

# OFFICE MEMORANDUM



MICHIGAN  
DEPARTMENT OF STATE HIGHWAYS

May 13, 1974

To: L. T. Oehler  
Engineer of Research

From: A. R. Gabel

Subject: "StriCel" Highway Stripe Remover from Atlas International, Inc.  
of Colorado.  
Research Project 74 NM-385. Research Report No. R-917.

After about one year's delay, descriptive literature and a quart sample for evaluation were received from subject producer with his transmittal of February 4, 1974. The sample was evaluated as follows:

A liberal amount of "StriCel" was brushed on traffic striping of Regular-Dry paint which had been applied on concrete paving in front of the Motor Wheel Building on August 30, 1972. After allowing the recommended 15 minutes soaking time, the StriCel was washed from the stripe with a stream of water from a pressure hand sprayer.

It was found that the stripe remained intact with no apparent softening or blistering. The procedure was repeated using a warehouse stock stripper having a trade name of "Rap." Results were the same as obtained with Stri-Cel.

Additional tests of the two strippers were made on some 1973 transverse performance Fast-Dry test stripes on concrete and bituminous paving located on M 78, east of Lake Lansing Rd, applied about June 1, 1973.

All of the stripes on the concrete were badly worn and only small sections were 100 percent intact. Some blistering and wrinkling occurred on the thin worn spots after five minutes. No difference could be detected between the StriCel and the Rap. The intact areas could not be penetrated with a sharp putty knife 15 minutes after application of the strippers. There was no change in this condition after 30 minutes so the strippers were removed with pressurized water as previously described. It was estimated that 10 percent of the paint had been removed but only from the thin worn sections.

Stripes on the bituminous paving were found that were nearly 100 percent intact. Wrinkling was visible after five minutes with both strippers. When tested with the putty knife many small hard spots were found over the entire stripe. This condition did not change after 30 minutes, and after washing the stripes were mottled in appearance, with residual islands of unaffected paint over the aggregate.

It was estimated that the StriCol had removed 50 percent of the stripe and the Rap only 30 percent. There was definitely less solvent attack on the asphalt base with StriCel.

The tests were conducted in an air temperature of 57 F and a surface temperature of 69 F.

### Summary

Subject traffic stripe remover, based on gelled methylene chloride costing about \$8/gal was found to be incapable of removing any paint on aged but unworn traffic stripes on concrete; though it was slightly more effective in removing aged, worn striping.

On bituminous pavement, the stripe remover was found to be somewhat more effective than on stripes on concrete, though that resting on aggregates of the mix was resistant to removal.

Subject stripe remover was slightly more effective in removing striping than similar material carried by the Department warehouse and had a slight advantage in a lower solvent effect on asphalt in bituminous mixes.

Both removers have a disadvantage of requiring high pressure water-stream removal as the last step operation in the process.

Subject testing, showing ineffective removal of aged traffic striping by this product, was similar to results obtained on another product tested under Research Project 61 NM-51, more than 10 years ago.

TESTING AND RESEARCH DIVISION

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