

OFFICE MEMORANDUM

R-269



MICHIGAN  
STATE HIGHWAY DEPARTMENT  
CHARLES M. ZIEGLER, COMMISSIONER

November 1, 1956

TO: W. W. McLaughlin  
Testing and Research Engineer

SUBJECT: 1956 Traffic Paint Striping on US 25, Gratiot Avenue, by the City of Detroit. Research Project 47 G-36 (9c), Report No. 269.

At your suggestion, newly applied traffic paint striping over new bituminous resurfacing on US 25 (Gratiot Avenue in Detroit) was inspected on October 8, and also on October 15, 1956. Gratiot Avenue in the viewed sections is eight lanes wide with the lanes delineated by broken white traffic lines. A single solid yellow traffic line delineates the center of the roadway and serves also to indicate the left turn lane.

The striping on Highway US 25 between Eight Mile Road and McNichols Road was viewed on October 8 and on October 15 with the following notations being made:

1. The white striping was applied on or before October 5 and was unbeaded.
2. The broken white lines did not have sharp longitudinal edges, but were generally fogged out about 18 inches to one side as shown in Figure 1. The fogging was in evidence in all of this northbound section and generally was worse than in the southbound section. This fogging was toward the curbing in both the northbound and southbound sections, indicating that lateral spray gun setting and lack of side shields as well as cross wind were factors.
3. The white lines were 5 inches wide. The broken skip lines employed about 15 feet of white stripe plus 25 feet of skip. White guide dots are prominent in the skip areas.
4. In the southbound roadway the middle white line was yellower, indicating the use of a poorer bleed-resistant paint or greater time to exhibit bleeding.
5. The solid painted yellow line was 5 inches wide and generally had sharply defined edges.

The striping on US 25 from McNichols Road extending southward about one-half mile to Fournier Street was viewed on October 15, 1956 with the following notations being made:

1. C. H. Brown, Metropolitan Engineer, informed us that the striping was applied October 12, 1956. It contained glass beads.

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2. The broken white lines were generally in better condition than in other sections but fogging was in evidence in some portions as seen in Figure 2, which also shows a lack of coincidence between the dashed guide lines and final striping.

3. The white lines were 4 inches wide. The broken skip lines employed about 26 feet of white stripe plus 30 feet of skip. Again the guide dots are quite noticeable in skip areas.

4. Painted yellow lines were not yet laid down. Experimental yellow plastic ribbons were being applied at the Findlay and Flanders street intersections.

It was noted that M 53 (Van Dyke Avenue) also had 5 inch wide, broken, white line, traffic striping within the city.

It should be mentioned that the fogging adjoining the white traffic striping was significantly more perceptible to the human eye than to the camera. You also commented on this difference. It was noted that colored photography was less sensitive to picking up the fogged areas than was black and white photography.

A. J. Permoda  
Chemical Research Engineer

AJP:rb



Figure 1. Striping on US 25 near Collingham St., northbound, showing fuzziness and fogging. Stripe was 10 or more days old.

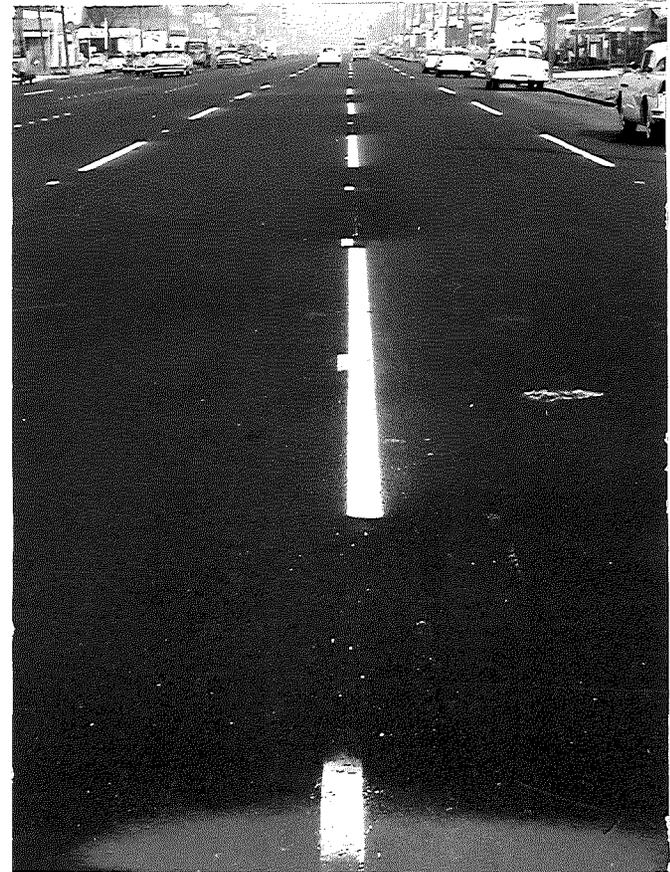


Figure 2. Striping on US 25 near Fairport St., northbound, showing fogging. Stripe was 3 days old.