



Florida Department of
TRANSPORTATION

Field Evaluation of Pavement Marking Removal Methods

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Florida Department of Transportation

The Challenge – Pavement Marking Removal

- Pavement marking removal consistency
- Ghost markings that persist and create driver confusion
- Varying removal methods and equipment capabilities statewide
- Need for clear, uniform guidance to reduce safety risks
- Coordination required among FDOT, contractors, and industry partners to address the issue



The Solution

- Develop a Field Test Project to Evaluate Pavement Marking Removal Techniques and Develop Ghost Marking Mitigation
- Collaborative Effort with Industry and FDOT
- Utilize Data Driven Results
- Ensure Safe Roadways for Public



Overview of Williston Airport Test Track

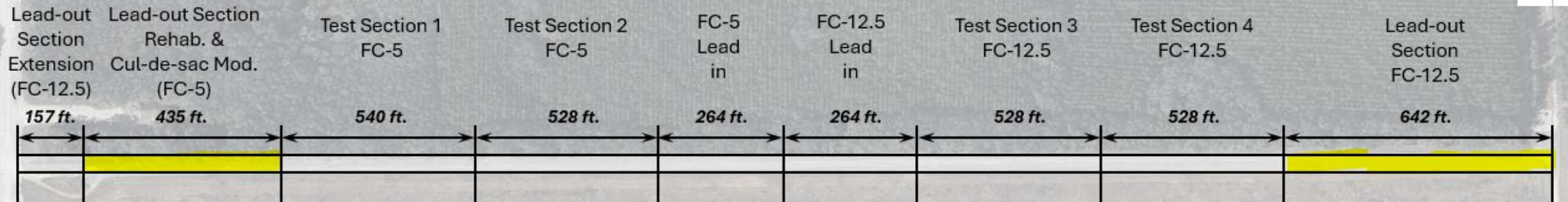
- Location
 - Levy County, Near US41
 - Williston Airport
- Test Track
 - Profiling Test Track (3,900 ft)
 - Certify Profilers
 - OGFC/DGFC



Test Plan

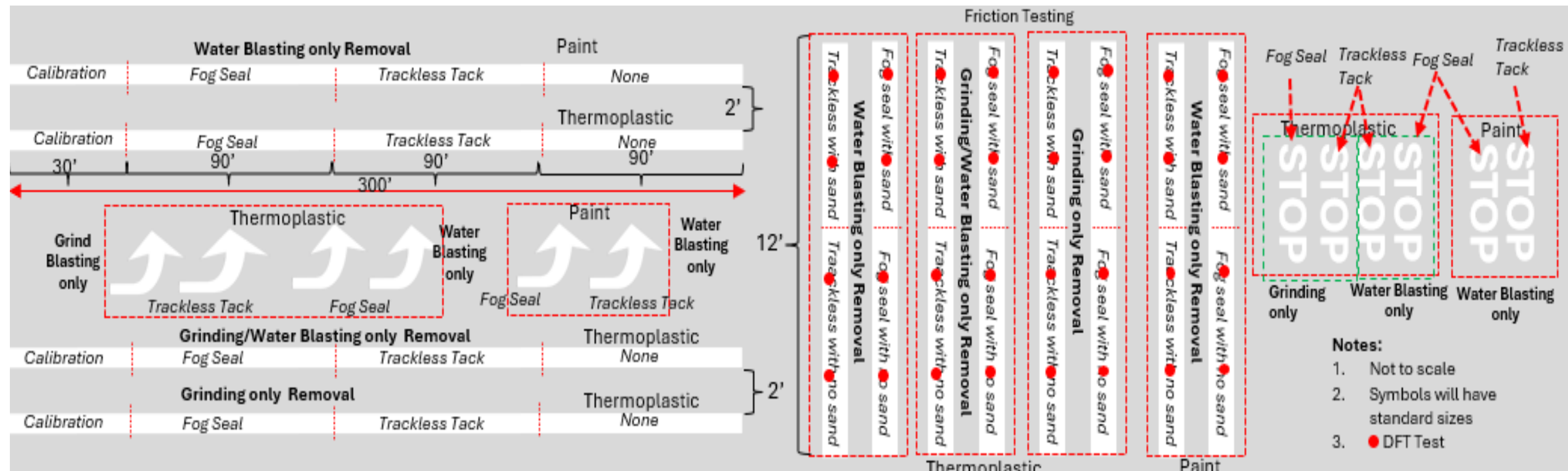
- Surface Type (New OGFC/DGFC)
- Pavement Marking Types (Longline/Arrows/Stop Bar/STOP)
- Pavement Marking Elements (Paint/Thermoplastic)
- Pavement Marking Removal (Grinding/Waterblast/Hybrid)
- Ghost Marking Mitigation (Trackless Tack/Fog Seal)
- Pavement Marking Friction (Sand Combinations)
- Visual Assessment (FDOT/Industry)

Williston Test Track Pavement Marking Schematic



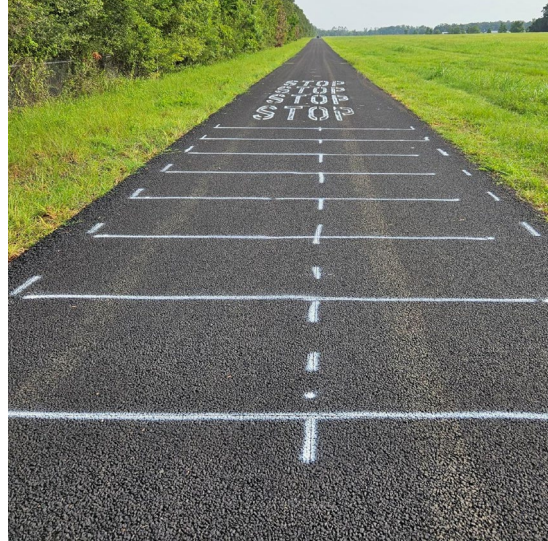
Test Track Layout

- Layout Identical to OGFC and DGFC Sections



Test Timeline

- Pavement Marking Installation (7/29/26)
- Pavement Marking Removal (Week of August 18th – 19th)
- Visual Assessment and Friction Testing at Day (1, 14, 30 days)



Today's Striping



Results Driven

- Working Toward Solutions:
 - Develop Statewide Best Practices
 - Refine/Update FDOT Specifications
 - Provide Construction Inspection Guidance
 - Statewide Consistency

Partnership

- FDOT and Pavement Marking Industry



Questions?

