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The Tuileries tunnel. *paris 1*

Voie Georges-Pompidou

This tunnel, owned by the City of Paris, is located on the right bank, which is currently reserved solely for pedestrians up until the Henri-IV tunnel. It is 860 meters long by 8.5 meters wide and runs alongside the Tuileries Gardens and the Louvre museum. It offers a covered surface area of more than 7,000 sqm connected to the Quai Aimé-Césaire (the upper platform on the Place de la Concorde side) to the west and with the Banks of the Seine Park near the Pont Neuf to the east.

This tunnel is located within the city's historic center, a tourist hotspot. The location of the Louvre and the Tuileries Gardens on the same bank is an asset, especially since the garden has a direct passageway to the quays. The link between these symbolic sites and the Seine is very much a reality.

The site included in the call for projects is formed by a 600-meter section at the center of the tunnel with a total surface area of 5,000 sqm. It is a magnificent and atypical space for an original project in an exceptional environment.

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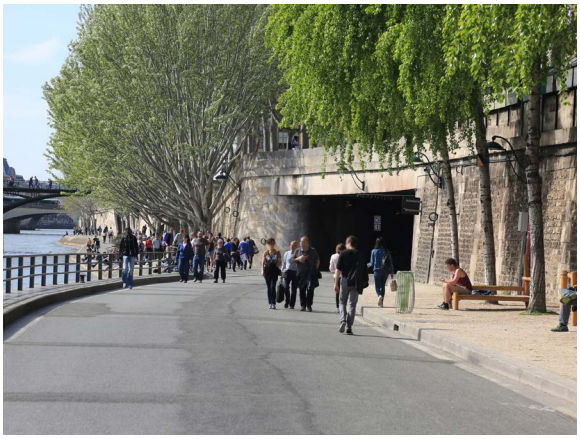

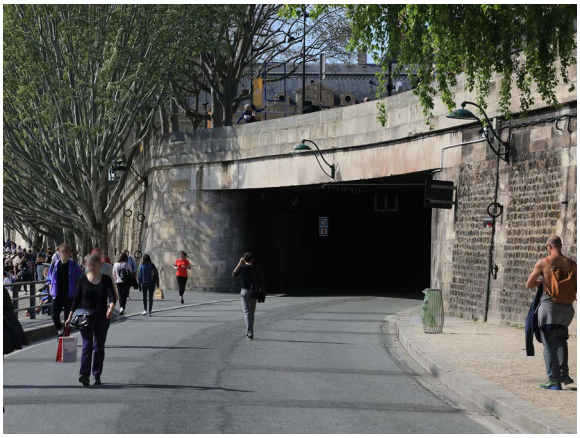

Programming/possible future uses: development in line with the right bank's Rives de Seine Park, which has reserved the Voie Georges-Pompidou solely for pedestrian use from the Tuileries tunnel to the Henri-IV tunnel, structures included.
The tunnel currently has three different uses:
- to the west, an internal urban logistics zone for the City of Paris of approximately 2,000 sqm,
- a central portion of 4,800 sqm included in this call for projects; innovative cultural, athletic, urban logistics, etc. type activities could be considered,
- to the east, a sports area (completion June 2017) along with a snack bar/terrace upon exiting onto the riverbank.

One lane needs to be maintained for the flow of pedestrians, bicycles and services (sanitation, emergency, etc.) along the entire length of the tunnel. This lane must be made compatible with the developed activities in line with the pedestrian and bicycle promenade between Bastille and the Eiffel Tower via the banks of the Seine and the extension towards the Avenue des Champs-Elysées, which is reserved solely for pedestrians one Sunday a month.

Type of property transfer proposed: public domain occupation agreement.

Owner: City of Paris.

Surface area: approximately 4,800 sqm plus possible technical installations associated with the emergency exits.

Description of the current structure

The Tuileries tunnel is a rectangular tunnel in reinforced concrete comprising.
- 2 lanes, 3.50 meters wide,
- 1 sidewalk, at least 0.75 meters wide, on each side of the road,
- road gullies at the lowest point of the entrance and the tunnel,
- a 2.70-meter roadway with a minimum clearance height of 3.20 meters,
- minimum width of around 8 meters,
- minimum section = 35.25 sqm.

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Existing structure(s)

Underground concrete structure with a 100-meter long access.

Urban context

The site is at the base of the Louvre museum, in the heart of Paris and opens up onto the Voie Georges-Pompidou (for pedestrians only).

Access (all options)

Metro – Pont-Neuf (line 7) station; bus lines 58,70, 72, 27, 39, 95, 69 and 89.

Protective/public easements

The project leader is advised that this site lies within a historical monument perimeter and a UNESCO World Heritage Site sector.
This structure is located in a light blue zone on the Flood Risk Prevention Plan (PPRI). In the event of flooding from 3.45 meters on the Austerlitz scale, a watertight door must be triggered and raised to ensure the protection of the tunnel up to the 6.15-meter marking. Past this point, the tunnel is submerged to prevent structural damages. The project leader should note that any installations in the Tuileries tunnel should be temporary and removable as this sector is in a flood zone. The project leader will maintain contact with the Bedier central post at the Transportation Department, which monitors potential floods. In the event of an alert, the project leader will only have a few days to remove their installations. The flooding operational procedure will be developed along with the project depending on the planned activity, the scale of the installations and how quickly they can be removed based on the Seine's water level.

Specific development and operational constraints

- Pedestrian and bicycle access to the tunnel, as well as occasional maintenance services (sanitation, deliveries, security, emergency vehicles, etc.) must be maintained. The project leader must leave a 4-meter wide path to accommodate these kinds of flows.
- Traffic reversibility constraints in the tunnel, which influences the pedestrian zone of the Voie Georges-Pompidou.
- Each month, for a period of five hours (generally at night), all traffic flows will need to be stopped to conduct watertight door maneuvers.
- The emergency exit and all fire protection equipment in the tunnel will need to be readily accessible at all times.
- Access to ventilation and smoke evacuation equipment by a light vehicle is indispensable under the access conditions; the project leader's proposal should clearly outline how this access will be ensured. To comply with the height limitations and the smoke evacuation capacities, the height of planned constructions for the project must not exceed 2.70 meters.
- Roof access for the structures will need to be planned to allow visual inspections and interventions inside the tunnel.
- Delivery conditions will be limited in relation to the management of the Bastille – Eiffel Tower promenade.
- The installations will need to be partially or fully removed during exceptional events (e.g., the Paris Marathon).
- The project leader will take the premises as they are. The fact that it is a tunnel does not imply that this structure is perfectly waterproof. The project leader should plan a project that is suitable for outdoor conditions. The project leader will also need to make sure that they do not damage the public domain during their installation and the site's operations.

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Site viability

The project leader will be responsible for all fluid hook-ups. They will be responsible for all hook-up fees requested by the operators, for both preliminary planning and actual interventions. They will need to have their own connections independent from all public installations. Fluid connection devices must be integrated into the urban environment. All these devices will need to be authorized by the City of Paris. When connecting to the sewage system, the project leader will need to contact the Tunnels, Riverbanks and Ring Road Division at the Transportation Department as well as the Paris Sanitation Division. When creating hook-ups to water and electricity, the project leader will need to contact Enedis and Eau de Paris.

Tunnel's structural stability and fire compliance installations proposed by the project leader

The project leader must make sure that their installations can ensure public evacuations under satisfactory conditions regarding the tunnel's position. They are advised of the possibility of using the tunnel's existing emergency exit for their future evacuation plan. The project leader remains responsible for user safety on these premises and must comply with all relevant legislation in effect. The City of Paris hired CASSO, a firm specialized in fire safety, to take stock of the current status of the technical possibilities.
The project leader should be aware of the technical and regulatory importance of creating emergency exits or tunnel access towards the quays of the Seine. Because these structures are located within the historical protection perimeter of the banks of the Seine, constraints and reservations may be issued to protect this heritage site.
From a technical standpoint, all studies related to an impact on the tunnel's civil engineering structure will need to be approved by the Seine and Road Structure Division at the Transportation Department for City of Paris. They must be carried out by a civil engineering consulting firm.