

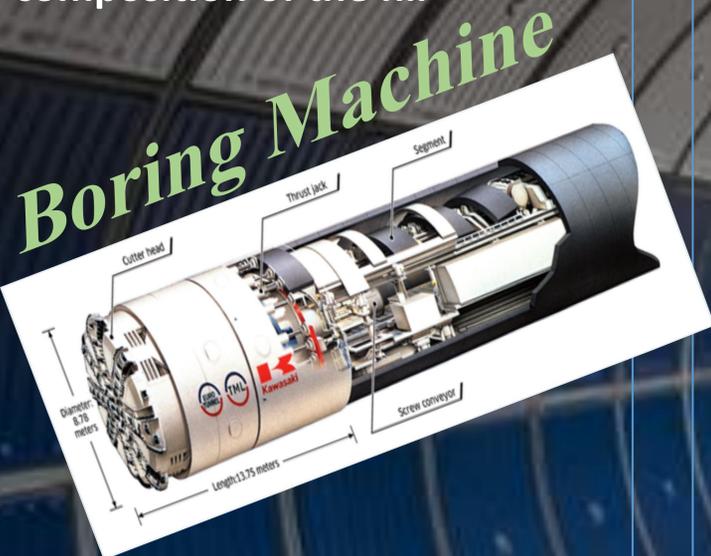


Coronado NAB Pedestrian Tunnel



Geotechnical

The soil classification and soil layer identified by brown and dark gray damp to saturated, loose to medium dense, poorly-graded sand with silt, silty sand, and sandy silt was the composition of the fill

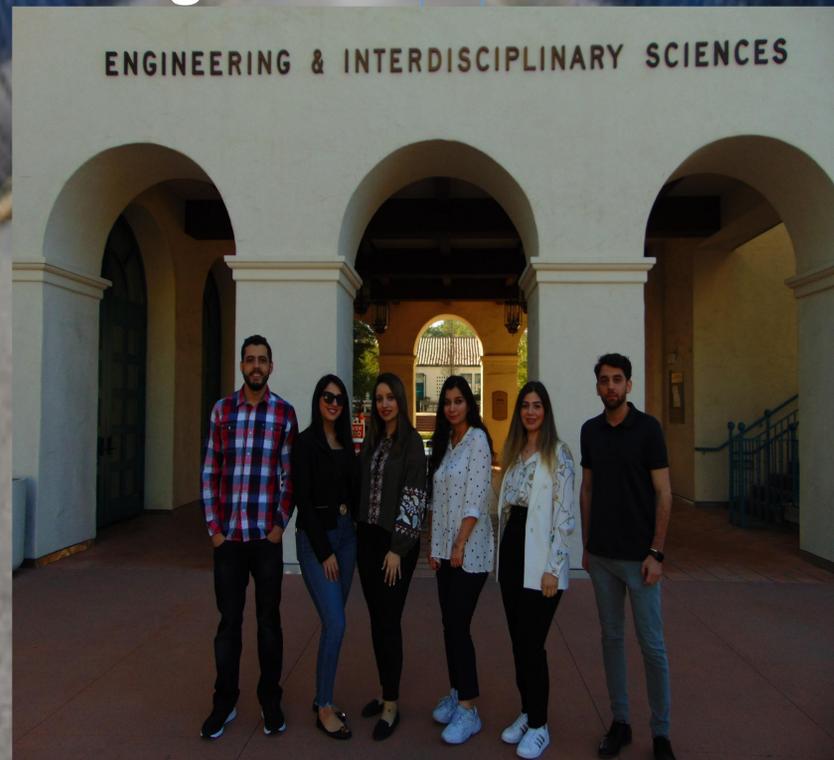


Construction

The construction site in question lies within a reasonable level terrain and on a stable ground. Site layout focuses on proper safety and warning signs are appropriately placed to serve as safety precautions. The signages are elected on designated points, along with the perimeter fence, and at the entry points. Since the high demand of work will be existing on both sides, the need of two trucks haul is highly recommended

Overview

The City of Coronado would like to replace the existing at-grade pedestrian crossing with a safe pedestrian-friendly tunnel under SR-75 to connect between the two gates due to a significant safety hazard for pedestrians between Caltrans SR-75 at the existing traffic signal at Tarawa Road



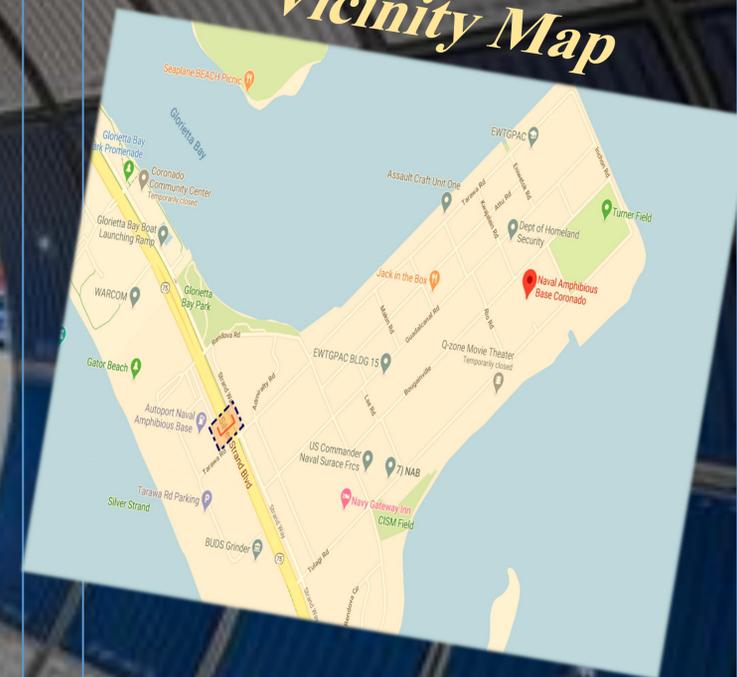
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Storm Water

Since the project in Coronado Island and considered it part of Otoy River Watershed with Hydrological Unit 910. The soil type is within group D, it has the highest runoff potential, so the rational method will be used

Vicinity Map



Structural

The circle tunnel consists of Alkali Concrete walls that it will be reinforced with steel bars. For the foundation, driven concrete piles, and steel will be used to make the foundation stronger based on design codes according to AASHTO, LRFD design specifications