



Bridge Contrapposto

What makes the Northern Ave Bridge unique is its ability to turn its central part, this idea which reflects the great engineering of its era is frozen in this concept, by turning the central part as much as possible while maintaining a smooth circulation/connection of its paths achieved in different ways. Coincidentally the turning is held on an exact East West orientation. The bridge is also lifted to maintain the 9-foot minimum clearance required for the boats passage but more importantly to keep it turned at the intended angle. The Bridge is for Pedestrians and Bicycles Only. The Bridge is dedicated for pedestrians with a separate tube-like ramp, in yellow, for Bicycles. The wooden paths, the yellow ramp and the side paths, have all been interwoven so as to create a more dynamic experience, emphasize the turning of the bridge and create a focal point in the center where the paths intersect and the Hydraulic engines are placed. And in the case of the bicycle ramp, while it turns in the opposite direction of the Bridge's turning and makes a counterbalance on the overall structure's image it also reinforces the structure to be able to create the cantilevers intended. The Yellow Ramp is the element exposed most especially at the void created by the turning but that is intentional to give the Bridge a sense of newness or a new spirit. The turning of the bridge creates a 3 dimensional experience for the public when accessing or even just viewing the structure from the land side or the adjacent bridge, this allows for a better appreciation of the details and the engineering of a 100 years back. The central Cylinder is made open for the public to view the Hydraulic Engines, thus they're used here as artifacts and could also be coated in Chrome as a final retirement and honoring after 100 years of work. The visitors or those accessing the outdoor Platform would also will also go through a spiral ramp and get a full experience of the turning in the cylindrical structure. Since the Bridge has enough height Platforms have been added for temporary galleries or other suitable uses. All platforms are Wheelchair accessible by Ramp for the ones on the sides and an elevator and stairs for the central part and all are connected arching above the yellow ramp. The central platforms of the Gallery occupy the highest point in the bridge and also act as an observation deck, viewing the skyline of the City around. There are suggestions to have static Vehicles, school Buses, an old train cabin or containers all modified to be used as food parlors or cafes at different locations within or around the Bridge. In this regard and as per the above the Bridge has accessibility above, below and through its center, mixed and dedicated paths and so it satisfies the first requirement. It also has a Gallery, Café's and additional kiosks may be added as needed to turn it into a destination in addition to the access to the outdoor platform and so it satisfies the second requirement. As for the appreciation of history, experiencing it in at an angle and also exposing the engines and accessing the Central Cylindrical space give a chance to appreciate history, let alone viewing the whole structure in different ways and at different levels. The central structure could be made fully closed or as shown partially covered in steel mesh to reduce wind effect and thus make it more usable in winter. In this proposal the Bridge is intended to be fully rebuilt out of new material, slightly improve to last longer or a suggestion to cast the old structure in a transparent material like acrylic and reengineer the edges so that it could carry itself again using the new elements on the boundary while keeping the center part for History and aesthetics thus acting in the opposite of the norm in engineering where the structure comes first and then cast by finishes. In this case the structure is on sides and corners maintaining the transparency to see the old structure. The Bridge stands in a Contrapposto pose like the David of Michelangelo and turns into an Old and New landmark in the Greater City of Boston. 25.04.2016

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