrence:   
Michael Davis, P.E., Program Manager

10/6/03  
Date

Concurrence:   
Thomas Pridgen, P.E., Assistant Turnpike Design Engineer

10/6/03  
Date

## **Obliteration of Existing Pavement Markings**

The PPM and the Design Standards present positive options to control conflicting and miss leading pavement scars created from water blasting as well as multiple pavement markings associated with multiple phase contracts.

The Turnpike is advising all consultants that overlays or milling with overlays will be the only acceptable method(s) to achieve a positive means for the obliteration of existing pavement markings in areas such as long term crossovers, diversions and in some cases tangent sections that provide a rough riding pavement.