Waldschlößchen

a new bridge in Dresden
INTRODUCTION:
Why this intervention, the UNESCO Heritage site in Dresden, the present project of a bridge at the Waldschlößchen and 5 basic guidelines to insure proper development of infrastructure, preservation of the site and the integrity of the Elbe river valley in Dresden.

PROJECT HIGHLIGHTS
Why a covered bridge over the Elbe at Dresden? Features of this new SMART bridge and why is this new proposal better than the actual project.

GUIDELINES
1- to ease commuting woes
2- to reduce traffic in the historic section of town
3- to provide better access to the Elbe valley parkland
4- to become in itself one of Dresden’s many attractions
5- to blend with the existing structures and general environment of the Elbe valley

CONCLUSION
The Baroque question, can Dresden afford anything less? The cost of tradition and the tyranny of excellence.
During a recent trip to Dresden, I was told that a new bridge was to be built over the Elbe near the centre of town to help the city cope with the ever rising tide of motorists. I was also made aware of the impact the decision to build this bridge could have on the status of the UNESCO world heritage site funding for the Dresden area.

This following text is the result of some research I made on the Dresden bridge project and its possible and most likely result on the area of the Elbe valley and is to accompany the images I have created to illustrate my own vision of a new bridge crossing the Elbe in the vicinity of the old town of Dresden, Germany. I have read many documents pertinent to the visual impact such a structure would have on the Elbe valley. What follows is my interpretation of the context in which a new bridge can be built.

In my view, in order to be successful, the Waldschlößchen bridge project has to fulfill these five major objectives:

1- to ease commuting woes
2- to reduce traffic in the historic section of town
3- to provide better access to the Elbe valley parkland
4- to become in itself one of Dresden’s many attractions
5- to blend with the existing structures and general environment of the Elbe valley

None of these points can be omitted, and all of them have crucial importance. The random order in which they are presented here can be seen as an order of practicality that reflect efficiency and good planning... and not an order of importance.

I am convinced that the evolution of the city of Dresden will demand, sooner rather than later, that a new link be established between the 2 shores of the Elbe. I believe that the present efforts to give Dresden a chance to shine and to show the restoration of a proud heritage must be accompanied by an equally great effort in the areas of transportation to allow visitors and citizens alike to function well in the space provided.

The point of this text is to demonstrate that the evolution of the city of Dresden asks us to be flexible and to open our minds to new ideas... A bridge at Waldschlößchen has been in the book for nearly a hundred years and is a logic, and I believe, a very desirable project to give Dresden two very new attributes; one is a new structure permitting traffic flow to be rerouted away from the historic centre of town, second, to gives Dresden a new attraction on the Elbe, away from downtown and in this most enchanting of valley. In time, it will become a focal point. People will gather and become aware of the great beauty surrounding them.

In this respect, I believe that the construction of a bridge at Waldschlößchen in the Elbe Valley in Dresden must be done with as much care to the site itself, as it must be understood that such a venture is also directed at telling the story, the incredible journey, that every soul in Dresden is part of.

The only other alternative I would support and welcome would be of the construction of a tunnel that would be dogged under both the river Elbe and it’s flood plain. This would be a very expansive proposition but it would be the ultimate answer to this great dilemma. On the other hand, I am totally against the construction of the modern bridge described in the Aachen University study, anywhere in the UNESCO world heritage section of Dresden. Such a structure simply doesn’t belong within the confines of such a district and would relieve only partially future traffic woes.

All these points and more will be treated further in this text.
What I propose is the construction of a double-decker six-lane below, tramway line above, covered bridge in the style of a Baroque castle. Much like the structures that exist at Großsedlitz. During my most recent visit to Dresden, I visited these awesome gardens and I am also including the pictures I took there to illustrate what this ultra-modern "SMART" covered bridge will look like. The lower level will also include indoor art galleries, outdoor gardens or walkways and cycle paths. The upper level will include an indoor gallery as well where reproduction of artwork related to the landscape will be displayed and around Dresden will be exposed throughout the year.

My proposal is to blend the need of a future bridge with the notion of history. My goal is to show that a modern bridge can be built to blend and harmonize with its surroundings. Large, wide covered bridges are not my invention. They allowed our civilization across the Elbe valley seems to be a combination envious of. If the bridge is built as the present one here seems to present many sound reduction devices capable of suppressing almost all noise pollution plus disturbing the floodplain of the area. A painting in the book "Der Blick Auf Dresden" I saw myself in 2005 really struck me as the ultimate goal for the present venture. "Fernblick auf Dresden Deutschland" by Karl Friedrich Schinkel shows this view of the city through the effect of a simulated optical device and no one looking at it for the first time will notice Dresden, right there in the middle. Suddenly, one can see the Frauenkirche and all... Dresden appears... such must be the new bridge at Waldschlößchen if it is to be successful.

To answer the question of cost, only one solution exists. Bridging the Elbe at Waldschlößchen is as serious as it is sensitive and the cost will be to ensure that the best possible choices are made. Noise reduction, pollution levels, access to parkland and integrations to the existing ensemble that constitute the Elbe valley must all be taken in account. The technology now exist to make this a "SMART" bridge in a smart city so that the impact on the immediate environment is positive, logical and respectful of a legacy which speaks volume of its resourcefulness. The savings made by having to do less expansive ground work will surely go a long way to provide material needed for the superstructure. The Baroque external skin, curtains, lighting, signals, access to the park from the tram line cannot be considered extras for they provide the necessary device to make the whole bridge project work. A bridge at Waldschlößchen possible while the area's integrity remain intact. The cost of this bridge is the cost of doing it well, for the generation to come, and as a memorial to the generations who made Dresden the vibrant place it is today.

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A city the size of Dresden will always be faced with choices. Some are easier than others to make. Dresden has been looking to bridge the Elbe at Waldschlößchen for many decades. The type of bridge to build here seems to be a most serious matter for the harmonization of the city with it’s green space is at play here. The need and the logistic of the project are serious. To adapt an age old solution to the modern need of a city is nothing new, especially in Germany.

The addition of a new bridge in Dresden means the city has grown. It also means that the area has gone through an amazing period of change since German reunification. But as nothing is perfect, with the new era came new problems, out waited the Trabis and in came a completely new “parc-automobile” the likes of which had never been seen on this side on the iron-curtain.

More cars, more tourism and more money, Dresden has experience a rebirth that brought the world on it’s doorstep a little over 15 years after the fall of the Berlin wall. For all those who work or live here, there has been a drastic augmentation of the number of vehicles transiting to, from or through Dresden. This means an increased flow of traffic the like of which had never been seen under soviet influences.

Commuting can be costly. Time spend on the road to and from work is not very productive. To reduce this, is to be willing to examine new solutions capable of preventing all sorts of ills that can plague a community. Car wrecks due to impatience and lack of concentration impede on commuting time and tempers soon flare. Overflowing trams can be dangerous as well and the demands on the operational staff can also produce all sorts of problems and accidents. All these nerve-wrecking situations impacts a population, reduce efficiency in the work place, raises tension and end-up costing us dearly in lost wages, wasted fuels, skyrocketing insurance premiums and frayed nerves.

The construction of this new bridge at Waldschlößchen must be done in such a fashion as to help reduce commuting time in and out of the downtown core by removing traffic that has no business there. Traffic crossing town north south or south to north will then be allowed to move freely outside of the congested touristic area, and save large amount of time, fuel and wit not having to breath in the fumes from the countless trucks and busses idling to no end in snarled “Bouchons” as the french call basic gridlock!

Several features of my proposed bridge are made to facilitate the Elbe crossing. First, having six lane and an upper deck for trams ways means an open roadway capable of handling a great number of vehicle on a daily basis. Faster crossing time means better fuel efficiency, less time on the road commuting and a nicer setting to do the commuting in. Another feature to make the commute more interesting would be a visual presentation of the history of the city of Dresden that would be laid out in the walls of the tram line on the second level... there is enough material to be reproduced and exposed to fill a bridge long enough to reach Canada... This exhibit could be changed and made to attract artist from all over the world and here we are touching point 4.

The construction of this new bridge at Waldschlößchen does not mean we are dumping pollution and noise problems into the pristine environment of the Elbe valley. The proximity of the old town and of its snarled traffic is far more lethal a situation than a well paced, well built and well thought of structure up-river. To ease traffic flow in the core and balance the through-traffic away from sensitive areas is the goal here. A tunnel would be the perfect solution... but it’s cost makes it rather impossible to build. Since a bridge seems the only solution, its qualities must give it the capacity to move and carry the traffic with a maximum of efficiency in a minimum of time, with the least disturbance possible on the environment within the park land and within the heritage that constitute the Elbe valley itself. Some studies have shown a decrease in vehicular traffic in some areas of the greater Dresden. Some areas have shown a rise in that same activity. Pros and con will argue this until judgement day... but in the meantime, Dresden is growing and will soon reach its pre-war population levels. This means many more cars and trucks. This also means more citizens looking for access to the parkland and more people, like me, visiting Dresden.

The opening of that very road will raise drastically the flow of traffic coming from the south into Saxony the likes of which... The added stress on the existing infrastructure will most likely create more delays and more frustration for the added capacity of the roads leading into the Dresden area will have to be matched somehow by the environment within the city. This scenario alone demands that a serious re-examination of the present project be made. To build only a four-lane modern bridge with no tramway set-up and to build it in a fashion that takes no account whatsoever of what exists in this part of the city of Dresden, goes against every effort made to date, to preserve the integrity or to make good use of the Elbe river valley crossing at Waldschlößchen.
Less traffic in the historic district of Dresden will have three huge advantages.

1. It will be easier for the visiting public to get around and... Less commercial traffic in the historic district of Dresden will mean longer life and less costly repairs for these structures.

2. Less heavy traffic demands on the older bridges will mean longer life and less costly repairs for these structures.

3. Less pollution, from idling trucks and busses.

A new bridge at Waldschlößchen will relieve the older structures of unnecessary stress. The existing bridges in Dresden can only do so much, and with the ever changing economic and social climate in this part of Germany, the greater Dresden area must be ready to welcome an ever increasing tourism trade as well as the repercussion of economic development in the neighboring countries. With the increasing number of visitor coming to Dresden every year, the historic centre as well as the Elbe valley are areas of Dresden have to be preserved. The area suffered enough from the calamities of war already without having to be defaced or injured once again, all our efforts must be made to solve and construct a viable link that not only will get people from point A to point B, but will be in itself an attraction, the focal point of the arc of the Elbe.

Taking away traffic that doesn’t need to travel through the historic section of the city is the main goal of this exercise. But in order to fulfill this要把, the new bridge MUST BE close enough to the downtown core as to be a viable alternative route in and through the area. To divert the business traffic, commuters and deliveries out of the main touristic area of Dresden can only be seen as a blessing by the tourist trade and by the other sector as well, for they will have better access to their clients, other business and the infrastructures.

Less commercial traffic in the historic downtown Dresden also means a healthier environment for both the citizens and tourists. Less idling, less waiting time at traffic lights and better traffic flow make a huge difference on the quality of the air in any city. Proper management of traffic issues can make a city into a livable place, most German cities I have visited are models of these principles.

Dresden here has a wonderful opportunity to enrich itself of an element that will provide its infrastructure with a unique landmark. A new modern bridge in the style of an ancient castle but equipped with the latest technology and made with the most efficient materials in order to carry this new tide of motor traffic in and out of the city centre.

After spending so much energy rebuilding the Frauenkirche, the Residenz Schloß, the Semper Opera and countless other buildings, can Dresden really afford to build anything less than a matching landmark to insure the safety and welfare of it’s visitor and of its citizens? I visited Dresden twice myself over the past two years... this is an amazing city with a colossal public transit system. It is the bloodstream of the city and for it not to be included at the Waldschlößchen crossing seems to me to be a grave omission at best.

This bridge has to be a model of efficiency, not only the result of a by-pass route, but the logical location for a bridge to be serving a population and a need for better access. I must really put the emphasis on “MODERN” for the bridge I propose will look ancient but like everything ever built in Dresden, this must be a state-of-the-art structure, a marvel of practicality. Only then will this structure be acceptable as a viable solution. It will look ancient to blend-in with it’s location, to blend in with the historical events that have shaped the Elbe valley since 1206. It will look ancient because it has to reflect accurately the beauty and the character of one of the most dramatic city on earth. No one can ever erase the legacy of Dresden. Away from the centre of town, we are able to create a unique landmark to the image of August The-Strong. Had they existed, what would we be crossing the Elbe on today? Fantasy or pure speculation, in order to stay true to the Saxo heritage, what must we build at Waldschlößchen? I inspired myself of the Baroque Garden structure at Grolschlötzle. I thought of using the Kronentor of the Zwinger but then, I didn’t want to demolish the uniqueness and the prestige of the Zwinger. And because the Waldschlößchen bridge is not at the centre of Dresden, I think it should have its own very special character.

I used the Baroque Garden structure at Grolschlötzle because it seemed to have a workable scale and because it looked so good in the middle of a garden... I let you be the judge of the resulting transfer to Dresden. As you see in this section, there is much more to this than just a simple road construction project between two localities. An incredible amount of care must be given to every aspect of this bridge for it will modify Dresden. It must be like no other bridge for it will become part of this complex amalgamation of old and new that is Dresden today.
Here lays probably the greatest advantage this bridge has to offer the population of Dresden. The new Waldschlößchen bridge will allow the public a direct and clean access to this immensly prestigious green space. No parking needed, direct access via a new tramway line with a station right at the heart of the valley at the north entrance tower of this new Baroque-style covered bridge. The whole bridge will indeed be a viewing platform where one will be able to examine all aspect of the structure and where one will be given a panoramic view of the Elbe valley. Equipped with wide covered and open pedestrian galleries, bicycle lanes access ramp an stairs at both ends, the new Waldschlößchen bridge will indeed provide easy way in and out of the valley with a direct tramway route around the clock.

Dresden is far better known for its architectural wonders than it’s parks and green spaces. It is also better known for the drama of it’s destruction than for the amazing con-

The new Waldschlößchen bridge will be the entrance by which many visitors will discover the Elbe. As our planet gets much smaller every day, people are looking at pristine areas like the Elbe valley with renewed interest. Providing a state-of-the-art structure capable of the practical as well as the decorative is a challenge... starting with a better feel for what has to be preserved always helped. I thought that the vacant land close to the river was where much of the old city was. I though thought that the vacant land close to the river was empty. As for the argument against a covered bridge relating to ventilation, let me just say that a tunnel under the Elbe would indeed be a more complex proposal. The mesh curtain discussed earlier will allow the air through, although the installation of turbine or fans seems a fair necessity in case of fire resulting of an accident. Actually, the fact that the new Waldschlößchen bridge will be covered may indeed reduce quite substantially the number of accidents within its surface roadways. This is somewhat of an assumption for we have no way of knowing... this will the first modern 6 lane highway covered bridge ever made. As for the question of trucks carrying dangerous flammable or explosive and chemicals products, I would suspect that the same guideline as tunnels would have to be adopted for the new Waldschlößchen bridge.

Planning for the right structure and build- ing it the right way will reduce repair cost, closure and again, traffic tie-ups. Putting the whole thing under a roof may sound a little odd, but the amounts saved in maintenance alone will more than make up the higher construction cost at first and will for sure make of the Waldschlößchen bridge one of the most visited attraction on the Elbe valley.

So how is this covered bridge supposed to bring better access to parkland?

The key to this is the tramway line, for vehicular traffic will be expedited across as fast as it is safe to proceed. Access for pedestrian and cyclist is the other advantage but, these access will be place at each ends of the structure, away from the flood plain. In climates like Canada or Germany, water, ice and temperature variations extract a very high toll on the infrastructure. Covering a modern highway bridge had been out of the question up until recently. Advances in lighting technology with better solar panels and low consumption lighting devices will allow us to erect this new bridge with the assurance that its presence will not result in a further degrading of the area surrounding it. As for the argument against a covered bridge relating to ventilation, let me just say that a tunnel under the Elbe would indeed be a more complex proposal. The mesh curtain discussed earlier will allow the air through, although the installation of turbine or fans seems a fair necessity in case of fire resulting of an accident. Actually, the fact that the new Waldschlößchen bridge will be covered may indeed reduce quite substantially the number of accidents within its surface roadways. This is somewhat of an assumption for we have no way of knowing... this will the first modern 6 lane highway covered bridge ever made. As for the question of trucks carrying dangerous flammable or explosive and chemicals products, I would suspect that the same guideline as tunnels would have to be adopted for the new Waldschlößchen bridge.

To provide better access to the Elbe Valley Parkland
Dresden has a wonderful opportunity to enrich itself of an element that will provide its infrastructure with a unique landmark. Building this ‘SMART’ covered bridge will be, in itself, reason to celebrate... after all, what other bridge on earth can control the amount of light coming in at sunset by adjusting curtain-angles to reduce glare?

How many other covered bridges are built in the Baroque style? Now, this question may seem totally irrelevant to the performance of the structure itself. But it isn’t. Any bridge built on the Elbe, far away from any cities can turn off by the main road, or place where snow and ice... and here is an example of the Baroque growth. Since a Baroque structure has to have a roof... and here is another fine opportunity for Dresden to be at the forefront of new technologies. Many aspects of the construction and features of the Waldschlößchen bridge will have to be developed, yet Dresden seems to be the best place for that very development to happen.

Dresden is the capital of Saxony, one of the most beautiful and historic cities in Germany. It is located in the heart of Saxony, on the banks of the Elbe River. Dresden has a long and rich history, with a culture that dates back over 1200 years. The city is known for its beautiful architecture, including the Zwinger Museum and the Frauenkirche. Dresden is also home to the Dresden University of Technology, one of the top universities in Germany.

The definition of modern city cannot be made without modern buildings. Economically, morally, politically... and yet, a modern city is nothing without its past. There is Dresden. Reclaiming it’s past from the destruction, but making sure we all know what has been done, when and why. Bridging the Elbe... yet again it seems that Dresden is almost ready to take that very step.

So what is a true landmark in the urban context? I propose this for an answer. An urban landmark is a building or a place, a space where people gather. A place designed for people, a useful practical structure that breaks new ground for it’s engineering, it’s social value and its rela-
tedness to the society that built it. It is my view that if the Waldschlößchen bridge is built to fit the urban demands of modern Dresden, it will become itself a new emblem of that city. Dresden has a golden opportunity to break new grounds, not simply by rebuilding what was once there, but by creating a brand-new landmark out of the needs for better transport, and for that need to be executed in a fashion that fuses the influences and styles that have been the visual gift of Dresden to our world.

Now with all the very high-tech firms that are active in the Dresden area, it is also my feeling that their participation will create an even more unique bridge at Waldschlößchen. With the benefits of this pool of talent, I am sure that their participation will create an even more unique bridge at Waldschlößchen. With the benefits of this pool of talent, I am sure that one could stand next to the Waldschlößchen and barely hear a whisper... and here is another fine opportunity for Dresden to be at the forefront of new technologies. Many aspects of the construction and features of the Waldschlößchen bridge will have to be developed, yet Dresden seems to be the best place for that very development to happen.

A tram line enclosed in the roof is an excellent location to install large copies of pictures and photographs telling the story of the city from 1206 until now. The commuters or visitors will walk that gallery or simply see it unravel from the trams as they are sliding along their routes. Since a Baroque structure has to have a roof... (after all this IS a covered bridge) what better use can we make of it than promoting the history of the city around it! What is wanted and desired is for people to get off the trams and walk to the valley below. And in the winter, that portion of the tram line will remain dry and free of snow and ice.

So there it is, a bridge on the Elbe at Waldschlößchen that blends more than just Baroque style with highway traffic... a showcase, a unique monument to the past, built today for the future generations.
5. To blend with the existing Structures and General Environment of the Elbe Valley

The remarks made concerning the existing integrity of the urban landscape in and around Dresden can be debated to great length. Any urban landscape, be it from the 17th, 18th, or 11th century is the result of an evolution made through the human experience itself. No building surviving in Dresden today can be pinpointed as being an untouched jewel from the past. Dresden is the epitome of what I will call here the evolving human city, a place where human presence is cause for both greatness and catastrophes.

Again, let me ad that a structure situated at Waldschlößchen can actually promote the overall views of the valley and if it gets constructed in the style, or in a style reminiscent of the surrounding structures, it's impact can be very positive indeed. Of course, no one needed a six lane highway bridge over the Elbe in the days of August The Strong... but we do now. My proposal is to blend the need of a future bridge with the notion of history. My goal is to make what must be done, to blend in and to be in harmony with what exists and what existed long ago. Large, wide, covered bridges are not my invention. They allowed our civilization across the rivers of time to our epoch. In both Europe and America, covered bridges got us where we are now. To build such a structure in Dresden up to modern standards and with modern material would indeed be a first. Yes, the top part of the flat roof would indeed be covered of solar panels to generate proper lighting inside. The sides would not be glass but a moderately fine vinyl mesh capable of stopping noise and snow but allowing the air to flow freely through the structure. It would indeed look like a Baroque castle. It would also be a stop on the tram line and would permit faster access to the Elbe valley by the citizens of Dresden.

This great new bridge over the Elbe will indeed interrupt the view from different vistas in the Dresden Elbe Valley. But above it, the new bridge, if built properly to blend in with the surroundings, will become the centerpiece of the valley. It will be in time a place where people go to admire the view in both direction east to Loschwitz or to the west toward the restored Baroque Jewel of Germany, Dresden.

The work of the Institute of Urban Design and Regional Planning of the Aachen University is very complete and precise. A very valuable document, it nevertheless seemed to me to have been short sighted on a few important points. In the definition of terms, a continuing landscape is one that retain an active social role in a contemporary setting. I totally agree with this definition and for that agreement, to deny Dresden the proper use of it’s assets, both human, physical and territorial would constitute a grave mistake. We cannot forego transformation and evolution on the simple pretext of the preservation of sight lines.

Although not an architect myself, but having seen bridges being built all over the world, I can safely assume that the guidelines and features I propose in this document can only help us understand what is at play here. I propose a three span bridge. The present project has nine which will necessitate digging 11 sets of foundations, versus four. That alone represent a huge saving of material, man-hour and energy. 9 sets of foundations for a four-lane highway bridge of 638m is pure nonsense! The Carola brücke built in 1965-66 offers a better ratio and carries both trams and 4 lanes of motor traffic!

And since the preservation of the Elbe valley is a predominant factor into all this, the less we dig and alter the nature of the floodplain, the better it is for the environment and the folks living within its reach. Eleven piers offer way more resistance and potential for damage to a structure than five... specially with the potential for flooding associated to the Elbe. Not taking this in account is alarming indeed. Keeping the noise to a minimum? No, This thing has to be so quiet, standing beside it, one must only be able to hear a faint humming... nothing more. This is why a covered bridge is the answer in Dresden. With modern materials and the latest advances in sound proofing, the inside vault of this bridge must absorb 90% of traffic noise. The pavement itself can be made of smaller particles and made to reduce tire friction noise by almost half according to recent studies in the USA and France. Keeping the noise in from one side of the flood plain right across to the other side in a magnificently ornated structure and in almost complete silence...
In regards to sight-lines and visual impact. I agree that the proposed covered bridge will cause a disruption of the sight-lines east-west or west to east as you may prefer. It is my opinion that although larger and more obtrusive than the present project, the Baroque covered bridge concept harmonizes better with the general look of the area.

There is no doubt in my mind that what we are losing in sight-lines, the new project more than makes up in giving a new focal point to the Elbe valley in the centre of the arc between the old town of Dresden and the eastern suburb of Loschwitz.

This new platform will allow visitors to get a 360º view of the valley and of the amazing structures that exist on both sides. This ability to visualize the entire Elbe valley in this fashion is impossible without a structure standing in the valley. We will lose some of the longer sight-lines, yes, but we are gaining a superb belvedere capable of generating a completely new sense of what the Elbe valley means to the people of Dresden... seeing the valley from the two entrance tower of the bridge will create a completely new set of possibilities for artists to render as well as for citizens and visitors to actually contemplate one of the nicest urban green space the world has to offer. This bridge has to be conceived to enhance Elbe river valley.

I especially planned the north entrance tower to be bigger and taller so as to blend with the hills behind it and to be able to give visitor a breathtaking view of the valley from the old town of Dresden all the way past Loschwitz. This tower will also be the main part of the Elbtal Tramway stop and in it will be hidden stairs and lifts to grant access to the photo gallery at track level, the promenade at road level of the bridge and to the valley floor and the open parkland.

The south tower will have a shorter stance but will also allow people to access the 2 levels of the bridge from the valley floor and the existing network of cycling and walking paths. The longer span length and fewer piers also means much less disruption in the valley during construction as much of the bridge can be designed to be built on shore, away from the valley, these components can then be moved into place with ease and would not require the valley itself to be shut down for weeks or months during construction. The goal is the do as little work as we can in the valley itself. Once the main super-structure is in place, the valley can be wide open and the work above does not need to interfere with human activity in the parkland. It should be organized and planned for people to be allowed inside the structure through a set of steel cage walkways to allow the public to see the bridge being built in front of them. This would be impossible to achieve for a bridge being built over a deep gorge or a wider body of water... but as the valley floor lays one a few meters below, temporary platform to allow the work to be seen by the public would create a real sense of belonging, an opportunity for people to really feel the pulse of the project and to feel its progression. It is also a marvelous opportunity for Dresden to showcase it’s newest attraction... and start attracting more visitors to the area.

This bridge must be the jewel of the Elbe. As Dresden is becoming again the beautiful capital of the Saxon free-state, if we must breach the sight-lines of the Elbe valley, lets do it with something worth looking at, let’s create a masterpiece of modern engineering the likes of which has never been seen anywhere in the world...

Conclusion