

MARKING TIME

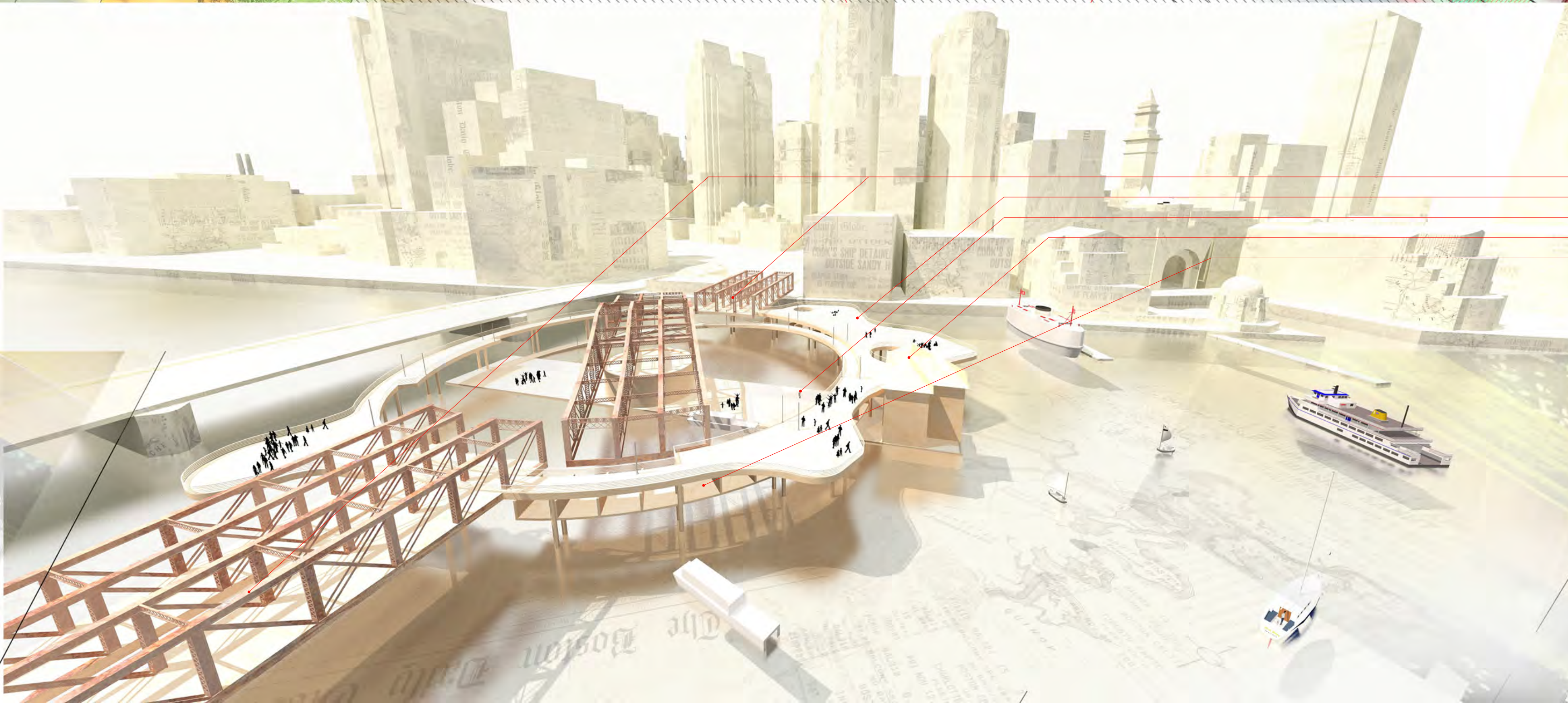
42°21'17.39" N 70°2'55.21" W
OLD NORTHERN AVENUE BRIDGE CLOCK

"THE CLOCK, MOREOVER, IS A PIECE OF POWER-MACHINERY WHOSE "PRODUCT" IS SECONDS AND MINUTES: BY ITS ESSENTIAL NATURE IT DISSOCIATED TIME FROM HUMAN EVENTS AND HELPED CREATE THE BELIEF IN AN INDEPENDENT WORLD OF MATHEMATICALLY MEASURABLE SEQUENCES: THE SPECIAL WORLD OF SCIENCE".
LEWIS MUMFORD, TECHNIQUES AND CIVILIZATION, 1934.

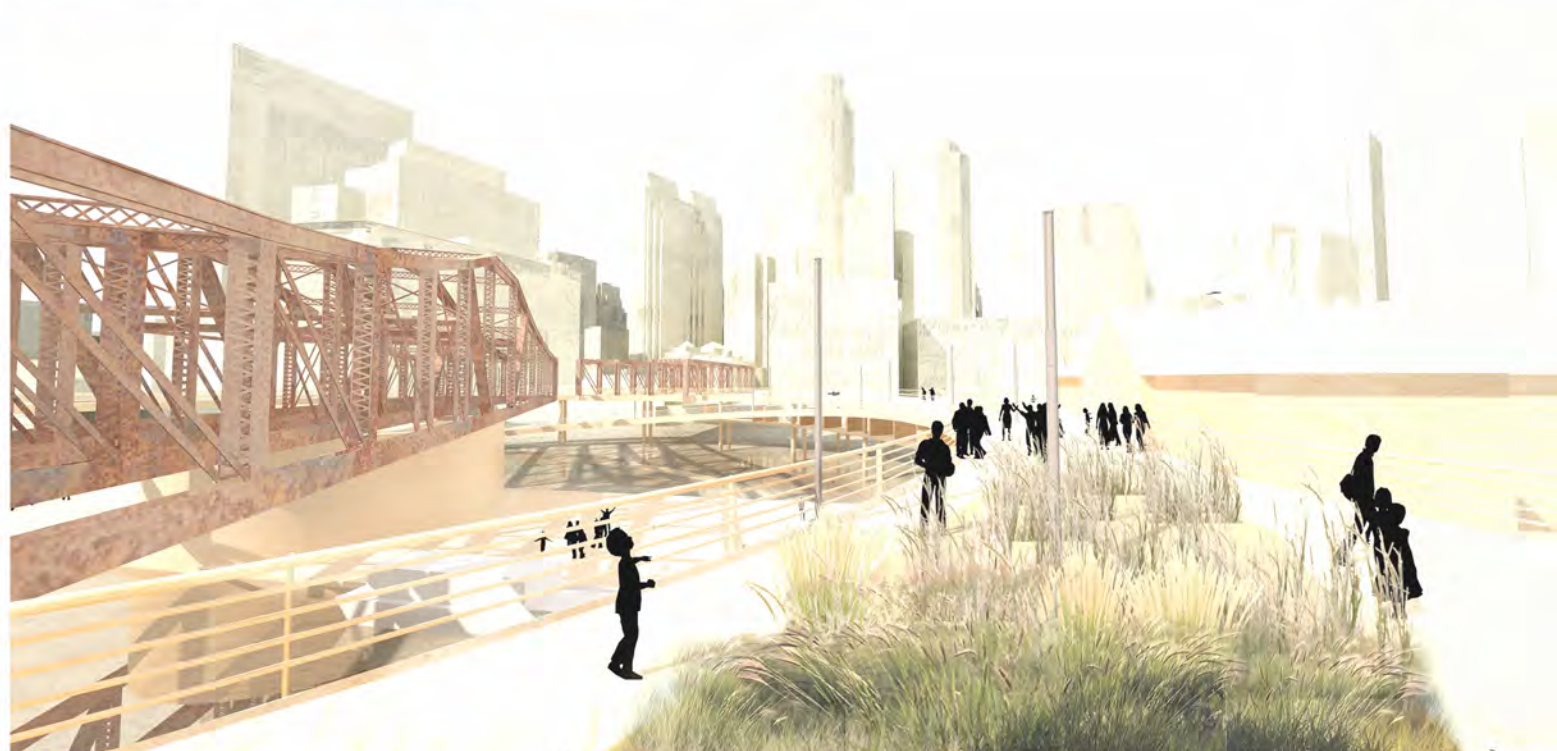
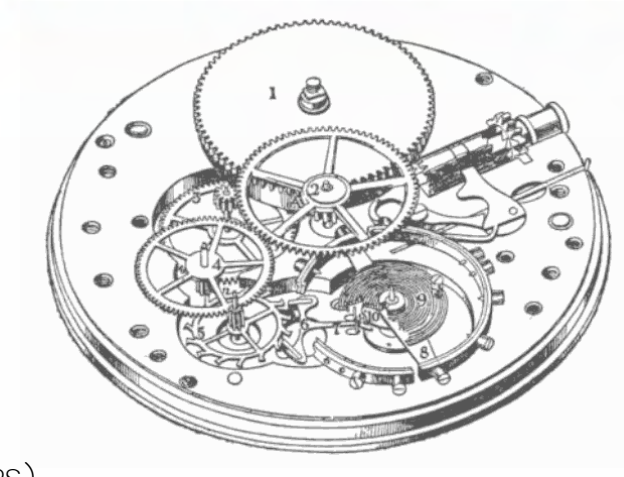
IN 1370, HEINRICH VON WYCK PRODUCED THE FIRST MODERN MECHANICAL CLOCK TOUCHING OFF A WAVE OF OTHER INNOVATIONS THAT CULMINATED IN THE INDUSTRIAL REVOLUTION. THE MECHANICAL ABSTRACTION OF TIME AND ITS COMMODIFICATION MADE THE NATURAL CYCLE OF DAYS, HOURS AND MINUTES SOMETHING TO CALIBRATE OUR PERFORMANCE AGAINST. AGAIN ACCORDING TO MUMFORD, "BY ITS ESSENTIAL NATURE IT DISSOCIATED TIME FROM HUMAN EVENTS AND HELPED CREATE THE BELIEF IN AN INDEPENDENT WORLD OF MATHEMATICALLY MEASURABLE SEQUENCES: THE SPECIAL WORLD OF SCIENCE".

IN 1905-1908 THE CONSTRUCTION OF THE OLD NORTHERN AVENUE BRIDGE WAS PART OF A PROCESS THAT FURTHERED ABSTRACTED NATURE IN THE SERVICE OF INDUSTRIAL PROGRESS, HELPING TO BEGIN A PROCESS OF TRANSFORMATION THAT TURNED THIS AREA OF BOSTON FROM TIDAL A CREEK TO MECHANIZED WATERFRONT THAT WE SEE TODAY. THE BRIDGE SAVED TIME ALLOWING RAILROADS, CARS AND TRUCKS TO PASS FROM ATLANTIC AVENUE IN BOSTON TO FAN POINT IN SOUTH BOSTON, WHILE ALLOWING WATERCRAFT TO PASS UP THE FORT POINT CHANNEL. AS A CRITICAL PIECE OF INFRASTRUCTURE IT ALLOWED THE INDUSTRY OF BOSTON TO FLOURISH IN THE FIRST PART OF THE 20TH CENTURY.

THIS PROPOSAL TAKES THE MECHANICAL PREMISE OF THE BRIDGE'S UNIQUE ENGINEERING AND ARCHITECTURAL FORM AS A "TRIPLE BARRELED SWING BRIDGE" AND RETURNS IT TO THE ORIGINAL KINETIC INTENT OF ITS DESIGN. THE BRIDGE THAT SAVED TIME NOW WILL BE SAVED TO BECOME A BRIDGE THAT MARKS IT. AFTER RAISING THE ORIGINAL STRUCTURE TO 10 FEET ABOVE ANTICIPATED STORM SURGE AND SEA LEVEL CHANGE (20 FEET ABOVE THE FORT POINT CHANNEL), ITS CONCRETE AND GRANITE DRUM AS WELL AS THE TURN TABLE PIT AT ITS CENTER WILL BE



- A) RAMPS TO UPPER DECK
- B) OBSERVATION DECK
- C) WATER TAXI DECK
- D) DRAW KEEPER'S HOUSE (ELEVATORS)
- E) RETAIL AND TICKETING
- F) BIG BEN, LONDON, UK
- G) EDINBURGH'S FLORAL CLOCK, SCOTLAND



FITTED WITH THE MACHINERY TO TURN THE BRIDGE INTO ONE OF THE LARGEST URBAN TIME PIECES IN THE WORLD. THE OLD BRIDGE IN THIS CONFIGURATION WILL SWING CONTINUOUSLY, ACTING AS A CLOCK, WHOSE MINUTES WILL BE MARKED BY CONTINUOUSLY CHANGING RELATIONSHIP TO THE HARBOR AND THE SKYLINE. A PLATFORM WILL BE ADDED AT WATER LEVEL TO RECEIVE WATER TAXI AND OTHER SMALL BOAT TRAFFIC. THIS TRANSITIONAL LANDSCAPE WILL PROVIDE WATERSIDE ACCESS TO THE NEW ENCIRCLING RING OF THE CLOCK WHICH WILL ACT AS A WALKWAY, GIVING PEOPLE A NEW VANTAGE POINT TO ENJOY BOSTON'S HARBOR, SKYLINE, WATERFRONT AND AIRPORT, BUT ALSO GIVING TOURISTS AND COMMUTERS A MUCH BETTER UNDERSTANDING OF THE NOVELTY, INNOVATION, AND IMPORTANCE OF THE ORIGINAL NORTHERN AVENUE BRIDGE. AS THE NEW RING WALKWAY AND DECK WILL BE ABOVE THE WATER IT WILL BE ACCESSED BY RAMP AND/OR BY ELEVATOR LOCATED IN THE REPURPOSED DRAW TENDER'S HOUSE. UNDER THE RING AND DECK WILL HOUSE TICKET COUNTERS, SMALL SHOPS, AND OTHER AMENITIES SUITABLE TO A TRANSIT HUB.