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Thickening: A 21st century approach for resilience in infrastructure

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THICKENING

A 21st century approach for permanence [resilience] in infrastructure

Syracuse University School of Architecture
The twentieth century was witness to both an infrastructure boom and bust. It is the twenty-first century that will need to determine not only how to address crumbling infrastructure but also how to position new ones.

—Lateral Office/InfraNet Lab, Pamphlet Architecture 30
CLAIM
SITUATION
a//Reconsidering [p]:INFRASTRUCTURE
  Re-introducing “architecture” in Architecture
  Infrastructure in the context of Engineering
Infragrastructure
  Infrastructure in the context of Architecture
  Infrastructure Dichotomy
b//The Bridge Problem
  Bridge Crisis in the US
  Looking beyond the ‘Engineering Problem’

CONTENTION
  The Chunnel: Resilience through Redundancy
  Redundancy beyond Idleness

4. DESIGN TECHNIQUE
  Bridge matrix
  Superstructure, Substructure and Foundations

SITE
a//Pittsburgh
  Liberty Bridge
  Site Mapping
  Pittsburgh antiquated CSG

THICKENED VISION
  Concepts
  Program + Tectonic References

CONCEPTUAL STUDIES
  Plane
  Redundant Elements

AIMS

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CONTENTS
Infrastructure should be designed for higher RESILIENCE, not permanence. Rather than over-engineer to resist the inevitable failure of individual components, the next generation of public infrastructure needs to exceed its technical specifications and seek opportunistic hybridity between systems. In doing so, new possibilities for multi-layered use/outputs emerge which contribute to a more productive and resilient infrastructural lifespan.
Designing for permanence and single use has burdened many developed/underdeveloped countries with ineffective and aging infrastructures. Coupled with increased urbanization, the rate at which these vital frameworks deteriorate has produced pervasive phenomena with social, economic and environmental ramifications.

**SITUATION**

Fig 1.0 Sewage overflow in the River Thames. During times of heavy rain, storm water runoff and raw sewage get dumped into the river.

Fig 1.1 The Northeast blackout of 2003 affected more than 65,000,000 people. The malfunction began from a software bug.

Fig 1.2 Floods in Pakistan and India. Their systems were not designed to handle monsoons.
In transport infrastructure, as the lifespan of highways, tunnels and bridges is approached and exceeded, failures become inevitable. These unexpected events generate systematic inefficiencies that if ignored, can escalate to a full-system breakdown. Less tragic occurrences however come in the form of frequent delivery setbacks, traffic and increased fuel expenditure. By extension, they affect everything and everyone; from urban and economic productivity to civic health and social interaction. As a result, governments are in a perpetual dilemma whether to repair or replace aging structures in order to mitigate the constant pressures of a growing population.
Aging transit systems cost billions of taxpayer’s money to remain operational. In the context of competing political interests and limited financial resources, this perpetual process demonstrates the burden of designing infrastructure through the lens of permanence and singular use. As we transition into the next chapter of public works, it is necessary to agree on a collective approach that can translate high public expenditure into greater service output.

By arguing for higher public use as a way to compensate for the financial burden associated with failure, future infrastructures can be positioned both as a collective good and a resilient service. This offers an opportunity to reconsider the premise and scope of infrastructure in cities, as well as their relationship with the larger ecological systems of our landscape.

Architects can intervene in this process by expanding their marginalized niche in infrastructure and deploying “architecture” in collaborative discussions with engineers, ecologists, historians and transport planners.

**RECONSIDERING (n): INFRASTRUCTURE**

**High public expenditure to keep problematic infrastructure operational**

**Infrastructure as a collective good rather than a collective burden**

Architects need to expand their niche as aesthetic advisors.
Re-introducing “architecture” in Architecture

During the 20th century, engineers and transport planners were generally the main authorities responsible for the production of public infrastructure; architects were utilized mostly as aesthetic advisors.

In the essay Formatting Contingency, InfraNet Lab/Lateral Office (IN/LO) critiques this marginalization and asserts that the discipline would benefit from a reintroduction of “architecture” as it has evolved in other fields.

Co-opted in 1960s Business and Computation theory, “architecture” came to signify a systems-thinking practice that dealt with multilayered processes and organizational complexity. This produced a new breed of architect that ventured away from the constraints of walls and zoning regulations into the ephemeral field of data and frequencies. By extension, the design agenda entailed the production of services through the coordination and assembly of systems.

As the information services began expanding, the operational interdependencies and perpetual increase in user volume led to greater complexity within the system. With this came more opportunity for failure. Realizing these occurrences are inevitable, business and computation architects infused failure in the structure of the code. This radically shifted the conventional mindset that equates reliability with permanence. Rather than arguing for a resistance to failure, systems architects designed systems that anticipated and accepted the possibility of such events occurring. In doing so, the architects were able to minimize the inefficiencies thus, yielding a more resilient service capable of addressing a greater number of stakeholders.

Today, as architects seek ways to intervene in the production of infrastructure, a similar systems-thinking approach could prove strategically productive. In doing so, architects will be able to utilize infrastructure not only to deviate from the confines of buildings but also as a means to reconcile the disciplines historic relationship with the city and the environment.

![Architecture in the Expanded Field](Image)
The fundamental issue with public infrastructures is that they are engineered with closed system logics. This means that the connections and transfers between various nodes are optimized to accommodate specific uses and capacities. If a closed system exceeds its limits or is met by a force that disrupts its balance, it will fail and, by default, subside into the realm of an ‘engineering problem’.
Infrastructure and architecture haven’t always dissimilar. Predating the semantic period of postmodernism, a substantial number of architects explored hybrid relationships between the fields of infrastructure, architecture and urbanism. By revisiting some of the seminal projects of the 20th century, it is possible to begin speculating on the role of infrastructure beyond that of a closed system.

Early utopian proposals, such as Edgar Chambless’ Roadtown and Le Corbusier’s Plan Obus for Algiers, attempted to fuse the formal characteristics of infrastructure with the spatial content of architecture. Through this, a set of linear volumes emerged that embodied spatial and programmatic diversity. By weaving together geographically disparate systems such as agriculture, live, work and transit, the architects were able to produce a multilayered conduit of interdependent social, economic and cultural exchanges. The overarching theme was to juxtapose the inefficiencies associated with sprawl by clustering all the essential functions of society into a single continuous volume.
Latter proposals like Kenzo Tange’s Tokyo Bay Project and Peter Cook’s proposal for a Plug-in City—respectively part of the Metabolist and Avant-garde movements in the 60s—deployed infrastructure as an adaptive and resilient ‘superorganism’. By utilizing common techniques of mass production, the architects developed city-like megastructures that could reconfigure their spatial content by adapting to various inputs and outputs. These transformations were facilitated by plug-in structures that enabled the standardization, and at the same time customization, of systemic growth.

Despite the clear differences—formal and conceptual—these projects share a number of distinct similarities. In each case, the architects utilize infrastructure to create an object composed of aggregate spaces and processes. Secondly, unlike traditional architecture where the building site is delineated by property lines and zoning regulations, these objects employ infrastructure to operate at a territorial scale, thus becoming inextricably linked with the larger social, ecological and political systems in our built environment. Respectively, the architects also challenge the conventional logics of closed systems by infusing the architectural object with open systems of operation. This mindset introduces reciprocity between programs and functions which in turn yields valuable output.

Collectively, the proposals inform various roles that infrastructure could embody. Rather than remain confined to the operational limitations of closed systems, infrastructure, through the lens of architecture, has the potential to be understood as an [open] system, a [continuous] resource, a [expanding] territory and an [reconfiguring] object.
THE BRIDGE PROBLEM

The bridge is a key element within the network of highways. Optimized—exclusively—to service the continuous flow/distribution of people and goods over physical obstacles, the present state of bridges forecasts a future of systematic disfunction.

Over the past decade, bridges in the United States have become significant players in the growing crisis of public infrastructure. Built using logics of singularity and economy of scales, when the growth of transportation networks was less of an expansion and more of an explosion, many of the bridges are inadequately redundant to handle current/future traffic loads and densities. Several of them in fact lack redundancy altogether. The truss bridge is a prime example of this situation. With a structural body assembled entirely from fracture critical members it poses the risk that if one member fails, the entire structure will collapse.
Bridge Crisis in the US

Currently, the National Highway System (NHS) has an inventory of over 600,000 bridges. A study conducted in 2012 estimated that one in nine bridges has exceeded its 50-year designated lifespan and, by engineer’s standards, suffers from ‘structural deficiency’. This indicates that imminent failure is not a primary concern but rather the bridge’s design no longer meets current highway standards. As a result, the US Congress, alongside the American Society of Civil Engineers (ASCE) and various other state-related transportation authorities, is faced with a strategic dilemma of whether to repair or replace these problematic structures.
Looking beyond the ‘Engineering Problem’

Following two consecutive bridge collapses in 2007 and 2013, the general consensus advocates that future structures need to be stronger and more reliable. This mindset, similar to repair, will only postpone the effects of failure in the short term by means of ‘technical optimization’. As architects, we need to deviate from the realm of strictly an ‘engineering problem’ and instead seek ways to yield higher resilience through productive moments of reciprocity/hybridity between our current infrastructural systems.
Architecture can participate in the discussion of bridge resilience by approaching the issue through **THICKENING**: a strategy that aims to modify the spatial utility of the bridge from a **LINE** to a **VOLUME**. This is achieved by infusing the structure with:

1. social, environmental and economic vibrancies
2. multivalent redundancy
3. reciprocity between systems

**CONTENTION**

Steve Rogers (Situation)

Engineer
We need to make the system more redundant

Transport planner
We should focus on connecting point A to B

We should seek spatial opportunity and multivalence in redundancy

Architect

Intervention (Thesis Prep)

Public
Need any input?

Captain America (Thesis)
As demonstrated in business and computation architecture, permanence yields unreliable systems. Redundancy however does NOT.

Redundancy in infrastructure typically materializes in the form of added structural/tectonic insertions. The purpose of this engineered measure is to minimize the effects of failure if one of the components is compromised. Although it enhances the resilience and reliability of the system, it is by no means necessary for the system to function. A notable application of redundancy is demonstrated in the design of the Chunnel, an underwater tunnel system that enables locomotives to cross the English Channel and connect France to the UK. Instead of ensuring the resilience of the systems through added structure, redundancy in the Chunnel is spatially articulated.

In order to deal with a high volume of shipments and passengers, the designers and engineers had to acknowledge the potential failures of individual components. They compensated for these events by deploying three interconnected tunnels; two for locomotive traffic and one redundant service tunnel for routine maintenance/potential escape route.

Since its opening in 1994, the service tunnel has been used in five instances for purposes of evacuation. The rest of the time it remains idle, contributing neither to the utility of the system nor its structural integrity.
Redundancy beyond idleness

It is without question that the implementation of redundancy is vital to ensure public safety. The Chunnel serves to validate this but also, demonstrates that redundancies can be articulated spatially, not only structurally.

As architects, can we utilize the idleness to our advantage? Can we design redundancy to be more active rather than passive, both structurally and spatially? Can it embody multiplicity rather than singularity? Can redundancy address stakeholders and contexts beyond the system itself?

Unlike the Chunnel, bridges utilize redundancy passively as counter measures for structural failure. In suspension bridges for example the numerous cables are a form of redundancy. Other redundancies exist such as road barriers, joint bearings, drainage systems etc, but they are less vital to the integrity of the system. Nevertheless, their collective existence is inextricably linked to mobility. Although this seems obvious, it exemplifies the inefficiencies of closed system ideologies.

WHAT IF architects could articulate redundancy spatially in order to mediate issues like water filtration, waste management and/or energy production?

A bridge infused with multivalent redundancy would have the potential to fulfill its primary purpose as well as become a resilient system within its context—a facility for subjects (users/public), objects (inputs and outputs) and ground (urban fabric) to engage in a mutually reactive dialogue.
By delaminating the bridge into its basic subdivisions—superstructure, substructure and foundation—architects can seek ways to productively ‘de-optimize’ the redundancies of various components into scenarios/opportunities for inhabitation, participation and added value.

Take for instance road barriers. Their utility is irrelevant to the structural integrity of the superstructure. Rather, road barriers ensure driver safety by providing a redundant boundary between opposing flows of traffic and/or extreme changes in elevation. Through de-optimization, architects can thicken the singular use of the barrier to generate additional utility as a sound dampening device, a storm water collection tank, a multimodal circulation corridor etc. By employing this technique, engineered redundancies can become spatial articulated thus, providing new opportunities for public use.

Therefore, literacy in the tectonics of bridges, the inherent structural forms and the passive systems embedded within the structure become imperative components in this investigation. Collectively, they will determine the type, scale and context of potential intervention.
BRIDGE MATRIX

<table>
<thead>
<tr>
<th>AXON</th>
</tr>
</thead>
<tbody>
<tr>
<td>CABLE STAYED</td>
</tr>
<tr>
<td>TYPE</td>
</tr>
<tr>
<td>Verrazano–Narrows Bridge</td>
</tr>
<tr>
<td>Material: STEEL</td>
</tr>
<tr>
<td>Lanes: 12</td>
</tr>
<tr>
<td>Daily Traffic: 198,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ARCH</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUSPENSION</td>
</tr>
<tr>
<td>Structure: Longitudinal Elevation</td>
</tr>
</tbody>
</table>

The suspension bridge is one of the most notable forms within the highway system. Due to its structural, material, and cost efficiency, this type of bridge is very cost effective for spanning extreme physical obstacles such as large bodies of water and mountain ranges. The deck supported by girders or stiffening trusses forms a large part of the superstructure which is then gracefully hung from the main cables via hangers. These cables are then tied to the each substructure component - towers and anchorage - on either side.

The last 50 years has seen a rise in the construction of cables-stayed bridges. Its popularity can be attributed to low cost, ease of construction, and minimal aesthetics as well as for its structural ability to accommodate medium and short spans. The deck superstructure is assembled with multicell girders using the balanced cantilever method, thus greatly reducing construction costs due to lack of falsework. In addition, the monumental substructure - the pylon - is built solid or hollow, depending on the tower size and the loads from cable stays.

The arch bridge is a structure derived directly from the bending moment diagram. Its form eliminates the need for a pier in the river, which in the case of suspension bridges can be a problematic and expensive task. The large horizontal forces exerted by the superstructure (i.e. deck and arch) are resisted by the vertical members of the substructure (i.e. abutment and spandrel columns). In terms of construction, engineers use either the cantilever method with falsework or a prefab assembly of steel girders. Although the aesthetic qualities, the bridge is one of the most expensive structures in the highway system.

| USE STRUCTURE |
| CROSS SECTION |
| Span Range (m): 300-1990 |
| Span Range (m): 250-1110 |
| Span Range (m): 120-500 |
| Span Range (m): 90-300 |
| Span Range (m): 90-250 |
Truss bridges spawned during the 19th century and extended well into the 20th. Nowadays, the era of the truss as a bridge typology has come full circle. The change in focus can be attributed to the fracture-critical nature of the truss members meaning that if any member were to fail, the entire structure would collapse. Notable examples are the 2007 and 2011 bridge collapses in the US. Another reason engineers deviate from this typology is due to the high maintenance costs. However, the use of trusses as bridge components is still very popular. The decks of suspension bridges are a prime case of their widespread use as deck superstructures.

Box girder bridges, albeit high construction costs, are aesthetically pleasing solutions to bending moment and torsion. Although the similarity with arched bridges is evident, the lack of standardization restricts their use to medium and semi-long spans. The concrete box girder is employed heavily for this type of bridge construction and typically uses precast or cast-in-place members. With longer spans, engineers resort to the balanced cantilever construction method to build the superstructure.

The slab-on-girder is the most standardized and uniformly designed superstructure in the highway system. It is comprised of a concrete slab resting on a set of steel or pre-stressed girders. Uniformity means that consistent, and therefore economical, methods can be employed in repairing deteriorated structures as well as expanding them in size if necessary. This type of bridge is ubiquitous along highway networks and in many cases can be found within urban centers.

A one-way slab is a popular and economical bridge for extremely short spans. Typically precast, the bridge’s deck is re-inforced concrete supported on either side by small abutments and bearing. Often, circular voids are sometimes used to reduce the dead load of the slab.
The bridge deck system is the part of the superstructure directly carrying the vehicular loads. It is furnished with balustrades or parapets, crash barriers, highwaysurfacing, footpaths, traffic islands, railway tracks, expansion joints and drainage systems. The substructure comprises piers, columns or abutments, capping beams and bearing. The foundation consists of reinforced concrete footings, spread foundations, rafts bearing directly on soil or rock and capping slabs supported on piles, wells and caissons. The superstructure of the bridge deck system can be any one or a combination of the following: slabs, coffered slabs, grids, beams, girders, cantilevers, frames, trusses and arches, cables, suspenders and cable stayed.
The Ohio River flows along the borders of six states (IL, WV, KY, IN, PA). It consists of 100+ medium to long-span bridges (mostly truss type bridge made of steel). Contains a system of infrastructures (locks & dams for water stairway). The River is the source of drinking water for more than 3 million people. Strong interest to rehabilitate, reclaim and promote the river front, particularly in Cincinnati, Pittsburgh and Louisville. Ohio River is considered the MOST polluted river in the United States due to high industrial discharge.
Sites Considerations

Pittsburgh, PA

"city of bridges"

Fort Pitt Bridge
Fort Duquesne Bridge
Smithfield Bridge
Panhandle Bridge
Liberty Bridge
South Tenth Street Bridge
Birmingham Bridge
Veteran Bridge
David McCullough Bridge

443 446
Pittsburgh is situated where the Monongahela and Allegheny Rivers join to form the Ohio River. Known for pioneering the mass-production of steel, the city owes much of its fortune to the three rivers that flow through it. By extension, a rich infrastructural palette was implemented to provide a fluid distribution of goods and resources. This resulted in the production of over 400 bridges within the span of 100 years; each one with its own history, structural typology and use.

Today, these bridges still remain vital components for the city to function. They connect railways, highways and tunnels, providing direct passage between the working class neighbourhoods and the inner city/downtown. It is within this context that a new bridge prototype could be deployed.

<table>
<thead>
<tr>
<th>Bridge Name</th>
<th>Type</th>
<th>Built</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liberty Bridge</td>
<td>Steel arch bridge</td>
<td>1977</td>
<td>Connects Uptown, Oakland, the Hill District and South Side Neighbourhoods</td>
</tr>
<tr>
<td>Birmingham Bridge</td>
<td>Steel and welded girder</td>
<td>1987</td>
<td>Carries Interstate 79 Connect to Downtown</td>
</tr>
<tr>
<td>Three Sisters Bridges</td>
<td>Steel bowstring arch bridge</td>
<td>1928</td>
<td>Connects the West End to the Chateau neighborhood on the North Side of Pittsburgh</td>
</tr>
<tr>
<td>Fort Wayne Railroad Bridge</td>
<td>Concrete/Steel</td>
<td>1928</td>
<td>Connects downtown Liberty Tunnel, Int. 576 South Hill Neighbourhoods</td>
</tr>
<tr>
<td>West End Bridge</td>
<td>Steel Lenticular Truss</td>
<td>1932</td>
<td>Transport +</td>
</tr>
<tr>
<td>Veteran's Bridge</td>
<td>Steel cantilever w/ concrete piers</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pittsburgh Steel Industry Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>1904: Begin Steel Industry</td>
</tr>
<tr>
<td>1910s: Vital public works completed. Sewer, water and electrical infrastructure in place.</td>
</tr>
<tr>
<td>1926: Renaissance I revitalization project commences</td>
</tr>
<tr>
<td>1945: Renaissance I revitalization project completes</td>
</tr>
<tr>
<td>1985: Renaissance II revitalization project commences</td>
</tr>
<tr>
<td>2000: Renaissance II revitalization project completes</td>
</tr>
</tbody>
</table>

Fig 4.0, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6
Built in 1928, the Liberty Bridge connecting Downtown Pittsburgh with Liberty Tunnel is being prepped as a poster child for an advertising campaign that hopes to pressure Congress into passing a long-term funding bill for infrastructure repair and replacement.

Over the past decade, the bridge has shown significant signs of deterioration. Despite plans to rehabilitate this aging structure, the general public, alongside various labor unions, namely the Laborers’ International Union of North America (LIUNA), advocate that the time has come for the Liberty Bridge to be replaced.

Similar to many rust-belt cities, Pittsburgh is constantly seeking ways to reinvent/rebrand its image. The last two decades have seen the city undergo two significant changes. The first involves the shift from a manufacturing-based economy to a high tech industry specializing in the fields of robotics, medicine, and computer science. The second planned for the revitalization of post-industrial waterfront property. Several projects have been implemented to rekindle the city with its rivers. The aim is to re-activate dormant sites along the riverbanks into animated spaces for recreation and leisure.

Could the prototyping of a new bridge inform the next wave of change?
Corporate Offices and Impervious Surface Parking

Annual discharge frequency of CSO into the Three Rivers

- 1-12
- 13-29
- 30-59
- 60-70
- Deep Tunnel Inceptor
Pittsburgh’s antiquated Combined Sewer and Overflow (CSO) System

When it storms in Pittsburgh, rainwater frequently exceeds the designated capacity of the outdated sanitation sewers forcing raw sewage to spill into the rivers at a rate of ~1 billion gallons per year.

As a result of this perpetual process, the river is fouled with waste and thus deemed unsafe for the better part of the boating season.

The Problem

- **ALCOSAN CSO Discharge**: 36 in/yr
- **Average Precipitation**: 36 in/yr
- **Storm event**
- **CSO Discharge**: 1 bn gallons/yr
- **Treats 200 million gallons of wastewater daily**

Fig 5.0 ALCOSAN’s map of combined sewer overflow locations around Pittsburgh
Proposal for gray water infrastructure

As of 2008, the Environmental Protection Agency (EPA) has given Allegheny County Sanitary Authority (ALCOSAN), the municipality for waste and water management in Pittsburgh, until 2026 to meet the Clean Act Standards.

In order to meet this deadline, the municipality proposed a 2bn $ sewer plan that would utilize gray infrastructure to mitigate 60-70% of the overflow. This plan was rejected by the EPA declaring it deficient and far too costly.

Fig 5.1 Warning sign declaring the river receives sewage from overflows

Fig 5.2 A proposed gray water solution (Deep Tunnel)

Pervious Green Infrastructure

As a reaction to ALCOSAN’s gray infrastructure proposal, a group of designers and engineers conducted a design charrette to test the potential application of green infrastructure along a half-mile site in the Southside neighborhood. The aim was to investigate how best to capture the volume produced by a 1-inch storm event close to where it lands.

Most of the teams advocated installing “pervious elements” along the street edge and building rooftops in order to soak up the rainwater before it enters the sewers. This approach would help mitigate the flow to Alcosan as well as the pollution that would otherwise be overflowing into the river.

Fig 5.3 Testing Site for design charrette

Fig 5.4 Section through 21st Street Corridor

Fig 5.5 Perspective View of 21st Street Corridor
1) **WASTE/WATER**: Could it harvest rainwater during storm events in order to unburden ALCOSAN and the CSO?

AND

2) **MOBILITY**: Can it become a prototype of how to rethink Pittsburgh’s aging bridge infrastructure?

**THICKENED VISION**

Could we imagine the bridge serving dual interests?

If every bridge in the city could collect/capture the volume produced by a 1-inch storm event, how much water would they be able to keep out of the CSO?

Rather than a stand-alone structure, can the bridge become an infrastructural system and by extension part of an urban strategy?
During periods of high precipitation, the bridge can utilize its redundancy to help unburden the outdated sewer system by capturing and remediating storm-water run off before it enters the CSO and the Ohio River.

During storm events, the city can utilize its bridges as a storage basin to try to unburden the CSO. After storm event, the bridge can pump the water back into the city for graywater and irrigation use.
Conceptual Urban Strategy

1. Fig 6.0 Former Site of Demolished Civic Arena

2. Fig 6.1 Crosstown Park

3. Fig 6.2 Boulevard of the Allies and Crosstown Boulevard Intersection

4. Fig 6.3 McKean St. Industrial sites
Programmatic & Tectonic References

<table>
<thead>
<tr>
<th>Year</th>
<th>Major Steel Bridge</th>
<th>Major Concrete Bridge</th>
<th>Short-Span Steel Bridge</th>
<th>Deck Steel Truss Bridge</th>
<th>Covered Wood Truss Bridge</th>
<th>Wood Truss Bridge</th>
<th>Typical Bridge</th>
</tr>
</thead>
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<tr>
<td>1900</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1950</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2000</td>
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<tr>
<td>2050</td>
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<tr>
<td>2100</td>
<td></td>
<td></td>
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</tbody>
</table>

Fig 6.4 Harvard GSD Symposium Landscape Infrastructure: Systems and Strategies for Contemporary Urbanization Event Poster: Infrastructure Lifespans

Fig 6.5 Anonymous Competition Entry: Half Rainwater Tank, Half Theater

Fig 6.6 Atelier Ramdam: Castle in the Sky Water Tower

Fig 6.7 Bioswale amphitheater

Fig 6.8 TonDavid Architecten: Rainwater Harvesting Leaf Pavilion
The bridge is a linear plane supported by a repetitive assembly of structural components. Its purpose is to facilitate, consolidate and augment the continuous flow of vectors and processes between two nodes separated by a physical boundary.

By defining the bridge through its basic features (i.e. shape, structure, function and context), we can begin to de-optimize the critical elements that lend to its strict function. Exaggerations in scale, plasticity, repetition and aggregation will form the basis of de-optimization. In doing this, there is potential to inspire a new understanding of the bridge and allow for productive discoveries/interpretations to emerge.

The plane will serve as the basis of this conceptual exercise.
The bridge is a linear plane supported by a repetitive assembly of structural components. Its purpose is to facilitate, consolidate and augment the continuous flow of vectors and processes between two nodes separated by a physical boundary.
De-optimize Rear Road Barriers

1. 2. 3. 4.

De-optimize Drainage System

1. 2. 3. 4.

De-optimize Middle Road Barriers

1. 2. 3. 4.

De-optimize Deck Structure

1. 2. 3. 4.


AIM(s)

Thickening

…advocates for a critique of infrastructural practice; not a definitive solution.

…demonstrates how infrastructure can benefit from “architecture” as a systems thinking practice. It encourages architects to deviate from the role of aesthetic advisors and intervene in infrastructure as coordinators and designers of resilient systems.

…leverages redundancy to create new architectural prototypes that deal with several variables and exchanges: social, environmental, ecological and tectonic.

…scrutinizes the closed system mindset of “singular use”. By focusing equally on the structure and its adjacencies there is potential to create stronger reciprocity between systems, ecologies and infrastructure. Thus producing systems with resilience lifespans.

…argues for an infrastructural system; not a stand-alone structure.
Could the bridge be informed by a diagram like this?

Mumford’s Invisible Highline

Fig 7.6 Lewis Mumford’s Invisible City (Note: The hidden pipes and conduits at the junction of Gay and Lombard Streets in Baltimore, 1908)
Site: Macroscale
The Line

Site: Microscale
History & Motivation

1847...

1930...
Site: Microscale
Thickening the [SUPER]structure
Site: Macroscale
The Volume

Roadtown Analysis
Concepts

produce factories
harvest
produce
harvest

city
downtown
city
downtown

farm

water/waste
energy/wires

suburb

recreation

produce
harvest
consume

live/work

roadtown

+1 km
+10 km
+100 m
BIBLIOGRAPHY
