



SR 75/282 TRANSPORTATION CORRIDOR PROJECT

June 2006, Vol. 3

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From left to right, the USS Constellation, USS Carl Vinson, USS Nimitz, and USS John C. Stennis were all docked in Coronado on September 30, 2002, generating increased traffic volumes in the City.

Partnering with the Navy



On behalf of the City, welcome to this edition of the SR 75/282 Transportation Corridor Project Update. I am pleased

to report that we continue to make good progress toward developing a long-term traffic solution for the community and Naval Air Station North Island (NASNI) commuters, who travel to Coronado from all parts of the region.

In this newsletter, you will find a description of a new project alternative under consideration by the City. This alternative is the result of recent conversations with our Navy partners. Briefly, this option would enhance military security by screening NASNI commuters before they enter the tunnel, rather than when they exit.

Although studying this alternative will slightly extend the overall project schedule, we believe this extra time is necessary to ensure that all design options are considered and meet the Navy's security requirements.

The City has scheduled a public information meeting on June 28 at the Community Center to discuss this new alternative. We hope that you can attend. As always, contact the City if you have any questions about our progress.

Sincerely,

Jim Benson
Director of Engineering
City of Coronado

City to Study New Tunnel Alternative Option Would Enhance Military Security

The New Alternative

The City of Coronado has begun studying a new tunnel alternative as part of the SR 75/282 Transportation Corridor Project (TCP). This new project alternative, officially called the "Restricted Access Tunnel," will also be referred to as "Alternative 5B."

The design of Alternative 5B is a variation of Coronado's locally preferred strategy, the Twin-Bore Traffic Tunnel (see page 3 for descriptions of all options), which involves the construction of two side-by-side bored tunnels, located under Fourth Street. This design allows for one lane of traffic to travel in either direction.

In the new alternative, westbound military traffic would be screened at the foot of the San Diego-Coronado Bridge before entering the tunnel. This approach enhances security for military and civilian personnel.

Alternative 5A is designed to accommodate cars and delivery trucks, and to screen vehicles after they enter the North Island base. However, Alternative 5B only allows for authorized North Island traffic. Delivery trucks traveling to the base would not be allowed in the tunnel traveling westbound. Rather, trucks would have to enter the base at the Third Street Gate truck inspection facility using local streets. Non-base traffic would be prohibited from using the tunnels,

and instead would be directed along Third Street.

Although the general public would not have access to the tunnels in Alternative 5B, it would still enjoy the benefits of this alternative. By removing military traffic from City streets, the tunnels would relieve traffic congestion throughout the community.

Military traffic would exit the westbound tunnel directly onto McCain Boulevard at North Island.

"The City is working diligently with project partners to expedite the analysis of this option."

– Mark Ochendusko, City Manager

This location would also serve as the entrance to the eastbound tunnel, which would allow traffic a nonstop route back to the foot of the bridge. Trucks leaving North Island would be allowed to enter the tunnel traveling eastbound.

"Our discussions with the Navy led to the consideration of another tunnel option, designed to enhance security screening before vehicles enter NASNI," said City Manager Mark Ochendusko.

"The City is working diligently with project partners to expedite the analysis of this option."

Next Steps

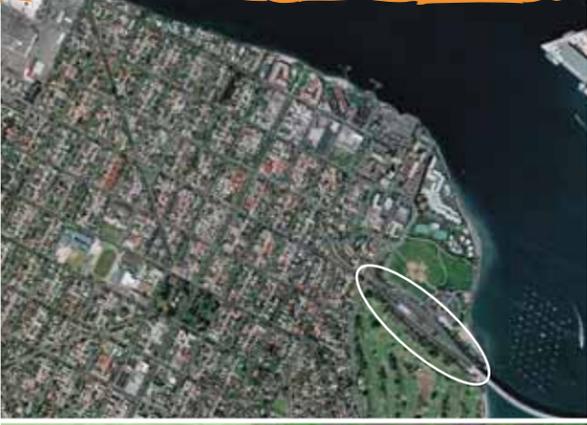
Alternative 5B has been added to the Project Report and Environmental Document (PR/ED) phase of the project. This new option will be studied in conjunction with the five original alternatives remaining from the Major Investment Study (MIS). In order to accommodate the addition of the alternative, the PR/ED phase will be extended by six months and completed in 2009.

At the conclusion of this phase, one project alternative will be identified and approved as a preferred alternative by the City of Coronado and the Federal Highway Administration (FHWA).

Public Meeting

A public information meeting to discuss the new alternative will be held on **June 28 from 4 p.m. to 7 p.m. in the Nautilus Room of the Coronado Community Center.** Representatives from the project team will be available to answer questions. Comment cards will also be provided for community feedback.

For more information on the public information meeting, please call 619.522.2426 or visit the SR 75/282 TCP Web site at www.coronado.ca.us.



This rendering, pictured to the left, illustrates the look of a possible entrance to the Twin-Bore Traffic Tunnel option.

Community Input Helps Shape Tunnel Design

Driving through a tunnel is becoming a more frequent experience in California. However, until recently, only in certain parts of the state have drivers traveled through tunnels on a regular basis. Recognizing this nuance, the City commissioned an artist to develop a conceptual rendering for Alternative 5A. This rendering, seen above, illustrates the look of a possible entrance to the Twin-Bore Traffic Tunnel option.

This design attempts to incorporate the community's history and culture. As roadway users exit the bridge, they will see traditional landscaping and the existing gateway sign (located between Third and Fourth Streets). Large canopy trees will line the street, creating a soft, natural look that mirrors today's experience. Public art and historical themes will also eventually be woven into the overall design.

The concept illustrated here was developed based on a variety of public input. Residents might remember that the City hosted two public workshops, which included community members and representatives from the City's Tunnel Commission, Design Review Commission, Public Art Subcommittee and Historic Resource Commission to gather thoughts about how the proposed tunnel entrance should look.

The City took all input into consideration and selected a preferred community approach, the Landscape Gateway design. Workshop participants agreed that the east portal, located closest to the bridge, will be perceived as the "gateway to the City," and should be treated in the most tastefully designed manner possible. The tunnel entrance will accentuate Coronado's distinctive charm, character and unique village feel.

An Update from Congresswoman Susan Davis

Dear Friends:

It is my pleasure to report to you on the progress being made to achieve our vision of improved traffic circulation in Coronado.

On April 14, 2006, Naval Base Coronado Commanding Officer Tim Alexander, Coronado Mayor Tom Smisek and I had the pleasure of breaking ground on the long-desired new main gate for NAS North Island (known as the "Third Street Gate").

This project, which has been over 15 years in the making, will allow vehicles to enter North Island at Third Street and exit at Fourth Street. The new gate is expected to improve local traffic flow and benefit Coronado citizens traveling on adjacent streets. I was proud to have secured \$10 million to fund this project in last year's federal budget.

In addition to improving traffic circulation, the Third Street Gate will increase base security by meeting new force protection standards, and includes a transit plaza to facilitate public transportation to and from



From left to right, RADM (select) Tim Alexander, Mayor Tom Smisek, U.S. Representative Susan Davis, RADM Len Hering, Captain (select) Jake Washington and Andy Martin, R.A. Burch Project Manager break ground on the Third Street Gate April 14, 2006.

the base. Construction is scheduled to be completed next summer.

This project is a critical step forward for Coronado. It is also a wonderful example of how the Navy and the community can come together to achieve a positive outcome for all involved.

As the need to alleviate local traffic congestion remains a top priority, cooperation between the Navy and the City of Coronado will continue to be an integral part of any solution. The Third Street Gate may support future public infrastructure improvements — such as the

tunnel project —and I look forward to working with the City and the Navy to bring additional traffic relief to this corridor.

Warm regards,

Susan A. Davis

SUSAN A. DAVIS
Member of Congress



Experts Develop Safety Plan for Tunnel Alternatives

If adopted as the locally preferred alternative, the North Island Access Tunnel will be one of the most technologically advanced and secure roadways in the United States. This achievement would be in part due to the City's assembled team of security and safety experts assigned to develop a state-of-the-art Fire and Life Safety Plan.

This highly specialized group of professionals is comprised of nearly a dozen agencies including the U.S. Navy, Caltrans, and tunnel operations staff associated with the project. The City of Coronado is serving as the lead agency, responsible for developing the plan. Fire Chief Kim Raddatz is the Chairman.

The plan is being designed to ensure that the necessary safety precautions for all tunnel options are clearly outlined and delegated in the event of an emergency.

Specific issues being addressed in the plan include:

- Emergency exits
- Cross-passages
- Closed circuit televisions
- Fire standpipes
- Fire alarms
- Traffic monitoring and control

The plan also calls for an innovative ventilation system which will maximize atmospheric dispersion of vehicle emissions. This system will help maintain a healthy environment within the tunnel, while adhering to environmental requirements.

In addition, carbon monoxide, heat and smoke detection equipment will be installed in the tunnel to sustain excellent air quality and prevent fires.

"As the lead agency responsible for developing this plan, the City of Coronado is committed to ensuring that safety is the first priority."

— Fire Chief and Fire and Life Safety Committee Chairman Kim Raddatz

Geologists Study Design Standards

A panel of highly educated experts in the fields of seismology, geotechnical engineering, and tunneling was assembled to study potential design standards for the North Island Access Tunnel project. The purpose was to ensure that construction of any alternative along the project route would meet design requirements related to the Coronado earthquake fault line.

The panel's analysis concluded that the City of Coronado's proposed tunnel options could withstand projected ground movement along the project route in the future. The panel provided the project team with all seismic data required to safely design a tunnel. Project engineers are incorporating this information into environmental documents.

"On the basis of the conceptual design studies now completed, the Caltrans Technical Advisory Panel is confident that the proposed Coronado tunnel can be designed to meet the project's established seismic performance criteria."

— Jinrong Wang, Ph.D., P.E. – Caltrans Senior Bridge Engineer

City Striving for "Best of Best" Award

Typical environmental documents for large-scale projects generally consist of thick binders and complicated diagrams. As a result, these engineering-oriented reports are not easily understood by the general public. To buck this trend, the City plans to develop a "reader-friendly" version of the environmental document being prepared for the SR 75/282 Transportation Corridor Project. The City estimates the draft environmental document will be publicly circulated in early 2008.

The City of Coronado's document will be modeled after a recently completed environmental report that was prepared for the Alaskan Way Viaduct Replacement Project

in Seattle, Washington. One of the alternatives for this project is a vehicle tunnel. In this document, the City of Seattle focused on how the project alternatives would affect people's daily lives. The City presented the information by using questions. The reader-friendly format uses text and graphics together on the same page to make the document more interesting and understandable to the reader.

The document earned a "Best of the Best" award for Environmental Excellence from the National Association of Environmental Professionals. The City of Coronado hopes to earn the same award.

Existing and New Project Alternatives

The City of Coronado is currently evaluating six project alternatives for the SR 75/282 TCP to improve traffic congestion in the City.

Two of the options are traffic management solutions that do not involve any new major infrastructure.

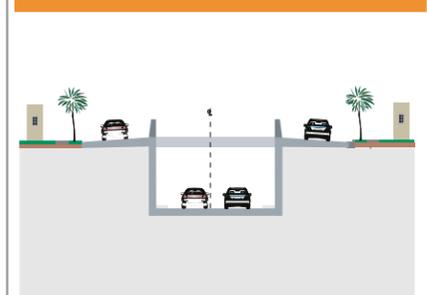
The other four, illustrated to the right and below, involve construction projects designed to make significant traffic-flow improvements along Third and Fourth Streets.

Alternatives 4, 5A and 5B are proposed tunnels underneath the

City. The newest alternative, option 5B, is the result of City discussions with the Navy.

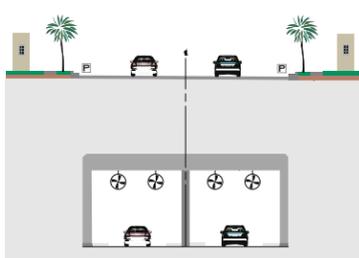
While alternatives 5A and 5B are both twin bore tunnel concepts, the 5B option varies from 5A in several ways. The chart below illustrates those differences.

Grade Separation (Alt 3)

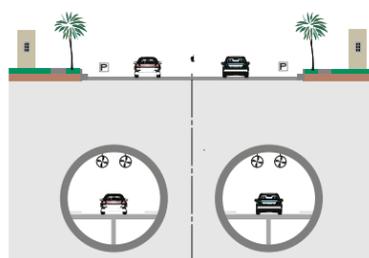


Tunnel Options

Cut & Cover Tunnel (Alt 4)



Twin Bore Tunnels (Alts 5A/5B)



Major Differences Between Alternatives 5A & 5B

	Alt 5A	Alt 5B
Truck traffic in tunnels	Allowed within existing guidelines	Only allowed when leaving the base
Military screening of vehicles	After entering the base	Before entering the westbound tunnel



Spotlight on the Tunnel Commission

The Coronado Tunnel Commission was established in 1999 to develop and implement a comprehensive strategy to fund, analyze, design and construct the proposed traffic tunnel. It is comprised of seven Coronado residents and a member of the City Council.

Steve Clarey

Retired U.S. Navy Rear Admiral and current Director of Marketing and Corporate Relations for General Dynamics NASSCO, Steve Clarey is an original member of the Tunnel Commission. After reviewing almost forty years of traffic mitigation studies, Clarey believes that the tunnel offers the best hope for removing congestion from our village streets and reducing transit time between the bridge and North Island.



Sut Clark

Sut Clark retired as a U.S. Navy Surface Line Officer and General Dynamics Tomahawk Cruise Missile test engineer and test conductor. Since joining the Tunnel Commission in 1999, Clark has become a firm believer that a tunnel would reduce traffic congestion and support the Navy's mission by improving access to North Island and preserving the base as a regional economic asset.



Bill Huck

Bill Huck has worked as an investment banker specializing in finance for 25 years. He and his family have been members of the Coronado community for the past 20 years. Huck joined the Tunnel Commission four years ago. He believes a tunnel would reduce noise and exhaust and improve safety concerns for residents along Third and Fourth Streets, as well as reduce overall congestion in the City.



Margaret Meadows Pimpo

Margaret Meadows Pimpo, DDS, is a local dentist. She has lived in Coronado for 43 years. After one year of service on the Tunnel Commission, Pimpo believes that careful analysis of all of the proposed traffic alternatives will result in a solution that will benefit the entire Coronado community.



Art Osborne

Art Osborne is a retired U.S. Navy Captain who moved to Coronado in 1958. Osborne was a member of the original Blue Ribbon Committee on Traffic and has been a member of the Tunnel Commission since its inception. After reviewing many studies, Osborne believes that a tunnel is the best solution for preventing future gridlock in the community.



Al Ovrom

Al Ovrom, a retired U.S. naval officer and former Coronado City Council-member, has served on the Tunnel Commission for five years. His family moved to Coronado in 1951. Ovrom believes the SR 75/282 Transportation Corridor Project is important because it will help decrease commuter traffic on City surface streets, and improve circulation in and out of Naval Air Station North Island.



Lou Smith

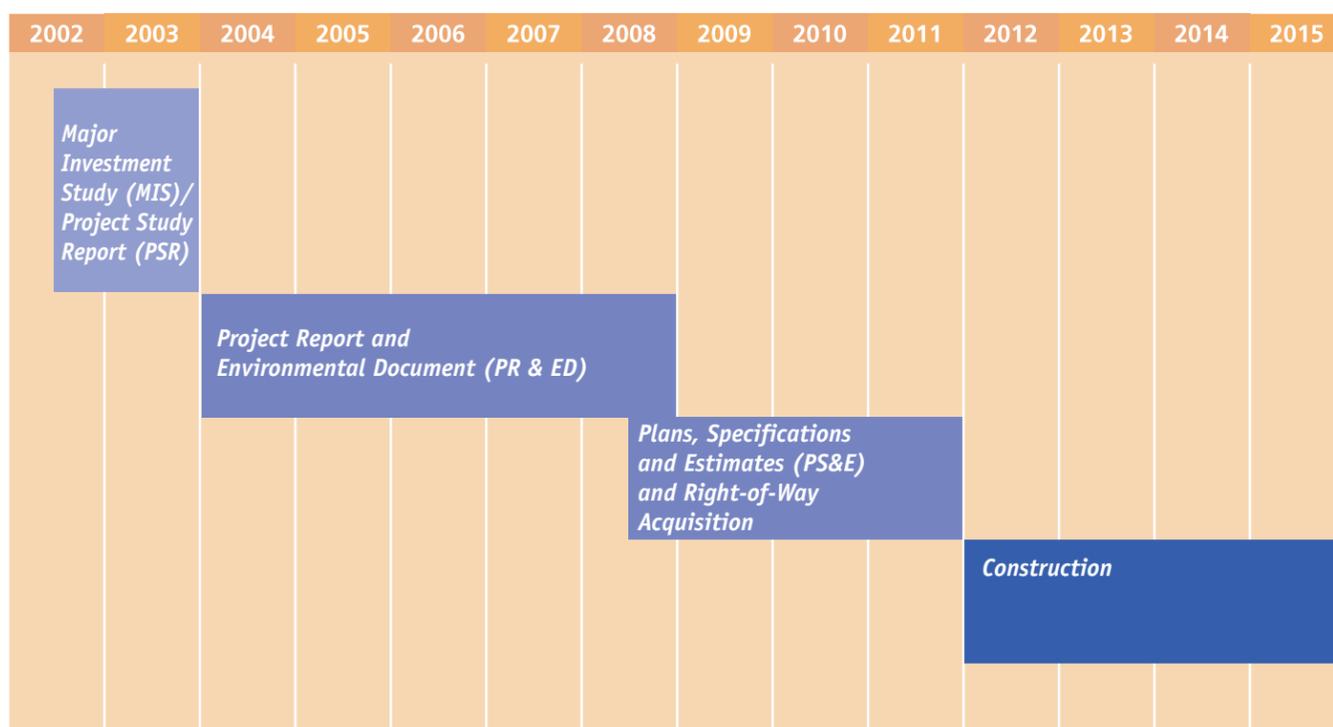
Lou Smith graduated from Marquette University with a degree in civil engineering. He also has a master's degree from Purdue. After 32 years of Navy service, Smith retired as a Rear Admiral. He joined the Tunnel Commission in 2004 after living in Coronado for four years. Smith believes a tunnel would reduce traffic congestion and provide enhanced security for vehicles accessing North Island.



Coronado City Council Representative

Each year the City Council appoints a Councilmember Representative to the Tunnel Commission. The representative serves in an ex-officio capacity providing a link between the Commission and the City Council. This assures that the City Council policy of developing a long-term congestion solution continues to progress. The Councilmember Representative also assures that the City Council and community continue to actively participate in the discussion and preparation of the SR 75/282 Environmental Document, as well as the overall action plan.

Updated Timeline



For More Information

The City seeks your input and comments. Please use the following information for project concerns.

By Phone:
Gail Brydges, Project Manager
(619) 522-2426

By Address:
Gail Brydges, Project Manager
1825 Strand Way
Coronado, CA 92118

By e-mail:
SR75Project@coronado.ca.us

On the Web:
www.coronado.ca.us

See the City's Web site for updated project information.