Add the following Section:

SECTION 1195
PAVEMENT MARKINGS

1195-1 GENERAL:

a. The Contractor shall furnish all of the necessary trained personnel, sufficient equipment, proper traffic control and all materials, including reflectorized glass spheres, to install pavement markings at specified locations within East Baton Rouge Parish.

b. The Contractor shall provide written certification that all materials used in this contract meet the specifications contained herein. This certifications must be submitted at the pre-construction conference.

c. The Contractor shall lay out and install all pavement markings, including no passing zones, according to the Manual on Uniform Traffic Control Devices (MUTCD) latest edition, the plans and subject to approval of the City of Baton Rouge, Parish of East Baton Rouge, Department of Public Works, Traffic Engineering Division (CP/DPW/TED). The CP/DPW/TED offices shall be notified upon completion of any new pavement marking layout work for inspection prior to the application of any pavement markings.

d. The Contractor shall maintain a written detailed daily log of work completed. The log shall show the location (by street name, including termini), time and date that each type work (i.e., removal, layout, application) begins and ends on each street or separate street segment. If work is performed on the same street or street segment on more than one day or at different times on the same day, the beginning and ending time for each activity performed shall be shown as a separate entry. Duplicate copies of daily work sheets containing the information shown above for all work completed on each street segment, each day, will be maintained and signed by the City/Parish and contractors representatives. Any change over or under ten percent (10%) in estimated versus actual quantities must be approved and a field change order sheet completed and signed at the end of each work day by both representatives.

e. The same type of pavement marking material (i.e., same manufacturer and composition) shall be used throughout a single roadway project. Variations with regards to this requirement may be allowed by verbal permission, to be confirmed in writing within forty-eight (48) hours, from the CP/DPW/TED.

f. No payment will be made for any work done without the presence of the CP/DPW/TED designated representative or an acceptable alternate on the site provide sufficient advance notice of all planned activities to permit scheduling of City/Parish representatives. Separate operations at more than two (2) different locations cannot be planned without advance written approval of the CP/DPW/TED or City/Parish representative. Price quoted by contractor shall include the cost of removal of all temporary pavement markings at no additional cost to the City/Parish.

1195-2 MATERIALS: Materials shall conform to the following Sections and Subsection:

Pavement Striping Tape	1020-2.1 (a)
Traffic Paint	1020-2.2.3
Thermoplastic Pavement Markings	1020-2.2.1
Performed Plastic Pavement Markings	1020-2.2.2

1195-3 EQUIPMENT:

a. **General**

Selection of the proper equipment to produce satisfactory results within the following basic requirements shall be the responsibility of the Contractor.

1. Applicator equipment for longitudinal lines shall consist of a self-contained, self-propelled mobile unit that does not require the operator to walk behind or beside during the installation of pavement markings either left or right of the application unit so that only one (1) lane of traffic will be occupied. The applicator unit shall have a tachometer or other approved device to insure uniform application at the required rate. It shall be adjustable for applying one (1), two (2) or three (3) adjacent lines simultaneously at the specified spacing.

2. Applicators shall produce sharply defined lines and provide means for cleanly cutting off square stripe ends and applying broken lines.

3. Applications for longitudinal lines shall permit traffic to pass within the limit of the roadway surface and shoulder while the unit is operating.

4. Equipment shall be capable of producing continuous uniformity in dimensions of stripes. Equipment shall produce varying widths of traffic markings.

b. **Thermoplastic Equipment**

1. Hot thermoplastic pavement marking materials shall be applied to pavement by spray, ribbon gun or extrusion methods. Equipment shall provide continuous mixing and agitation of material. Conveying parts of equipment between main material reservoir and discharge mechanism shall prevent accumulation and clogging. Parts of equipment which come in contact with the material shall be easily accessible for cleaning and maintaining. Mixing and conveying parts shall maintain material at the plastic temperature, minimum three hundred and fifty (350) °F [one hundred and seventy-seven (177) °C].

2. Heating kettles to hold a minimum of one thousand (1,000) pounds of material shall be provided for melting and heating thermoplastic material. Kettles must be equipped with automatic thermostatic control devices so that heating can be done by controlled heat transfer liquid or other approved methods (no direct flame will be allowed) to provide positive temperature control and prevent overheating of material. A direct reading temperature gauge will be provided on each kettle so that the temperature of material can be observed and recorded.

3. Applicators and kettles must be equipped and arranged to comply with requirements of the National Board of Fire Underwriters. Applicators shall be maneuverable to the extent that straight lines can be followed and normal curves can be made in true arc.

4. The contractor at his option may provide a hand held infrared temperature gauge to measure the surface and material temperature in lieu of the direct reading temperature gauge specified above. This device will be given to the City-Parish representative with proper operating guidelines and manuals at the pre-construction conference. The device will be returned to the contractor when the final inspection of all work has been completed. The cost of this device will be

absorbed by the contractor in lieu of supplying the direct reading temperature gauge on the application equipment.

c. **Painting Equipment**
Painting equipment shall provide for the application of “drop-on” glass spheres.

d. **Symbols, Legends and Crosswalks**
Applicator equipment for symbols, legends, and crosswalks, may be hand propelled, but must meet all other requirements indicated above.

1195-4 TIME AND WEATHER LIMITATIONS

a. No work that interferes with the movement of traffic shall be permitted during weekday peak traffic hours, unless authorized by the CP/DPW/TED or City-Parish representative in writing. Peak traffic hours are:

7:30 a.m. – 8:30 a.m., Monday thru Friday
4:30 p.m. – 5:30 p.m., Monday thru Friday

Work during these hours on weekend days (Saturday and Sunday) may be authorized on an individual location basis by the CP/DPW/TED or City-Parish representative.

b. Application of markings will not be permitted when there is moisture on the pavement surface nor when the surface temperature is below fifty (50) °F Temperature will be measured and recorded at the start of each application and at approximately one (1) hour intervals.

c. Application of hot thermoplastic markings will not be permitted when the material temperature in the application equipment is below three hundred and seventy five (375) °F for extruded or ribbon-gun applications and four hundred (400) °F for spray applications. Temperature will be recorded at the start of each application and at approximately one (1) hour intervals thereafter.

1195-5 CLEANING OF PAVEMENT SURFACES:

a. Surfaces on which pavement markings are to be applied shall be cleaned of all materials that would reduce adhesion of the marking materials to the pavement. Cleaning shall be done by approved methods and surfaces shall be kept clean until placement of markings

b. All existing temporary markings shall be removed. No direct payment will be made for removing existing temporary markings and costs shall be included in the price for other items.

c. Existing permanent marking on the roadway may not require removal prior to placement of new markings. The CP/DPW/TED and/or City-Parish representative will examine and test existing pavement markings to determine if removal is necessary (see subsection 1195-6). The decision of the Traffic Engineering/ City-Parish representative will be final and the contractor will remove any existing permanent pavement markings as directed.

d. At the end of each day’s operations, temporary pavement markings conforming to Subsection 905-3.2.1 shall be placed in areas where existing markings have been removed and new markings not placed. Temporary pavement markings shall be satisfactorily removed prior to resuming plastic striping operations. No direct

payment will be made for the installation and removal of temporary markings and the cost shall be included in the price bid on other items**.**

1195-6 REMOVAL OF EXISTING PERMANENT PAVEMENT MARKINGS:

a. The contractor will be required to remove any permanent pavement markings (painted, thermoplastic or semi-permanent tape) when directed to do so by the CP/DPW/TED or City-Parish Representative.

b. CP/DPW/TED or City –Parish representative will make the final determination on removal of existing pavement marking based on field observations and a field test performed by the Contractors as follows:

1. On a typical ten foot (10') long segment of existing pavement marking stripe or a typical legend or symbol, a steel wire brush will be vigorously applied across the existing pavement marking material.

    i. If the existing pavement marking material remains firmly adhered to the pavement surface and does not powder or crack or flake, then removal is not required. A simple cleaning with a power brush or compressed air to remove surface dirt and debris will still be required at no additional cost.

    ii. If the existing pavement marking material shows loss of adhesion or significant powdering, cracking, or flaking, it shall be removed by approved methods which do not significantly damage the pavement surface to the extent that at least seventy-five percent (75%) of the pavement surface is exposed.

2. When any existing pavement markings are not completely recovered the application of new pavement markings, it shall be removed by approved methods so that at least seventy five percent (75%) of the pavement surface is exposed. Compensation will be at unit cost bid for such removal.

1195-7 LAYOUT:

a. **Location & Dimensions**
Pavement Markings (lines, legends, and symbols) shall have the following MUTCD dimensions and patterns, unless specified differently in these specifications or as directed by the Traffic Engineer.

1. All solid and skip-lane lines shall be four (4) inches wide. A skip-line shall consist of ten (10) foot line segments and thirty (30) foot gap segments. A dotted line shall consist of two (2) foot line segments and four (4) foot gap segments.

2. Double yellow lines shall have a spacing of four (4) to fourteen (14) inches between the lines as specified or as directed by the CP/DPW/TED or City-Parish representative.

3. Diagonal lines shall be twelve (12) inches or twenty-four (24) lines wide as shown on the plans or as directed by the CP/DPW/TED or City-Parish representative. Spacing between diagonal lines(measured perpendicular to diagonal lines) shall be as follows:

    i. Ten (10) feet when the posted speed limit is forty (40) miles per hour (mph) or less.

ii. Twenty (20) feet when the posted speed limit is above forty (40) miles per hour (mph)**.**

4. The longitudinal joint or existing centerline strip shall be used in determining the location of the centerline for new-restriping; however, in the absence of a longitudinal joint or existing stripe, by the contractor with the approval of the CP/DPW/TED or City-Parish representative. Edge striping on curves shall be adjusted as necessary so that the stripe on tangent will be parallel to the centerline and will not run off the edge of the pavement. Skip line individual interval will not be marked. No striping material shall be applied over a guide cord. All new layouts which do not use longitudinal joint or existing centerline stripe must be approved by the CP/DPW/TED or city –parish representative prior to application. No hot thermoplastic pavement marking material will be applied directly over longitudinal joint (centerline or otherwise). If conditions in the field require this type of application it must be approved in advance by CP/DPW/TED/

5. Legends and Symbols

   All symbols, words and legends shall conform to the "Manual on Uniform Traffic Control Devices" as shown below:

Description	MUTCD Reference
Single Head Arrow	Section 3B-20, Fig 3-18 (a) or (b)
Double Head Arrow	Section 3B-20, Fig. 3-18 (c)
"Only"	Section 3B-20, Fig. 3-17
Railroad Crossing	Section 8B-4, Fig. 8.2
"School"	Section 7c-6, Fig. 7-2 or 7-3
"STOP	Section 3B-20
"SLOW"	Section 3B-20
"Ped X-ing"	Section 3B-20

b. **No Passing Zone Criteria**
When plans or specifications specify the installation of skip lane lines on two or three lane roads, "No passing zones" shall be installed as required.

1. **Horizontal and Vertical Curves**

   (See MUTCD, Section 3B-5)

   A no-passing zone (single or double) at a horizontal or vertical curves is warranted where the sight distance, as defined below , is less than the minimum necessary for safe passing at the prevailing speed of traffic. A single no-passing zone is required when the sight distance is obscured from both directions. Passing sight distance on a a vertical curve is the distance at which an object is three and one- half feet (3.50') above the pavement surface can just be seen from a point three and one-half feet (3.50') above the pavement. Similarly passing sight distance on a horizontal curve is the distance measured along the centerline (or right hand lane of a three (3) lane highway) between two (2) points, three and one-half feet (3.50') above the pavement on a line tangent to the embankment or other obstruction that cuts off the view on the inside of the curve. Where centerlines are installed and a curve warrants a no-passing zone, it should be so marked where the sight distance is equal to or less then that list below for the prevailing off-peak eighty fifth (85^{th}) percentile speeds or the posted speed limit, whichever is higher.

Eighty-Fifth (85th) Percentile Speed or Posted Speed Limit (MPH)	Length of No passing Zone (Feet)
25	450
30	500
35	500
40	600
45	700
50	800
55	900
60	1000
65	1100
70	1200

In the event the 85th percentile speed is between table increments, the next higher five (5) MPH will be used.

The beginning of a no-passing zone is that point at which the sight distance first becomes less than that specified in the above table. The end of the zone is that point at which the sight distance again becomes greater than the minimum specified.

2. **Intersecting Cross Streets**: A no-passing zone is required approaching all public cross streets or roads. The length of these no- passing zones are influenced by the posted speed limit or prevailing off peak 85th percentile speed (if known) whichever is higher and is given in the following table:

Eighty-Fifth (85th) Percentile Speed or Posted Speed Limit (MPH)	Length of No passing Zone (Feet)
25	295
30	315
35	335
40	360
45	410
50	460
55	560

3. **Stop and Yield Sign Controlled Intersection Approach:** A combination of a double and a single no-passing zone approaching a Stop or Yield condition may be warranted on any public street as shown below. The length of the no-passing zone is based on the posted speed limit or prevailing off-peak 85th percentile speed (if known) prior to the stop line location (near side curb or edge of pavement):

Eighty-Fifth (85th) Percentile Speed or Posted Speed Limit (MPH)	Length of No passing Zone (Feet)
35 mph or lower	350
40 mph or higher	550

The intersection approach no –passing zone will be (when required) a combination of double and single no-passing zones measured from the stop bar going away from the intersection based on the approaching 85th percentile speed or the posted speed limit.

Eighty-Fifth (85th) Percentile Speed	Double no passing/single no passing	
35 mph or lower	150 ft.	200 ft
40 mph or higher	250 ft	300 ft

Installation of no-passing zones on the approaches to stop or yield controlled intersections will be made based on the decision of the CP/DPW/TED or City-Parish representative at the time the pavement marking layout is made. If the available sight distance to the stop line location, near side curb or edge of roadway of the intersecting roadway, is less than shown above, then the no-passing zone must be installed.

4. **Connecting Successive No-Passing Zones:** where the distance between successive no passing zones is less than four hundred (400) feet, the appropriate no passing marking (one direction or two directions) should connect the zones.

5. The contractor is required to layout all new no-passing zones or replace any that already exist (see subsection 1195-1(c)). The criteria used for "no passing zone" lay out and approval shall be agreed upon with the CP/DPW/TED at the pre-construction conference. Any additional conditions not specifically addressed herein shall be done in accordance with MUTCD.

1195-8 APPLICATION OF MARKINGS: Material shall be installed in specified widths from four (4) to twenty- four (24) inches. Finished lines shall have well defined edges and be free of waviness. Measurements shall be taken as an average throughout any thirty-six (36) inch section of line. Longitudinal lines shall be offset approximately two (2) inches from construction joints of Portland Cement concrete pavement.

a. **Tolerances:** A tolerance of plus one-half (+1/2) inch or minus one eight (-1/8) inch from the specified width will be allowed, provided the variation is gradual and does not detract from the general appearance. Segments of broken line may vary up to plus or minus six (+- 6) inches from the specified length. Segments shall square off at each end without mist or drip. Variations from the control guide up to one (1) inch will be allowed proved the variation does not increase or decrease at a rate of more than 1(/2) inch in twenty-five (25) feet. Lines do not meet these tolerances shall be removed and replaced without additional compensation.

b. **Protection of Markings:** During and immediately following the removal and/or application of the striping in areas having public traffic; traffic cones; red flags supported by springs or heavy wire on pedestals, or other approved devices, shall be placed alongside or over the line at intervals not exceeding fifty (50) feet to remain in place until the stripe has dried to such an extent that it will not be picked up by the tires of vehicles. Traffic shall be prevented from crossing a wet traffic stripe and if the above provisions are not sufficient to prevent such, the contractor shall use a sufficient number of flagmen, prober boards, signs or other protection for the wet stripe, or he shall reduce the amount of wet line by slowing down the striping operation. Sections of traffic stripe which have been marred or picked up by traffic crossing before drying shall be repaired by the Contractor and the pavement cleaned outside the stripe without extra compensation.

   Sections of traffic striping which have been placed in accordance with the plans and specifications and as directed will be considered satisfactory and the contractor relieved of responsibility for ordinary maintenance on such section after they are opened to public traffic, pending completion and acceptance of the contract.

c. **Protection of Traffic:** the contractor shall furnish and place all warning and directional signs required to direct, control and protect the traveling public while marking operations are in progress. Traffic shall be maintained at all times through the area where the stripes are being placed.

The pavement striping train shall move in the direction of normal traffic flow. The trailing vehicle shall be equipped with approved flashing arrow boards capable of directing traffic to the appropriate side of the train. All traffic control signs, cones and equipment shall be removed from the roadway when the striping train is not in operation.

Additional traffic control signs and equipment may be required, as directed, depending upon traffic conditions.

All protective and traffic warning devices shall be in accordance with MUTCD. The cost of protective and traffic warning devices shall be included in the price of other items bid for this project.

d. **Thermoplastic Markings:**

1. Thickness and Temperature

i. Type I:

The thickness of material on the pavement for Type I Thermoplastic Markings shall be not less than ninety (90) mils for lane lines, edge lines and gore markings and not less than one hundred and twenty-five (125) mils for crosswalks, stop lines, legends, and symbol markings, except that edge lines shall be thirty (30) mils when so designated by the plans, specification or Engineer.

Type I Thermoplastic material shall be applied either by extrusion at three hundred ninety degrees Fahrenheit to four hundred fifty degrees Fahrenheit (390 °F to 450 °F), or by spray at four hundred ten degrees Fahrenheit to four hundred fifty degrees Fahrenheit (410 °F to 450 °F). Material shall not scorch or discolor if kept at this temperature for four (4) hours or if reheated to this temperature four (4) separate times.

ii. Type II:

The thickness of material on the pavement for Type II Thermoplastic Markings shall be not less than ninety (30) mils for lane lines, edge lines and gore markings and not less than sixty (60) mils for crosswalks, stop lines, legends, and symbol markings.

Type II Thermoplastic material shall be applied either by extrusion or ribbon gun at three hundred seventy-five degrees Fahrenheit to four hundred twenty-five degrees Fahrenheit (375 °F to 425 °F) or by spray at four hundred degrees Fahrenheit to four hundred twenty-five degrees Fahrenheit (400 °F to 425 °F). Material shall not scorch or discolor if kept at this temperature for four (4) hours or if reheated to this temperature four (4) separate times.

iii. Type III:

The thickness of material on the pavement for Type III Thermoplastic Markings shall not be less than thirty (30) mils for lane lines, edge lines and gore markings and not less than one hundred twenty-five (125) mils for crosswalks, stop lines, legends and symbol markings.

Method of application and temperatures for 30 mil markings shall be as specified for Type II Markings and for 125 mil markings shall be as specified for Type I Markings.

iv. Temperature will be checked and recorded at the start of each application and at approximately one (1) hour intervals thereafter.

2. Application on Portland Cement Concrete Surfaces:

i. For application of hot thermoplastic material on new or unweathered Portland cement concrete pavement surfaces the Contractor will be required to treat the surface with primer of a type recommended and approve by the thermoplastic material manufacturer. The primer must be applied sufficiently in advance of the hot thermoplastic material to cure as required. The application of primer may be either a separate operation or combined with the application of the hot thermoplastic material subject to limitation on "curing" above.

ii. On other pavement surfaces, if recommended by the material manufacturer, binder-sealer material shall be applied to the road surface prior to thermoplastic installation.

iii. For application of hot thermoplastic material on existing Portland Cement concrete pavement where pavement markings have previously been placed, the new material may be placed directly on the existing material or surface subject to the requirements concerning the "Cleaning of Pavement Surfaces" in Subsection 1195-5.

3. Reflectorized glass spheres shall be applied to the surface of completed thermoplastic pavement markings by an automatic sphere dispenser attached to the striping machine in such a manner that reflectorized glass spheres are dispensed almost simultaneously at a uniform rate of a minimum of five (5) pounds of reflectorized glass spheres per one hundred (100) square feet of line. Reflectorized glass spheres shall be sprayed or dropped onto thermoplastic material while it is in a molten state immediately after it has been applied to the pavement. The reflectorized glass sphere dispenser shall be equipped with an automatic cutoff control synchronized with cutoff of thermoplastic material.

e. **Painted Marking**

1. Preparation of paint: Immediately before application, paints shall be agitated and mixed thoroughly to a uniform consistency, free from lumps or agglomerates. Paints shall be kept covered to retain volatiles. Paint shall not be thinned unless approval is given to correct consistency.

2. Rate of application: This rate of application shall apply to all paints, with proper adjustments for broken line stripe or for other widths, and the rate shall not vary from this amount more than five percent (5%) in any mile. At any point where a check indicates a variation in excess of 5%, the work shall be stopped and the equipment properly adjusted or replaced. The minimum wet thickness of paint shall be 15 mils.

For rapid setting pigmented binder, the glass spheres shall be applied at the same time, but in a separate operation, at the rate of six (6) pounds (plus or minus 0.5 pound) of spheres per gallon of binder. Glass spheres shall be applied to the binder before final set has occurred and accomplished in such manner as

to provide uniform coverage for the full width of the stripe. The glass spheres shall be applied to the paint stripe while it is still wet throughout, no dry surface film, immediately after it has been applied to the pavement. The glass spheres shall be applied by compressed air of sufficient pressure to cause embedment of the spheres throughout the entire thickness of the paint film. The guns used for glass sphere application shall be of a type approved for embedment.

The paint may be heated in heat exchangers in order to accelerate drying. Under no circumstances is the paint to be heated to a temperature exceeding 180 °F (82 °C).

The paint machine shall be so designed that its operation will be at a uniform speed on a grade as well as level ground. The operating speed of the equipment shall be approved by the Engineer consistent with the characteristics of the equipment's capabilities to produce an acceptable stripe within the required tolerances at the specified rate.

1195-9 CONTRACTOR QUALIFICATIONS:

a. The Contractor or subcontractor performing work under this contract must employ competent field level supervision with experience in the layout and applications of pavement markings, shall utilize equipment appropriate for the work, and must have performed other projects of a similar size and nature.

   References to verify these qualifications are met shall be provided within seven (7) calendar days to substantiate Contractor's experience. Also, a list of equipment which will be utilized for the work must be submitted upon request. It is not the intent of this specification to exclude any qualified contractor, but a reasonable amount of experience is required in highway and urban area municipal striping.

b. The Contractor's attention is specifically directed to the following:

   1. Application of all pavement markings will occur while normal traffic movement is being maintained on the street.

   2. The project may require the layout of new pavement markings include "No Passing" zones (in accordance with Subsection 1195-7b for horizontal and vertical curves. The Contractor must have personnel capable of performing these layouts.

c. The Contractor's attention is also directed to Subsection 9-1 of the Standard Specifications regarding the limitations on subcontracting portions of the work.

1195-10 MEASUREMENT: Measurement will be made by the linear foot of pavement markings installed and accepted, exclusive of gaps, for the various widths (all colors) specified. Legends and symbols will be measured per each legend or symbol installed and accepted.

If an unspecified width marking is required in order to satisfy a specific field condition, then the measurement will be by the linear foot, pro-rated on the four inch (4") width of the same type pavement marking.

Removal of existing pavement markings will be measured by the square foot of markings actually removed and removal of legends and symbols will be measured per each. Removal of Existing Raised Pavement marker will be measured per each.

If no items for pavement markings and removal of existing markings are included in the contract, markings, symbols, legends, raised markers and removal thereof shall be at no direct cost and the Contractor shall include the cost in the price bid on other items.

1195-11 PAYMENT: Payment for pavement markings and removal of existing markings, measured as provided above will be made at the contract unit price and shall constitute full compensation for furnishing all labor, equipment, materials, tools, and incidentals and the performance of all work as required to satisfactorily complete these items in accordance with the plans and specifications.

The Contractor may, at his option, provide pavement markings which are thicker than specified in the contract. No additional payment will be made for the thicker markings, which will be paid for at the contract unit price for the thickness specified in the plans and specifications, unless a work directive or change order is approved by the Director prior to application of the markings.

1195-12 PAY ITEMS:

Item No.	Item	Unit
1195104	Four (4) Inch Wide Thermoplastic Reflective Striping (90 mil)	Linear Foot
1195108	Eight (8) Inch Wide Thermoplastic Reflective Striping (90 mil)	Linear Foot
1195112	Twelve (12) Inch Wide Thermoplastic Reflective Striping (90 mil)	Linear Foot
1195124	Twenty-four (24) Inch Wide Thermoplastic	Linear Foot
	Reflective Striping (90 mil)	
1195150	Single Head Arrow (125 mil)	Each
1195151	Double Head Arrow (125 mil)	Each
1195152	“ONLY” (125 mil)	Each
1195153	“RAILROAD CROSSING” (125 mil)	Each
1195154	“SCHOOL” (125 mil)	Each
1195155	“STOP” (125 mil)	Each
1195156	“SLOW” (125 mil)	Each
1195204	Four (4) Inch Wide Thermoplastic Reflective Striping (30 mil)	Linear Foot
1195208	Eight (8) Inch Wide Thermoplastic Reflective Striping (30 mil)	Linear Foot
1195212	Twelve (12) Inch Wide Thermoplastic Reflective Striping (30 mil)	Linear Foot
1195224	Twenty-four (24) Inch Wide Thermoplastic	Linear Foot
	Reflective Striping (30 mil)	Linear Foot
1195250	Single Head Arrow (60 mil)	Each
1195251	Double Head Arrow (60 mil)	Each
1195252	“ONLY” (60 mil)	Each
1195253	“Railroad Crossing” (60 mil)	Each
1195254	“School” (60 mil)	Each
1195255	“STOP” (60 mil)	Each
1195256	“SLOW” (60 mil)	Each
1195257	“PED X-ING” (60 mil)	Each
1195312	Twelve (12) Inch Wide Thermoplastic	Linear Foot

	Reflective Striping (125 mil)	
1195324	Twenty-four (24) Inch Wide Thermoplastic Reflective Striping (125 mil)	Linear Foot
1195412	Twelve (12) Inch Wide Thermoplastic Reflective Striping (60 mil)	Linear Foot
1195424	Twenty-four (24) Inch Wide Thermoplastic Reflective Striping (60 mil)	Linear Foot
1195504	Four (4) Inch Wide Painted Reflective Striping	Linear Foot
1195508	Eight (8) Inch Wide Painted Reflective Striping	Linear Foot
1195512	Twelve (12) Inch Wide Painted Reflective Striping	Linear Foot
1195524	Twenty-four (24) Inch Wide Painted Reflective Striping	Linear Foot
1195550	Single Head Arrow (Painted)	Each
1195551	Double Head Arrow (Painted)	Each
1195552	“ONLY” (Painted)	Each
1195553	“Railroad Crossing” (Painted)	Each
1195554	“School” (Painted)	Each
1195555	“STOP” (Painted)	Each
1195556	“SLOW” (Painted)	Each
1195557	“PED X-ING” (Painted)	Each
1195601	Removal of Existing Pavement Markings	Square Foot
1195602	Removal of Existing Legends and Symbols	Each
1195603	Removal of Existing Raised Pavement Markers	Each