Box 2, Folder 1

Item 3

ACCNO_000014

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY PETE WILSON, *Governor*

DEPARTMENT OF TRANSPORTATION
BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454

June 16, 1998

Ms. Diane Tannenwald
Special Projects Manager
City of Oakland
1333 Broadway
Oakland, California 94612

Dear Ms. Tannenwald:

We received your letter dated May 22, 1998 regarding the San Francisco-Oakland Bay Bridge (SFOBB) retrofit/replacement project. You thanked Caltrans for a May 20, 1998 meeting with the City of Oakland and reiterated your concerns regarding the design of the skyway section of a new east span.

You asked that Caltrans direct bridge designers "to use their expertise and creativity..." If the Metropolitan Transportation Commission approves the recommendation made by the Engineering and Design Advisory Panel for a single tower suspension design, Caltrans will direct the T.Y. Lin design team to use their talents in designing aesthetically pleasing transition structures at Yerba Buena Island, the skyway portion of the span and the Oakland touchdown area.

You note the need for a "sense of balance, rhythm and cadence to the bridge." The skyway, including the piers, will not just be engineered, but will be designed to reinforce the architectural form and detail of the signature tower in form, color and texture. Barriers, railings and lighting along the bicycle path will be designed to maintain a continuity of architectural detail while providing a pedestrian sense of scale.

Views from the bridge are a prime consideration for Caltrans and special attention will be paid to providing maximum views of the bay and distant landscape for both motorists and users of the bicycle/pedestrian path. The selection of a bicycle/pedestrian path on the south side will offer path users uninterrupted views of Oakland and the East Bay.

The descent from the suspension tower to the Oakland touchdown will provide a new and majestic gateway to Oakland. The concept of a park at the touchdown would further enhance this experience. Although we understand the City's desire for some type of gateway structure to mark the arrival on land, we view this concept cautiously. You may recall one of the Engineering and Design Advisory Panel members referring to his concern over "architectural applique" at this location, a concern shared by Caltrans. We believe that a park offers better opportunities for the inclusion of some type of gateway structure rather than architectural features on the bridge.

We appreciate your interest in this project and reaffirm Caltrans' commitment to continue to work with the City of Oakland throughout the design process. We have an e-mail address for the east span project (**sfobb@trmx3.dot.ca.gov**) as well as a web site (**www.dot.ca.gov/dist4/**). MTC also has a web site for the SFOBB (**www.mtc.ca.gov**) that includes another opportunity to register your comments. If you desire additional information or have further questions, please call Mara Melandry, Environmental Manager for the San Francisco-Oakland Bay Bridge at (510) 286-5582.

Sincerely,

HARRY Y. YAHATA
DISTRICT DIRECTOR

by

Mara Melandry

for **DENIS J. MULLIGAN**
DISTRICT DIVISION CHIEF
Toll Bridge Program

c: Steve Heminger, MTC

Oakland
All-America City
1993

CITY OF OAKLAND

CITY HALL · 1333 BROADWAY · OAKLAND, CALIFORNIA 94612

Public Works Agency

(510) 238-3961
FAX (510) 238-2233
TDD (510) 238-7644

Mr. Denis Mulligan
District Division Chief, Toll Bridge Program
Caltrans, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Mr. Steve Heminger
Manager, Legislation and Public Affairs
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

May 22, 1998

Dear Mr. Mulligan and Mr. Heminger,

Thank you very much for meeting with us on May 20, 1998. In summary, the following items were discussed at the meeting and are of significant concern to the city of Oakland. The main concern being that 85% of the bridge proposal, the viaduct section, continues to look like a standard freeway overpass. We believe that you have hired qualified designers, please direct them to use their expertise and creativity to design a bridge, from shore to shore, that is deserving of the site, looks like a bridge when viewed from afar, and feels like a bridge when experienced by its users.

We are also concerned that the bridge needs to be looked at in its entirety. The bridge is being fragmented and significant decisions are being made without understanding what the potential ramifications (tradeoffs) are. For example, the constant depth deck is a pleasing idea, however, if the funds are not sufficient to provide adequate architectural features on the bridge, because of the increased cost of the constant depth design, then it may benefit us to choose the haunched deck with enhanced architectural amenities.

In addition to ensuring seismic stability and public safety, a world class design demands:

- Architectural features on the viaduct section of the bridge, above and beyond guardrails and light fixtures; that are integrated with the main span, this may include; features along the center of the bridge, overhead features, features that pick up on the "main span design" i.e. draped elements that recall the suspension's catenary curves or curvaceous elements that pick up on the curves of the cable-stayed tower.
- Architectural features that promote a sense of balance, rhythm, and cadence to the bridge while traveling on the bridge and when viewed from the shore.
- Pedestrians, bicyclists, and vehicles that feel comfortable sharing the bridge and it should evoke a boulevard or boardwalk feeling to the users.
- Open view corridors (transparent views) for public transit riders, automobiles, bicyclist and pedestrians.

- Transparent barriers; an approved (tested) and more transparent vehicular barrier, transparent guardrails for bicycle and pedestrian lanes.
- Provide a pattern, a play of marine light, overhead accentuating the design (similar to the light patterns formed off the silver trusses on the existing bridge) in addition to the patterns that will be formed from the main span elements.
- Thoughtfully designed light standards that are integrated with the overall design.
- Piers, which are significantly defining characters of the bridge, to be designed as bridge piers (v.s. freeway stilts), that are proportional relative to the overall span (as viewed in elevation) and integrated into the context.
- The deck of the bridge be reviewed in context along with the final pier design and all of the other architectural features (i.e. haunched v.s. constant depth).
- A gateway to the East Bay that pronounces your arrival on land (and departure from land)
- And lighting to further dramatize its exemplary design.

Although we recognize that these ideas may be at additional cost, the magnitude of the costs will be minimal relative to the overall expenditure of the project and if given a world class design the expense will be acceptable. Our concern is that decisions made now, for desirable features, will have a direct effect on budgeting for other pertinent elements, that will not be addressed until the next design phase.

I would like to reiterate that these are only some ideas that could help to improve upon the designs proposed. Please direct your designers to pursue multiple alternatives for review prior to EDAP making their final recommendations. We hope you are seriously considering the communities' concerns for the design of the bridge and that you will instruct the design teams to address the aforementioned issues promptly.

If you have any questions please let me know. I may be reached by telephone at (510) 238-6386. Thank you for your cooperation.

Sincerely,

Dian Tannenwald

DIANE TANNENWALD
Special Projects Manager

c: Terry Roberts, City of Oakland
Marina Carlson, City of Oakland
Helaine Kaplan Prentice, City of Oakland
Allen Ely, T. Y. Lin International/Moffatt & Nichol Engineers