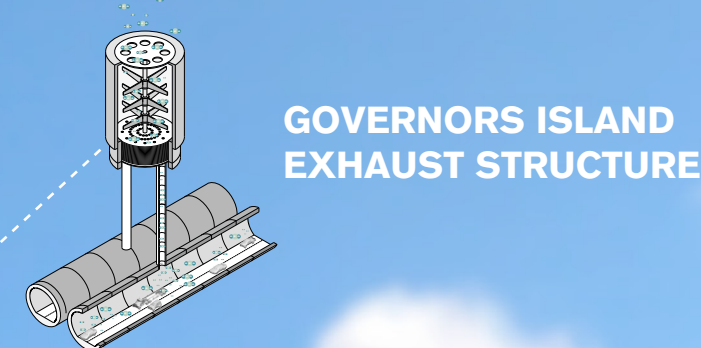


BROOKLYN to GOVERNORS ISLAND

BROOKLYN-BATTERY TUNNEL
VEHICLE TRIPS/DAY (NYSDOT) **51,064**

AVG. CO2 EMISSIONS/TRIP (EPA) **1.4 lbs³**

BROOKLYN-BATTERY TUNNEL
CO2 EMISSIONS/YEAR **26,000,000 lbs³**

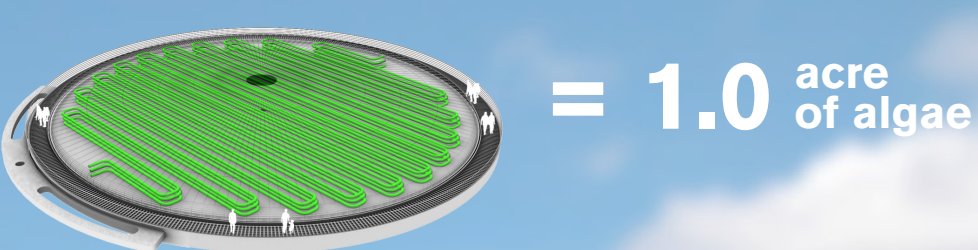


GOVERNORS ISLAND to LOWER MANHATTAN

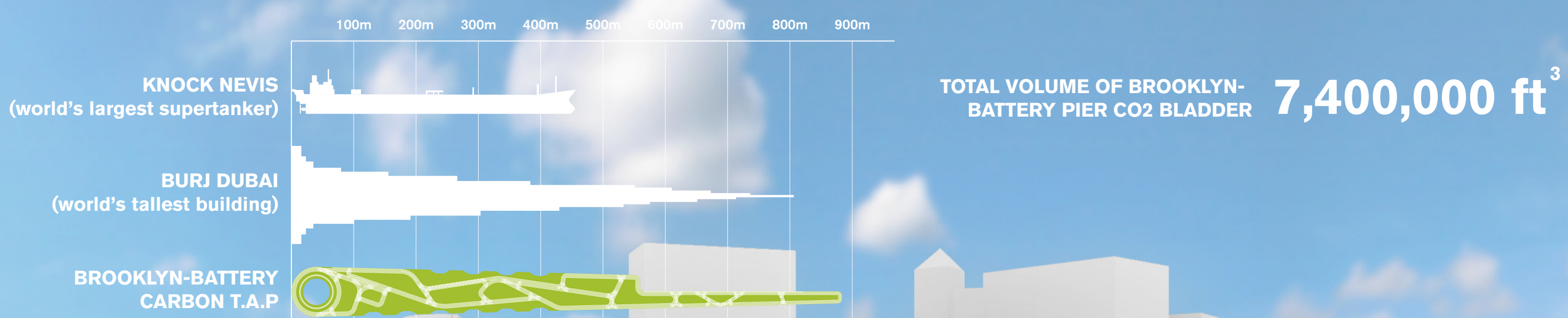
BROOKLYN-BATTERY TUNNEL
CO2 EMISSIONS/YEAR **26,000,000 lbs³**

CO2 CONSUMED BY ONE SQUARE FOOT
OF ALGAE/YEAR **9.7 lbs³**

AREA OF ALGAE TO CONSUME 45% OF
ANNUAL BBT CO2 EMISSIONS **28 acres**



GOVERNORS ISLAND to LOWER MANHATTAN



CONNECTING to THE BATTERY

In 1936 Robert Moses proposed to build a bridge from Red Hook, Brooklyn to the Battery in Lower Manhattan. It was never built.

Moses' bridge was the product of the automobile century. Though it traverses a similar route, our proposed Brooklyn-Battery bridge is a product of the ecological century, representing a new infrastructural paradigm.

Replete with CO2 consuming algae bioreactors, structured wetlands, aquatic habitat and public realm amenities like swimming pools and fishing piers, this bridge represents a new ambition for contemporary infrastructure: providing necessary public services while creating economic, ecological and social value through the introduction of spectacular and compelling urban form.

