

**ITEM 630 REMOVAL OF OVERHEAD MOUNTED SIGN AND REERECTION, AS PER PLAN (CUY-422) - (CONTINUED)**

AND MATERIAL NECESSARY TO REMOVE THE SIGN AND MOUNT IT FACING AND LEVEL TO APPROACHING TRAFFIC ON THE VERTICAL SUPPORT.

**ITEM 630 COVERING OF SIGN (US-322)**

COVER THE FLASHING WARNING SIGNS IF ERECTED AT THE INTERSECTION WHERE TRAFFIC IS MAINTAINED BEFORE COMPLETING THE INSTALLATION AND SETUP OF THE FLASHER CONTROLLERS. USE A STURDY OPAQUE COVERING MATERIAL SPECIFICALLY MADE FOR USE WITH TRAFFIC SIGNALS AND ENSURE THAT THE COLOR OF THE COVER IS DIFFERENT THAN THE SIGN, PREFERABLY BLACK. USE A METHOD OF COVERING TO COVER ATTACHMENT AND MATERIALS, INCLUDING BACKPLATES, AS APPROVED BY THE ENGINEER. COVERS ARE TO BE FREE OF TEXT, PICTURES, OR ANY TYPE OF ADVERTISING. MAINTAIN COVERS AND REMOVE THEM WHEN DIRECTED BY THE ENGINEER.

**ITEM 631 SIGN FLASHER ASSEMBLY, AS PER PLAN (US-322)**

THE CONTRACTOR SHALL INSTALL A FULLY FUNCTIONING SIGN FLASHER ASSEMBLY, INCLUDING POLE ATTACHMENTS, WIRING TO THE NEAREST PULL BOX (1 3/4 CABLE), STATIC SIGNS, AND EDGE LED-LIT FLASHING SIGNS (INTEGRAL WITH SIGN). THE FLASHER SHALL FOLLOW THE SIGN FLASHER ASSEMBLY DETAIL AND DIMENSIONS WITHIN THE CONSTRUCTION PLANS. THE EDGE-LIT LED SIGN SHALL FLASH IN ACCORDANCE WITH PROCEDURES OUTLINED IN THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND SHALL BE POWERED FROM THE CONTROLLER CABINET. THE SIGN SHALL ONLY FLASH WHEN COMMANDED BY THE CONTROLLER AND SHALL REMAIN ACTIVE FOR THE TIME PERIOD SPECIFIED FOR A VEHICLE IDENTIFIED ON SPERRY ROAD.

ALL WORK AND MATERIALS NECESSARY TO INSTALL THE FULLY FUNCTIONING FLASHER ASSEMBLY AS OUTLINED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 631 SIGN FLASHER ASSEMBLY (US 322), AS PER PLAN.

**ITEM 631 SIGN FLASHER ASSEMBLY (SPERRY ROAD), AS PER PLAN**

THE CONTRACTOR SHALL INSTALL A FULLY FUNCTIONING SIGN FLASHER ASSEMBLY, INCLUDING POLE ATTACHMENTS, WIRING TO THE NEAREST PULL BOX (1 3/4 CABLE, AND 1 4/4 CABLE), STATIC SIGNS, AND BRACKET ASSEMBLY FOR THE 1-SECTION HEADS. THE FLASHER SHALL FOLLOW THE SIGN FLASHER ASSEMBLY DETAIL AND DIMENSIONS WITHIN THE CONSTRUCTION PLANS. THE FLASHERS SHALL BE MOUNTED ABOVE THE SIGN, TO THE LEFT AND RIGHT, AND SHALL FLASH IN ACCORDANCE WITH PROCEDURES OUTLINED IN THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. THEY SHALL BE POWERED FROM THE CONTROLLER CABINET. THE FLASHERS SHALL ONLY FLASH WHEN COMMANDED BY THE FLASHER CONTROLLER AND SHALL REMAIN ACTIVE FOR THE TIME PERIOD SPECIFIED FOR A VEHICLE IDENTIFIED ON US ROUTE 322.

ALL WORK AND MATERIALS NECESSARY TO INSTALL THE FULLY FUNCTIONING FLASHER ASSEMBLY AS OUTLINED ABOVE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 631 SIGN FLASHER ASSEMBLY (SPERRY ROAD), AS PER PLAN.

**ITEM 632 VEHICULAR SIGNAL HEAD, LED, BLACK, POLYCARBONATE, WITH BACKPLATE, AS PER PLAN (CUY-422)**

IN ADDITION TO THE REQUIREMENTS OF C&MS 632 AND 732, THE FOLLOWING REQUIREMENTS SHALL APPLY:

1. SIGNAL HEADS AND VISORS SHALL BE CONSTRUCTED OF BLACK POLYCARBONATE PLASTIC WITH VISORS AS SPECIFIED AND MEET ITE SPECIFICATIONS.
2. PROPER EXTERIOR COLORS SHALL BE OBTAINED BY USE OF COLORED PLASTIC MATERIAL RATHER THAN PAINTING.
3. ALL UPPER SIGNAL SUPPORT HARDWARE AND PIPING UP TO AND INCLUDING THE WIRE INLET FITTING SHALL BE METAL.
4. THE ENTRANCE FITTING SHALL BE OF THE TRI-STUD DESIGN WITH SERRATED RINGS IN ORDER TO ACHIEVE POSITIVE LOCKING.
5. ALL SIGNAL HEADS SHALL BE RIGIDLY MOUNTED TO THE MAST ARM WITH THE YELLOW LENS LOCATED IN FRONT OF THE MAST ARM.
6. ALUMINUM BACKPLATES SHALL BE IN ACCORDANCE WITH THE C&MS AND INCLUDE A FLUORESCENT YELLOW REFLECTIVE BORDER.
7. THE LIGHT EMITTING DIODE (LED) MODULES SHALL MEET THE REQUIREMENTS OF C&MS 732.04. THE CONTRACTOR SHALL

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**ITEM 632 VEHICULAR SIGNAL HEAD, LED, BLACK, POLYCARBONATE, WITH BACKPLATE, AS PER PLAN (CUY-422) - (CONTINUED)**

PROVIDE ODOT, IN WRITING, WITH THE LED MANUFACTURER NAME, SERIAL NUMBER, PART NUMBER, DESCRIPTION OF LAMP, AND DATE OF MANUFACTURE FOR ALL LED UNITS THAT ARE TO BE USED IN THE SIGNAL HEAD PRIOR TO INSTALLATION, FOR ACCEPTANCE AND WARRANTY PURPOSES.

8. SIGNAL HEADS SHALL HAVE A MINIMUM WALL THICKNESS OF 0.11 INCHES.
9. SIGNAL HEADS SHALL INCLUDE CUTAWAY TYPE VISORS OPEN AT THE BOTTOMS UNLESS OTHERWISE SPECIFIED IN THE PLANS.
10. APPLY A BEAD OF SILICONE TO THE SIGNAL HEAD, WASHER, AND ENTRANCE ADAPTER SERRATIONS TO PREVENT WATER INTRUSION. ALSO, FILL THE SPACE BETWEEN CONCENTRIC SERRATION RINGS ON THE TOP OF THE SIGNAL HEAD TO COMPLETELY EXCLUDE WATER FROM THE SPACE BETWEEN THE CONCENTRIC RINGS.
11. BALANCE ADJUSTERS SHALL NOT BE USED ON ONE-WAY HEADS OR TETHERED HEADS.

PAYMENT FOR ITEM 632 VEHICULAR SIGNAL HEAD, LED, BLACK, POLYCARBONATE, WITH BACKPLATE, AS PER PLAN SHALL BE MADE FOR COMPLETE SIGNAL HEAD FURNISHED AND INSTALLED, INCLUDING ALL LABOR, EQUIPMENT, MATERIALS, AND NEW ATTACHMENT HARDWARE.

**ITEM 632 PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, (COUNTDOWN), AS PER PLAN (CUY-422)**

IN ADDITION TO THE REQUIREMENTS OF C&MS 632 AND 732 THE FOLLOWING SHALL APPLY:

1. SIGNAL HEADS AND VISORS SHALL BE CONSTRUCTED OF BLACK POLYCARBONATE PLASTIC AND MEET ITE SPECIFICATIONS.
2. PROPER EXTERIOR COLORS SHALL BE OBTAINED BY USE OF COLORED PLASTIC MATERIAL RATHER THAN PAINTING.
3. PIPE, SPACERS AND FITTINGS CONSTRUCTED OF POLYCARBONATE PLASTIC MAY BE USED IN LIEU OF GALVANIZED STEEL OR ALUMINUM.
4. THE PEDESTRIAN SIGNAL HEAD SHALL BE OF THE LED COUNTDOWN TYPE.
5. NEW ATTACHMENT HARDWARE AND FITTINGS SHALL BE USED.
6. THE LIGHT EMITTING DIODE (LED) MODULES SHALL MEET THE REQUIREMENTS OF C&MS 732.04.

THE CONTRACTOR SHALL PROVIDE THE CITY OF CLEVELAND, IN WRITING, WITH THE LED MANUFACTURER NAME, SERIAL NUMBER, PART NUMBER, DESCRIPTION OF LAMP, AND DATE OF MANUFACTURE FOR ALL LED UNITS THAT ARE TO BE USED IN THE SIGNAL HEAD PRIOR TO INSTALLATION, FOR ACCEPTANCE AND WARRANTY PURPOSES.

PAYMENT FOR ITEM 632 PEDESTRIAN SIGNAL HEAD (LED), TYPE D2, (COUNTDOWN), AS PER PLAN (CUY-422) SHALL BE MADE FOR THE NUMBER OF COMPLETE SIGNAL HEAD FURNISHED AND INSTALLED, INCLUDING ALL LABOR, EQUIPMENT, MATERIALS AND NEW ATTACHMENT HARDWARE.

**ITEM 632 COVERING OF VEHICULAR SIGNAL HEAD (CUY-422)**

COVER VEHICULAR SIGNAL HEADS IF ERECTED AT INTERSECTIONS WHERE TRAFFIC IS MAINTAINED BEFORE ENERGIZING THE SIGNALS. USE A STURDY OPAQUE COVERING MATERIAL SPECIFICALLY MADE FOR USE WITH TRAFFIC SIGNALS AND ENSURE THAT THE COLOR OF THE COVER IS DIFFERENT THAN THE SIGNAL HEAD, TAN OR BEIGE, SO THAT IT IS CLEAR TO DRIVERS THE HEADS ARE COVERED, NOT DARK. USE A METHOD OF COVERING TO COVER ATTACHMENT AND MATERIALS, INCLUDING BACK-PLATES, AS APPROVED BY THE ENGINEER. COVERS ARE TO BE FREE OF TEXT, PICTURES, OR ANY TYPE OF ADVERTISING. MAINTAIN COVERS AND REMOVE THEM WHEN DIRECTED BY THE ENGINEER.

**ITEM 632 SIGNAL SUPPORT, MECHANICAL DAMPER FOR TC-81.21 MAST ARM (GREATER THAN 39' IN LENGTH)**

THIS ITEM SHALL CONSIST OF THE CONTRACTOR INSTALLING A TUNED MASS-SPRING TYPE DAMPER ON A TC81.21 MAST ARM SIGNAL SUPPORT TO REDUCE THE POSSIBILITY OF HARMONIC VIBRATIONS CAUSED BY WIND LOADS. A MECHANICAL DAMPER SHALL BE APPLIED TO ALL MAST ARMS OVER 39 FEET IN LENGTH. THE INSTALLED DAMPER SHALL BE CAPABLE OF REDUCING THE LOADED MAXIMUM VERTICAL MOVEMENT AT THE

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**ITEM 632 SIGNAL SUPPORT, MECHANICAL DAMPER FOR TC-81.21 MAST ARM (GREATER THAN 39' IN LENGTH) - (CONTINUED)**

TIP OF THE ARM TO 8 INCHES MEASURED FROM THE HIGHEST TO THE LOWEST POINT OF DEFLECTION AT WIND SPEEDS OF 5-20 MPH. THE DAMPER SHALL INCREASE THE INHERENT DAMPING RATIO OF A TYPICAL UNLEADED MAST ARE SUPPORT (FN = 1-2 HZ) BY 0.01. THIS INCREASE SHALL BE DOCUMENTED BY LABORATORY TESTING AVAILABLE FROM THE MANUFACTURER.

ALL ATTACHMENT HARDWARE CONNECTIONS SHALL BE STAINLESS STEEL. THE DAMPER SHALL BE ATTACHED TO THE ARM WITHIN 8 FEET OF MAST ARM TIP. INSTALLATION SHALL BE PER THE MANUFACTURER'S GUIDELINES. STATIC DAMPERS SUCH AS HORIZONTAL FLAT SIGN MOUNTINGS SHALL NOT BE USED. ACCEPTABLE DEVICES INCLUDE THE FOLLOWING OR APPROVED EQUAL:

VALMONT STRUCTURES MITIGATOR - MODEL TRI

PAYMENT FOR ITEM 632 "SIGNAL SUPPORT, MECHANICAL DAMPER FOR TC-81.21 MAST ARM (GREATER THAN 39 FEET IN LENGTH), AS PER PLAN" SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH COMPLETE AND IN PLACE, AND SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK.

**ITEM 632 SIGNAL SUPPORT, TYPE TC-81.21, (BY DESIGN), AS PER PLAN (CUY-422)**

SIGNAL SUPPORTS SHALL MEET ALL THE REQUIREMENTS OF C&MS 630 AND ALSO SHALL HAVE THE SUPPORTS, ATTACHMENT ASSEMBLIES, AND HARDWARE PAINTED AS PER THE CITY OF CLEVELAND PAINTING SPECIFICATION. SEE "PAINTING OF TRAFFIC CONTROL AND TRAFFIC SIGNAL SUPPORTS" NOTE IN THESE SPECIFICATIONS. THE SUPPORTS SHALL ALSO MEET ODOT SUPPLEMENTAL SPECIFICATION 916.

THE SIGNAL SUPPORTS ARE TO BE PLACED ON THE EXISTING SIGNAL SUPPORT FOUNDATIONS. THE CONTRACTOR SHALL FIELD MEASURE THE DIMENSIONS AND THE BOLT PATTERNS OF THE EXISTING FOUNDATIONS TO ENSURE THAT THE BASE PLATES OF THE NEW SIGNAL SUPPORTS WILL FIT PROPERLY ON THE EXISTING FOUNDATIONS. ALTHOUGH DIMENSIONS HAVE BEEN PROVIDED IN THE PLANS, THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING THE PROPER DIMENSIONS AND PROVIDING THEM TO THE POLE MANUFACTURER.

SIGNAL SUPPORTS HAVE BEEN DESIGNED FOLLOWING ODOT SPECIFICATIONS. THE CONTRACTOR SHALL OBTAIN CALCULATIONS AND SHOP DRAWINGS FROM THE SIGNAL SUPPORT MANUFACTURER VERIFYING THE ABILITY OF THE MAST ARM TO SUPPORT THE DESIGNED LOADS. THESE CALCULATIONS AND SHOP DRAWINGS SHALL HAVE AN OHIO PE STAMP AND BE PROVIDED TO THE ENGINEER PRIOR TO ORDERING. NO SIGNAL SUPPORTS SHALL BE ORDERED PRIOR TO SUBMITTING THE SHOP DRAWING INFORMATION.

THE CITY OF CLEVELAND, DIVISION OF TRAFFIC ENGINEERING REQUIRES THAT THE CONTRACTOR MEET WITH A TRAFFIC DEPARTMENT REPRESENTATIVE PRIOR TO RELEASING SHOP DRAWINGS TO VERIFY LOCATIONS AND FOR FINAL POLE ORIENTATIONS. CONTACT ANDREW CROSS, TRAFFIC ENGINEER AT (216) 664-3194, 48 HOURS PRIOR TO COMMENCING WORK.

ORDERS FOR SIGNAL POLES AND MAST ARMS SHALL PLACED SYSTEMATICALLY AFTER THE RESPECTIVE FOUNDATIONS HAVE BEEN FIELD VERIFIED. IN THE EVENT THAT THE CONDITION OF THE FOUNDATION REQUIRES THAT A SIGNAL SUPPORT BE CONSTRUCTED IN A LOCATION OTHER THAN AS INDICATED ON THE PLAN, THE ENGINEER SHALL DETERMINE WHETHER THE SPECIFIED ARM LENGTH IS APPROPRIATE. IF A LONGER OR SHORTER ARM IS REQUIRED, THE CITY SHALL PROVIDE THE ENGINEER WITH DESIGN INFORMATION FOR THE REVISED POLE AND ARM.

PAYMENT WILL BE MADE AT THE CONTRACT UNIT PRICE BID PER EACH OF ITEM 632 SIGNAL SUPPORT, TYPE TC-81.21, (BY DESIGN), AS PER PLAN.

**PAINTING OF TRAFFIC CONTROL AND TRAFFIC SIGNAL SUPPORTS (CUY-422)**

IN ADDITION TO THE REQUIREMENTS OF SPECIFICATION 632, ALL TRAFFIC CONTROL & TRAFFIC SIGNAL SUPPORTS SHALL BE PAINTED IN ACCORDANCE WITH THE FOLLOWING:

POWDER COATING  
FED COLOR: AMS-STD-595-20040 (DARK BRONZE)

SURFACE PREPARATION - THE EXTERIOR STE SURFACE SHALL BE BLAST CLEANED TO STEEL STRUCTURES PAINTING COUNCIL SURFACE PREPARATION SPECIFICATION NO. 6 (SSPC-SP6) REQUIREMENTS UTILIZING CAST STEEL ABRASIVES CONFORMING TO THE SOCIETY OF AUTOMOTIVE

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**PAINTING OF TRAFFIC CONTROL AND TRAFFIC SIGNAL SUPPORTS (CUY-422) - (CONTINUED)**

ENGINEERS (SAE) RECOMMENDED PRACTICE J827. THE BLAST METHOD USED IS A RECIRCULATING, CLOSED CYCLE CENTRIFUGAL WHEEL SYSTEM WITH ABRASIVE CONFORMING TO SAE SHOT NUMBER S280.

INTERIOR COATING - INTERIOR SURFACES (POLE SHAFTS ONLY) AT THE BASE END FOR A LENGTH OF APPROXIMATELY 2.0 FEET SHALL BE MECHANICALLY CLEANED AND COATED WITH A ZINC RICH EPOXY POWDER. THE COATING SHALL BE ELECTROSTATICALLY APPLIED AND CURED IN A GAS FIRED CONVECTION OVEN BY HEATING THE STEEL SUBSTRATE TO A MINIMUM OF 350 DEGREES FAHRENHEIT AND A MAXIMUM OF 400 DEGREES FAHRENHEIT.

EXTERIOR COATING  
ALL THE EXTERIOR SURFACES SHALL BE COATED WITH A URETHANE OR TRIGLYCIDYL ISOCYANURATE (TGIC) POLYESTER POWDER TO A MINIMUM FILM THICKNESS OF 2.0 MILS (0.002"). THE COATING SHALL BE ELECTROSTATICALLY APPLIED AND CURED IN A GAS FIRED CONVECTION OVEN BY HEATING THE STEEL SUBSTRATE TO A MINIMUM OF 350 DEGREES FAHRENHEIT. THE THERMOSETTING POWDER RESIN SHALL PROVIDE BOTH INTERCOAT AS WELL AS SUBSTRATE FUSION ADHESION THAT MEETS 5A OR 5B CLASSIFICATIONS OF ASTM D3359.

COMBINATION COATING GALVANIZED-POWDER T  
COAT COLOR: DARK BRONZE.

SURFACE PREPARATION - PRIOR TO BEING INCORPORATED INTO AN ASSEMBLED PRODUCT, STEEL PLATES 3/4 INCHES OR MORE IN THICKNESS SHALL BE BLAST CLEANED WHEN REQUIRED TO REMOVE ROLLED-IN MILL SCALE, IMPURITIES AND NON-METALLIC FOREIGN MATERIALS. AFTER ASSEMBLY, ALL WELD FLUX SHALL BE MECHANICALLY REMOVED. THE IRON OR STEEL PRODUCT SHALL BE DEGREASED BY IMMERSION IN AN AGITATED 4.5% - 6.0% CONCENTRATED CAUSTIC SOLUTION ELEVATED TO A TEMPERATURE RANGING FROM 150 DEGREES FAHRENHEIT TO 190 DEGREES FAHRENHEIT. IT SHALL NEXT BE RINSED CLEAN FROM ANY RESIDUAL EFFECTS OF THE CAUSTIC OR ACID SOLUTIONS BY IMMERSION IN A CIRCULATING FRESH WATER BATH. FINAL PREPARATION SHALL BE ACCOMPLISHED BY IMMERSION IN CONCENTRATED ZINC AMMONIUM CHLORIDE FLUX SOLUTION HEATED TO 130 DEGREES FAHRENHEIT. THE SOLUTION'S ACIDITY CONTENT SHALL BE MAINTAINED BETWEEN 4.5 - 5.0 PH. THE ASSEMBLY SHALL BE AIR-DRIED TO REMOVE ANY MOISTURE REMAINING IN THE FLUX COAT AND/OR TRAPPED WITHIN THE PRODUCT.

ZINC COATING - T  
PRODUCT SHALL BE HOT-DIP GALVANIZED TO THE REQUIREMENTS OF EITHER ASTM A123 (FABRICATED PRODUCTS) OR ASTM A153 (HARDWARE ITEMS) BY IMMERSION IN A MOLTEN BATH OF PRIME WESTERN GRADE ZINC MAINTAINED BETWEEN 810 DEGREES FAHRENHEIT AND 850 DEGREES FAHRENHEIT. THE ENTIRE PRODUCT SHALL BE TOTALLY IMMERSERD WITH NO PART OF IT PROTRUDING OUT OF THE ZINC (NO DOUBLE DIPPING). THIS IS TO LIMIT A RISK OF TRAPPED CONTAMINATES CONTAINING CHLORIDES AND REDUCE THE RISK OF BARE SPOTS (BARE SPOTS CAN OCCUR WHEN FLUX ON THE STEEL SURFACE IS BURNED AWAY BY HEAT OF THE FIRST DIP). MAXIMUM ALUMINUM CONTENT OF THE BATH SHALL BE 0.01%. FLUX ASH SHALL BE SKIMMED FROM THE BATH SURFACE PRIOR TO IMMERSION AND EXTRACTION OF THE PRODUCT TO ASSURE A DEBRIS FREE ZINC COATING.

EXTERIOR COATING - ALL GALVANIZED EXTERIOR SURFACES SHALL BE COATED WITH A URETHANE OR TRIGLYCIDYL ISOCYANURATE (TGIC) POLYESTER POWDER TO A MINIMUM FILM THICKNESS OF 2.0 MILS (0.002"). PRIOR TO APPLICATION, THE SURFACES TO BE POWDER COATED SHALL BE MECHANICALLY ETCHED BY BRUSH BLASTING (REF. SSPC-SP7) AND THE ZINC COATED SUBSTRATE PREHEATED TO 450 DEGREES FAHRENHEIT FOR A MINIMUM OF ONE HOUR IN A GAS FIRED CONVECTION OVEN. THE COATING SHALL BE ELECTROSTATICALLY APPLIED AND CURED IN A GAS FIRE CONVECTION OVEN BY HEATING THE ZINC COATED SUBSTRATE TO A MINIMUM OF 350 DEGREES FAHRENHEIT AND A MAXIMUM OF 400 DEGREES FAHRENHEIT. THE THERMOSETTING POWDER RESIN SHALL PROVIDE BOTH INTERCOAT AS WELL AS SUBSTRATE FUSION ADHESION THAT MEETS 5A OR 5B CLASSIFICATION OF ASTM D3559.

**ITEM 632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN (CUY-422)**

TRAFFIC SIGNAL INSTALLATIONS, INCLUDING SIGNAL HEADS, CABLE, SIGNAL SUPPORTS, CABINET, CONTROLLER, ETC., SHALL BE REMOVED IN ACCORDANCE WITH CMS 632.26 AND AS INDICATED ON THE PLANS. REMOVED ITEMS SHALL BE REUSED AS PART OF A NEW INSTALLATION ON THE PROJECT OR DELIVERED TO THE CITY OF CLEVELAND FOR SALVAGE. CONTACT TRAFFIC ENGINEERING AT (216) 664-3194 TO ARRANGE A MUTUALLY AGREEABLE TIME FOR ITEMS TO BE DELIVERED TO 4150 E. 49TH STREET, BUILDING #4, CLEVELAND, OH 44105. (CONTINUED)

CALCULATED  
CWG  
CHECKED  
SAK

TRAFFIC CONTROL NOTES

CUY-422-2.42  
GEA-322-4.05

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