

**From:** [Montoya, Michelle](#)  
**To:** [Nicholson, Amy](#)  
**Subject:** FW: [EXTERNAL] 4 pgs re SMART Ideas: Charrette & Urban Design Comp NW Santa Rosa  
**Date:** Wednesday, October 13, 2021 8:22:55 AM  
**Attachments:** [Santa Rosa NW Charrette2009 Design Comp2010 Merit BRIDGEWAY.pdf](#)

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**From:** David J. Harris, PhD <davidharris@legacysolutions.net>  
**Sent:** Monday, October 11, 2021 3:09 PM  
**To:** Montoya, Michelle <MMontoya@srcity.org>; \_DRB - Design Review Board <\_DRB@srcity.org>  
**Subject:** [EXTERNAL] 4 pgs re SMART Ideas: Charrette & Urban Design Comp NW Santa Rosa

Michelle, 3 names are listed below but the "TO" line has only two email addresses [yours and \_DRB@] .

The email text below and attached PDF are my follow-up as discussed during Sept 17 mtg.

Thanks,

David Harris

707 396-9695

355 Gemma Circle, 95404

Michelle Montoya, Recording Secretary

Amy Nicholson

Drew Weigl, Chair, DRB

In public comments at the last Sept meeting, I mentioned the 2009-10 NW Santa Rosa Charrette and Design Competition sponsored by AIA-RE and LIFEE. Attached are 4 pages from the book that summarizes that public process from Nov 2009 to Feb 2010. Co-chairs Julia Donoho & Tanya Narath have the credit of documenting the events and the many designs entered in the competition.

The BRIDGEWAY design entry by Paul Harris is relevant to the City's 101 Overcrossing project. The steel truss design received the Merit award from the Judge panel. Ellen Dunham Jones, professor of architecture at Georgia Tech and one of the national "experts" began her juror's comments on that design:

**"I'm always pleased to see infrastructure used for placemaking...."**

The 101 Overcrossing planned for south of Steele Lane is a once-in-a-lifetime opportunity to create a placemaker for NW Santa Rosa. My request of the DRB is your active support of a process that seeks design elements in the planned bridge that represent existing features unique to NW Santa Rosa. These include SRJC and the Schulz Museum.

As infrastructure, the bridge will directly facilitate "alternate transportation" - walking and biking. The No. SMART station is nearby "alternate transportation" infrastructure that I suggest also merits increased visibility to the hundreds of thousands who will pass under this bridge annually.

Imagine a placemaker structure that not only serves to directly reduce GHG, but also indirectly does the same by increasing knowledge of the rail, bicycle, and pedestrian alternatives.

The bridge structure in Paul Harris' design also uses the steel truss as a placemaker element. I support the steel truss because expeditious assembly and lower cost of prefab steel truss structures vs. the cable-stayed alternative may aid in completing the placemaker sooner.

Design Review Board's guidance would assist Public Works in assuring adequate public input and making the most of a once-in-a-century infrastructure **PLACEMAKER** for NW Santa Rosa.

Thank you,

**David J Harris, PhD**

**355 Gemma Circle**

**Santa Rosa, CA 95404**

[davidharris@legacysolutions.net](mailto:davidharris@legacysolutions.net)

**707 396-9695 Cell**

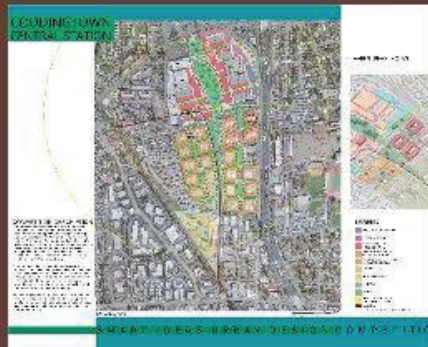
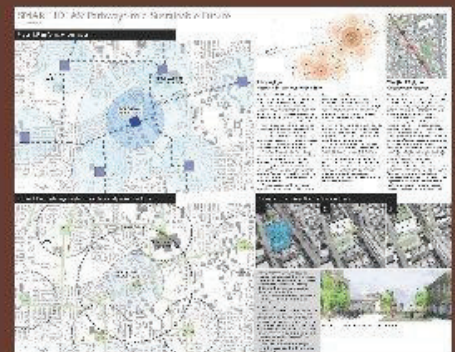
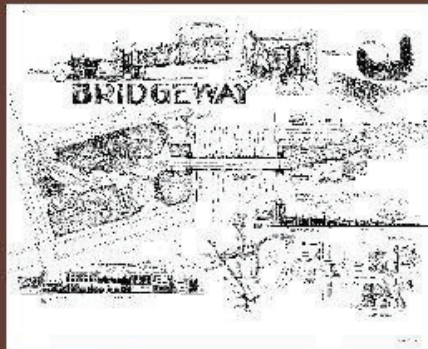


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# SMART Ideas: Community Charrette and Urban Design Competition for Northwest Santa Rosa, California

by: American Institute of Architects, Redwood Empire Leadership Institute for Ecology and the Economy



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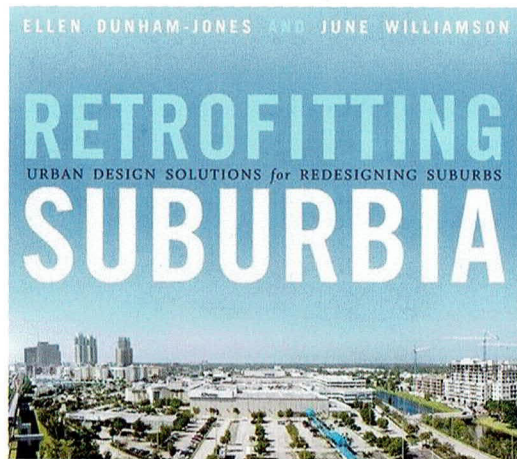
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Community Charrette Nov 20-21, 2009

## URBAN DESIGN COMPETITION

On February 12-13, 2010, the Competition Jurors met to discuss the submitted entries and determine award winners. On Friday evening the entries were exhibited and the Jurors participated in a panel discussion. On Saturday morning, the Awards were announced.



**Friday, February 12, 6:00-7:30 PM:** 2010

Introduction - Julia Donoho, AIA, Esq.

Presentation about Retrofitting Suburbia, Ellen Dunham-Jones, AIA

Panel Discussion with Jurors about Retrofitting Suburbia

Facilitated by Lois Fisher, CNU

- Ellen Dunham-Jones, AIA
- RK Stewart, FAIA
- David Baker, FAIA
- Lee Sobel, EPA Development, Community & Environment

Conclusion

**Saturday, February 13, 10:00 AM-Noon:** 2010

Introduction - Julia Donoho, AIA, Esq.

Presentation of Projects and Awards

Citation - Michael Woods

Citation - Bob Theis and Barbara Baiardi

Citation - Paul Harris and Jack Lee

Merit Award - DCE Planning

Northwest Santa Rosa, California

## JUROR BIOS

**Ellen Dunham-Jones, AIA**, is an award-winning architect and Professor at the Georgia Institute of Technology. A leading authority on suburban redevelopment, she is co-author with June Williamson of *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs*, (Wiley & Sons, 2009) which has been featured in *The New York Times*, *Time Magazine*, *Urban Land*, *Harvard Business Review* and other prominent venues. She has published over 50 articles and serves on several boards including the Board of Directors of the Congress for the New Urbanism. An 18-minute overview of *Retrofitting Suburbia* can be viewed at:

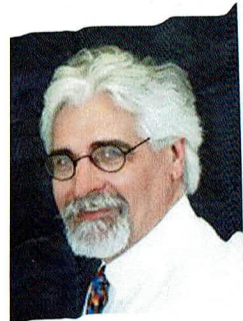
[http://www.ted.com/talks/ellen\\_dunham\\_jones\\_retrofitting\\_suburbia.html](http://www.ted.com/talks/ellen_dunham_jones_retrofitting_suburbia.html)



**David Baker, FAIA**, has been practicing architecture for more than 30 years. Over the course of his career, he has received numerous awards, and in 1996 was selected as fellow of the American Institute of Architects. David founded San Francisco based David Baker + Partners, Architects in 1982 and now leads the firm with Peter MacKenzie, AIA, and Kevin Wilcock, AIA. DB+P is known for combining social concern with a signature design character. From 1977 to 1982, David was principal of Sol-Arc, a firm dedicated to energy efficient architecture. Before becoming an architect, he was a union carpenter.



**RK Stewart, FAIA, Hon FRAIC, Hon JIA, Hon RAIA, LEED AP**, served as president of the national AIA for its 150th anniversary year, in 2007. As president, he lead architects further into a green paradigm. During his tenure, the Soloso website was launched as well as the Walk the Walk initiative. Stewart has extensive experience in managing complex mixed-use, renovation, institutional, high-rise, and government advocacy initiatives in California and on the national level to impact building and planning. He is a Fellow of the American Institute of Architects and an Associate Principal with Perkins and Will - San Francisco.



**Lee Sobel**, is the Real Estate Development and Finance Analyst in the US EPA's Development, Community & Environment Division (the Smart Growth program). Mr. Sobel's work focuses technical assistance, outreach and education, and research and policy, related to real estate development that achieves smart growth goals and outcomes. Prior to joining the EPA, Mr. Sobel was a Senior Associate in the Miami office of CB Richard Ellis' Investment Property Group, selling shopping centers and retail property and was an active commercial real estate and mortgage broker. Mr. Sobel is the author of *Greyfields Into Goldfields; Dead Malls Become Living Neighborhoods*, and co-author of *This Is Smart Growth and Getting To Smart Growth II*. He has a law









## JUROR COMMENTS

RK: "This is really more of a "place specific" intervention as opposed to a district wide plan. The idea of building a bridge and making it habitable. There is an opportunity for further development on the east side of the freeway, events that mirror what is being proposed for the west side, so you've got a reason for wanting to be on the other side of the freeway. It starts the creation of ideas that are independent of vehicles.

EDJ: I'm always pleased to see infrastructure used for public placemaking. This proposal would likely become an instant, and quite beloved landmark, particularizing the otherwise generic space of the highway. The integration of the ramps, shops and classrooms into the existing neighborhoods is very sensitively thought through and while it doesn't address the immediate design of the train station area, it sets a high bar for the design quality of the new infrastructure that will extend access to it. The drawings are very convincing in their scale and buildable, vernacular aesthetic. However, the devil will be in the details to maintain authenticity.

DB: I would have given this a higher award, I think it's a really great idea and there is a lot to appreciate. I like that they use the space under the viaducts Like in New York, London and Paris. They have a variety of artisan spaces, studios, theater spaces and even a grocery store, a variety of uses.

LS: The bridge is worth recognizing, a habitable bridge. If you could get the SRJC to put some classrooms in the building, you start to bring them over to the mall property, that could be a great relationship. Retrofitting malls with junior college or government offices are great ways to revitalize mall properties.

General: This is an isolated solution that solves a problem – it isolates one piece and makes the connection across the freeway. The bridge really should be built. This plan highlights an individual idea of the competition program and shows a strong connection from the rail station to the SRJC and other activities east of the highway. The connection needs to occur before the greater issue of retrofitting the suburban areas around the station.

## CITATION

### Team—from Sonoma County

Paul Harris, Architect  
Jack Lee, Artist, Windsor, CA

### Description—Bridgeway

Cities as vibrant, enriching environments are in vogue again because we are realizing what the deadly costs of suburban living are doing to the earth and our emotional and physical health. The city is not however a denser version of suburbia, but a complex interconnectedness of spaces and experiences that bring richness to our lives. This can be experienced in the parts of beautiful cities that haven't fallen to the wreaking ball of urban renewal and/or commercial exploitation.

Any functional bridge can span an obstacle. Mere function does not a city make. To incorporate additional uses, to bring art and history to life, to strengthen neighborhood boundaries and community identity, to honor landmark tree spaces, to create walkable living begins to create that interconnectedness. To do all that and more makes the city an enriching experience. This is what a city wants to be.



## Bailey, Grant

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**From:** jcswear@sbcglobal.net  
**Sent:** Tuesday, September 14, 2021 9:16 AM  
**To:** Bailey, Grant; Nutt, Jason  
**Cc:** David Harris  
**Subject:** [EXTERNAL] The 101 Overcrossing

Good morning, Gentlemen:

I am very gratified that the Hwy 101 Pedestrian Overcrossing is going to happen. Friends of SMART (I am Chair) and Sonoma County Transportation and Land Use Coalition (I am a member) have been “fighting” for this bridge for at least a decade. Don’t take the word “fighting” too seriously---but it came close in the early going when Dick’s Sporting Goods resisted the idea and SRJC was not yet convinced. Cognizant of how the freeway neatly cleaves our City, in the beginning we called it “the Community Connector Bridge.”

Friends of SMART sees the Overcrossing as a link between the JC and SMART’s North Santa Rosa Station. We opposed the “Bear Cub Way” alignment because it would be too far for pedestrians to walk.

David Harris has been one of the soldiers in this campaign since its inception. Perhaps you both know him, or at least have heard from him. He has a concept that I think you should hear. If adopted it could save several million dollars and hasten the completion date.

I recommend that you give David a hearing.

Respectfully,

Jack

Jack Swarengen, Chair  
Friends of SMART  
Web [friendsofsmart.com](http://friendsofsmart.com)  
Email [friendsofsmart@sbcglobal.net](mailto:friendsofsmart@sbcglobal.net)

## Bailey, Grant

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**From:** Bailey, Grant  
**Sent:** Thursday, September 23, 2021 10:38 AM  
**To:** David J. Harris, PhD  
**Subject:** RE: [EXTERNAL] Steel truss prices

Hi Dr. Harris,

Just one clarifying point I wanted to make on my below message is that the clear width of the truss structure needs to be 14.5' between railings so that would probably put the overall structure width somewhere around 17' +/-.

Thank you,

Grant

---

**From:** Bailey, Grant  
**Sent:** Thursday, September 23, 2021 7:23 AM  
**To:** David J. Harris, PhD <davidharris@legacysolutions.net>  
**Subject:** RE: [EXTERNAL] Steel truss prices

Hi Dr. Harris,

Thank you for sending over these cost estimates, very interesting! I forwarded these on to Natalina Bernardi and BKF and Steven Grover to review. One of the comments they had was that the estimates reflect a cost for a 12' wide bridge while Caltrans has required a 14.5' bridge for this project. Is it possible we could get updated estimates based on this requirement?

Thanks,

Grant

---

**From:** David J. Harris, PhD <[davidharris@legacysolutions.net](mailto:davidharris@legacysolutions.net)>  
**Sent:** Thursday, September 16, 2021 12:36 PM  
**To:** Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)>  
**Subject:** [EXTERNAL] Steel truss prices

Grant,  
This is the "next email" mentioned yesterday!

See attached quotes from 2017, weathered steel & 3 coats painted. Between 2011 & 2017, Big R gave me pricing a couple of times. Prices did not change much. In the last year, Big R was acquired by Contech. It already owned two other steel bridge companies. To be seen what current prices might be.

Seems valid to conclude that the steel truss alternative would be a couple of million less than a cable-stayed.

[I was elected by the City Council to the Housing Authority and Redevelopment Agency in 2010 and served two 4-yr terms on HA. Gov Brown ended Redev in 2017. Big R included Redev after my name on these quotes.]

David







Big R Bridge  
PO Box 1290  
Greeley, Colorado 80632-1290  
T 1 970 356 9600  
F 1 970 356 9621  
bigrbridge.com

## BUDGET ESTIMATE

Budget Date: 5/31/2017  
Expiration Date: 6/31/2017  
Opportunity No.: 2011-00116

### PROJECT: SR 101 Overpass-Santa Rosa, Ca

David J Harris  
Redevelopment Agency  
Santa Rosa, CA 95404

Phone: (707) 539-0241  
Email: legacies@sonic.net

Item	Description	Quantity	Unit Price	Total Price
1	Prefabricated steel truss pedestrian bridge superstructure with features as described below:	1 ea.	\$1,995,550.00 Includes Freight	\$1,995,550.00

**Bridge Model:** Ped Tied Arch - Box Parallel Chord

**Length:** 350 ft (out to out dimension)

**Width:** 12 ft (clear between rails)

**Design Code:** AASHTO LRFD

**Live Load:** 90 psf (LRFD)

**Number of Pieces:** 16 (field bolting by others)

**Finish:** Painted (3 Coats) - SP6 Clean

**Bridge Decking:** Concrete (Non-Composite) (Deck forms are field installed)

**Railing Type:** Other

**Included Options:** Pratt Truss (Tension Diag Only); Plumb End Vertical

**Bearings:** Bearing assemblies included.

**Preliminary Superstructure Weight:** 714,300 lbs.

Shop drawings will be provided, signed and sealed by a Professional Engineer registered in the State of California.

#### Special Considerations:

- The box truss system has a longitudinal splice and is shipped in 16 pieces. Approximate weight is 456,500 lbs
- The arch system is shipped knocked down. Approximate weight is 222,600 lbs
- Assumed rail system is glazing supplied and installed by others. Full height store front framing and glazing to be installed on inside of each side truss (glazing and framing by others, Big R to supply support and attachment angles) (assumed weight of glazing & framing is 10psf). Glazing attachment angles (both top and bottom) will have a 1.5" gap between the vertical leg and the chords to provide infiltration of airflow.
- Tied-Arch fully supporting the dead and live loads of the box trusses.
- Box trusses will be designed to support all dead loads (including concrete deck, glazing, roofing and utilities) plus 10psf construction load, meeting AISC Stresses, for future maintenance purposes.





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bigrbridge.com

- 
- Bridge is assumed to have a gable roof at a 4:12 slope. Big R to supply roof support system to top of box truss, and corrugated steel roofing. Roof system (trusses, pulins & roofing) are shipped loose for field installation by contractor. (assumed weight of roofing is 5psf). Roofing will have a Kynar type finish, with color to be chosen from standard color charts provided by the corrugated roofing manufacturer.
  - Gutters and downspouts to be supplied and installed by others.
  - All lighting, mechanical and interior finishes are excluded.

To ensure quality standards are followed, Big R Bridge holds the following certifications:

- In the United States we are certified under the AISC Quality Certification Program for Simple and Major Steel Bridges with Fracture Critical and Sophisticated Paint endorsements.

The following items are not included with this proposal:

- third-party inspection of bridge during fabrication,
- design, excavation and construction of bridge abutments,
- anchor bolt design, supply and installation,
- unloading and assembly of bridge at the project site,
- supply and placement of reinforced concrete deck (if applicable),
- site surveys, permitting or geotechnical evaluations,
- any federal, state, county or local sales tax.

*Lead times for drawing submittals and final product delivery to be mutually agreed based on Customer requirements and Big R Bridge production capabilities at the time of order.*

Prices are FOB: Big R - Greeley, CO with freight allowed to Santa Rosa, California. Delivery will be to a common stockpile accessible by standard highway tractor-trailer, buyer to unload and assemble.



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## Bailey, Grant

---

**From:** Bailey, Grant  
**Sent:** Tuesday, October 12, 2021 10:11 AM  
**To:** David J. Harris, PhD  
**Subject:** RE: [EXTERNAL] Steel truss prices

Hi David,

Thanks for sending these along. I will pass on to BKF/SGA for their review.

BKF is the prime consultant providing design and right of way services for the 101 BPOC project while Steven Grover and Associates (SGA) is a subconsultant to BKF. The City only has a contract with BKF and SGA only has a contract with BKF for the design phase.

Thanks,

Grant

---

**From:** David J. Harris, PhD <davidharris@legacysolutions.net>  
**Sent:** Thursday, October 7, 2021 4:53 PM  
**To:** Bailey, Grant <gbailey@srcity.org>  
**Subject:** Fwd: [EXTERNAL] Steel truss prices

Grant,

Per our phone conversation, see forwarded msg from Contech Roseville. 2 PDFs with drawing should be attached to this email. Dan does say still working on pricing.

The old proposal from Big R was a 350ft span with 12 ft deck width, including sides & roof. 14.5 ft width required shorter span, but I think 350ft was longer than needed. You know questions etc. can be made directly to the source. I am interested in knowing about any issues that arise.

Note allowance for up to 200 pounds/lf for non structural attachments = 100 lbs per side. Plenty!!

Question I have for you, is Steven Grover working as a sub contractor under BkF or under a separate contract?

Thanks,  
David

**David J Harris, PhD**  
[davidharris@legacysolutions.net](mailto:davidharris@legacysolutions.net)  
707 396-9695 Cell  
See link below for Cover Story in Investment Advisor  
<http://www.thinkadvisor.com/2003/07/01/giving-back>

----- Forwarded message -----

From: **Daniel Niederberger** <[Daniel.Niederberger@conteches.com](mailto:Daniel.Niederberger@conteches.com)>  
Date: Thu, 7 Oct 2021 at 15:25



Subject: RE: [EXTERNAL] Steel truss prices

To: David J. Harris, PhD <[davidharris@legacysolutions.net](mailto:davidharris@legacysolutions.net)>, Jason Leach <[Jason.Leach@conteches.com](mailto:Jason.Leach@conteches.com)>

David,

Attached is an updated concept elevation and typical section for the bridge we have been discussing. As discussed, we have cut the span length down to 310' in order to provide the wider structure that the customer requested. Furthermore we have eliminated the roof and glazing. Instead we will provide fencing on the sides and over the top. We did however provide an allowance of 100plf per side for the attachment of artwork and other items by the Owner.

Now to answer the questions asked:

1. Paint system will be three coats over the top of SP-10 Blast. The paint will meet the Caltrans requirements.
2. Bridge width is 14.5' (5' bike lane, 6" raised curb, 9' pedestrian lane including 1' shoulder).
3. The system will be shipped as follows:
  - a. Ten side truss sections "C" shaped with side truss laying flat on trailer and struts/floor beams sticking up into the air. Fencing will be factory installed
  - b. Six arch sections
  - c. Loose Items
    - i. Four elastomeric bearings
    - ii. Compression Deck Seals
    - iii. 44 Hanger Rods of varying lengths
    - iv. 88 clevis with pins
    - v. Floor Form Decking
    - vi. 22 Lower Hanger attachment plate assemblies
    - vii. All hardware required for assembly

All conduits for a lighting system must be surfaced mounted or hidden within the concrete deck. No electrical can occur within the structural members.

Structure will be designed in accordance with the LRFD Guide Specifications for the Design of Pedestrian Bridges, by AASHTO. This Guide Specification references the AASHTO LRFD Bridge Design Specifications for all items not covered within the Guide Specification.

Caltrans weld inspection requirements can be met.

The main box truss has been designed to fully span the 310' and support its weight, the weight of the concrete deck, and the additional 200plf artwork. This is in case the arch or hangers would ever need repair or replacement.

The easiest way to install the system is to fully assemble the bridge and arch on the ground, and then lift into place with a crane on each side. However as mentioned the main box truss can span itself, so the contractor may choose to install the box separately. But they may need a temporary support at mid span to control deflections so that the arch can then be installed. Some temporary support of the arch may be necessary during its installation, but these temporary supports can be placed on top of the main box truss. There are many ways to install this system, and Contech is ready to discuss this with the contractor.

I am still working on the pricing but wanted to start funneling information your way.

Thanks,

**Daniel Niederberger, P.E.\***

Truss/Bridge (NV) Consultant

**Contech Engineered Solutions LLC**

5 Sierra Gate Plaza, Suite 390 | Roseville, CA 95678

Off: 916-945-3625 Mob: 916-990-7594

[daniel.niederberger@conteches.com](mailto:daniel.niederberger@conteches.com)

[www.ContechES.com](http://www.ContechES.com)

\*Licensed in California and Nevada

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**From:** David J. Harris, PhD <[davidharris@legacysolutions.net](mailto:davidharris@legacysolutions.net)>

**Sent:** Sunday, September 26, 2021 4:52 PM

**To:** Jason Leach <[Jason.Leach@ContechES.com](mailto:Jason.Leach@ContechES.com)>; Daniel Niederberger <[Daniel.Niederberger@ContechES.com](mailto:Daniel.Niederberger@ContechES.com)>

**Subject:** Fwd: [EXTERNAL] Steel truss prices

Note request below from Grant Bailey, supervising engineer, Santa Rosa PW dept. Cost est for steel truss bridge with 14.5 ft useable width. 5 ft bike lane, elevated behind "mountable curb" [6" width], 2 x 4ft pedestrian lanes, another foot width on illustrations [?landing for cables?]

BKF engineer/supervisor is Natalina Bernardi and the architect is Steven Grover. Grover designed the Berkeley I-80 overcrossing at University Ave. His website is [www.stevengrover.com](http://www.stevengrover.com) The Santa Rosa 101 Bike/Ped bridge is one of the examples under "Selected Work".

In addition to an elevation separation between the bike and ped lanes, Grover slants the side fences out for a more spacious 'fee'....

David Harris

----- Forwarded message -----

From: **Bailey, Grant** <[gbailey@srcity.org](mailto:gbailey@srcity.org)>  
Date: Thu, Sep 23, 2021, 7:23 AM  
Subject: RE: [EXTERNAL] Steel truss prices  
To: David J. Harris, PhD <[davidharris@legacysolutions.net](mailto:davidharris@legacysolutions.net)>

Hi Dr. Harris,

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Thanks,

Grant

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**From:** David J. Harris, PhD <[davidharris@legacysolutions.net](mailto:davidharris@legacysolutions.net)>  
**Sent:** Thursday, September 16, 2021 12:36 PM

**To:** Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)>

**Subject:** [EXTERNAL] Steel truss prices

Grant,

This is the "next email" mentioned yesterday!

See attached quotes from 2017, weathered steel & 3 coats painted. Between 2011 & 2017, Big R gave me pricing a couple of times. Prices did not change much. In the last year, Big R was acquired by Contech. It already owned two other steel bridge companies. To be seen what current prices might be.

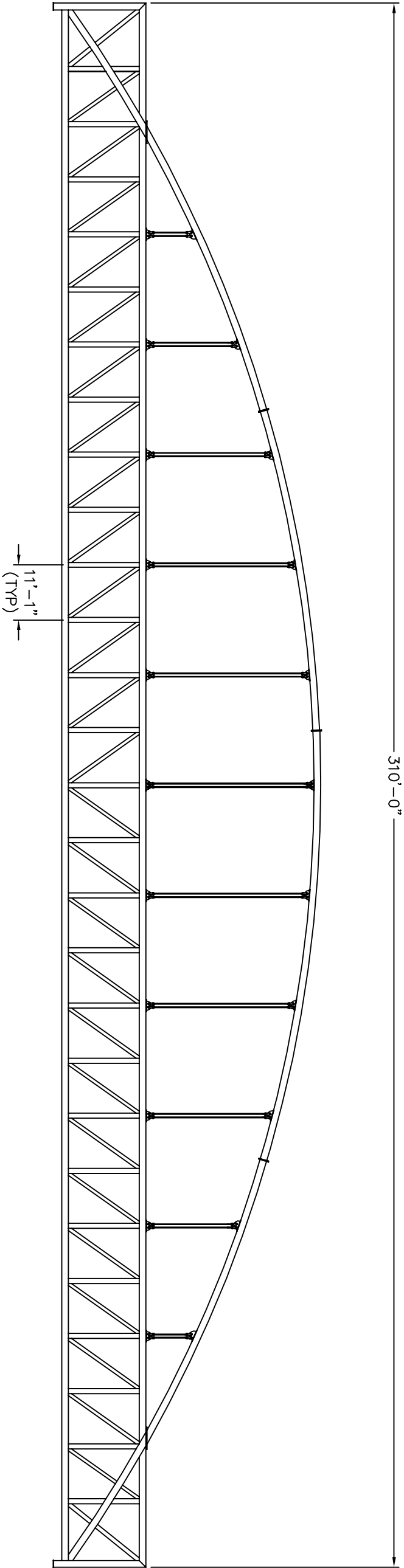
Seems valid to conclude that the steel truss alternative would be a couple of million less than a cable-stayed.

[I was elected by the City Council to the Housing Authority and Redevelopment Agency in 2010 and served two 4-yr terms on HA. Gov Brown ended Redev in 2017. Big R included Redev after my name on these quotes.]

David

707 396-9695





REV	STATUS	BY	DATE
-	PRELIMINARY SKETCH	DGR	10/4/21

**PROPRIETARY AND CONFIDENTIAL**

INFORMATION IN THIS DRAWING IS THE SOLE PROPERTY OF BIG-R BRIDGE. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT WRITTEN PERMISSION IS STRICTLY PROHIBITED.




**CONTECH**  
ENGINEERED SOLUTIONS LLC  
www.ContechES.com  
19060 County Road 66 • Greeley, Colorado 80631

310' x 14'-9" GATEWAY  
PED BRIDGE OVER HWY 101 AT ELLIOT AVENUE  
SANTA ROSA, CA  
SANTA ROSA PUBLIC WORKS DEPARTMENT

**PRELIMINARY  
DRAWINGS  
NOT FOR  
CONSTRUCTION**

655125
DESIGN BY DGR
DRAWN BY DGR
CHECKED BY -
SHEET NO. 1 OF X

REV	STATUS	BY	DATE
-	PRELIMINARY SKETCH	DGR	10/4/21
PROPRIETARY AND CONFIDENTIAL			
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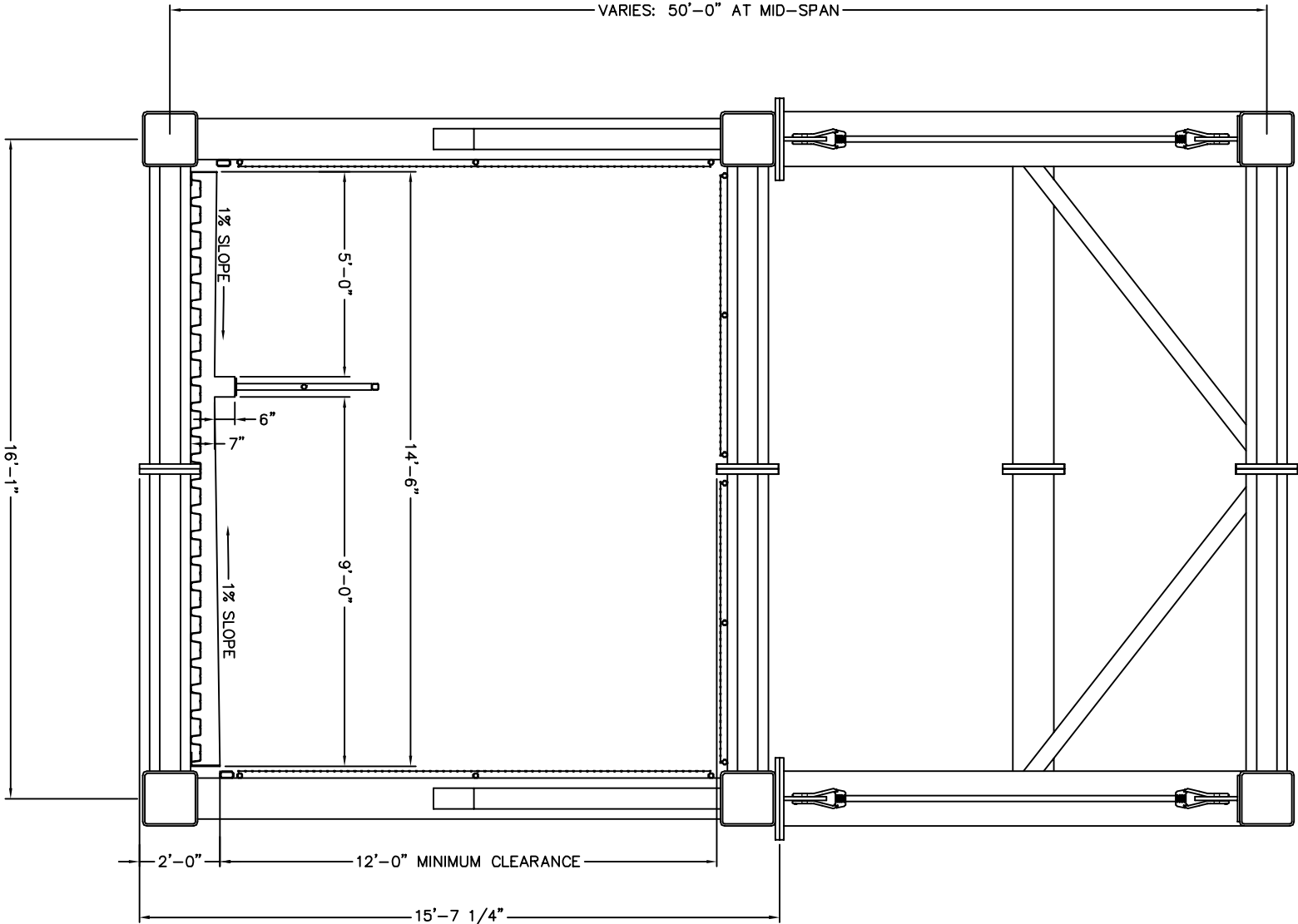


**ENGINEERED SOLUTIONS LLC**  
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DRAWINGS  
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CONSTRUCTION

655125
DESIGN BY DGR
DRAWN BY DGR
CHECKED BY -
SHEET NO. 1 OF X



## Bailey, Grant

---

**From:** David J. Harris, PhD <davidharris@legacysolutions.net>  
**Sent:** Thursday, September 30, 2021 3:31 PM  
**To:** Bailey, Grant  
**Subject:** [EXTERNAL] Re: Additional Questions about Truss Bridge Cost Estimate

Thanks, Grant!

Dan and Jason at Contech Roseville can confirm that I 'bugged' them plenty over the last week. Engineers in Greeley to respond.

Plenty of other steel truss bridge suppliers. The usable width of 14.5ft The distance from the 18 ft clearance to the deck surface is not clear in the design docs in the project doc. 2.5 ft shown for part of ramp.

I assume alternate structures should connect the ramps already designed.

Grant, I don't need to be a middleman on communications. I assume you are the channel to BkF.

I know that Gina Huntsinger is reaching out to you for guidance.

Best wishes,  
David

**David J Harris, PhD**  
**Legacy Solutions**  
Values-Based Consulting for  
Financial Independence and Wise Giving  
Santa Rosa, CA

[davidharris@legacysolutions.net](mailto:davidharris@legacysolutions.net)  
707 396-9695 Cell

See link below for Cover Story in Investment Advisor  
<http://www.thinkadvisor.com/2003/07/01/giving-back>

On Thu, 30 Sept 2021 at 06:56, Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)> wrote:

Hi David,

Per our conversation yesterday afternoon, the City's consultant team has reviewed the truss bridge cost proposal from Big-R and put together some comments/questions to ensure costs for both structure types are "apples to apples". Please see attached cost proposal with markups from the team.

If possible, would you mind following up with Big-R to see if they are able to provide revised costs with a proposal that addresses these questions and comments? Please let me know if you have any questions.



Regards,

**Grant Bailey, PE | Supervising Engineer**

Capital Projects Engineering | 69 Stony Circle | Santa Rosa, CA 95401

Tel. (707) 543-4508 | Fax (707) 543-4281 | [gbailey@srcity.org](mailto:gbailey@srcity.org)



## Bailey, Grant

---

**From:** David J. Harris, PhD <davidharris@legacysolutions.net>  
**Sent:** Tuesday, October 5, 2021 3:14 PM  
**To:** Bailey, Grant  
**Subject:** [EXTERNAL] Contech contact info

Grant, per your request, see below. I talked to Dan yesterday. Greeley, Colorado engineers working up plan, 14.5 ft width etc. I had sent the Caltrans project PDF sometime back.

I have since contacted other steel bridge companies and also sent the proj doc. There seems to still be active competition in the bridge industry! Nothing proprietary. Competitive bidding alive.

Jason Leach  
Big R Bridge CONTECH Engineered Solutions  
Mobile (916) 747-7585  
Work [JLeach@conteches.com](mailto:JLeach@conteches.com)

Daniel Niederberger, supports Jason on technical side, bridges etc.  
916 990-7594  
[dniederberger@conteches.com](mailto:dniederberger@conteches.com)

Grant, thanks much.  
David

## Bailey, Grant

---

**From:** David J. Harris, PhD <davidharris@legacysolutions.net>  
**Sent:** Tuesday, October 5, 2021 3:36 PM  
**To:** Bailey, Grant  
**Subject:** [EXTERNAL] Bridge art concepts  
**Attachments:** 20211002\_190148.jpg  
  
**Categories:** CIP Filed

Grant, multiple people are sending me ideas. Photo from SMART website needs artistic conversion to line drawing.

I would hope that Caltrans might accept a simple digital display of "Next Train" times, e.g. NB 800 SB 830....





## Bailey, Grant

---

**From:** David J. Harris, PhD <legaciesusa@gmail.com>  
**Sent:** Tuesday, September 21, 2021 3:43 PM  
**To:** Bailey, Grant  
**Subject:** [EXTERNAL] Re: Clarifying Bridge cost ref in Caltrans doc

Grant, can we nail down mtg next week?

David  
707 396-9695

On Wed, 15 Sept 2021 at 15:31, David J. Harris, PhD <[legaciesusa@gmail.com](mailto:legaciesusa@gmail.com)> wrote:

Grant,  
Thanks for your call!

Re the cable-stayed cost --

1. Attachment D pg 9 lists "Principal Span Structure" \$5,895,000 BEFORE adjustments for "Structure Mobilization" or "Contingencies" Signatures dated 2/5/2021

2. The drawings in the Advanced Planning Study by Briggs Cardosa dated 3/5/20 shows \$7,665,000 INCLUDING 10% mobilization & 20% contingencies.

Diff of \$1,770,000 is the 30%

After a trip thru Denver where I saw multiple pedestrian truss bridges over the interstate for access to the light rail stations, I started talking to the supplier, Big R Bridge, Greeley, Colorado in 2011. I got a few updated prices from them over the years. Most recent from 2017 circa \$2,000,000 [Full self-supporting span is 350 ft. 12 ft wide. Wider needed.]

Big R quotes attached to next email.

David

## Bailey, Grant

---

**To:** Lois Fisher; Jack; 'David J. Harris, PhD'; 'Gina Huntsinger'  
**Cc:** 'Marsha Vas Dupre'; 'Willard Nancy Richards E'; 'Steve Birdlebough'; 'Paul W Harris'; 'Julia Donoho'; 'Tanya Narath'; 'Jenny Bard'  
**Subject:** RE: [EXTERNAL] RE: Caltrans website re "Transportation Art"

\*\*Formatted to plain text view for printing purposes - no message sent\*\*

From: Lois Fisher <lois@fishertowndesign.com>  
Sent: Wednesday, October 13, 2021 4:23 PM  
To: Jack <friendsofsmart@sbcglobal.net>; 'David J. Harris, PhD' <legaciesusa@gmail.com>; 'Gina Huntsinger' <gina@schulzmuseum.org>  
Cc: Bailey, Grant <gbailey@srcity.org>; 'Marsha Vas Dupre' <marshad@sonic.net>; 'Willard Nancy Richards E' <willard@sonic.net>; 'Steve Birdlebough' <scbaffirm@gmail.com>; 'Paul W Harris' <pwh@sonic.net>; 'Julia Donoho' <jdonoho@sbcglobal.net>; 'Tanya Narath' <tanyanarath@gmail.com>; 'Jenny Bard' <jenbard@sonic.net>  
Subject: [EXTERNAL] RE: Caltrans website re "Transportation Art"

Jack,

Good point. Let's have the bridge 'be' art and then have a few things added to it that work well with the overall piece.

Lois

From: Jack <mailto:friendsofsmart@sbcglobal.net>  
Sent: Wednesday, October 13, 2021 4:21 PM  
To: Lois Fisher <mailto:lois@fishertowndesign.com>; 'David J. Harris, PhD' <mailto:legaciesusa@gmail.com>; 'Gina Huntsinger' <mailto:gina@schulzmuseum.org>  
Cc: 'Bailey, Grant' <mailto:gbailey@srcity.org>; 'Marsha Vas Dupre' <mailto:marshad@sonic.net>; 'Willard Nancy Richards E' <mailto:willard@sonic.net>; 'Steve Birdlebough' <mailto:scbaffirm@gmail.com>; 'Paul W Harris' <mailto:pwh@sonic.net>; 'Julia Donoho' <mailto:jdonoho@sbcglobal.net>; 'Tanya Narath' <mailto:tanyanarath@gmail.com>; 'Jenny Bard' <mailto:jenbard@sonic.net>  
Subject: RE: Caltrans website re "Transportation Art"

Lois:

That is a reasonable position. But how can we use beauty per se to create a message about alt trans?

Jack

From: Lois Fisher <mailto:lois@fishertowndesign.com>  
Sent: Wednesday, October 13, 2021 4:19 PM  
To: David J. Harris, PhD <mailto:legaciesusa@gmail.com>; Gina Huntsinger <mailto:gina@schulzmuseum.org>  
Cc: Bailey, Grant <mailto:gbailey@srcity.org>; Marsha Vas Dupre <mailto:marshad@sonic.net>; FOS II <mailto:friendsofsmart@sbcglobal.net>; Willard Nancy Richards E <mailto:willard@sonic.net>; Steve Birdlebough <mailto:scbaffirm@gmail.com>; Paul W Harris <mailto:pwh@sonic.net>; Julia Donoho <mailto:jdonoho@sbcglobal.net>; Tanya Narath <mailto:tanyanarath@gmail.com>; Jenny Bard <mailto:jenbard@sonic.net>  
Subject: RE: Caltrans website re "Transportation Art"

My preference is that the bridge 'be' art like the Golden Gate Bridge, rather than something that has art hanging off of it.

Thanks,

Lois

Lois Fisher  
She | Her | Hers

Fisher Town Design

(707) 544-1118  
<http://www.fishertowndesign.com/>

From: David J. Harris, PhD <<mailto:legaciesusa@gmail.com>>  
Sent: Wednesday, October 13, 2021 3:28 PM  
To: Gina Huntsinger <<mailto:gina@schulzmuseum.org>>  
Cc: Bailey, Grant <<mailto:gbailey@srcity.org>>; Marsha Vas Dupre <<mailto:marshad@sonic.net>>; FOS II <<mailto:friendsofsmart@sbcglobal.net>>; Willard Nancy Richards E <<mailto:willard@sonic.net>>; Steve Birdlebough <<mailto:scbaffirm@gmail.com>>; Lois Fisher <<mailto:lois@fishertowndesign.com>>; Paul W Harris <<mailto:pwh@sonic.net>>; Julia Donoho <<mailto:jdonoho@sbcglobal.net>>; Tanya Narath <<mailto:tanyanarath@gmail.com>>; Jenny Bard <<mailto:jenbard@sonic.net>>  
Subject: Caltrans website re "Transportation Art"

Gina, & CC's:

Below are the rather clear guidelines from Caltrans' website! At least the "Must" list is longer than the "Must Not"s! Can be attached to bridges, bridge rails, and abutments.

One of the steel truss manufacturers said they would design to allow up to 200 pounds per linear foot load =100 lbs/ft each side. On 225 ft span over 101, total = 45,000 lbs, > 22 tons! How many sq ft of 1/4 inch steel plate? Assuming "line art" done in steel, lines averaging 1 inch width, next calc is how many linear feet of "ink"??

Each Caltrans District has a staff person designated as "Transportation Art Coordinator." [I think this is rather new. Gets the engineers "out of the way"!]

Some examples on website, <http://DOT.ca.gov>

I am interested in any relevant examples that any of you may find on Caltrans' site or elsewhere on the internet etc.

"Must Not Display Text" seems to rule out "REDWOOD HIGHWAY." At only 5 letters maybe SMART, at least in an image of a train?

Mural art is permitted but must be removable to allow inspection of the structure. [Another issue with murals can be the "wind load" in addition to weight/gravity.]

Some cases may require permission from Sacto = Headquarters Division of Maintenance-Structure Maintenance and Investigations.

It will be a while before the 101 Overcrossing needs this level of detail, but the roadmap is below.

David Harris  
707 396-9695

#### Transportation Art:

Transportation Art is a visual expression that reflects the local communities' unique aesthetic, environmental, scenic, historical and cultural values.

#### Who can propose installation?

A public agency defined as a city, county, incorporated town, tribal government, or non-federally recognized tribe.

#### What can be proposed?

Transportation Art includes graphic or sculptural artwork, either freestanding or placed upon a required engineered transportation feature and must not contain text.

#### Where can it be located?

Transportation Art can be free-standing or placed upon required engineered transportation features such as a noise barrier, retaining wall, bridge, bridge abutment, bridge rail, or slope paving.

#### Transportation Art must not:

- Display text
- Simulate color combinations of colors usually reserved for official traffic control devices described in the <https://dot.ca.gov/programs/safety-programs/camutcd>.
- Create a distraction to transportation system users.
- Include distracting illumination.
- include reflective or glaring surface finishes.
- Imitate, obscure, or interfere with traffic control devices.
- Interfere with airspace above the roadway.
- Be placed within State highway right-of-way upon trees, rocks or other natural features.
- Adversely affect existing structures, drainage patterns or stormwater runoff quality, landscaping or natural vegetation.
- Include reflective or glaring surface finishes. • Include moving elements (kinetic art) or simulate movement.
- Restrict sight distance.
- Display symbols or icons such as flags, logos, or commercial symbols, except as allowed in Sub-article "Sponsor Recognition" of the <https://dot.ca.gov/programs/design/manual-project-development-procedures-manual-pdpm> Chapter 29, Section 9. Transportation Art must:
- Include graphics or sculptural artwork that expresses unique attributes of an area's history, resources, or character.
- Be a freestanding structure or integrated with an engineered transportation feature.
- Be appropriate to its proposed setting and be in proper scale with its surroundings.
- Be located where maintenance can be safely performed as specified in the encroachment permit, the maintenance agreement, and in conformance with Caltrans' procedures.
- Be composed of materials that are durable for the projected lifespan.
- Be fully funded for design, installation, maintenance, restoration, and removal by others for its projected lifespan.
- conform to provisions of the <https://dot.ca.gov/programs/traffic-operations/oda>.
- Be designed to minimize ongoing maintenance needs. Approved Caltrans protective graffiti coatings may be required if appropriate.
- Be consistent with Headquarters Division of Maintenance-Structure Maintenance and Investigations inspection requirements, including the following:
  - o Paint used on structures should not fill or obscure cracks. Latex or other flexible type paints may be used on concrete structures only with written permission from the Headquarters Division of Maintenance-Structure Maintenance and Investigations.
  - o Painting of steel structures will only be permitted with written permission from the Headquarters Division of Maintenance-Structure Maintenance and Investigations.



- o Painted art should avoid load-carrying, stress-bearing structural members including, but not limited to bridge girders, soffits, columns, and piers. Wing walls and abutments are preferred locations for painted art.
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- o To facilitate Caltrans' inspection, mural art may be placed on removable panels.
- o Chipping, blasting, or modifying existing concrete surfaces is prohibited, unless required by Division of Maintenance-Structure Maintenance and Investigations.

## Bailey, Grant

---

**To:** Marsha Dupre; 'David J. Harris, PhD'; 'Gina Huntsinger'  
**Cc:** 'FOS II'; 'Willard Nancy Richards E'; 'Steve Birdlebough'; 'Lois Fisher'; 'Paul W Harris'; 'Julia Donoho'; 'Tanya Narath'; 'Jenny Bard'; Stephanie Nacouzi, M.D.  
**Subject:** RE: [EXTERNAL] RE: Caltrans website re "Transportation Art"

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Grant

From: Marsha Dupre <marshad@sonic.net>  
Sent: Wednesday, October 13, 2021 4:36 PM  
To: 'David J. Harris, PhD' <legaciesusa@gmail.com>; 'Gina Huntsinger' <gina@schulzmuseum.org>  
Cc: Bailey, Grant <gbailey@srcity.org>; 'FOS II' <friendsofsmart@sbcglobal.net>; 'Willard Nancy Richards E' <willard@sonic.net>; 'Steve Birdlebough' <scbaffirm@gmail.com>; 'Lois Fisher' <lois@fishertowndesign.com>; 'Paul W Harris' <pwh@sonic.net>; 'Julia Donoho' <jdonoho@sbcglobal.net>; 'Tanya Narath' <tanyanarath@gmail.com>; 'Jenny Bard' <jenbard@sonic.net>; Stephanie Nacouzi, M.D. <snacouzi@msn.com>  
Subject: [EXTERNAL] RE: Caltrans website re "Transportation Art"

Thank You, David, for doing all this impt. research. I await seeing the proposed Schulz ideas:-) Not a creative moment to waste.

Appreciatively,  
Marsha

From: David J. Harris, PhD [mailto:legaciesusa@gmail.com]  
Sent: Wednesday, October 13, 2021 3:28 PM  
To: Gina Huntsinger  
Cc: Bailey, Grant; Marsha Vas Dupre; FOS II; Willard Nancy Richards E; Steve Birdlebough; Lois Fisher; Paul W Harris; Julia Donoho; Tanya Narath; Jenny Bard  
Subject: Caltrans website re "Transportation Art"

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- o Chipping, blasting, or modifying existing concrete surfaces is prohibited, unless required by Division of Maintenance-Structure Maintenance and Investigations.

## Bailey, Grant

---

**From:** John Trubee <johntrb09@gmail.com>  
**Sent:** Wednesday, July 21, 2021 11:17 AM  
**To:** Bailey, Grant  
**Subject:** [EXTERNAL] Re: Hwy 101 Bike and Pedestrian Overcrossing Neighborhood Meeting

Unfortunately I cannot view/attend the virtual meeting because my PC is broken and in the shop.  
I do not own a cell phone. This email was sent from a PC at work.

HOWEVER, I reiterate my strong support for this overpass project.

I have traveled exclusively by bicycle in Santa Rosa since 1992.  
I do not own a car because it is a profound financial liability on my meager paycheck.

The traffic configuration for pedestrians and bicycles at Coddington by the 101 freeway is utterly ridiculous and extremely hazardous. It has been a bane of my life for almost 30 years.  
The proposed bridgeway over the 101 is vital to our community and to me personally.

Please O please let's get moving on this ASAP.  
I support this project 1000%!

Please let me know how I can help.

Thank you very much for your time and consideration.

---John Trubee

TRUBEE RECORDS  
John Trubee-Owner  
PO Box 4921  
Santa Rosa, CA 95402 USA

707 303-7879 [johntrb09@gmail.com](mailto:johntrb09@gmail.com)

On Thu, Jul 15, 2021 at 7:04 AM Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)> wrote:

Good Morning,

The City is hosting a virtual public meeting to discuss the Hwy 101 Bike And Pedestrian Overcrossing project with the community on **Wednesday, July 21, 2021 at 5:30pm**. This meeting will primarily focus on the overcrossing landings at Edwards Ave and Elliott Ave with the intent of gathering input as well as hearing and responding to concerns about the project from neighbors adjacent to the overcrossing. The City has released mailers with meeting information however, as you submitted a comment on the project environmental document, I wanted to reach out personally to provide you with the meeting information as well, please see below:

Wednesday, July 21, 2021 at 5:30 p.m.

Join Online: <https://srcity-org.zoom.us/j/92722993505>

Or by Phone: 888-475-4499, Meeting ID: 927 2299 3505

Project Webpage: [www.srcity.org/BikePedOvercrossing](http://www.srcity.org/BikePedOvercrossing)

It is important to the design team and City that our community feel heard and play an active role in the design phase of this project. I hope you are able to attend the meeting, however if you are unable to attend, please feel free to send me any questions or concerns you have about the project and we will do our best to address them in the design.

Regards,

**Grant Bailey, PE | Supervising Engineer**

Capital Projects Engineering | 69 Stony Circle | Santa Rosa, CA 95401

Tel. (707) 543-4508 | Fax (707) 543-4281 | [gbailey@srcity.org](mailto:gbailey@srcity.org)





## Bailey, Grant

---

**From:** Joyce Robalino <jjoycess@gmail.com>  
**Sent:** Thursday, July 15, 2021 7:33 PM  
**To:** Bailey, Grant  
**Subject:** [EXTERNAL] pedestrian/bicycle overcrossing Elliott and Edwards Avenue

This is good news. Although I am no longer able to ride my bike I think this is wonderful and about time.  
My daughter lives in Portland, OR does not own a car and uses a similar overcrossing to get to work from NE to SW  
Portland where Oregon State U. Hospital Research, Shriners Children's Hospital, Veterans hospital and research institute  
to name a few are based.  
Joyce Robalino

## Bailey, Grant

---

**From:** Jenny Bard <jenbard@sonic.net>  
**Sent:** Thursday, July 15, 2021 9:17 AM  
**To:** Bailey, Grant  
**Subject:** Re: [EXTERNAL] Re: Hwy 101 Bike and Pedestrian Overcrossing Neighborhood Meeting

Thank you for the information. I hope the meeting goes well! I will listen to the recording once it is up.

I am a long-time project proponent and am excited for the project to be built!

Jenny

On 2021-07-15 09:05, Bailey, Grant wrote:

Hi Jenny,

Sorry to hear you won't be able to attend the meeting. It will be recorded and posted to the project website given below but there will not be materials available prior to the meeting.

Please let me know if you have any other questions or concerns.

Thanks,

Grant

---

**From:** Jenny Bard <jenbard@sonic.net>  
**Sent:** Thursday, July 15, 2021 9:03 AM  
**To:** Bailey, Grant <gbailey@srcity.org>  
**Subject:** [EXTERNAL] Re: Hwy 101 Bike and Pedestrian Overcrossing Neighborhood Meeting

Thanks Grant. Unfortunately, I won't be able to attend the meeting. Will it be recorded? Are there any materials that will be available ahead of the meeting to review?

Thanks!

Jenny

On 2021-07-15 07:04, Bailey, Grant wrote:

Good Morning,

The City is hosting a virtual public meeting to discuss the Hwy 101 Bike And Pedestrian Overcrossing project with the community on **Wednesday, July 21, 2021 at 5:30pm**. This meeting will primarily focus on the overcrossing landings at Edwards Ave and Elliott Ave with the intent of gathering input as well as hearing and responding to concerns about the project from neighbors adjacent to the overcrossing. The City has released mailers with meeting information however, as you submitted a comment on the project environmental document, I wanted to reach out personally to provide you with the meeting information as well, please see below:

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Regards,

**Grant Bailey, PE | Supervising Engineer**

Capital Projects Engineering | 69 Stony Circle | Santa Rosa, CA 95401

Tel. (707) 543-4508 | Fax (707) 543-4281 | [gbailey@srcity.org](mailto:gbailey@srcity.org)

## Bailey, Grant


---

**From:** BikePartners.net <info@bikepartners.net>  
**Sent:** Thursday, July 15, 2021 8:10 AM  
**To:** Bailey, Grant  
**Cc:** Smedes, Jaime  
**Subject:** [EXTERNAL] Re: Hwy 101 Bike and Pedestrian Overcrossing Neighborhood Meeting  
**Attachments:** image001.jpg

Thank you grant! I have not received any mailers. But I think I did make comments so I do appreciate your reaching out and I will plan to be on the zoom call. This is a huge undertaking and vitally important to the health and future of our city.

Written using voice dictation by...

Geoffrey D. Smith

 BikePartners Bike Shop | 'Bikes That Travel'

Book appointment:

<https://www.bikepartners.net/book-appointment/>

707.595.0386 shop/ voicemail/ mobile/ text

[www.BikePartners.net](http://www.BikePartners.net)

[twitter.com/BikePartnersnet](https://twitter.com/BikePartnersnet)

512 Wilson Street, Santa Rosa, CA 95401

featuring Bike Friday | Brompton | Tern | Montague | TerraTrike | GreenSpeed | Ritchey

 The Bicycle B&B | [www.facebook.com/TheBicycleBNB](https://www.facebook.com/TheBicycleBNB)

Personal cell: 858.442.1425

On Thu, Jul 15, 2021, 07:04 Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)> wrote:

Good Morning,

The City is hosting a virtual public meeting to discuss the Hwy 101 Bike And Pedestrian Overcrossing project with the community on **Wednesday, July 21, 2021 at 5:30pm.** This meeting will primarily focus on the overcrossing landings at Edwards Ave and Elliott Ave with the intent of gathering input as well as hearing and responding to concerns about the project from neighbors adjacent to the overcrossing. The City has released mailers with meeting information however, as you submitted a comment on the project environmental document, I wanted to reach out personally to provide you with the meeting information as well, please see below:

Wednesday, July 21, 2021 at 5:30 p.m.

Join Online: <https://srcity-org.zoom.us/j/92722993505>

Or by Phone: 888-475-4499, Meeting ID: 927 2299 3505

Project Webpage: [www.srcity.org/BikePedOvercrossing](http://www.srcity.org/BikePedOvercrossing)

It is important to the design team and City that our community feel heard and play an active role in the design phase of this project. I hope you are able to attend the meeting, however if you are unable to attend, please feel free to send me any questions or concerns you have about the project and we will do our best to address them in the design.

Regards,

**Grant Bailey, PE | Supervising Engineer**

Capital Projects Engineering | 69 Stony Circle | Santa Rosa, CA 95401

Tel. (707) 543-4508 | Fax (707) 543-4281 | [gbailey@srcity.org](mailto:gbailey@srcity.org)



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## Bailey, Grant

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**From:** Steve S <ss@distancelc.com>  
**Sent:** Friday, April 9, 2021 8:12 AM  
**To:** Bailey, Grant  
**Subject:** Re: [EXTERNAL] Pedestrian Bridge Comment responses

Excellent Grant. Thank you!

Steve

On Thu, Apr 8, 2021 at 4:43 PM Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)> wrote:

Hi Steve,

Another update on this: our consultant has been working to provide a combined response document to the questions you sent to me and the questions you sent to Liz Nagel at Caltrans. We're finalizing the last edits and I expect you should see something either tomorrow or Monday.

Have a nice weekend,

Grant

---

**From:** Steve S <[ss@distancelc.com](mailto:ss@distancelc.com)>  
**Sent:** Thursday, April 1, 2021 10:57 AM  
**To:** Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)>  
**Subject:** Re: [EXTERNAL] Pedestrian Bridge Comment responses

Grant,

This is fine. Thank you for your time and help!

Steve Soldis



On Wed, Mar 31, 2021 at 8:16 PM Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)> wrote:

Hi Steve,

No need to apologize, I completely understand where you are coming from. I just wanted to give you a quick status update on this. I'm currently working on getting the answers to your questions but to give you complete and thorough responses, I probably won't be able to get back to you until mid-to-late next week. I hope this works for you.

Thanks,

Grant

---

**From:** Steve S <[ss@distancelc.com](mailto:ss@distancelc.com)>  
**Sent:** Monday, March 29, 2021 12:59 PM  
**To:** Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)>  
**Subject:** Re: [EXTERNAL] Pedestrian Bridge Comment responses

Grant,

Thank you and I apologize if my tone was out of line in my email I guess I was just frustrated and should have not mentioned court action as this was only part of a conversation with the HOA next door to me. I personally feel if done right, the overpass could be beneficial to the neighborhood however, if done wrong and this turns into a homeless, gang graffiti bridge the neighborhood will turn to trash and we have to do everything possible to make sure the city owns up to keeping this project and our neighborhood a beautiful place.

Look forward to hearing from you regarding my concerns.

Steve

On Mon, Mar 29, 2021 at 6:48 AM Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)> wrote:

Hi Steve,

Thanks for the questions. It's going to take me a few days to get back to you on these but I should have responses to you by the end of the week.

Grant

---

**From:** Steve S <[ss@distancelc.com](mailto:ss@distancelc.com)>  
**Sent:** Thursday, March 25, 2021 5:45 PM  
**To:** Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)>  
**Subject:** Re: [EXTERNAL] Pedestrian Bridge Comment responses

Grant,

A couple quick questions:

1. I noticed stakeholders meetings were held but nobody reached out to me or the neighborhood other than patelco and Dicks.... Why is that?
2. Why can't we see visual renderings that would give us an idea what the bridge would look like from our windows? It appears the north side of my building will be completely blocked by a tall retaining wall. This affects the values of my building and although it states in the report no impact concerning private residence and commercial values will be considered, I think the neighborhood will take this to court if its not. I think it's critical we are able to see what the views would be like prior to building.
3. The responses state there will be NO impact on Parking. This is completely false and I would like to see how they came up with this conclusion. It's been reported dozens of times in the press how parking near the JC has been a nightmare for residents in the neighborhood. Who came up with this conclusion and how can I get a copy of the study?
4. How can the city guarantee us that homelessness will be immediately addressed. Currently we have a homeless crisis in santa rosa and our neighborhood but at least there are no tents, motorhomes etc on our street. How can the city assure us this will NOT happen and if it does, they will address it immediately?

Thanks for your time Grant!

Steve

On Thu, Mar 25, 2021 at 3:27 PM Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)> wrote:

Hi Mr. Soldis,

1. This afternoon the City posted the 101 Bike and Pedestrian Overcrossing project final environmental document to the City project page under the 'Project Approval and Environmental Document' header, see below link. The document can be accessed from the link titled: "Final Initial Study Bicycle and Pedestrian Overcrossing, January 29, 2021".

<https://www.srcity.org/750/Highway-101-Bicycle-Pedestrian-Bridge>

If you're specifically interested in the selected build alignment, please see section 2.7 of the document.

My apologies for the extreme misjudgment of the timeline in which this document would be released. Feel free to let me know if you have any questions.

Thanks,

Grant

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**From:** Steve S <[ss@distancelc.com](mailto:ss@distancelc.com)>  
**Sent:** Tuesday, January 26, 2021 10:28 AM  
**To:** Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)>  
**Subject:** Re: [EXTERNAL] Pedestrian Bridge Comment responses

Thank you Grant for the clarification. I appreciate your time getting back to me.

Respectfully,

Steve Soldis

On Mon, Jan 25, 2021 at 4:15 PM Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)> wrote:

Hi Mr. Soldis,

My sincere apologies for the delayed response, last week was a short week and I lost track of time. The project is currently in the project approval and environmental document (PA&ED) phase which culminates with two documents, a final project report and a final environmental document, each approved and certified, respectively, in this case by Caltrans. The final project report will provide a recommendation if the project should move forward or not (project approval or otherwise) and the final environmental document will detail mitigation measures necessary to minimize impacts arising from the project and address comments received during the comment period.

Until both final documents are released to the public by Caltrans, I cannot speak to the recommendation Caltrans will make. Rather, I was speaking to the timeframe in which the City expects the final project report and environmental document to be released. In reviewing my January 14 email to you, I can see how the language might indicate the project has been approved, my apologies for my choice of words but that was not my intent. Additionally, according to my email, both documents should have been released by this time however, there have been a few delays in final review of each document. In consulting with Caltrans staff, I am hopeful the documents will be finalized by the end of January.

Please let me know if you have any further questions.

Thanks,

Grant

**From:** Steve S <[ss@distancelc.com](mailto:ss@distancelc.com)>

**Sent:** Monday, January 25, 2021 2:28 PM

**To:** Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)>

**Subject:** Re: [EXTERNAL] Pedestrian Bridge Comment responses

grant?

On Wed, Jan 20, 2021 at 11:19 AM Steve S <[ss@distancelc.com](mailto:ss@distancelc.com)> wrote:

Grant,

I noticed you stated Caltrans will be approving and certifying the final environmental document. Does this mean they are approving the plan to move forward or simply approving the comment period and responses?

Thanks

Steve

On Thu, Jan 14, 2021 at 6:44 AM Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)> wrote:

Good Morning Mr. Soldis,

I hope you had a nice holiday season and happy new year. I wanted to check in with you to let you know that I anticipate Caltrans will be approving and certifying the final environmental document for the 101 Bike and Ped Overcrossing project sometime next week. I am working with our department public outreach coordinator to post the document publicly on the City web page but I also expect Caltrans will make the document available online, although I have not received the details of how/where they plan to make the document available.

When I have the details about the document availability I will be sure to pass that information along but I thought I should give you an update in anticipation of the upcoming release. Please let me know if you have any questions, otherwise, I'll let you know when the document is available.

Thanks,

Grant

**From:** Steve S <[ss@distancelc.com](mailto:ss@distancelc.com)>

**Sent:** Monday, December 7, 2020 3:27 PM

**To:** Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)>

**Subject:** Re: [EXTERNAL] Pedestrian Bridge Comment responses

Grant,

Thank you for the response. I appreciate it if you do give me some dates when you know. I heard the decision by the city is to put the pedestrian bridge on Edwards, so the concern for myself and the entire neighborhood is greatly enhanced and we want to stay on top of protecting our property values.

Again, thank you for the response and I look forward to hearing from you when you have further information.

Regards,

Steve

On Mon, Dec 7, 2020 at 3:23 PM Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)> wrote:

Hi Mr. Soldis,

Thanks for following up on the 101 Bike and Ped Overcrossing final environmental document (FED). The FED has not yet been published but I received word last week that Caltrans is currently working to certify the FED by 1/12/2021. Upon certification, I believe the FED, with comments and responses, should be posted for public review within the following week or two. I'm not 100% sure on that timeline so I reached out to Caltrans to confirm but have not heard back from them yet today. When I get a response I will be sure to let you know. In the meantime, please let me know if you need anything else.

Thanks,



Grant

**From:** Steve S <[ss@distancelc.com](mailto:ss@distancelc.com)>  
**Sent:** Thursday, December 3, 2020 4:10 PM  
**To:** Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)>  
**Subject:** [EXTERNAL] Pedestrian Bridge Comment responses

Hi Grant,

I left you a voicemail but figured it was easier to respond via email. I was looking online to see the responses to our written questions back in August. Has anything been published at this point?

Thank you

--

Steve Soldis,

Chairman of the Board



1955 Cleveland Avenue

Santa Rosa, CA 95401  
v 707.521.3557  
f 877.664.9431  
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Steve Soldis,

Chairman of the Board

## Bailey, Grant

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**From:** Bailey, Grant  
**Sent:** Thursday, May 20, 2021 9:20 AM  
**To:** Erica Azimov  
**Subject:** RE: [EXTERNAL] Pedestrian Walkway

**Categories:** CIP Filed

Hi Ms. Azimov,

My sincere apologies for my extreme delay in responding to your email – I do remember receiving it but it slipped through the cracks and I was recently reminded when Elizabeth Nagle at Caltrans forwarded an email you sent to her on May 13, 2021. Currently, Caltrans and the project consultant are draft a response to your concerns and I believe you should see something in the next week.

Please let me know if you need anything in the meantime.

Regards,

**Grant Bailey, PE | Supervising Engineer**

Capital Projects Engineering | 69 Stony Circle | Santa Rosa, CA 95401

Tel. (707) 543-4508 | Fax (707) 543-4281 | [gbailey@srcity.org](mailto:gbailey@srcity.org)



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**From:** Erica Azimov <[erica.azimov@yahoo.com](mailto:erica.azimov@yahoo.com)>  
**Sent:** Wednesday, April 7, 2021 7:01 PM  
**To:** Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)>  
**Subject:** [EXTERNAL] Pedestrian Walkway

Dear Grant,

There is a large group of renters and homeowners who live on Edwards Ave and are against having the Pedestrian Walkway built literally across from our homes. There was another road option, cubby way (?) that did not include residential homes that could have been a better solution to this issue. As a homeowner, I am concerned about the added traffic, parking issues, foot traffic, crime, noise issues, and construction problems that will likely come with such a large building project. If I need to, I will get signatures from those living on the street who are also affected by this project and feel the same as I do. I need to know who I need to contact to talk about this issue. I feel as though our voices are not being heard. I shouldn't have to move because the city council will not take into account those who live here and will be negatively affected by this construction project. Please let me know what I need to do to make sure our voices are heard.

Thank you,

Erica Azimov  
Homeowner  
968 Edwards Avenue

## SANTA ROSA US 101 BICYCLE AND PEDESTRIAN OVERCROSSING

Thank you for your concern. Your input is appreciated and has been considered. We are sorry that you do not feel that your questions on the Draft Environmental Document were not answered but do want to assure you that the Final Environmental Document dated January 2021 and found on the City's Project website did answer all the questions received. The comments received from you on the Draft Environmental Document and their responses can be found on pages 159 and 160 of the Final Environmental Document. For your convenience, we have also provided responses to your questions received via email on May 13, 2021 below:

### Responses to Questions

1. Parking has been an issue on Edwards Ave for a while as there are three apartment complexes near the beginning of the street, along with multiple homes and townhomes. The construction of Dicks and the bus stop has already created parking issues, as that construction eliminated half of the street that was used for resident parking. As stated by another one of my neighbors, "The JC had a 2019 pre-COVID enrollment of more than 20,000 students. If just a few hundred, post-COVID JC students choose to park in our neighborhood and walk over the pedestrian bridge, our neighborhood would be overrun with traffic, congestion, and parking issues."

*The Project would not result in a substantial change in the availability of parking spaces nor substantially increase for the need for parking on Edwards Avenue. The construction of a crosswalk on Edwards Avenue providing direct access from the south side of Edwards Avenue to the western landing of the overcrossing may result in the loss of one parking space. The City has a Residential Permit Program where neighborhoods circulate a petition for presentation to the City requesting the creation of a permit zone. There are currently two zones adjacent to the Project area, north and east of the SRJC campus. The City will continue to coordinate with residents of Edwards Avenue through the final Project design process.*

2. Additionally, as one of my neighbors pointed out in an earlier email, connecting the SRJC area to the Coddington area will likely increase crime in both parts of town. The Edwards Ave area already has significant problems with noise, vandalism, homelessness, prostitution, low lighting, and gang violence. It seems problematic to offer easier access to potential criminals to this area. Many of us who live in the area have already had to deal with our own and/or our guest's vehicles being broken into on multiple occasions as well as property theft. Many of my neighbors, including myself, have had to call law enforcement to this area and allowing criminals an additional "getaway routes" not accessible by law enforcement vehicles would only create more problems for the community and law enforcement.

*The City coordinated with Lieutenant David Boettger of the Santa Rosa Police Department on August 31, 2020 and confirmed that the Santa Rosa Police Department will provide extra police patrols, including foot patrols, in the Edwards and Cleveland Avenue area when time allows. In the event of crime reported in the vicinity of the Project, officers will be dispatched to both ends of the overcrossing to minimize the use of the path as an escape route. Additionally, the SRJC Police Department is located across Elliott Avenue from the Project which should discourage the use of the Project for criminal activity.*

Additional concerns noted by neighbors include:

1. The MND states in 2.3.1 that the SMART station is located near the pedestrian bridge. This is not an accurate depiction of the distance from the station to the potential location of the bridge. I think an accurate measurement of distance as a pedestrian or cyclist would walk should be added and evaluated. It also states the Edwards - Elliot Build alternative would touch down next to a truck loading area and driveway entrance for a large store. This is accurate, however, it does not at all depict the many neighborhood residents it would also touch down at who live directly next to and across the street from Dicks (as seen in figure 2.3-1). Additionally, some of us feel that the removal of JC buildings to accommodate this bridge is a misallocation of their funds, but we are primarily concerned with the public residential area this bridge would negatively affect. Many of us feel that the Bear Cub Way alternative is more appropriate as it doesn't appear Santa Rosa residents in the area would be as affected as it is a primarily commercial zoned area.

*The western landing of the Edwards-Elliott Build Alternative is located within approximately one mile of the SMART station following the most likely path of travel via Edwards Avenue to Herbert Street to Jennings Avenue. Pedestrians and cyclists would likely access the SMART trail at Jennings Avenue to reach the station. The proximity of the Edwards-Elliott Build Alternative to the SMART station is closer than the Bear Cub Way build alternative that was being considered.*

*The Environmental Document did acknowledge that within the vicinity of the Edwards Avenue touchdown there is a mix of different land uses including commercial and residential areas on Edwards Avenue. Impacts were evaluated and the potential for impacts to the adjacent residential and commercial uses is described in Chapter 3, Aesthetics, Land Use, Noise and Vibration, and Transportation and Traffic, of the IS/MND, as well as the Community Impact Assessment (June 2020) of the Environmental Document.*

## Bailey, Grant

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**From:** Bailey, Grant  
**Sent:** Thursday, September 23, 2021 10:38 AM  
**To:** David J. Harris, PhD  
**Subject:** RE: [EXTERNAL] Steel truss prices

Hi Dr. Harris,

Just one clarifying point I wanted to make on my below message is that the clear width of the truss structure needs to be 14.5' between railings so that would probably put the overall structure width somewhere around 17' +/-.

Thank you,

Grant

---

**From:** Bailey, Grant  
**Sent:** Thursday, September 23, 2021 7:23 AM  
**To:** David J. Harris, PhD <davidharris@legacysolutions.net>  
**Subject:** RE: [EXTERNAL] Steel truss prices

Hi Dr. Harris,

Thank you for sending over these cost estimates, very interesting! I forwarded these on to Natalina Bernardi and BKF and Steven Grover to review. One of the comments they had was that the estimates reflect a cost for a 12' wide bridge while Caltrans has required a 14.5' bridge for this project. Is it possible we could get updated estimates based on this requirement?

Thanks,

Grant

---

**From:** David J. Harris, PhD <[davidharris@legacysolutions.net](mailto:davidharris@legacysolutions.net)>  
**Sent:** Thursday, September 16, 2021 12:36 PM  
**To:** Bailey, Grant <[gbailey@srcity.org](mailto:gbailey@srcity.org)>  
**Subject:** [EXTERNAL] Steel truss prices

Grant,  
This is the "next email" mentioned yesterday!

See attached quotes from 2017, weathered steel & 3 coats painted. Between 2011 & 2017, Big R gave me pricing a couple of times. Prices did not change much. In the last year, Big R was acquired by Contech. It already owned two other steel bridge companies. To be seen what current prices might be.

Seems valid to conclude that the steel truss alternative would be a couple of million less than a cable-stayed.

[I was elected by the City Council to the Housing Authority and Redevelopment Agency in 2010 and served two 4-yr terms on HA. Gov Brown ended Redev in 2017. Big R included Redev after my name on these quotes.]

David

**PAUL HARRIS ARCHITECT**

887 Sonoma Av #8, Santa Rosa ca 95404 707 546 0432  
paul@paul-harris.net

**TRANSMITTAL**

**RECEIVED**

**OCT 26 2021**

**CITY OF SANTA ROSA  
CITY MANAGERS OFFICE**

26 October 2021

Mr Henry Wix,  
Design Review Member  
100 Santa Rosa Avenue  
Santa Rosa, CA 95404

Re: bicycle/pedestrian bridge over highway 101

Enclosed you will find for your use:

- 1 copy of 2010 SMART Ideas Competition Urban Design Citation Award
- 1 copy of "BRIDGEWAY" description statement
- 1 copy of the jurors remarks

Please refer to the 2 emails I've sent you regarding the cost savings and ability to locate 'place making art' on a steel truss design as opposed to CalTrans' cable-stayed proposal. Please encourage staff to consider the less expensive steel truss bridge at the November 4th Design Review Meeting.

Copies have been sent to John Sawyer.

Sincerely,

Paul Harris, C11071

# **B R I D G E W A Y**

Cities as vibrant, enriching environments are in vogue again because we are realizing what the deadly costs of suburban living are doing to the earth and our emotional and physical health. The city is not however a denser version of suburbia, but a complex interconnectedness of spaces and experiences that brings richness to our lives. This can be experienced in the parts of beautiful cities that haven't fallen to the wreaking ball of urban renewal and/or commercial exploitation.

Any functional bridge can span an obstacle. Mere function does not a city make. To incorporate additional uses, to bring art and history to life, to strengthen neighborhood boundaries and community identity, to honor landmark tree spaces, to create walkable living begins to create that interconnectedness. To do all that and more makes the city an enriching experience. This is what a city wants to be.

ID#: IDEAS-9006

Paul Harris, Architect  
Santa Rosa, California  
Consultant: Jack Lee, Artist  
Windsor, California  
5 February 2010



## JUROR COMMENTS

RK: "This is really more of a "place specific" intervention as opposed to a district wide plan. The idea of building a bridge and making it habitable. There is an opportunity for further development on the east side of the freeway, events that mirror what is being proposed for the west side, so you've got a reason for wanting to be on the other side of the freeway. It starts the creation of ideas that are independent of vehicles.

EDJ: I'm always pleased to see infrastructure used for public placemaking. This proposal would likely become an instant, and quite beloved landmark, particularizing the otherwise generic space of the highway. The integration of the ramps, shops and classrooms into the existing neighborhoods is very sensitively thought through and while it doesn't address the immediate design of the train station area, it sets a high bar for the design quality of the new infrastructure that will extend access to it. The drawings are very convincing in their scale and buildable, vernacular aesthetic. However, the devil will be in the details to maintain authenticity.

DB: I would have given this a higher award, I think it's a really great idea and there is a lot to appreciate. I like that they use the space under the viaducts like in New York, London and Paris. They have a variety of artisan spaces, studios, theater spaces and even a grocery store, a variety of uses.

LS: The bridge is worth recognizing, a habitable bridge. If you could get the SRJC to put some classrooms in the building, you start to bring them over to the mall property, that could be a great relationship. Retrofitting malls with junior college or government offices are great ways to revitalize mall properties.

General: This is an isolated solution that solves a problem -- it isolates one piece and makes the connection across the freeway. The bridge really should be built. This plan highlights an individual idea of the competition program and shows a strong connection from the rail station to the SRJC and other activities east of the highway. The connection needs to occur before the greater issue of retrofitting the suburban areas around the station.

## CITATION

### Team—from Sonoma County

Paul Harris, Architect  
Jack Lee, Artist, Windsor, CA

### Description—Bridgeway

Cities as vibrant, enriching environments are in vogue again because we are realizing what the deadly costs of suburban living are doing to the earth and our emotional and physical health. The city is not however a denser version of suburbia, but a complex interconnectedness of spaces and experiences that bring richness to our lives. This can be experienced in the parts of beautiful cities that haven't fallen to the wreaking ball of urban renewal and/or commercial exploitation.

Any functional bridge can span an obstacle. Mere function does not a city make. To incorporate additional uses, to bring art and history to life, to strengthen neighborhood boundaries and community identity, to honor landmark tree spaces, to create walkable living begins to create that interconnectedness. To do all that and more makes the city an enriching experience. This is what a city wants to be.