

Public Meeting Notes

7/21/20, 5-6 pm

Meeting Stats:

- Number of participants: 16

Questions:

1. What side of Washington Ave will the tunnel be on?
 - a. The access tunnel will be north of the Washington Ave intersection in the southbound lanes (west side) of 2nd Ave. The tunnel will be roughly under the centerline of Washington Ave from Nicollet Mall to 5th Ave and under westbound lanes from 5th Ave to Chicago Ave. It will be roughly under center line in Chicago Ave.
2. Will portions of Washington Ave close during this project? If so, how will this impact residents who's exit garage is on Washington?
 - a. On Washington Ave there are two sites at Portland Ave and Hennepin Ave that will affect traffic for a couple months at a time. Garage exits will not be affected. The dewatering sites could affect traffic for a couple of weeks each. Most of the dewatering well sites won't impact traffic on Washington Ave.
3. Do you know what corner at Chicago and 2nd St will be impacted by the dewatering well?

Interested in any impacts on the Chicago Mall.

 - a. The dewatering well is proposed to be installed in the southeast corner of Chicago Ave and 2nd St.
- 1) Can you describe the disruption to the mall area between the Guthrie and Humboldt Lofts?
 - a. There will be no work on this mall area. Daytime disruptions are anticipated to occur when installing the dewatering well on the southeast corner of Chicago Ave and 2nd St. There will be drilling associated with this, but we do not expect it to be very loud. The dewatering wells will be running 24/7, but they have electric motors, so they will be quiet. There will also be work near the river by the tunnel access portal.
5. Follow up: We have a garage entrance on the mall. Will we be able to park during the work? Into the Humboldt Lots.
 - a. Entrances to parking lots or ramps will not be blocked. There will be some street parking restrictions for some of the dewatering well sites.
6. Could there be any disruption for the Mill City Farmers Market that uses that sidewalk area from Chicago to Washington until October?

- a. There will be some sidewalk closures/restrictions during the installation of the dewatering wells. There will be pathways or pedestrian detours around the work zone.
- 7. Is the funding for the project contingent on the bonding bill?
 - a. They City is putting out bonds to pay for part of this project, but we are also requesting state bonding for this project. Depending on how the funding goes, we may only do part of the project next year and another part in the future.
- 8. Follow up to Farmer's Market question: The market uses the Mall but also the sidewalk by the AAN building.
- 9. Can we confirm that Ed's parking lot will remain open?
 - a. Yes, there will be no restrictions to get to the garage. (thanks!)
- 10. I heard from a few people at the Crossings about the 2nd Ave access point. Can you talk about that impact on residents there?

- a. A couple studies were done to determine how to construct the new tunnel system with the least amount of impacts to the Downtown area. We seriously considered where to place the tunnel access shafts. Originally there was an additional access shaft that we were able to eliminate by using the outlet near the Mississippi River. Initially, we looked at private and public space off the roadways, but those spaces were not available due to development. This meant we had to look at constructing the access shaft in the roadways.

As our city is being developed and built up, we are inevitably looking at spaces near businesses and residences. Multiple factors were considered when determining where to place the tunnel access shaft. Some of the things we considered were utility conflicts, traffic studies, and neighborhood impacts. We were able to design the tunnel access shaft between utilities in the southbound lanes of 2nd Ave. We also looked at Marquette Ave, but there were utility conflicts and bus traffic impacts at/near this location.

Ideally, we like to be able to tunnel in both directions, so we can work in both directions. This means that we don't want to be too far down to either end. This helps cut down costs and helps the work get done faster.

Another reason is because the limestone layer rises on the west side of Downtown. We want to be closer to the limestone area from a ground support standpoint because there, a wider structure can be made where the tunnel access shaft joins the new underground tunnel. These are additional reasons why 2nd Ave was chosen over another intersection like Marquette.

Some of the equipment you will see at this site will be a crane, generators, ventilation fans, concrete trucks, something to bring the sand up and trucks to remove the sand.

We will be trying to minimize noise at the tunnel access and plan to wrap the fencing around the work zone to improve aesthetics during construction.

11. How many trucks per day? What kind of volume will this generate?

- a. Estimate there will be at most 20 trucks a day at each access site to remove sand, with additional trucks to bring materials and equipment (concrete, rebar, pipe).