THE ARCH WAY

A Design For The East-Side
Of The S.F./Oakland Bay Bridge

- The inexpensive "homely" skyway viaduct is used as the base, now becoming the bottom half of the bridge.

- A quartet of elegant arches is then set atop the roadway to balance the entire bridge in symmetry (4 towers/4 arches).

- The 4 arches will continue the art deco look of the West-Side, to provide a harmonious unity of design: overall Depression-era elegance.

- Extremely lightweight durable material is used for the arches. The primary focus is a graceful beauty that enhances a Bay Area landmark without upstaging the 4-tower masterpiece on the West-side.

1 Mile Away
This very simple classic arch design seems to solve a snarl of problems.

We at the Fogwood Center have taken the practical approach to this project by utilizing the most economical design previously submitted: the "homely" skyway, an ugly duckling design that is safe, solid, enduring, and dear to the taxpayer's heart.

Yet inexpensive as it is (as well as the Concrete Arch approach which we also consider a very alive alternative), the truth is that the skyway is simply not acceptable for reasons that are purely aesthetic. In the Bay Area it would be considered an eyesore, although it would fit perfectly well in San Diego or Key West...just as the wonderfully innovative "bird wing" design would blend in perfectly with the famous white opera house in Sydney, Australia. The skyway, however, would clash in the grandly designed Bay Area (See Paris) where cities like San Francisco are embraced by the past.

We've tried to solve this problem by taking the practical yet ugly duckling and turning it into something beautiful. And to this end we have wedded together two concepts: we have created a lightweight arch framework to sit atop the inexpensive roadway, giving it a whole new look.

Seven graceful beams radiate from the bottom of each arch in an airy, light, decorative deco style. Underneath the skyway bridge, the "Roman style" viaduct look continues with art deco corner brackets placed in the corners of the existing skyway openings, tying the design of the top half to the bottom half of the bridge. (Gray-blue in color)

And, yes, it is in keeping with the 1930's art deco look of the magnificent 4 tower span to its west completed in 1936. Indeed if you look closely at the face of one of the arches, you will see in the detail that we've taken the exact same pattern from the roadway on the west-side of the bridge and duplicated it in modified form, incorporating the triangular line configuration.

In other words, we've extended the same look throughout, so that the entire bridge viewed from end-to-end would now seem like a complete unified structure, seemingly built all at once (1936). It certainly would appear in balance: the 4 main arches would counterpoint the 4 towers on the great gray span, thus attaining a perfect symmetry in overall effect. A harmonious unity would be achieved, as opposed to the two halves of the bridge clashing.

In appearing as one complete structure, a landmark from the past, it shouldn't be overlooked how well the roundness of the arches fit in with the background, that is—the flowing lines of the arches seem to echo the look of the surrounding hills.
In balancing the overall deco look, and blending our project into the background, we must be sure never to be so grand, so showy, as to upstage the 4 tower masterpiece to the west. We must be subtle, quite graceful, in presenting a deco "complement" to the original landmark in all of its grandeur and Depression era elegance.

These last-minute sketches and notes depict a raw concept, a work-in-progress that is quite flexible and responsive to public input. (We learned of the early deadline only on May 1st) But we should add that our elegant quartet of arches are in fact quite functionless, but are wedded to, of course, a structure that is purely and entirely functional. Their sole purpose is to please the eye and raise the aesthetic standards of the viaduct skyway. (Note that if the Concrete Arch roadway previously submitted by CalTrans were to be used, then the arch-upon-arch look may resemble a Roman aquaduct, quite an interesting structure for everyone to further consider at a later date.)

Please excuse the quick sketches as this was a last minute job! The next presentation will be much improved.

For instance, the 4 arches shown here are much too high. (They're about 3/4 the size)
Also, the 7 beams should be a tad thicker. etc.
Thank you, Garrett Green

Blue lights outline these deco "triangles" (taken from motif on roadway of the west side).

Like the George Washington Bridge in New York City, dark blue lights would border the 4 arches, offering subdued contrast to the dazzling white lights on the 4 towers.

Featherweight materials would comprise the 4 arches, and the same design would be applicable to either of the two roadways mentioned herein. Of course Fogwood would work in conjunction with the finest, most reputable engineering/architectural firm certified to design such projects to proper specification. And further we would work closely with CalTrans in cooperating to engineer the east-side component as a bridge structure that not only blends in but truly enhances the Bay Area, the most beautiful area in the world.

We ask - from the taxpayers's standpoint - that the very economical "duckling" not be tossed out with the bathwater for its inherent homliness. We only ask to make a swan.
Box 6, Folder 11

Item 1

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