

TRAVEL PATTERNS TO THE TWIN CITIES CAMPUS

Drawing 1-410: TWIN CITIES CAMPUS STUDY AREA

The cordon lines, Twin Cities Transportation Planning Program traffic analysis zones, Twin Cities Campus internal zones, and the interview stations are shown in Drawing 1-410. Appendix A explains the need and use of each of the above items.

Figure 1.3: VARIATIONS IN MODE OF TRAVEL

The distribution in mode of access to the individual campuses reflects the modes available and their convenience at the trip origin and destination. Of the total 100,329 person trips/day to the Twin Cities Campus 4,776 are made via transit.

Implications

- a) The Twin Cities Campus is heavily auto oriented; transit is used for less than five percent of the travel to the campus. An insignificant amount of travel to the St. Paul Campus is via transit.
 - b) Before additional parking is provided or additional auto access is provided, the complex issue of mode of access should be resolved.
-

Drawing 1.411: ORIGINS OF AUTO PERSON TRIPS TO THE ST. PAUL CAMPUS

The dispersion of points from which auto person trips originate indicates the wide area from which the St. Paul Campus draws and also the concentrations close to the campus. Over 19 percent of the total 10,395 person auto trips to the St. Paul originate in the area bounded by T.H. 280, T.H. 36, T.H. 51 (Snelling Avenue) and the railroad tracks.

Implications

- a) The potential for a transit market in the area immediately around the St. Paul Campus must be investigated.
- b) The diverse pattern of trip origins outside the immediate area of the campus are very difficult to satisfy with transit service oriented to the campus. Therefore, the auto will continue to provide the major means of access for the diverse trip origins.

Drawing 1-412: ORIGINS OF AUTO PERSON TRIPS TO THE EAST
BANK/WEST BANK CAMPUS

Four general types of areas evolve from the analysis of the location of the 57,673 auto trip origins to the East Bank and the 27,151 trips to the West Bank. The West Bank for the purpose of this study is defined by the area bounded by the Mississippi River, I-94, and proposed I-35W.

- the residential area immediately south and southwest of the Minneapolis CBD
- the residential area to the north and northwest of the East Bank
- the residential area west of the St. Paul Campus
- the remainder of the metropolitan area.

Implications

- a) There are heavy concentrations of auto trip origins to the East Bank/West Bank that have potential as transit market.
- b) There is also a diverse pattern of origins from the suburban areas that the auto will probably continue to serve.

Drawing 1.413: ORIGINS OF LOCAL TRANSIT TRIPS TO THE
ST. PAUL CAMPUS

The regional distribution of the 148 transit trip origins shows the area that is using transit. Route 5 running east-west on Como Avenue, into the St. Paul CBD, and out to West St. Paul provides the major access to the campus. Other locations are explained by transfers.

Implications

Where local transit is provided, both in St. Paul and the suburban area of West St. Paul, some patronage exists.

Drawing 1.414: ORIGINS OF LOCAL AND EXPRESS TRANSIT TRIPS
TO THE EAST BANK/WEST BANK CAMPUS

The location of the origins of the 4628 transit trips to the East Bank (3329 trips) and West Bank (1299 trips) is obviously related to transit service and to total trips accessing the East Bank/West Bank. The heaviest concentration of riders is south of the Minneapolis CBD.

Drawing 1.415: AUTO PERSON TRIPS ENTERING THE TWIN CITIES
CAMPUS

The auto person trips entering the Twin Cities Campus are shown at the major points of access. Comparing the auto origins and points of access reveals the vehicular flow to the campus.

The 10,395 person trips enter the St. Paul Campus in 6,803 vehicles for an average auto occupancy of 1.53 persons per auto. For the East Bank/West Bank Campus, the 84,824 person trips arrive in 57,992 vehicles for an average auto occupancy of 1.46 persons per car. These auto occupancy figures compare with the 1.4 persons per auto average for all trips in the metropolitan area.

Note: The Franklin Avenue Bridge was closed during the February, 1971, survey for repairs.

Implications

- a) Extensive car pooling to the Twin Cities Campus does not occur.
- b) Auto access at the St. Paul Campus is relatively equal in demand from all sides.
- c) Auto access at the East Bank/West Bank Campus is heaviest from the southwest.

Drawing 1.416: TRANSIT TRIPS ENTERING THE TWIN CITIES
CAMPUS

All express and local transit person trips entering the Twin Cities Campus are shown at the points where the routes enter the campus. By comparing the demand represented by origin points and the access volumes, the efficiency of the existing routes is presented.

Drawing 1.417: THROUGH TRIPS - ST. PAUL CAMPUS

Of the 11,848 vehicles that enter the cordon around the St. Paul Campus, 5045 continue through without stopping. Of these 5045 through trips, over 94 percent or 4753 occur on Cleveland Avenue.

Drawing 1.418: AUTO PERSON TRIPS ENTERING THE ST. PAUL
CAMPUS BY ROUTES

A cordon line was drawn to bound the area defined by T.H. 36, T.H. 51, Railroad Tracks, and T.H. 280. At major access points on the cordon line the number of auto trips to the St. Paul Campus are indicated. This serves as a basis for identifying alternatives to the existing access patterns. The drawing is used in conjunction with Drawing 1-415 to present more detail.

An example is the 1033 trips northbound on Snelling Avenue, they may access the campus at Como Avenue, Commonwealth Avenue, Arlington, or possible even Larpenteur Avenue. With these data and the availability of parking spaces, access routes may be planned.

Drawing 1.419: EXPRESS ROUTES AND STOPS - TWIN CITIES
CAMPUS

The routes and stops for University express bus service are shown.

Drawing 1-420: LOCAL ROUTES - TWIN CITIES CAMPUS

Those routes operated by the Metropolitan Transit Commission which directly serve the campus are shown. In addition to these, the Bloomington Bus Company operates two buses inbound in the morning and two outbound in the afternoon, carrying a total of 115 passengers. Several apartment complexes operate their own shuttles to campus.

Other important travel patterns are the destinations of both auto and transit trips within the Twin Cities Campus. For auto travel, the destinations illustrate the availability of the parking facilities and also show the influence of parking locations on traffic flow. The transit trips to the small areas within the Twin Cities Campus illustrate the zones of highest generation. The drawings include:

- Drawing 1.421: Destinations of Auto Person Trips to the St. Paul Campus
- Drawing 1.422: Destinations of Auto Person Trips to the East Bank/West Bank Campus
- Drawing 1.423: Destinations of Local Transit Trips to the St. Paul Campus
- Drawing 1.424: Destinations of Local and Express Transit Trips to the East Bank/West Bank Campus.

Figure 1.4: AUTO PERSON TRIPS ENTERING TWIN CITIES CAMPUS

The hourly variation in arriving auto person trips reflects class and work schedules.

Figure 1-5: OUTBOUND TRANSIT RIDERSHIP TWIN CITIES CAMPUS

The hourly variation in transit departures for local transit shows two peaks. The afternoon peak at the West Bank Campus is extended reflecting the non-University generators in the area.

Figure 1-6: AUTO DRIVER CLASSIFICATION ENTERING THE TWIN CITIES CAMPUS

Of interest here is the percent visitor, service passenger, and service classifications at each campus.

Figure 1-7: LOCAL TRANSIT RIDER CLASSIFICATION ENTERING THE TWIN CITIES CAMPUS

Comparing Figure 1-6 with 1-7 reflects the availability and the choice of mode to each classification of person entering the campus.

Figure 1.8: EXPRESS TRANSIT RIDER CLASSIFICATION ENTERING THE TWIN CITIES CAMPUS

The figure shows the extent to which the express buses serve other than students.

Figure 1.9: HOURLY VARIATION OF AUTO DRIVER CLASSIFICATION
ENTERING THE TWIN CITIES CAMPUS

A comparison of the hourly arrival patterns for various driver classifications reflects class scheduling and work hours. Undergraduates and staff peak from 7:00-8:00 a.m. while faculty and graduate students peak from 8:00 to 9:00 a.m.

Figure 1.10: PURPOSE FROM ORIGIN FOR AUTO PERSON TRIPS

The origin of most trips to the campus is home and the pattern by purpose is the same for each campus.

Figure 1.11: PURPOSE FROM ORIGIN FOR ALL TRANSIT RIDERS

The origin of most transit trips, both express and local, is home. The express riders show a higher percentage originating at home due to the hours of operation.

Figure 1.12: PURPOSE TO DESTINATION FOR AUTO PERSON TRIPS

The purpose to destination is predominantly work and school.

Figure 1.13: PURPOSE TO DESTINATION FOR ALL TRANSIT RIDERS

The purpose to destination for transit riders is also predominantly work and school with school being higher than in the case of autos indicating the larger percentage of students using transit.

Figure 1.14: TRANSIT AVAILABILITY FOR UNIVERSITY DESTINED
AUTO PERSON TRIPS

Given is a comparison between the St. Paul Campus and the Twin Cities Campus of the knowledge of the potential users as to the availability of transit, both local and express. Approximately 53 percent of the trips to the Twin Cities Campus could have been satisfied via transit while 25 percent of the trips to the St. Paul Campus could have been satisfied via transit. For the Twin Cities Campus, the potential ridership is over 50,000 one way trips as compared to a useage of 4800 trips. For the St. Paul Campus, the potential ridership is 2,500 one way trips versus a useage of 148 trips. The two main reasons for not using transit are increased travel time and inconvenience. Dependability and comfort were not selected as factors in mode choice.

Implications

- a) A policy judgement must be made as to the acceptability of the present split in modal choice.
- b) Education of the availability of transit service is not a major problem.
- c) A very large transit market is presently being offered service and is not using it.

Figure 1.15: AUTO AVAILABILITY FOR TRANSIT RIDERS

Over 87 percent of the local transit riders to St. Paul were "captives" to the transit system since no automobile was available to them. This compares with 77 percent and 81 percent "captive" local transit riders to the East Bank/West Bank Campus for a Twin Cities Campus total of 78 percent or 3725 "captives" to the local transit system. This is slightly higher than the 72 percent or 240 "captive" riders on the express transit system. Of the reasons given by those with available autos, the main reason for not using autos to access the Twin Cities Campus was that parking is too expensive.

Implications

- a) The existing transit ridership is a result of a high percentage of "captive" riders.
- b) The cost factor is most sensitive to influence modal choice.

Figure 1.16 ACCESS TO LOCAL TRANSIT FOR RIDERS

Of the 4776 local transit riders to the Twin Cities Campus, 92 percent walked to the bus. Of those who walked, over 68 percent walked two blocks or less.

Figure 1.17 ACCESS TO EXPRESS TRANSIT FOR RIDERS

Ninety-six percent or 321 of the express riders to the Twin Cities Campus walked to the bus. Seventy-two percent walked less than two blocks.

Implications

- a) Transit service must be provided "at the doorstep" of the potential rider, alternative access means are not generally available.
- b) Transit riders, local or express, to the university, do not participate in any significant "park-ride" program.

Figure 1.18: TYPE OF RESIDENCE

The types of residences for undergraduates and graduates entering the Twin Cities Campus daily via auto or transit are presented in this figure. Of the 100,329 person trips into the university each day, 51,908 are student trips. Fifty-one percent of these students live in their parents' home and another 27 percent live in apartments. These students are considered "commuter" and must make daily trips to the University from throughout the metropolitan area.

Figure 1.19: LENGTH OF RESIDENCE

Over 40 percent of the students who enter the Twin Cities Campus via auto and transit have lived at their place of residence for ten or more years.

TRAVEL PATTERNS WITHIN THE TWIN CITIES CAMPUS

Figure 1.20: DAILY AND SEASONAL VARIATION: INTER-CAMPUS TRANSIT RIDERS

The daily variation in ridership is shown for a typical week from each quarter.

Figure 1.21: TRANSIT RIDERSHIP BETWEEN ST. PAUL AND EAST BANK/WEST BANK CAMPUS

Comparing the hourly variation by direction reflects the parking situations on each campus. There is a morning peak from St. Paul Campus to East Bank/West Bank Campus largely from people using the Fairgrounds parking lot, with a return in the afternoon.

Implications

The intercampus transit system has to serve a demand that varies considerably by hour and within the hour.

Figure 1.22: HISTORICAL INTER-CAMPUS TRANSIT RIDERSHIP

The number of riders for a typical day (Monday) in each quarter since summer 1968, reflects the growth in the use of transit as reflected in the growth on Route 13.

Drawing 1.425: PEDESTRIAN FLOW PARKING LOT TO BUILDING

The desire for pedestrian movement from selected parking locations to buildings illustrates the theoretical "best path". This compares with the actual ground path illustrated in Drawing 1.406: PEDESTRIAN FLOW. The heaviest movements from the off-street lots is to the bus stop in front of the Student Center.

Implications

"Park and Ride" is presently occurring at the St. Paul Campus.

Drawing 1.426: PEDESTRIAN FLOW DEPARTING BY TRANSIT

The pedestrian movement desires from buildings to local transit stops illustrates the distance between the stop and the buildings.

UNIVERSITY OF MINNESOTA
TWIN CITIES

Physical Planning
503 Morrill Hall
Minneapolis, Minnesota 55455
(612) 373-5765

September 3, 1974

TO: Gene Kogl
FROM: Barb Quade *BQ*
RE: Traffic Circulation Patterns during Construction
of Unit B/C

Because the construction of B/C will no doubt disrupt traffic patterns, the Internal Circulation Committee would like to begin looking into how traffic might be handled in the immediate. In this matter we would appreciate your thoughts.

BQ:js

cc: Greg Kittelsen

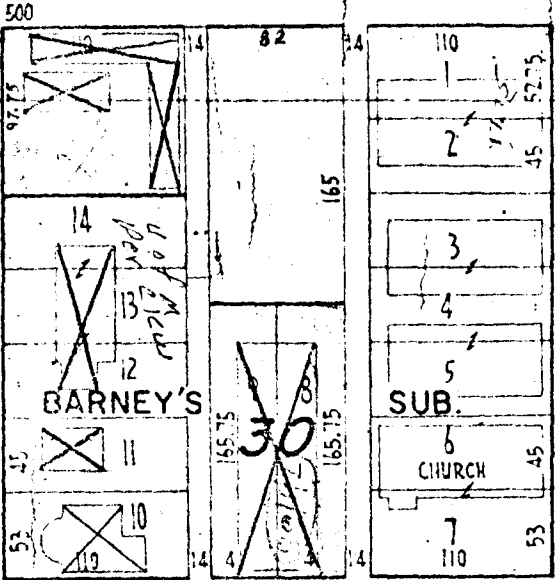
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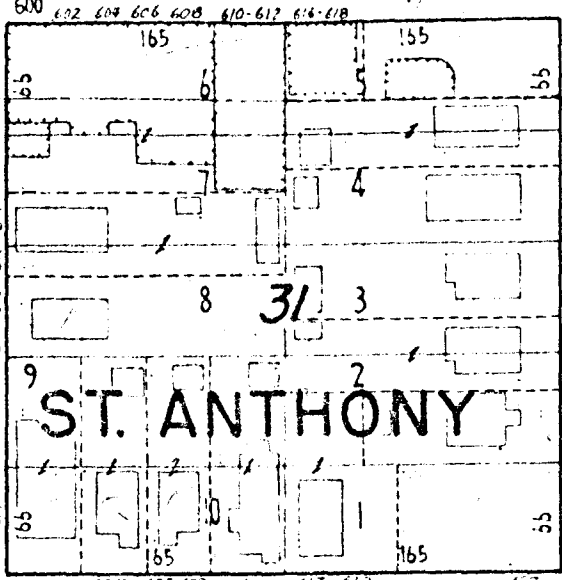
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ST.

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DELAWARE

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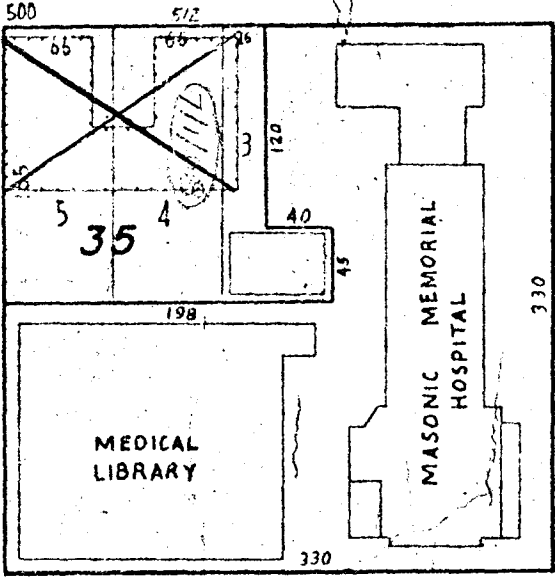
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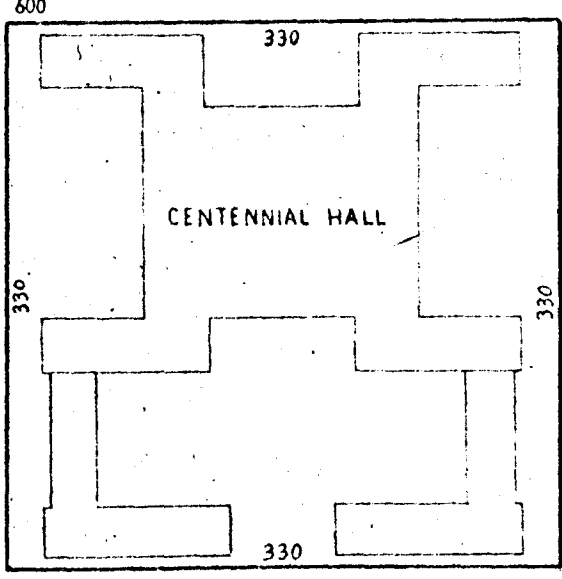
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UNION



HARVARD



WALNUT

128

ESSEX

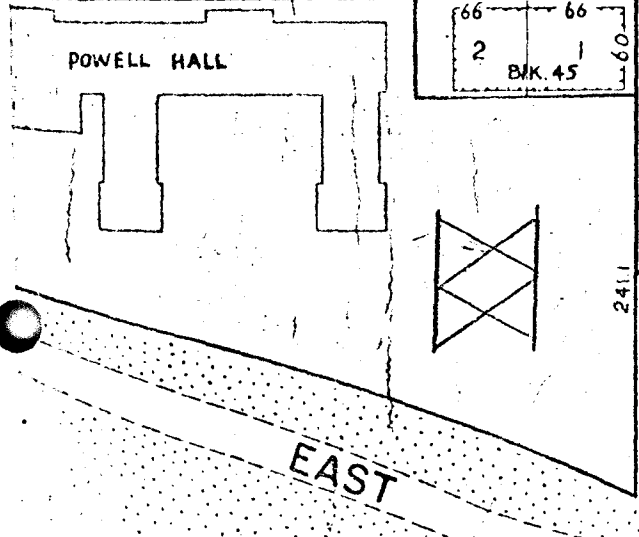
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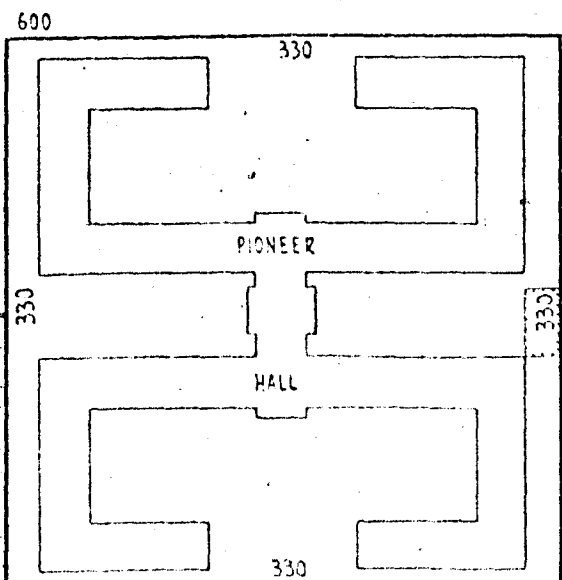
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128



HARVARD



WALNUT

Planning

health sciences architects & engineers

THE CERNY ASSOCIATES INC.
HAMMEL GREEN & ABRAHAMSON INC.
SETTER LEACH & LINDSTROM INC.

113 HUBBARD BUILDING, 2675 UNIVERSITY AVENUE
SAINT PAUL, MINNESOTA 55114

612/646-8875

2 June 1975

Mr. Paul J. Maupin
Health Sciences Planning Coordinator
University of Minnesota
4104 Powell Hall
Minneapolis, Minnesota

Regarding: Unit B/C - Health Sciences Expansion
Delaware Street and Church Property

Dear Mr. Maupin:

The purpose of this letter is to review the design status of Delaware Street with relationship to the Health Sciences Complex and the adjacent church property.

The 1971 Design Development Documents had developed the Delaware Street Entrance to the Health Sciences Complex based upon the premise that the Church parking lot property would be available for the overall entrance development. Enclosed is a sketch indicating the proposed entrance provisions. The referenced drawing indicates Delaware Avenue with a curvilinear alignment which forms a pleasing transition for the parallel offset which is required West of Harvard Street. A simple and simple-reverse curve of equal radius are used to accomplish the alignment change and are located approximately equal distance between Harvard Street and Units A and B/C. This street curvature provides a desirable tangent balance between the surface feature changes at Harvard Street and the street widening that occurs between Units A and B/C. The continuity of the Plaza dimensions and materials are extended to Harvard Street to further enhance the primary entrance to the Health Sciences Complex.

We understand that the University does not wish to encroach upon the church property at this time. We have therefore developed an entrance design outside the limits of the church property. This design parameter necessitates a shift in the street curvature to the west resulting in a less comfortable vehicular pathway through the required offset. A retaining wall on the south and west property line of the church will be required to accommodate the grade changes. The north sidewalk will be restricted to approximately 5 feet of width at the southwest corner of the church property.

Page 2
Paul Maupin
2 June 1975

We are not comfortable with the current design and hope that this layout can be changed to the design development layout in the near future. We urge and recommend that the University seriously pursue a property change so that the design development plan can be incorporated into the project by change order prior to any construction in this area. Please let us know if you need any assistance in resolving this recommended property change.

We understand that the University has or will secure the necessary approvals for terminating the alley-way at Delaware Street, adding the retaining wall adjacent to the church property and revising the Delaware Street configuration. Please advise our office if you need any assistance in securing these approvals.

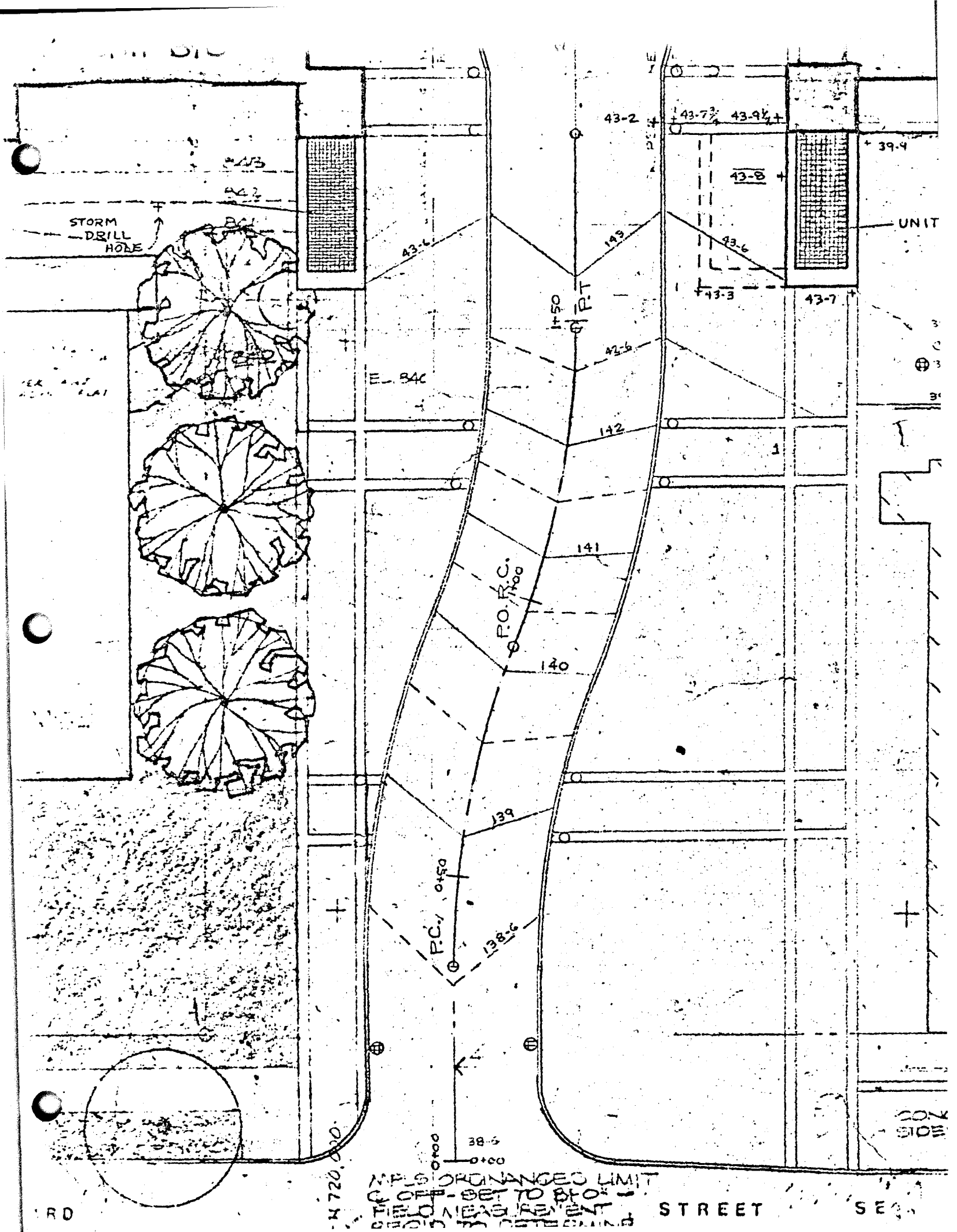
Sincerely,

HEALTH SCIENCES ARCHITECTS & ENGINEERS



Duane E. Blanchard

cc: Mr. Clinton Hewitt
→ Mr. Eugene Kogi
Mr. Jerome Nelson
Mr. John Scott



STORM
DRILL
HOLE

SEE PLAN
FOR
PLAN

UNIT

RD
720.00

MPLS. ORNANCES LIMIT
OFF. SET TO B.F.O.
FIELD MEASUREMENT
STREET

STREET

SECTION

20X
SIDE

UNIT "B/C"

TUNNEL

T=27.3'
R=133.9'
L=53.8'

PT.
= E18

43-714 43-914

43-81

EXISTING
10' ϕ SHAFT

PROTECT EXISTING
DRUBS THIS AREA

PORC

F39-6

← RETAINING WALL

T=27.3'
R=133.9'
L=53.8'

HOSPITAL

P.C.

DELAWARE STREET

CATCH BASIN # 3&4
TOP ELEV. 838-4

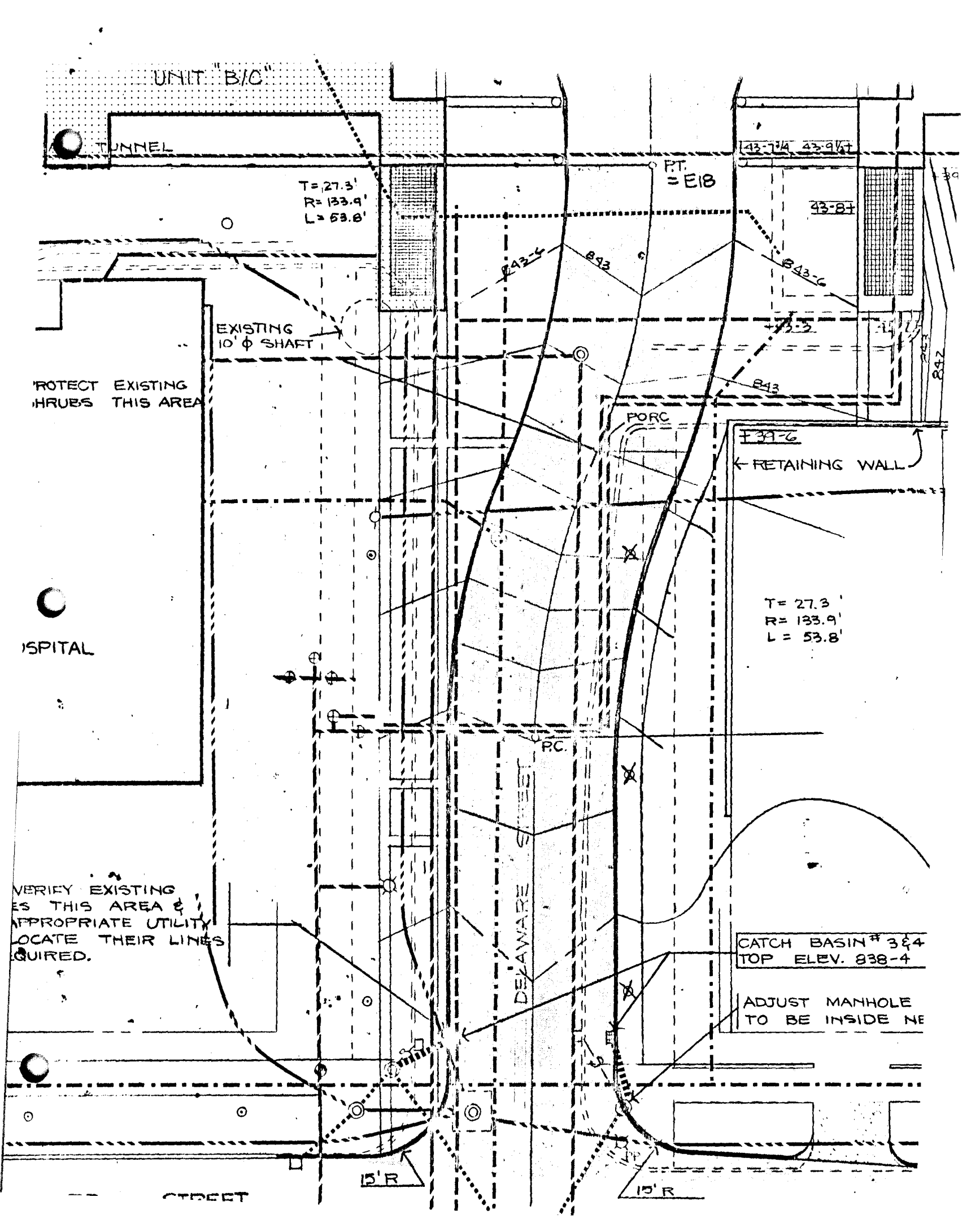
ADJUST MANHOLE
TO BE INSIDE NE

VERIFY EXISTING
UTILITIES IN THIS AREA &
APPROPRIATE UTILITY
AGENCIES TO LOCATE THEIR LINES
IF REQUIRED.

STREET

15' R

15' R





UNIVERSITY OF MINNESOTA
TWIN CITIES

Engineering and Construction Division
Physical Planning Office
26 Folwell Hall
Minneapolis, Minnesota 55455

*Y. Kogel Planning
B/C*

July 2, 1975

Health Science Architects & Engineers
113 Hubbard Building
2675 University Ave.
St. Paul, Minnesota 55114

Re: Unit B/C Health Science Complex
Minneapolis Campus

Dear Sir:

I have completed the preliminary review of the plans only for the above project and I have the following comments.

General Plans

Sheet AM-1

1. The site limits should be clearly defined on this drawing. Access points should be identified and areas where the Owner must maintain access should be located.
2. Storage areas off this sheet should be located via a key map or a separate drawing.
3. The surface removal areas should be more clearly shown. Some of the streets to be removed are concrete, some are asphalt and crushed rock and some are asphalt and concrete base. Each of these should be identified. Also existing concrete sidewalk to be removed should be shown.
4. The underground utilities are not completely shown. The new water mains to B/C and VFW should be shown. Catch basin leads from C.B.#'s 1 and 2 should be shown.

The abandoned electric primary west of Masonic should be noted as well as the live underground primary next to the Masonic hospital.

The overhead electric line north of VFW should be shown connecting to the panel used by the ECX Contractor. This entire line from the panel to the church should be shown as being removed in this contract.

5. The west end of VFW is shown wrongly. The extension of the building in the area immediately north of the proposed stairs is all at or below grade and should be shown as a concrete paved area. This has the

transformer vault under this concrete slab. Also there is a vent and a stairway on the north edge of this area which should be shown. Please refer to the revised topography which we sent you.

6. In this area west of VFW a walk is needed to handle pedestrian flow from the alley between Diehl and Masonic going north to Delaware and Washington Ave. This walk should also connect to Stair C in Unit B/C. This walkway will also extend north of Delaware necessitating a stairway to the service area at Unit A.
7. This service area is unusable to any except auto sized vehicles unless they would back in off of Washington Ave. and down the entire length of the alley, which is an illegal and dangerous maneuver. If this loading area is to be used some space is required for a wye turnout along the alley. Space for this is available between the 2 south apartment buildings, provided the transformer pole is moved northward.
8. The 10' diameter heat shaft is finished except for the 2-3' diameter openings in the top cover. These should be brought to grade with 3' diameter manhole section, or concrete blocks and a manhole frame, Neenah R-1740D, placed at grade on each opening. One frame should have a solid cover and the other frame should be without a cover. The owner will supply a bar grate and butterfly closure for this frame.
9. The hydrant on south side of Delaware St. north of VFW should be extended, by the City, to a location 3 feet behind the new curb location as is required by the City.
10. There should be bike racks shown somewhere on the Unit A - Unit B/C site. A large number of students and workers are going to be using bikes and some planning should be done to include these.
11. The area north of Diehl Hall is shown as bituminous surfacing. This should be concrete. The problems of placing the bituminous surface to drain properly at the slopes shown are too great. Proper grades should be 2% or more to the drains unless concrete is used. Concrete paving allows much better control over finishing.

Also future seal coating in this area would be a problem.

12. Handicapped Ramps should be identified on this sheet across Delaware at Unit A, at Delaware and Harvard and on Essex at the cul-de-sac.

Sheet A2-1

13. The shrubbery beds at the Mayo cul-de-sac and at Owre Hall should be shown and it should be noted that planting which is to be saved will be removed by the Owner prior to construction.
14. The existing hose connections in the Mayo cul-de-sac should be identified. One of these will have to be removed and the hole through the garage roof plugged and waterproofed. The west one is in the new island and should be reset to grade.
15. The hydrant at Mayo should be shown on this plan.
16. Existing utilities should be shown on this plan or the existing topography indexed on a separate sheet.
17. The sheet piling around the 10' diameter heat shaft and the proposed air shaft should be shown.
18. The 12 foot double gate on Delaware, east side should be shown in its proper location.
19. There are four bike racks south of Owre Hall. These will be removed by the Owner before the plaza construction in this area. However, we need several days notice to empty these racks before moving them.

Sheet A2-2

20. The Wheelchair Ramp is shown with a "lip" at the gutter line. This should be eliminated and the slope should begin right from the gutter elevation.
21. The typical roadway section has a discrepancy. The dimension is "varies from 15' to 23'," . The notes indicate the width to vary from 15' to 22'.

Sheet A3-10

22. The areas east of Cores 28 and 24 should be shown as grating, instead of brick walk.
23. The area south of Grid S42 should be noted as black dirt and sod and/or planting.
24. The area south of Grid S47 next to Diehl Hall should be noted as being 4" concrete. (see item 11 above)

Page 4
July 2, 1975
Unit B/C

Sheet A3-11

25. The hydrant in the cul-de-sac island should be shown.
26. The areas that are not paved should all have notes as to what finish is required; sod or planting bed.
27. The area east of the Mayo east wing between Grids S39 and S44 is shown as bituminous surface. Since this area is so narrow and hard to reach, we prefer that concrete surface be used. Future maintenance would be too difficult with bituminous surface.
28. At the southeast corner of Delaware and the Mayo cul-de-sac a dimension of 11'-8" radius should be changed to 20'-0" radius.
29. There is a need for no parking signs and fire lane signs in the Mayo cul-de-sac. These signs need special bases because of the roof below and their location should be incorporated into the sidewalk design and bollard locations.
30. In looking at the bollard details it appears that the lights in these bollards will be at an elevation which will be covered by snow plow ridges during every heavy snow fall. More conventional lighting would not have the same problems.

This concludes my comments on these preliminary plans for the B/C Unit.
I look forward to receiving the specifications.

Respectfully,

O. Jerome Nelson

O. Jerome Nelson
Asst. Supervising Engineer

OJN:ch

cc: P. Kopietz
H. Heck
P. Maupin
E. Kogl
A. Glaser

September 5, 1975

Mr. Perry Smith
Director of Planning
and Engineering
203 Court House Building
City of Minneapolis
Minneapolis, Minnesota 55415

Re: Delaware Street Southeast Realignment
from Harvard Street Southeast
to the End of the Existing Stub Street

Dear Mr. Smith:

The University of Minnesota is about ready to send out bids for construction of the Health Science BC Unit, which is being built between vacated Essex Street Southeast, vacated Union Street Southeast and existing Harvard Street Southeast. We asked permission from the City of Minneapolis to realign that portion of dedicated Delaware Street Southeast from the west property line of Harvard Street Southeast going west on Delaware about 124 feet. The 124 feet of Delaware Street Southeast is all that remains as a dedicated street. We also will be placing a small retaining wall on the north side of the street right-of-way to protect the parking lot of the church, which is located on the northwest corner of the intersection of Harvard Street Southeast and Delaware Street Southeast. Sidewalks, lighting and landscaping will also be provided, and the three existing trees will remain. One tree is dead, and it will be removed. As you can see, it is in the new street alignment.

I gave Mary Hoshay a plan for you to see the new alignment position. Please contact me if you need further information.

Sincerely yours,

O. J. Nelson

O. J. Nelson, P.E.
Assistant Supervising Engineer

OJN:mm

cc: Paul E. Koplitz
E. A. Kogl
Howard W. Heck



September 1, 1975

Mr. Perry Smith
Director of Planning
and Engineering
200 South Fourth Street
City of Minneapolis
Minneapolis, Minnesota 55401

Re: Belmore Street Southeast Realignment
from Harvard Street Southeast
to the end of the existing 31st Street

Dear Mr. Smith:

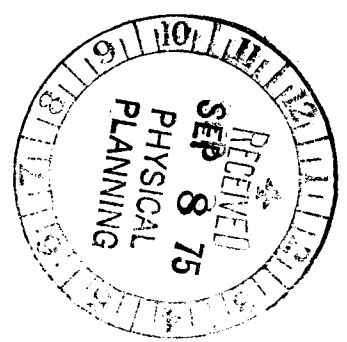
The University of Minnesota is about ready to send out bids for construction of the Health Science Center, which is being built between Vester Street Southeast, Vester Street Southeast and existing Harvard Street Southeast. We asked permission from the City of Minneapolis to realign that portion of Belmore Street Southeast from the west property line of Harvard Street Southeast along west on Belmore Street Southeast. The face of Belmore Street Southeast is all now located as a dedicated street. We also will be placing a curb retaining wall on the north side of the street right-of-way to protect the existing lot of the church, which is located on the northwest corner of the intersection of Harvard Street Southeast and Belmore Street Southeast. If you wish, it is being and landscaping will also be provided, and three existing trees will remain. One tree is dead and it will be removed. As you can see, it is the new street alignment.

I have been looking for you to see the new alignment position. Please contact me if you need further information.

Sincerely yours,

[Handwritten Signature]

City of Minneapolis
Department of Planning and Engineering



cc: Paul J. Johnson
City of Minneapolis
Department of Planning and Engineering



UNIVERSITY OF MINNESOTA
TWIN CITIES

Engineering and Construction Division
Physical Planning Office
26 Folwell Hall
Minneapolis, Minnesota 55455

September 9, 1975

Health Science Architects & Engineers
113 Hubbard Bldg.
2675 University Avenue.
St. Paul, Minnesota 55114

Attn: D. Blanchard
J. Goulet

Re: Unit B/C Health Science Complex
Minneapolis Campus

Dear Sir:

I have received specification section 01010 for the above project and I have a few comments.

1. In Article 1.3 1 d. paragraph 1 needs to be more specific. The Owner will relocate the gas service to Mayo that is routed through this corridor and a separate service should be installed from Essex Street to serve Diehl Hall.

Also the water service will be cut off by the Owner but the piping will be removed by the Contractor.

2. In Article 1.5 C 1 the fourth word should be loss.
3. In Article 1.12 D reference to the B/C ESC contractor should be changed to the B/C EXC contractor.

This concludes my comments on this project.

Respectfully,

O. Jerome Nelson
Asst. Supervising Engineer

OJN:ch

cc: P. Kopietz
E.A. Kogl ✓
P. Maupin
H. Heck
A. Glaser

health sciences architects & engineers

THE CERNY ASSOCIATES INC.
HAMMEL GREEN & ABRAHAMSON INC.
SETTER LEACH & LINDSTROM INC.

113 HUBBARD BUILDING, 2675 UNIVERSITY AVENUE
SAINT PAUL, MINNESOTA 55114

612/646-8875

18 September 1975

Mr. Eugene A. Kogl
University Building Official
321 Morrill Hall
University of Minnesota
Minneapolis, Minnesota 55455

Regarding: Unit B/C - Health Sciences Expansion
Delaware Street

Dear Mr. Kogl:

Under cover of this letter we are forwarding to you two sets of the following Architectural Drawings indicating the Delaware Street profiles and general design.

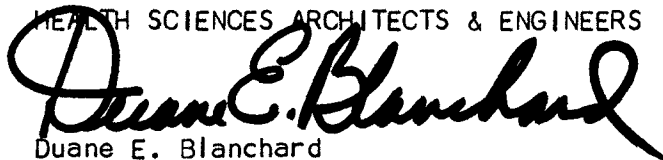
1. AM-1 Site Plan
2. A2-2 Delaware Street Profile
3. A2-5 South Plaza Entrance
4. A2-6 East Plaza Entrance
5. A3-10 3rd Floor Plan
5. A3-11 3rd Floor West Plan

These drawings are provided for your review per your request September 10, 1975 at the Unit B/C Review Meeting.

Please advise our office if you desire a meeting to discuss the subject design provisions further.

Sincerely yours,

HEALTH SCIENCES ARCHITECTS & ENGINEERS



Duane E. Blanchard


jkw

cc: Paul Maupin
John Scott

UNIVERSITY OF MINNESOTA
TWIN CITIES

Physical Planning
340 Morrill Hall
Minneapolis, Minnesota 55455

October 16, 1975

TO: O. J. Nelson
FROM: E. A. Kogl 
SUBJECT: Health Sciences Expansion Unit B/C
Realignment of Delaware Street

I believe that it was your intention to get some form of agreement from the City of Minneapolis allowing us to realign and change the grade of Delaware Street S.E. from Harvard Street S.E. to a point a half block west. It was hoped that this would be done prior to advertisement for bids. The job is now advertised and we should get some agreement prior to receipt of bids. It will not be possible to start the job without some form of agreement with the city.

Verne Ausen is proceeding with acquisition of the church parking lot, which would give us property on both sides of the street and allow for its vacation. In the event that that transaction fails to go through or is delayed, we should have the permission as a safety valve.

Would you please get us the assurance that the contractor will not be detained in his use and modification of the street.

EAK/mjk

cc: Paul Kopietz
Howard Heck
Paul Maupin

UNIVERSITY OF MINNESOTA
TWIN CITIES

Engineering and Construction Division
Physical Planning Office
26 Folwell Hall
Minneapolis, Minnesota 55455

July 31, 1975

TO: E. A. Kogl
FROM: O. J. Nelson
SUBJECT: Unit B/C, Health Science
Minneapolis Campus

Has permission been secured from the City of Minneapolis for the realignment of Delaware? The part of Delaware south of the Church is still city street and they should be consulted.

Also there are two park board boulevard trees to be removed because of this realignment. The west one is dead but the east one is still in good health.

OJN:ch

O. J. Nelson

cc: P.Kopietz
H.Heck
P.Maupin
A.Glaser



UNIVERSITY OF MINNESOTA
TWIN CITIES

Engineering and Construction Division
Physical Planning Office
26 Folwell Hall
Minneapolis, Minnesota 55455

October 27, 1975

Health Sciences Architects and Engineers
2675 University Avenue
St. Paul, Minnesota 55114

ATTN: Jim Goulet
Duane Blanchard

COPY RE: Unit B/C Health Science Complex
Minneapolis

Dear Sir:

I have received the final plans and specifications on the above project and I have the following comments:

General Plans
Sheet A1-1

1. In item 6 of my letter of August 6, 1975, I mentioned the need for a walkway and stairs from Unit A to VFW. Since this was not complied with, the Owner will install these after completion of the project. Please leave the railing out on the south six feet north of the retaining wall by the Church for this stairway.
2. Please revise the area south of Grace Lutheran Church to comply with item 12 of my previous letter. It is important that as much usable parking lot as possible remain after construction of this wall.

Sheet A2-1

3. In item 14 of my previous letter I mentioned that the area over Diehl Hall under Union Street is bituminous surface with a 6" concrete base. This should be noted on the plans or included in the addendum.
4. The temporary drain lines to the drill hole east of Mayo Hospital should be shown since the Contractor must contend with these during excavation.

Engineering and Construction Division
Physical Planning Office
26 Folwell Hall
Minneapolis, Minnesota 55455

UNIVERSITY OF MINNESOTA
TWIN CITIES



December 21, 1975

Health Sciences Architecture and Engineering
3875 University Avenue
St. Paul, Minnesota 55112

ATTN: Jim Lewis
Three Buildings

1975 Health Sciences Center
Minneapolis

COPY

I have received the first two specifications on the above project and I have the following comments:

General Plans
Sheet 20-1

1. In item 6 of my letter of August 1, 1975, I mentioned the need for a midway and stairs from the 3rd floor to the 4th floor. This was corrected with the design which I received from you on the 11th. I have the project. Please have the midway and stairs on the 3rd floor. The stair width of the existing stair on the 3rd floor is 44 feet.

2. Please review the new section of the design which I received from you on the 11th. It is important that the design be reviewed for the necessary details and construction of this wall.

Sheet 20-1

3. In item 14 of my letter of August 1, 1975, I mentioned that the design should be reviewed for the necessary details and construction of this wall. The design should be reviewed for the necessary details and construction of this wall.

The company that is to be used for the design should be reviewed for the necessary details and construction of this wall.

October 27, 1975

Sheet A2-5

5. The sodded area east of Grid E182 between S422547 would not need a catch basin if the area was mounded slightly or raised against the wall and sloped to the east so the water would run over the curb into the catch basin in the paved area adjacent to it. This would eliminate catch basin no. 1.
6. In the area next to Masonic Hospital the paving is the top of the transformer vault. Remove the note asking the Contractor to patch this area. South of the transformer vault the area is sodded with some shrubbery. This should remain.
7. The elevations at the NE corner of Ditch Hall should be 840'-8" instead of 840'-8".

Sheet A2-6

8. Refer to item 1 above about stairway near Church. Without this stairway we will force pedestrians to trespass on the Church parking lot property. Also note that the wall can stop at Grid E25 and turn south to the location of the existing walk. (See Sheet A2-1) The paved surface can then slope up the the walk which should be replaced in its original position.
9. The profile and grades for Delaware Street from EN to E18 is not acceptable. Refer to attached plan for revised grades.

Sheet A3-10

10. Refer to item 37 of my previous letter. The grade on the south curb is still not changed.

Sheet A3-11

11. In moving the hydrant in the Mayo Cul-de-Sac, you call for it to be done by the City of Minneapolis. Since this involves cutting a hole in the garage roof, installing a sleeve and patching the old hole, this job must be done by the Building Contractors. Refer to items 4 and 39 of previous letter and drawing 14095 which we sent to you. Reference this plan to detail 1/M44.
12. In item 41 of our previous letter we referred to an error in dimensioning. This was not corrected.
13. No action was taken on item 43 of my previous letter regarding basins for traffic and regulatory signs. Without "no parking anytime" signs, this Cul-de-Sac will always be full of cars and

- 6. The solution was sent to the City of St. Louis, Missouri, for their review and approval. The City of St. Louis has approved the solution and has authorized the City Engineer to issue the necessary permits for the construction of the solution.
- 7. The solution is being prepared by the City of St. Louis, Missouri, and will be ready for construction in the near future.

Very truly yours,
[Signature]

- 8. The solution is being prepared by the City of St. Louis, Missouri, and will be ready for construction in the near future.
- 9. The solution is being prepared by the City of St. Louis, Missouri, and will be ready for construction in the near future.

Very truly yours,
[Signature]

- 10. The solution is being prepared by the City of St. Louis, Missouri, and will be ready for construction in the near future.

Very truly yours,
[Signature]

- 11. In moving the project to the City of St. Louis, Missouri, you call for the City of St. Louis to take the necessary steps to insure that the project is completed in a timely and efficient manner. The City of St. Louis has agreed to take the necessary steps to insure that the project is completed in a timely and efficient manner.

- 12. In that the City of St. Louis, Missouri, has agreed to take the necessary steps to insure that the project is completed in a timely and efficient manner, the City of St. Louis, Missouri, is authorized to issue the necessary permits for the construction of the project.

- 13. The solution is being prepared by the City of St. Louis, Missouri, and will be ready for construction in the near future.

October 27, 1975

the buses will not be able to negotiate the turns. The Owner will construct the concrete bases before the 3" bituminous base is installed at such a grade that the brick can be placed in the setting bed over the top of the concrete base.

Mechanical Plans

Sheet N-2

14. The drain tile south of Unit A has been plugged on the west end. The existing drain tile is perforated plastic pipe. This should be removed and new drain tile replaced in this location.

Sheet N-4

15. The comments on item 48 of our previous letter regarding the drain tile from the animal tunnel still stand. This drain line shall be extended to the existing tunnel drain and the existing sump eliminated.
16. In detail 1/14 the existing 8" water main in Mayo Garage is shown as dropping below the upper level floor and sleeved through the east wall of the garage. This does not show up on any of the related sheets N5, 6, 7, 8 or 9. We want this 8" main connected up to the same point in Diehl Hall by the Building Mechanical Contractor.
17. The contractor shall brace the 6" water main with angle braces bolted to the ceiling in a similar fashion to the existing braces in the garage. The main shall be reinsulated after installation and the covering painted to match existing.
18. In relocating the existing 6" water main inside Mayo Garage to avoid the new storm sewer piping, the Contractor shall schedule this work to be completed before the 8" main to Diehl Hall is cut off. Downtime should be kept to a minimum by making up the piping and hanging it in place before shutting off the water and making its connections. The shut-down shall be scheduled with the Owner at least 72 hours prior to the work.

Sheet N5

19. In section 2/N5 the water main beam is shown as being 20'-0" long. This should be verified in the field so that the east end of the beam rests on 5' of undisturbed soil.

Sheet N7

20. The same comments made in item 18 above apply to the gas main and air line from Diehl Hall to Mayo Hospital.

The tunnel will be constructed in accordance with the contract documents and specifications. The contractor shall be responsible for the design and construction of the tunnel and for the installation of the drainage system.

Technical Notes

1. The tunnel shall be constructed in accordance with the contract documents and specifications. The contractor shall be responsible for the design and construction of the tunnel and for the installation of the drainage system.

Sheet No. 4

2. The contractor shall be responsible for the design and construction of the tunnel and for the installation of the drainage system. The tunnel shall be constructed in accordance with the contract documents and specifications.

3. In order to provide for the drainage of water from the tunnel, a drainage system shall be installed. The drainage system shall be designed and constructed in accordance with the contract documents and specifications.

4. The contractor shall be responsible for the design and construction of the tunnel and for the installation of the drainage system. The tunnel shall be constructed in accordance with the contract documents and specifications.

5. In relocating the existing drainage system, the contractor shall be responsible for the design and construction of the new system. The new system shall be designed and constructed in accordance with the contract documents and specifications.

Sheet No. 5

6. The contractor shall be responsible for the design and construction of the tunnel and for the installation of the drainage system. The tunnel shall be constructed in accordance with the contract documents and specifications.

Sheet No. 6

7. The contractor shall be responsible for the design and construction of the tunnel and for the installation of the drainage system. The tunnel shall be constructed in accordance with the contract documents and specifications.

Sheet M9

21. In detail 4/M9 the existing 8" water main is to be removed before demolition. Removing this main from the ceiling will cost more than buying new pipe. It should be razed or removed at Contractor's option.

Sheet M-10

22. Refer to item 5 above and omit catch basin #7.

Mechanical Specifications

23. In section 15260 Art 2.8D revise the second sentence by deleting "by bolts and."
24. In section 15290 Art 2.3C area drains are specified differently than we requested in our previous letter, see item #55. Please change these to Moenah R3001-A as specified in paragraph G.
25. In section 15350 include specifications relating to moving gas service to Ditch Hall. This must be properly coordinated in order that the Mayo Emergency Generator be down for an absolute minimum amount of time. Shutdown shall be scheduled 3 working days in advance with the proper Hospital authorities.
26. In my previous letter, item 60, I pointed out a discrepancy in the tank size. This was not corrected.
27. Item 61 of our previous letter was not corrected referring to use of ductile iron pipe. Specify ductile iron for the fire protection system as well as the domestic outside lines.

General Specifications

28. In item 65 of my previous letter we request the topsoil required be reduced from 6" to 4". This was not done.
29. In item 65 of my previous letter we mentioned the storage of backfill and topsoil should be eliminated because of the restricted site. This was not done.

This concludes my comments on the above project. If you have any questions, please call me.

Respectfully

O. J. Nelson

O. J. Nelson, Assistant Supervising Engineer

QJHADJ:srj

cc: Paul E. Kopetz
E. A. Kogl
P. Maupin
H. Heck

Sheet 11

21. In detail 444 and 445, the water main to be removed before demolition. Remove this main from the building. All cost items have been reviewed and approved by the contractor's estimator.

Sheet 11

22. Refer to item 5 above and note correct details.

Technical Specifications

23. In section 1800 and 1801, the revision to be made in the following items and:

24. In section 1800, the 1800 and 1801 items are to be changed to read as follows: A- as specified in section 1800.

25. In section 1801, include specifications relating to the service to be provided. This must be clearly specified in order that the emergency generator be able to provide a minimum amount of time. A minimum shall be specified in advance with the project location and details.

26. In my previous letter, item 20, I advised that a discrepancy in the plan sheet was not corrected.

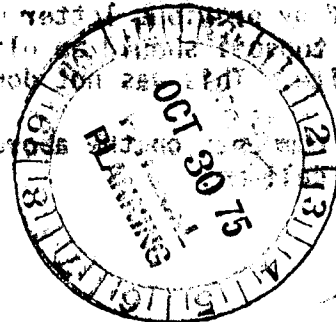
27. Item 10 of our previous letter was not corrected. I refer to use of multiple from one. The multiple from one for the protection system as well as the tower's outside level.

General Specifications

28. In item 10 of our previous letter we noted the difficulty in detail and reduced from 1/2" to 1/4". This was not done.

29. In item 10 of our previous letter we mentioned the quantity of backfill and the amount of backfill required because of the restricted site.

This concludes my review of the project. If you have any questions, please contact me.



[Handwritten signature]

J. J. [Name] [Title]

1111 11th St
New York, N.Y.
10001

Unit B/C. Construction

UNIVERSITY OF *Minnesota*

MEDICAL SCHOOL

1360 MAYO MEMORIAL BUILDING • MINNEAPOLIS, MINNESOTA 55455

Office of the Dean

RECEIVED

FEB 5 1976

February 3, 1976

UNIV. OF MINN.
HEALTH SCIENCES
PLANNING OFFICE

John Brooker
Assistant Chief of Police,
University of Minnesota
Police Department

Dear Capt. Brooker:

The Health Sciences Nuclear Pharmacy provides radiopharmaceuticals to hospitals in the Metropolitan area. To do this, they have a number of delivery cars that are used by this service. These pharmaceuticals are produced in the VFW Cancer Research Center and they have been using the loading area in the rear of this building for their pickup and staging area.

With the construction of Unit B/C, this loading zone area in the rear of VFWCRC will be blocked off and we need to arrange for another "stopping and loading" zone area for this service. Because of the volume in each pickup the loading zone needs to be near an exit to the VFWCRC/Masonic buildings. We have briefly discussed this matter with Mr. Paul Maupin, Health Sciences Planning Office and we have developed the following suggestions or possibilities:

1. Provide 4 spaces in the parking lot located just east of Powell Hall. Access would be via tunnel between Masonic and Powell.
2. Provide a "No Parking" zone and develop a staging area on Harvard Street near the front entrance to VFWCRC.
3. Provide 4 parking spaces in the rear of Masonic by converting 4 of the metered spaces to "No Parking/loading zone."

We would appreciate your assistance in finding a solution for this problem. Mr. Maupin will be able to give you a more definite time when the present loading zone will be closed off; however, I understand that it could be as early as this spring.



HEALTH SCIENCES CENTER




UNIVERSITY OF MINNESOTA
TWIN CITIES

Health Sciences Planning Office
Physical Planning
Box 75 Powell Hall
4103 Powell Hall
Minneapolis, Minnesota 55455
(612) 373-8981

February 17, 1976

TO: John Brooker
Robert Dickler
E. Wayne Drehmel
Dick Hendricks
Clinton Hewitt
Oliver Hughes
Tom Jones
✓ Eugene Kogl
Greg Kujawa
Patrick Manning
Merle McGrath
Wally Petrykowski
David Preston

FROM: Paul Maupin 

SUBJECT: Closure of Mayo Court Area

It is estimated that steel erection will begin March 1, 1976, on Building B/C. Therefore, all vehicular traffic through the Mayo Court area, with the exception of the shuttle bus service from the Health Sciences Parking Ramp, will be discontinued effective March 1. It is suggested that negotiations be made to convert to mini-bus service during the period of construction to allow for a smaller turn around area in the Mayo Court. Traffic flow will be monitored by the University Police Department in the vicinity to avoid any major traffic problems.

PJM:rm

Office of the Dean

February 25, 1976

TO: Howard Beam, Dept. of Radiology
FROM: James C. Nelson
SUBJECT: Permit Parking During B/C Construction

Arrangements have been worked out to have the metered parking areas just south of Diehl Hall and in the back of Masonic Hospital converted to "No Parking - Parking by Permit Only" areas. These new areas will be effective 3/1/76.

You should contact Capt. Brooker at University Police to be sure that your Nuclear Pharmaceutical delivery service has the proper permits to provide you access to the areas you will require. Both of these locations are in close proximity to the East door of Powell Hall and should permit your people to reach these permit parking areas via the Masonic/Powell Hall tunnel.

Mr. Greg Kittelsen, Asst. Director, Planning will be responsible to see that signs are installed to properly designate these areas. I would suggest that you also contact him (3-5765) to be sure that everything about signing is clearly understood by your delivery service people.

JCN:hml

cc: Capt. Brooker
Greg Kittelsen
P. Maupin
G. Kogl ✓

James C Nelson



HSAE

MEMO TO: Unit B/C File and Unit "F" File
MEMO BY: Robert Nielsen
DATE: March 31, 1976
SUBJECT: Review of Water Service and Fire Protection System on February 6, 1976

file copy

People In attendance: Gene Kogl, Jerry Nelson, Gus Scheffler, Pete Merz, Harry Wilcox and Bob Nielsen.

WATER SERVICE

Sketches of the water service routing to and through Unit A, Unit B/C and Unit F shown on a composite drawing were presented and discussed.

The discussion centered on the duplicate water (and fire) services in Delaware Street serving Unit A and Unit B/C as being somewhat redundant particularly when the connection to Washington Street main is made to serve Unit "F" with a 12" cross connection to Unit A's water service.

Consensus of opinion was that in light of the cost reduction needs for Unit B/C it would be feasible to omit the 12" water service (and 8" fire service) to Unit B/C and serve this building (B/C) through a connection to the 12" water service passing through Unit A. Mr Jerry Nelson concurred.

The domestic water meter shall remain in the contract for Unit B/C but should be relocated closer to Unit A connection.

A modification will be forthcoming on these changes.

FIRE SERVICE



Drawings of fire service and standpipe systems for building Unit A, B/C and F on a composite plan were shown and reviewed.

Mr. Gene Kogl requested that we should add a separate fire pump in Unit "F". The size of this pump was discussed it could be sized to serve just Unit F in which case 750 GPM capacity would be sufficient however the head requirement would have to be similar to Unit A pump. This should be reviewed with the fire department.

Mr. Gus Scheffler requested a separate fire service connection to Washington Avenue water main.

Mr. Pete Merz requested an 8" fire line from Unit F and Unit A. This connection would have to be on the suction of the pumps in each building.

FIRE SERVICE (cont.)

It was also suggested that the cross connection on the discharge side should be 8" size. The present fire line through Unit A is 6" size therefore it may be necessary to parallel this line with another 6" fire line. This will need further study to finalize.

* A review with the fire department has been set up for next week to discuss the implications of the fire tank as it relates to the over-all fire protection system for all Units A, B/C and F.

BOOSTER PUMPS

Sketch of the booster pump system for Unit A, B/C and F was reviewed.

We recommended that the booster pumps in Unit B/C should remain in the contract rather than omit them and connect the new system to Unit A booster system. We will however consider changing the B/C booster pump RPM from 3500 to 1750 RPM for the cost reduction advantage.

We suggested that the booster pumps in Unit "A" could serve Unit "F" as a cost saving factor for the Unit "F" contract.

cc: Attendees

health sciences architects & engineers, INC.

THE CERNY ASSOCIATES INC.
HAMMEL GREEN & ABRAHAMSON INC.
SETTER LEACH & LINDSTROM INC.

113 HUBBARD BUILDING, 2675 UNIVERSITY AVENUE
SAINT PAUL, MINNESOTA 55114

612/646-8875

NEW ADDRESS
University Park Plaza - Suite 704
2829 University Avenue S. E.
MINNEAPOLIS, MINN. 55414

14 April 1976

Mr. Eugene A. Kogl
Overall Construction Coordinator
Unit B/C Construction Office
611 Delaware Street S.E.
Minneapolis, Minnesota 55414

Regarding: Unit B/C - Health Sciences Expansion
University of Minnesota

File copy

Dear Mr. Kogl:

The Modification 15-E which deals with the water service changes was initially conceived with Unit "F" proceeding as planned. A water service connection through Unit "F" to Washington Street was to cross connect to Unit A and Unit B/C water mains.

Now that Unit "F" is on the inactive list, indefinitely, will this have any effect on the Water Department's ruling that the services for Unit A and Unit B/C can be served from the same water main inside of Unit A.

Please advise us.

Very truly yours,

HEALTH SCIENCES ARCHITECTS & ENGINEERS

Robert E. Nielsen

Robert E. Nielsen P.E.
jkw

cc: Paul Maupin



UNIVERSITY OF MINNESOTA
TWIN CITIES

Office of the Assistant Vice President

Physical Planning
340 Morrill Hall
Minneapolis, Minnesota 55455
(612) 373-2250

May 11, 1976

Health Sciences Architects and Engineers
University Park Plaza, Suite 704
2829 University Avenue
Minneapolis, Minnesota 55414

Attention: Robert E. Nielson

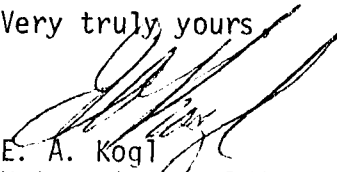
Subject: Health Sciences Expansion
Unit B/C Water Service

Dear Mr. Nielson:

In reply to your letter of April 14th inquiring about secondary water supply we feel that the requirements are met. The secondary source is the eight inch main in Union Street which is fed from two separate six inch lines in Essex and Delaware. The connection to the Washington Avenue main would in fact be a third source of water.

The internal layout of piping in Unit B/C should be maintained so that the eight inch line is continued full size to connect to the main in Union Street.

Very truly yours


E. A. Kogl
University Building Official

EAK/mjk

cc: O. J. Nelson
Jim Hastert

THE ARCHITECTS COLLABORATIVE, INC.
HEALTH SCIENCES ARCHITECTS AND ENGINEERS, INC.

UNIVERSITY OF MINNESOTA
HEALTH SCIENCES EXPANSION

MEMORANDUM

MEMO TO: Unit B/C File
MEMO BY: Bob Nielsen
DATE: 1 June 1976
SUBJECT: Water Service and Fire Service Discussion

Present at this meeting held at the University were Messrs. Howard Heck, E. A. Kogl, Archie Glaser, and Bob Nielsen. Pete Merz was present part time.

Archie Glaser presented a drawing showing his proposed route for an 8" fire loop to satisfy the requirement for a second source of water per Mr. Kogl's letter. It was pointed out that the city water department preferred ductile iron pipe with cement lining in lieu of the galvanized piping now installed in Unit A and the rerouted main through the animal quarters area.

Bob Nielsen questioned the need for an additional 8" fire or water line which paralleled the existing 12" water main that passes through Unit A. After some discussion it was agreed that we could eliminate the 8" proposed connection by making a valved cross connection between the existing 12" water main in Unit A, and the fire line for Unit B/C between street main and the existing detector check valve. The second source of water supply for the fire protection system would then be a back feed through the 12" water main coming from the Mayo Garage. This water main is fed by an 8" line from Essex Street and a 6" line from Church Street. The 6" line will someday be replaced with a 12" main line. The present 12" tee location in the lower level of Mayo Garage along east wall must be maintained accessible for future extension as a 12" main to Church Street.

Mr. Merz interjected at this point that the new chilled water pipes for Mayo and JOML in the area of interference with the above mentioned tee will be changes from 14" diameter to 18" diameter pipes. We are to record this in a separate memorandum for JOML Project.

Further discussion centered around the proposed changes in the fire protection system, in general, it was agreed that one detector check valve could serve both buildings A and B/C. A separate memorandum will be written on this subject.

cc: All Attendees
Harry Wilcox
Paul Maupin

THE ARCHITECTS COLLABORATIVE, INC.
HEALTH SCIENCES ARCHITECTS AND ENGINEERS, INC.

UNIVERSITY OF MINNESOTA
HEALTH SCIENCES EXPANSION

MEMORANDUM

MEMO TO: Unit B/C File and JOML File
MEMO BY: Bob Nielsen
DATE: 1 June 1976
SUBJECT: Chilled Water Piping

*file
copy*

A meeting was held on this date with E. A. Kogl, Bob Nielsen and Pete Merz. Also present were Howard Heck and Archie Glazer.

Pete Merz said the decision to use 18" diameter chilled water pipes to serve both the JOML and Mayo area cooling requirements has been made.

We were directed by Mr. Kogl to write the modification on B/C as required to change the 14" diameter chilled water piping to 18" diameter chilled water pipes for the future distribution loop to both JOML project and the Mayo area.

cc: ~~E.~~ A. Kogl
E. Merz
P. Maupin
H. Wilcox

DEPARTMENT OF PUBLIC WORKS
MINNEAPOLIS, MINNESOTA

MEMORANDUM

FROM: Milton R. Christensen

RECEIVED
AUG 13 11 43 AM '76

DATE: August 11, 1976

TO: Perry D. Smith

UNIV. OF MINN.
ENGR. & CONST.

SUBJECT: Drywells in parking lot
University of Minnesota

O. J. Nelson of the University of Minnesota called about their construction of a parking lot on property exchanged with Grace University Lutheran Church, Harvard and Delaware S.E. A drainage problem has come up since the sewers in the area are presently combined. The University plans to install drywells in the parking area to take care of the storm runoff. Neither the plumbing inspector nor myself knows of any ordinance prohibiting such drainage (as it affects ground water pollution). A complaint has been registered that there must be provision for overflow in an unusual storm to protect other property. The cost of connecting this small amount of flow to an existing storm drain would be about \$40,000.

It is my feeling that to allow an emergency overflow to the combined sewer should be acceptable since they are perpetuating existing drainage lines. The increased runoff from the paved parking lot is compensated for by the drywells which will be interconnected. Only on rare occasions would the overflow function (design is for over 1 1/2" of rain in an hour). Mr. Nelson stated that he would discuss this with MPCA if the City agreed. I stated this would be satisfactory to the City.

cc O. J. Nelson ✓
C. A. Sorenson
J. H. Lind
W. G. Ridge
Ralph Lichliter
M. R. Christensen

Milton R. Christensen

file copy

Unit B/C - Traffic



UNIVERSITY OF MINNESOTA
TWIN CITIES

University Hospitals
Minneapolis, Minnesota 55455

RECEIVED

December 23, 1976

TO: Paul Maupin

FROM: Robert M. Dickler *RM*

SUBJECT: Unit B/C Traffic Access

It is my understanding that Mr. Kogl requested that University Hospitals again state their concerns regarding the east Delaware access to the Mayo circle and Unit B/C.

As we discussed on several occasions the concern of University Hospitals is that if it is the intent of any of the bodies of the University of Minnesota to limit access to the Mayo circle, that some provision must be established whereby that access can be controlled in as efficient and positive a manner as possible. We feel that it would be inadvisable to state that access to the circle is restricted and not make provision for turn-around areas, control booths, and an information center at the Harvard/Delaware street corner.

It was my understanding that at our last meeting it was concluded that it seemed inadvisable to limit access at this time and that provision would be made for a turnaround point and control access, but that these would be implemented at a later date if unrestricted access presented a problem for the University. If this is the continuing position of Health Sciences Planning and other University offices, I do not believe that University Hospitals has any further concerns regarding the Delaware Street entrance point. As always, we would appreciate the opportunity to review any programmatic or design plans which may relate to the traffic control and flow within the Health Sciences complex prior to final approval.

Please feel free to contact me if you have any questions.

cc: Greg Kujawa
Merle McGrath
Tom Jones
Kathy Countryman
Gene Kogl



UNIVERSITY OF MINNESOTA
TWIN CITIES

Health Sciences Planning Office
Physical Planning
Box 75 Powell Hall
4103 Powell Hall
Minneapolis, Minnesota 55455
(612) 373-8981

January 25, 1977

TO: Clinton Hewitt
FROM: Paul Maupin *Paul*
SUBJECT: Health Sciences Traffic Access

Researching the history of the intended usage of the Mayo cul-de-sac was reassuring in that our current design for this area is not a departure from the original design intent. According to the original Health Sciences Master Plan document, the bulk of the Health Sciences vehicular traffic will terminate at the Health Sciences parking structure. Some auto traffic will proceed further to the center for pick-up and drop-off of patients and visitors as well as emergency service and transit circulation. Therefore, it would appear that this section of the street, the cul-de-sac, was originally intended to be an open design with proper signage for parking, etc.

PJM:rm

cc: Eugene Kogl