

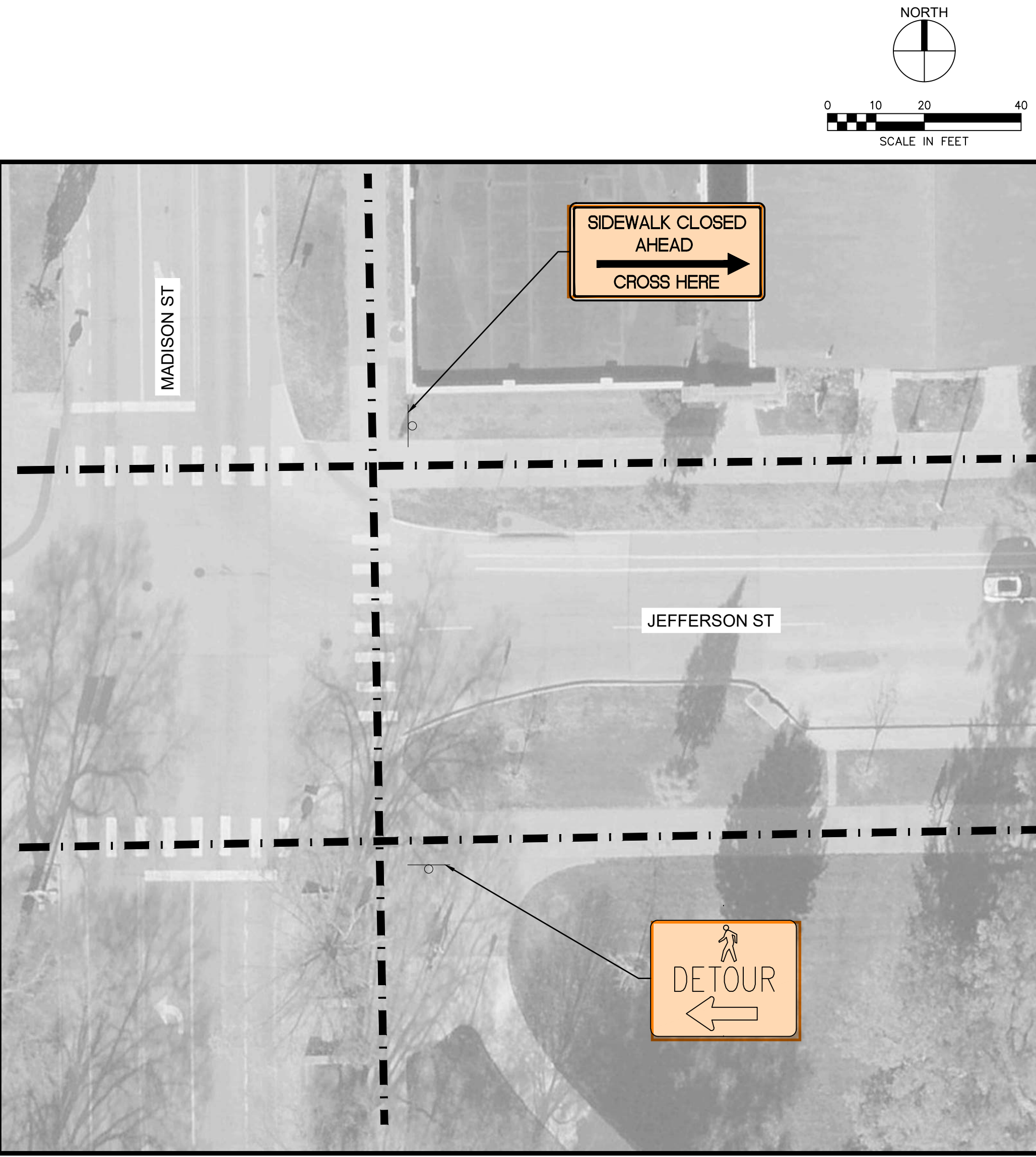
C-201 Initial Site Set-up for Fall 2026 Classes

PHASING/TRAFFIC CONTROL NOTES

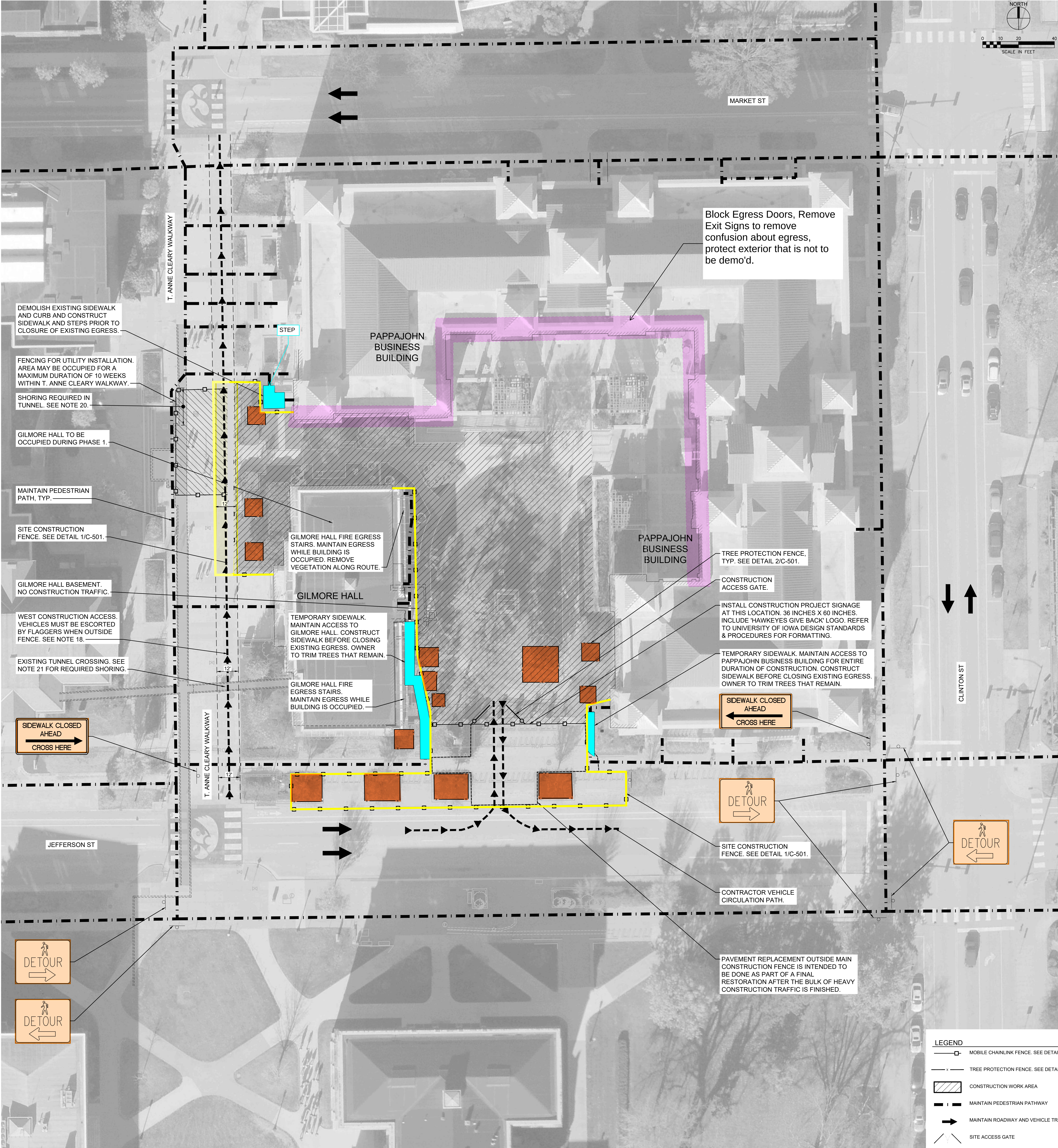
- PHASING DRAWINGS ARE PROVIDED TO DESCRIBE THE REQUIRED SCHEDULING OF THE WORK IN THIS PROJECT TO ACCOMMODATE VEHICLE AND PEDESTRIAN ACCESS ON SITE.
- SITE PHASING DRAWINGS DO NOT SHOW THE FULL EXTENT OF WORK IN EACH PHASE, BUT RATHER A GENERAL WORK AREA AND SITE ACCESS REQUIREMENTS. REFER TO OTHER DRAWINGS FOR FULL SCOPE OF WORK.
- CONTRACTOR MAY SUBMIT ALTERNATE TRAFFIC CONTROL AND PHASING OPTIONS FOR OWNER APPROVAL PRIOR TO CONSTRUCTION.
- NO CONTRACTOR VEHICLE PARKING WILL BE ALLOWED ON SIDEWALKS, DRIVES, GRASS, OR STREETS OUTSIDE OF CONSTRUCTION LIMITS. VEHICLES PARKED OUTSIDE CONSTRUCTION LIMITS WILL BE TOWED AT THE EXPENSE OF THE VEHICLE OWNER. SEE SPECIFICATION SECTION 00 74 10 - PROJECT REQUIREMENTS, FOR ADDITIONAL INFORMATION ON PARKING AND SITE ACCESS.
- FENCING SHOWN ON THE PLANS IS A MINIMUM. CONTRACTOR IS RESPONSIBLE FOR PROVIDING FENCING TO MAINTAIN A SECURE SITE AT ALL TIMES, AND TO ACCOMMODATE ACTUAL WORK LIMITS AND PHASING LIMITS. PROVIDE CONSTRUCTION FENCE FOR ALL WORK EXTENDING BEYOND MAIN SITE FENCE.
- CONTRACTOR SHALL REPAIR OR REPLACE DAMAGED CONSTRUCTION FENCE ON THE SAME DAY AS IT IS DAMAGED, MAINTAINING A SECURE SITE AT ALL TIMES. CONTRACTOR SHALL REPAIR OR PATCH ANY DISTURBED AREAS DUE TO FENCING INSTALLATION.
- PROVIDE PERMANENT OR TEMPORARY PEDESTRIAN DETOUR ROUTES TO MEET SITE ACCESS AND CURRENT ADA STANDARDS FOR ACCESSIBLE DESIGN. COORDINATE LOCATIONS WITH THE OWNER'S REPRESENTATIVE. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY PATHWAYS, AND SHALL PLAN AND COORDINATE TEMPORARY WALKS FOR SITE ACCESS WITH CONSTRUCTION ACTIVITIES.
- NO ROAD OR LANE CLOSURES PERMITTED FOR STAGING OF DELIVERY TRUCKS.
- SCHEDULE LANE CLOSURES A MINIMUM OF 48 HOURS IN ADVANCE WITH THE OWNER AND THE CITY OF IOWA CITY TO MINIMIZE IMPACT TO DRIVERS AND PEDESTRIANS.
- ALL SIGNAGE AND AUDIBLE WARNING DEVICES SHALL BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR DURING THE PROJECT. THEY SHALL BE REMOVED AT THE END OF THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TEMPORARY CONSTRUCTION PROJECT SIGNAGE AND MAINTAIN SIGNAGE THROUGHOUT CONSTRUCTION. SIGNS MAY BE INSTALLED ON THE PROJECT FENCING OR SUPPORTED INDEPENDENTLY DEPENDING ON SITE CONDITIONS.
- ALL VEHICULAR AND PEDESTRIAN CONTROL SIGNAGE SHALL CONFORM TO THE STANDARDS IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION. SIDEWALK CLOSURES AND DETOURS SHALL BE IOWA DOT TYPE II BARRICADES AND SHALL BE WHITE WITH BLACK LETTERING, EXCEPT THE S1+ AND R1A SIGNS. TRAFFIC CONTROL AND TRAFFIC DETOUR SIGNAGE SHALL BE ORANGE WITH BLACK LETTERING. ALL SIGNAGE SHOULD BE COORDINATED WITH ALL OTHER TRAFFIC CONTROL PLANS IN THE AREA.
- TEMPORARY TAPE PAVEMENT MARKINGS SHALL BE USED FOR ALL TEMPORARY PAVEMENT MARKINGS. THE CONTRACTOR SHALL PROVIDE GRAY TAPE TO CONCEAL ALL EXISTING MARKINGS NOT BEING USED OR IN CONFLICT WITH TEMPORARY TRAFFIC PATTERNS. EXISTING MARKINGS THAT ARE CONCEALED SHALL BE RESTORED AT THE END OF THE PROJECT. MAINTENANCE OF TEMPORARY TAPE SHALL BE PERFORMED BY THE CONTRACTOR.
- FOR AUDIBLE WARNINGS USE THE EMPGO-LITE MODEL 400ML AUDIBLE INFORMATION DEVICE OR APPROVED EQUAL.
- CONTRACTOR TO PROVIDE MUTCD CERTIFIED FLAGGERS FOR ANY LANE CLOSURES, TRAFFIC CONTROL, INSTALLATION/REMOVAL, OR CONSTRUCTION ACTIVITIES OCCURRING ADJACENT TO TRAFFIC.
- CONTRACTOR TO PROVIDE MUTCD CERTIFIED FLAGGERS TO STOP PEDESTRIAN TRAFFIC AS CONSTRUCTION VEHICLES CROSS SIDEWALKS AND BUILDING ENTRANCES TO ACCESS/EXIT THE CONSTRUCTION SITE.
- CONTRACTOR TO RESTORE ACCESS TO SIDEWALKS AND BUILDING ENTRANCES AS SOON AS POSSIBLE.

UNDERGROUND TUNNELS, VAULTS, AND STRUCTURES NOTES

- UNDERGROUND TUNNELS AND VAULTS BELOW T. ANNE CLEARY WALKWAY ARE SEVERELY DETERIORATED. SECTIONS ARE PRESENT WITH LOOSE CONCRETE THAT MAY BECOME DISLODGED DUE TO ADJACENT CONSTRUCTION TRAFFIC. OTHER SECTIONS OF TUNNEL HAVE QUESTIONABLE VERTICAL AND LATERAL LOAD CARRYING CAPACITY BECAUSE OF THE LEVEL OF DETERIORATION. IN ORDER TO MINIMIZE THE AMOUNT OF SHORING REQUIRED IN THE EXISTING TUNNEL:
- CONSTRUCTION ACCESS WEST OF GILMORE HALL IS LIMITED TO ONE 12' DRIVE PATH MEASURED FROM THE EDGE OF CURB ON THE EAST SIDE OF T. ANNE CLEARY WALKWAY. REFER TO SHEET C-201.
 - NO VIBRATION CAUSING EQUIPMENT (EXCAVATORS, BULL DOZERS, ETC) MAY BE DRIVEN OUTSIDE THE CONSTRUCTION FENCING AS SHOWN WITHOUT INSTALLING SHORING INSIDE THE TUNNEL IN ADDITION TO THE LOCATIONS NOTED ON C-201. IF SUCH EQUIPMENT IS DRIVEN OUTSIDE THE FENCING SHOWN, ADDITIONAL TUNNEL SHORING IS REQUIRED AND WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DESIGN, MAINTAIN, AND REMOVE AT NO ADDITIONAL COST TO OWNER.
 - AT THE LOCATION INDICATED ON SHEET C-201 IN THE NORTH-SOUTH TUNNEL, SHORING IS REQUIRED DUE TO ANTICIPATED CONSTRUCTION VIBRATION. INSTALL (8) PIECES OF 1/2" TREATED PLYWOOD SHEATHING (4' TALL X 2' WIDE) ON THE EAST WALL OF THE TUNNEL WITH A SHORING POST OR SCREW JACK (5 KIP ALLOWABLE EACH) ACROSS THE TUNNEL AT 4' OC.
 - WHERE CONSTRUCTION TRAFFIC IS SHOWN TO CROSS THE EXISTING TUNNEL, CONTRACTOR TO INSTALL (4) SHORING POSTS (10K ALLOWABLE EACH) AT CENTERLINE OF TUNNEL SPACED EQUALLY AT 4' OC UNDER 12' DRIVE LANE. THE EDGE OF THE 12' LANE MUST BE MARKED OUT WITH CONES OR OTHER OWNER-APPROVED METHOD WHEN IN USE. INSTALL 1/2" THICK TREATED PLYWOOD ABOVE CAP PLATE AND BELOW BASE PLATE. REFER TO SHEET C-201 FOR LOCATION.
 - CONSTRUCTION TRAFFIC ON THE WEST SIDE OF CONSTRUCTION SITE SHALL BE LIMITED 16K TIRE LOADING. HIGHER LOADING REQUIRED BY LARGER EQUIPMENT MAY REQUIRE ADDITIONAL TUNNEL SHORING WHICH WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DESIGN, INSTALL, MAINTAIN, AND REMOVE AT NO ADDITIONAL COST TO OWNER.
 - PROTECTION OF THE UTILITIES INSIDE THE TUNNEL IS THE RESPONSIBILITY OF THE CONTRACTOR. IF PROTECTIVE MEASURES ARE REQUIRED FOR EXISTING EQUIPMENT BASED ON PLANNED CONSTRUCTION ACTIVITIES, THOSE MEASURES ARE THE CONTRACTOR'S RESPONSIBILITY TO DESIGN, INSTALL, MAINTAIN, AND REMOVE AT NO ADDITIONAL COST TO OWNER.
 - WHERE ADDITIONAL SHORING OR UTILITY PROTECTION ARE REQUIRED, CONTRACTOR TO SUBMIT METHOD OF SHORING TO OWNER/UTILITY OPERATOR AND DESIGN PROFESSIONAL FOR REVIEW PRIOR TO INSTALLATION.
 - CONTRACTOR IS RESPONSIBLE TO REMOVE CONCRETE FROM THE EXISTING TUNNEL THAT BECOMES DISLODGED DURING CONSTRUCTION.
 - CONTRACTOR IS RESPONSIBLE FOR DAMAGE DONE TO EXISTING UTILITY PIPING AND EQUIPMENT IN THE EXISTING TUNNEL DUE TO CONSTRUCTION ACTIVITY. IF DAMAGE IS DONE, CONTRACTOR TO SUBMIT A PROPOSED METHOD OF REPAIR TO OWNER/UTILITY OPERATOR AND DESIGN PROFESSIONAL FOR REVIEW PRIOR TO INSTALLATION.
 - CONTRACTOR TO REVIEW, DOCUMENT, AND SUBMIT DAMAGE OR DEBRIS PRESENT IN THE TUNNEL PRIOR TO COMMENCING WORK AND IDENTIFY SUCH AS PRE-EXISTING CONDITIONS.



MADISON STREET TRAFFIC CONTROL



SITE ACCESS PLAN - PHASE 1

- LEGEND**
- MOBILE CHAINLINK FENCE. SEE DETAIL 1/C-501.
 - TREE PROTECTION FENCE. SEE DETAIL 2/C-501.
 - CONSTRUCTION WORK AREA
 - MAINTAIN PEDESTRIAN PATHWAY
 - MAINTAIN ROADWAY AND VEHICLE TRAFFIC
 - SITE ACCESS GATE

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NR PROJECT NO. 24.054

ISSUE

DATE	DESCRIPTION
08.23.2026	RID DOCUMENTS

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SHEET NAME

SITE ACCESS PLAN -
PHASE 1

SHEET NUMBER

NEUMANN MONSON ARCHITECTS