To: L. T. Cehler  
Engineer of Research

From: A. R. Gabel

Subject: "StriCel" Highway Stripe Remover from Atlas International, Inc.  
of Colorado.  

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 loc-  
cated 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 per-  
cent 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 StriCel 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.

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