

Old New Territory Frankfurt



The Frankfurt Bridges . . .



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A Plan. . .



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By Citizens...

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The Frankfurt Bridges - A Solution for the City of the Future - Worldwide

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The Frankfurt Bridges - a second green level through the middle of the city: buildings with living space for 35,000 people are being constructed on the outer arms, while the ring road connects the outer arms as a traffic artery - with each other and with the city center

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In a further step, all parts of the city can be connected and the city can grow sustainably: traffic routes and new housing are built with green concrete without urban sprawl

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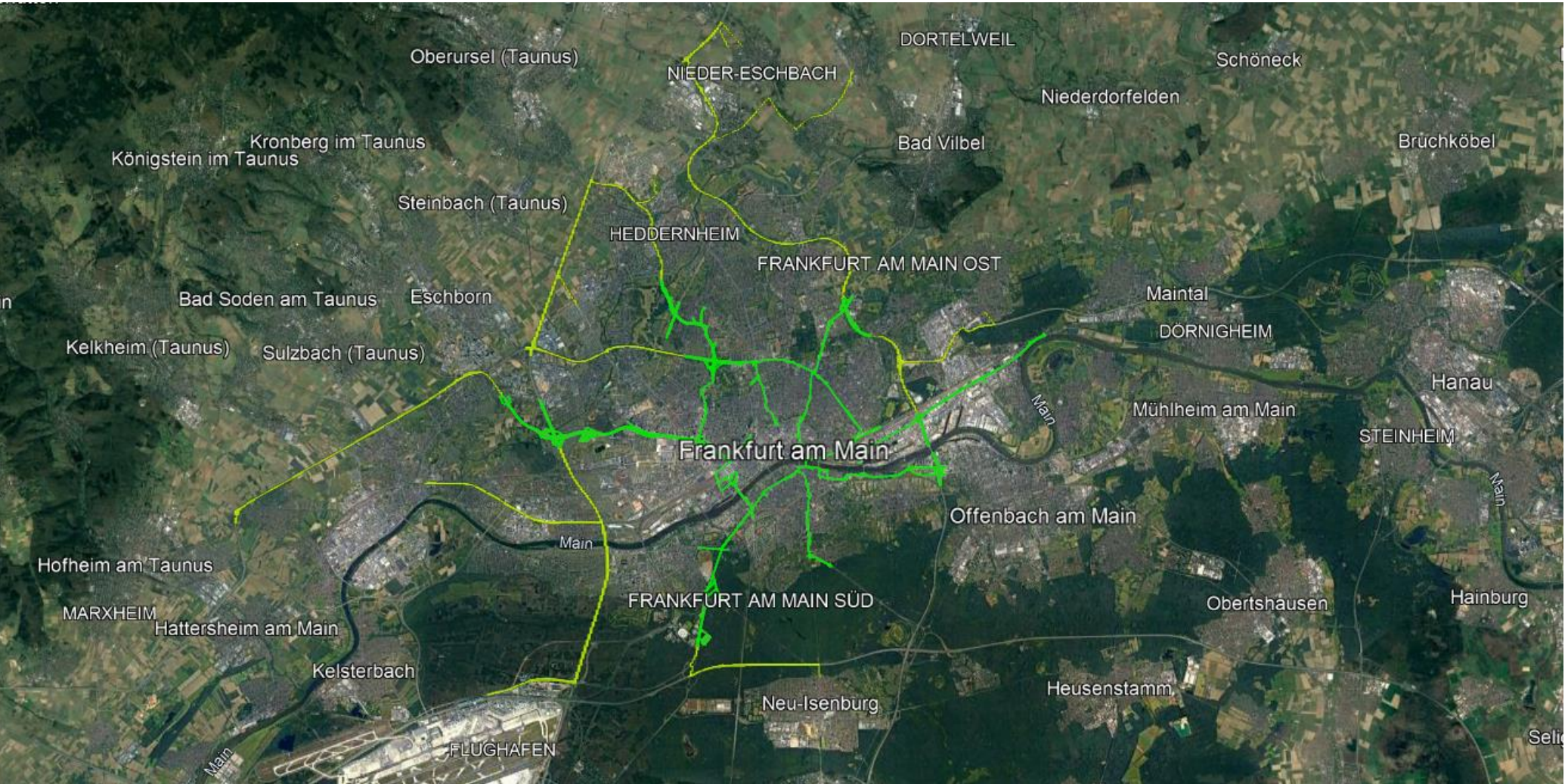
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The bridges are a showcase of innovations on the way to the city of the future: 100% humane and environmentally friendly

They are to create new living environments on a second level in the middle of the city: green, innovative, sustainable and, first and foremost, social.

Above gray multi-lane car roads, park-like wide bridge areas emerge, hosting beautifully designed affordable housing. This will be framed by landscaped roadways on which autonomously driving vehicles will take passengers cleanly, quickly and safely across the city to their destinations, thus shifting traffic from the roads on the ground to the bridges above.

At the same time, the bridges are also a new, sustainable second layer of infrastructure in the city: they can collect solar energy and rainwater, distribute it or even transport it to and from storage locations.

Digital lines, hydrogen lines, DC lines, etc. can be laid in the bridges and thus run right through the city without having to tear up the ground. The bridges are another milestone on the road to the infrastructure of the city of the future.

While Life goes on at the top of Frankfurt's bridges, traffic continues to flow undisturbed below - and the use of the pavement on either side is retained, as well

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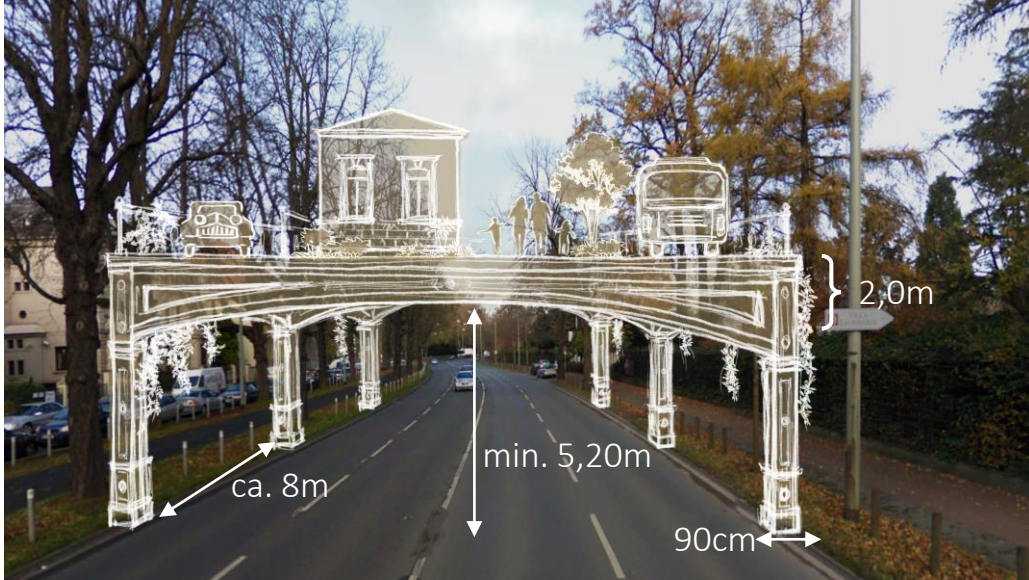
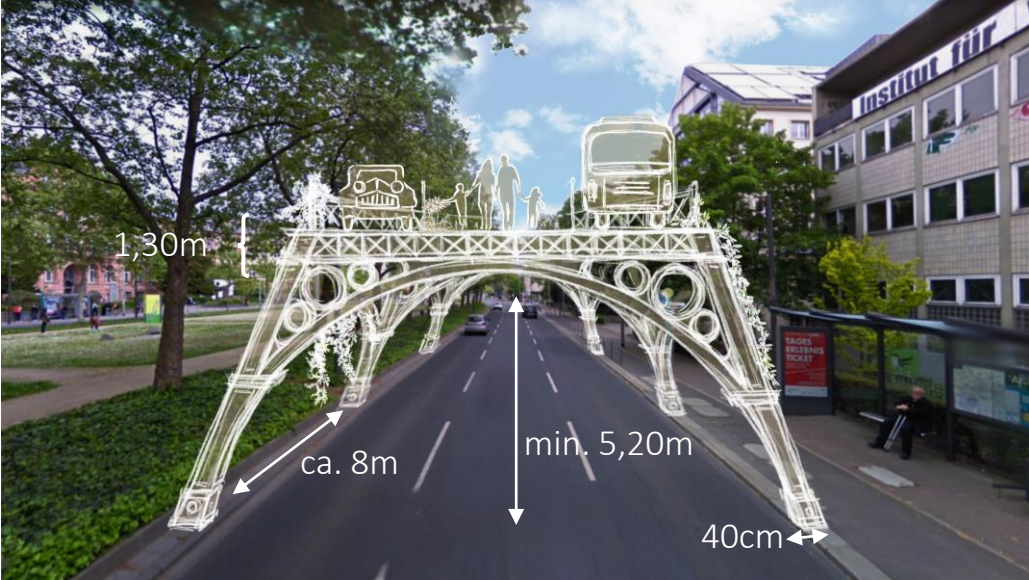
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An important principle in the planning of the bridges: no tree along the bridge should fall victim to the construction project, no bicycle path, no sidewalk and also no emergency vehicle should be impaired by the bridge columns.



On the bridges, vehicle lanes always run on the outside, walking paths always in the middle

Adapted special solutions are provided for special situations: The bridges can float high above trees, almost like gondolas, or be equipped in sections with an almost continuous glass body

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No tree should have to give way to the Frankfurt bridges infrastructure project: Where there are old trees, the bridge section runs over the treetops - with glass inserts in the ground. On narrower roads, almost the entire bridge corpus is made of high-strength trafficable glass, so that it also remains very light under the bridges.

The space under the bridges is bright - light holes in the bridge floor are partly covered with walkable glass, partly open with guardrail protection

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At critical bottlenecks, the bridge is to be designed using high-strength glass that is opaque when ground, but allows daylight and sunlight to pass through almost completely. A similarly polished screen protects the privacy of the adjacent houses - and for noise protection, the sides of the bridge between the piers could even be partially glazed down to the ground.

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Apart from this fundamental structure, the bridges are colorful and varied, with no two sections being alike. Not only are they aesthetically varied, but distinguished areas, suited for a wide variety of groups, can be created on them: Living spaces, natural experiences, meeting places, art and culture -to participate in or enjoy-, working environments, sports opportunities, spaces for playing, and much more.



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The urban energy transition - also in the existing building stock

The green „Water-Wise City" of the future

Emission-free autonomous driving

Affordable housing in the city center

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All of this can be realized in one exemplary neighborhood: the new beautiful and modern city quarters – which are not somewhere in a greenfield, but on bridges in the middle of the city.

Thus, the realization takes place on an independent second level, but is also integrated into existing city life.

This second level is green, restful, artistic, aesthetically pleasing and full of innovations.



Through this second level in the city above the streets, problems can be solved that seem unsolvable on the ground

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More and more communities are complaining about dying trees and withering green spaces in their cities. Climate change has brought about not only reduced rainfall, but also less regular rainfall, in sudden torrential downpours. In most cities, the rain flows into the city's sewers, whose water cannot be used to water the city's green spaces. With the construction of the bridges, it becomes possible to install cisterns under the roadways, collect rainwater along the bridges, and transport it through the circular distribution main under the Bridges to seepage areas on the outer bridge sections. There, the water is stored, to be taken from nearby wells in times of drought, saving valuable old trees and greenery in the city.



Renewable energy confronts cities with two challenges: First, no one wants their production on a large scale on their own doorstep. And second, its production accrues in a very fluctuating manner, so it has to be stored. The bridges offer the solution to this: electricity is produced on their photovoltaic surfaces on the outer bridge sections and then fed down to consumers on the bridge or even through the bridge piers, so that e-cars parked at the bottom of the piers can also be charged. Remaining excess electricity is used to produce hydrogen in underground chambers at the far ends of the outer bridge sections. This is also used to refuel hydrogen vehicles on or under the bridges. The solar heat generated in the process, as well as waste heat from data centers, can be channeled through the 15,000 bridge piers into the ground and stored geothermally for heating in winter.

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Cities around the world would like to introduce autonomous driving, but so far this has failed due to the complex and often irrational behavior of other road users . On Frankfurt's bridges, on the other hand, vehicles move along proprietary routes as if in biotopes. At the same time, they act like individual vehicles: Centrally controlled, they only drive to stations with waiting passengers or can be called via apps. There are no more schedules; the vehicles arrive "on demand." The conveyances are coordinated, so that even at a slower speed, passengers still get to their destination faster. The bridge transport system thus offers the opportunity for something unique to date: a completely autonomous local transport system in the middle of the city, covering a distance of 60km. This makes it the most extensive transport network with autonomously driving vehicles world wide.

Most metropolitan areas around the world face the challenge of not being able to create new living space in the established urban area. And it is precisely this problem that the Frankfurt bridges solve: On them, new buildings rise above the big wide streets that cut up the city. In the city center, the bridges are more sparsely populated, with lower buildings; but as soon as the bridges lead out of the city, the development on them becomes denser. Well connected by autonomous driving traffic, it takes less than 30 minutes to get downtown even from the outermost arms of the bridges. The living space on the bridges is not only affordable, it also usually has gardens, terraces or balconies, is architecturally appealing and is highly energy efficient. This creates livable green neighborhoods in the middle of the city.

The solutions take place in the middle of the city - in the middle of life - in the middle of the existing infrastructure: Surrounding areas aren't overdeveloped, no satellite towns are created

Old New Territory

Frankfurt

Connections are created,
where there were none
before

The goal: no one loses!
Everyone should be happy
about the bridges

The new is integrated into
the old - without destroying
the old!

Areas of the city previously dissected
by large driveways are now connected.
Outlying districts can be connected
directly to the city center.

Everyone should benefit from the bridges:
Children and seniors, parents and singles,
the financial world and the homeless,
craftsmen, industry, direct bridge
residents as well as rest of the city's
inhabitants, cyclists and car drivers –
everyone should feel an improvement.

From our cultural roots, the best and
most beautiful is taken up and
combined with the most modern
technology: tradition and innovation
not as opposites, but as complements
- on the way to the city of the future!

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Everyone should win

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Retired people

Lower-income retirees receive affordable housing, close to downtown.

Regional producers

Numerous market halls are being built where regional producers as well as hobby gardeners can easily sell their products.

Children

Inclusion playgrounds, educational gardens, berry pavilions, water features, hobby pop-ups and more are being created on the bridges.

Shadowed Residents

Residents living along the bridges who are shaded by the bridge receive generous compensation offers.

Industry & Finance

Frankfurt's bridges are an unparalleled economic engine: The economy and the financial world are benefiting from the upswing.

Cyclist

Parts of the bridge arms have extra bike lanes - at their ends you can transfer to special bridge vehicles together with your bike.

Conservationist

The bridges are structurally equipped for species protection in Frankfurt and also serve as stepping stone biotopes.

Motorist

Bridge traffic transports 30 million passengers per year: Traffic on the roads beneath them is relieved.

Homeless

Over 700 individual homeless shelters are being built close to the city center: integrative and humanely designed.

People with lower income

Lower-income people get affordable housing, close to the city center.

Musician

Through numerous music pavilions on the bridges there are permanent concert opportunities - the music scene is enlivened.

Trainees/Students

There is plenty of affordable housing on the bridges for young people in training.

Everyone should win

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Teenagers

Youth centers close to the city are created, with a wide range of development opportunities.

People with therapy needs

Numerous therapeutic gardens are being created on the bridges, supplemented by special therapeutic offerings in the bridge hobby pop-ups.

People with special hobbies

In over 25 hobby pop-ups, a different hobby is promoted by the Bridge Society every six months.

Pupils

Students of all ages can travel directly and safely to 7 Frankfurt schools and four new schools on the bridges with bridge transportation.

Bridge residents

Whereas before you had a four- or multi-lane car road in front of your door, now you live right next to a green, artfully designed, lively neighborhood.

Handicraft enterprises

Each section of the bridges looks different: Contracting for this variety of special requirements is inevitably done by craftsmen.

Small/Medium sized Enterprizes

Medium-sized companies become the most important suppliers for the construction project: In Hesse, Germany and beyond.

Artist

Art is to be added to the bridge itself, artists give classes in hobby pop-ups, gallery space is created on the bridges along with affordable housing.

Dog owner

Numerous dog runs are being created on bridges near the city center - in urban areas where there was previously little room to walk dogs.

People with disabilities

On the bridges, all structural possibilities for accessibility are exhausted - comprehensive integration can be experienced.

Parents

Five nurseries, six kindergartens, two inclusive elementary school, two secondary schools are being built on the bridges.

Research & Science

Numerous innovations are being tried out on the Frankfurt bridges and accompanied by universities and institutes in long-term test series.

Everyone should win

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Vulnerable Memembers of Society

Two drug help centers, three women's shelters, two LGBTQIA counseling centers, and three psychological therapy centers are being built on the bridges.

Residents of more remote parts of the city

Whereas before you had to walk longer distances to the next station, change trains several times or use the car, now you can get to the city comfortably and quickly.

Friends of Nature

Over 50 km of walking paths in green surroundings are created, with diverse beds, fruit planting, herb gardens, educational gardens and much more.

Oldtimer-Fans

Most of the vehicles on the bridges are vintage cars: together with the ultra-modern bridge vehicles, they are a transport museum that can be experienced.

People with social professions

Street workers, special educators or caregivers - all people with social presence jobs are given priority for affordable bridge housing close to work.

International fellow citizens

There will be an international theater and concert hall and numerous music pavilions and hobby pop-ups with offerings in other languages.

The tourism industry

The bridges will create a tourism magnet. The traveling classic car museum on the bridges alone will attract people from all over the world.

Real Estate Owner

While properties on major grey roads previously did not have a prime location, the construction of the bridges on their doorstep significantly increases their value.

Athletes & gymnastics friends

On the bridges there will be smaller sports fields, dance cafes and meadows where yoga, gymnastics classes, etc. can be held.

Cyclists under the bridges

The traffic network on the bridges relieves traffic on the roads - making room for more bike lanes.

People in retirement homes

There are 5 integrative senior homes on the bridges, whose outdoor area has common garden space with a nursery.

Urban Gardening Fans

Places for urban gardening are traditionally not available in cities, but on the bridges designated areas for it are being created.

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In short: Frankfurt bridges have many functions

1. They carry a complete newly created urban area with 1.15 million square meters of building space
2. They are a transport network link that creates new direct connections into the city center.
3. They provide a photovoltaic and solar thermal surface
4. They serve as a distribution structure for collected rainwater, energy, hydrogen and digital lines
5. For solar energy generated above ground, their 15,000 columns are an infrastructure that transports the energy into geothermal ground storages and back up when needed
6. With one million square meters of green, unsealed surfaces on their bridge bodies, they provide a planted "park network" over asphalted, sealed car-driven areas in the city

Not forgetting the most important goal: Beyond the ingenious features, the Bridges must be designed to be appealing to humans, which means they must be bright, artistic and above all as green as possible.

Every person who reaches the bridges should feel a sense of joy and relief, similar to arriving at a beautiful park after a long walk through the city, where there is a lake, a playground, benches, refreshment pavilions, fountains, etc., and a variety of relaxing corners and paths.

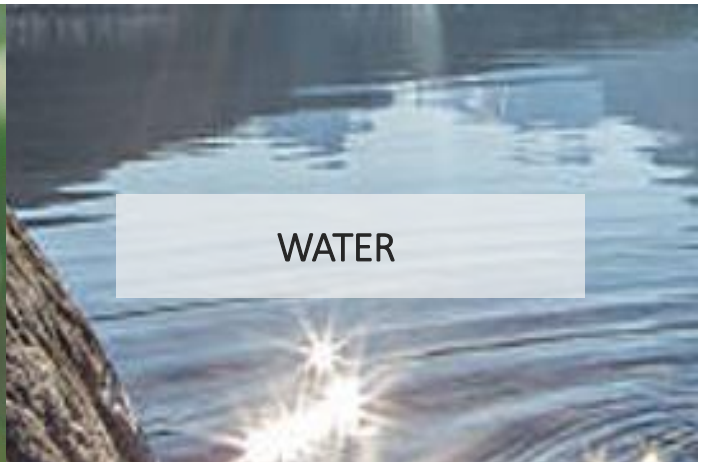
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PACKAGING - INNOVATIVE



OLD NEW TERRITORY WORLDWIDE

Implementation planning must be based on innovative but viable financial and legal concepts

Only with the appropriate legal and financial preliminary planning can the implementation be people-friendly, nature-friendly and within budget. This infrastructure project is being implemented on a non-partisan basis in the interests of all citizens or all people whose lives will be even more interwoven in the future as a result of globalization. Accordingly, the Frankfurt bridges are an infrastructure project for Germany, for Europe and for the world. Financing is planned as crowd-funding by major German and European corporations. For the first 100 years from the start of planning, the Frankfurt bridges will be at the service of society, i.e. for affordable housing, culture, education and, above all, research and science. The bridge infrastructure will be donated to the city of Frankfurt after completion, but the bridge surface with its buildings, gardens and vehicles etc. will only pass to the investors after 100 years. Before that, there will be no amortization payment, but all revenues of the non-profit operating bridge company will go back into the maintenance of the bridges, the upkeep of their green spaces, the cultural and educational program, etc. The shares in the investors' fund to be established are fungible, tradable tax-free. Similar to a bond, the intrinsic value increases from year to year as the date of transfer of ownership to the owners approaches.

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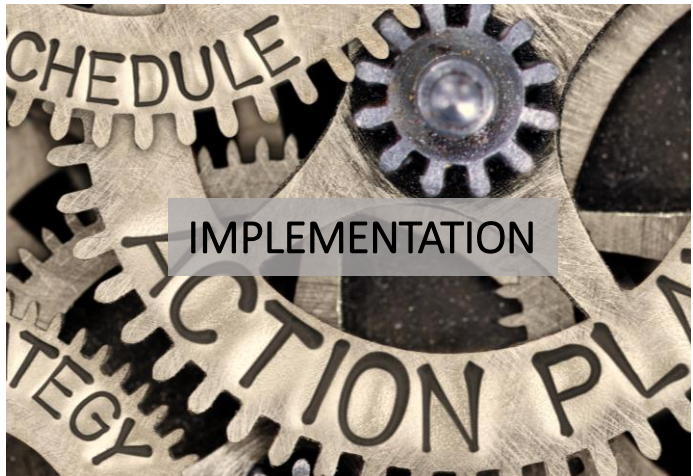
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BUILDING & BRIDGES

The bridges run over a total length of 60 kilometers. More than 1.15 million square meters of building space will be created on them, including around 875,000 square meters of affordable housing for around 35,000 people, as well as 275,000 square meters for education and sustainable business and gastronomy. For comparison: Frankfurt has 760,000 inhabitants > more



WATER



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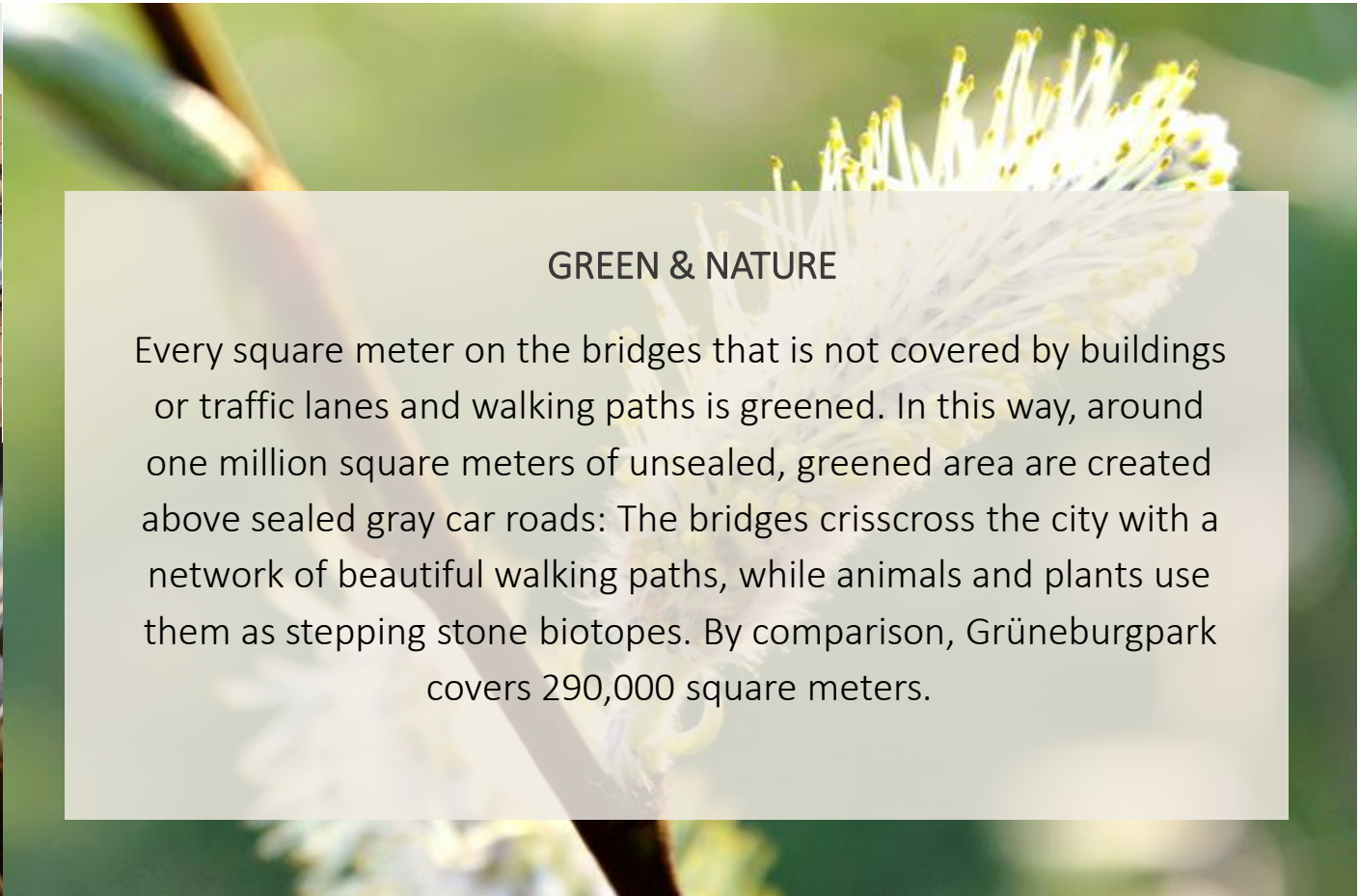
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Every square meter on the bridges that is not covered by buildings or traffic lanes and walking paths is greened. In this way, around one million square meters of unsealed, greened area are created above sealed gray car roads: The bridges crisscross the city with a network of beautiful walking paths, while animals and plants use them as stepping stone biotopes. By comparison, Grüneburgpark covers 290,000 square meters.



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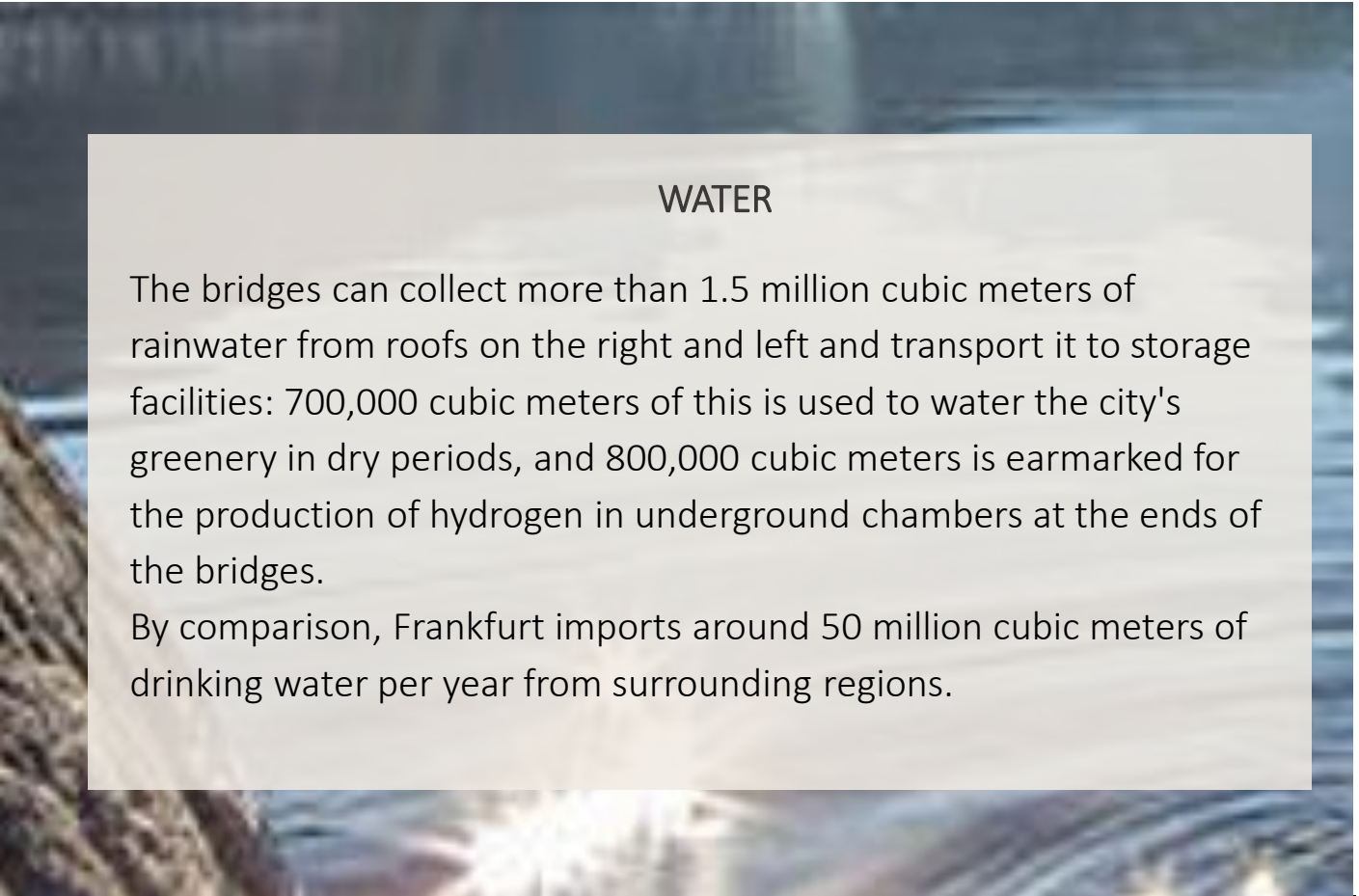
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WATER

The bridges can collect more than 1.5 million cubic meters of rainwater from roofs on the right and left and transport it to storage facilities: 700,000 cubic meters of this is used to water the city's greenery in dry periods, and 800,000 cubic meters is earmarked for the production of hydrogen in underground chambers at the ends of the bridges.

By comparison, Frankfurt imports around 50 million cubic meters of drinking water per year from surrounding regions.



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Aesthetically unobtrusive photovoltaic modules on and next to the bridges can generate 415 GWh of electricity p.a. Of this, the bridges consume 140 GWh, the remaining 275 GWh of electricity is used for hydrogen production and to supply approx. 4000 e-cars p.a. in Frankfurt. Furthermore, the bridges can collect approx. 500 GWh p.a. of data center and solar heat, some of which can be stored in the ground via the 15,000 bridge piers. Due to the energy-optimized bridge buildings, only 40 GWh/a of this heat is consumed; the remaining 460 GWh/a is available to the city.

By comparison, Frankfurt's households consume 900 GWh of electricity and 3,500 GWh of heat p.a.



URBAN-CLIMATE-WORLD-CLIMATE



OLD NEW TERRITORY WORLDWIDE

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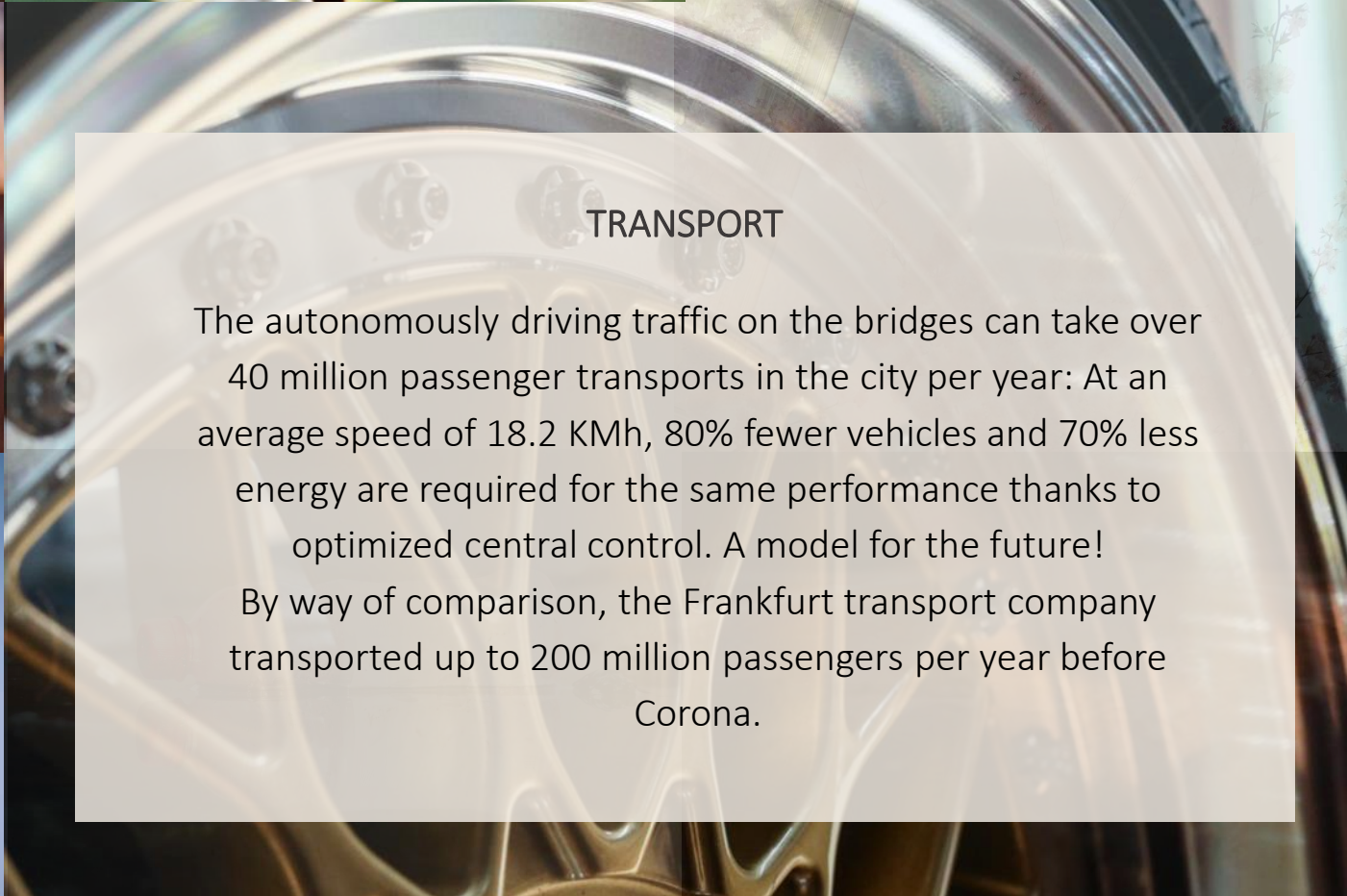


GREEN & NATURE

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ENERGY



TRANSPORT

The autonomously driving traffic on the bridges can take over 40 million passenger transports in the city per year: At an average speed of 18.2 KMh, 80% fewer vehicles and 70% less energy are required for the same performance thanks to optimized central control. A model for the future!

By way of comparison, the Frankfurt transport company transported up to 200 million passengers per year before Corona.



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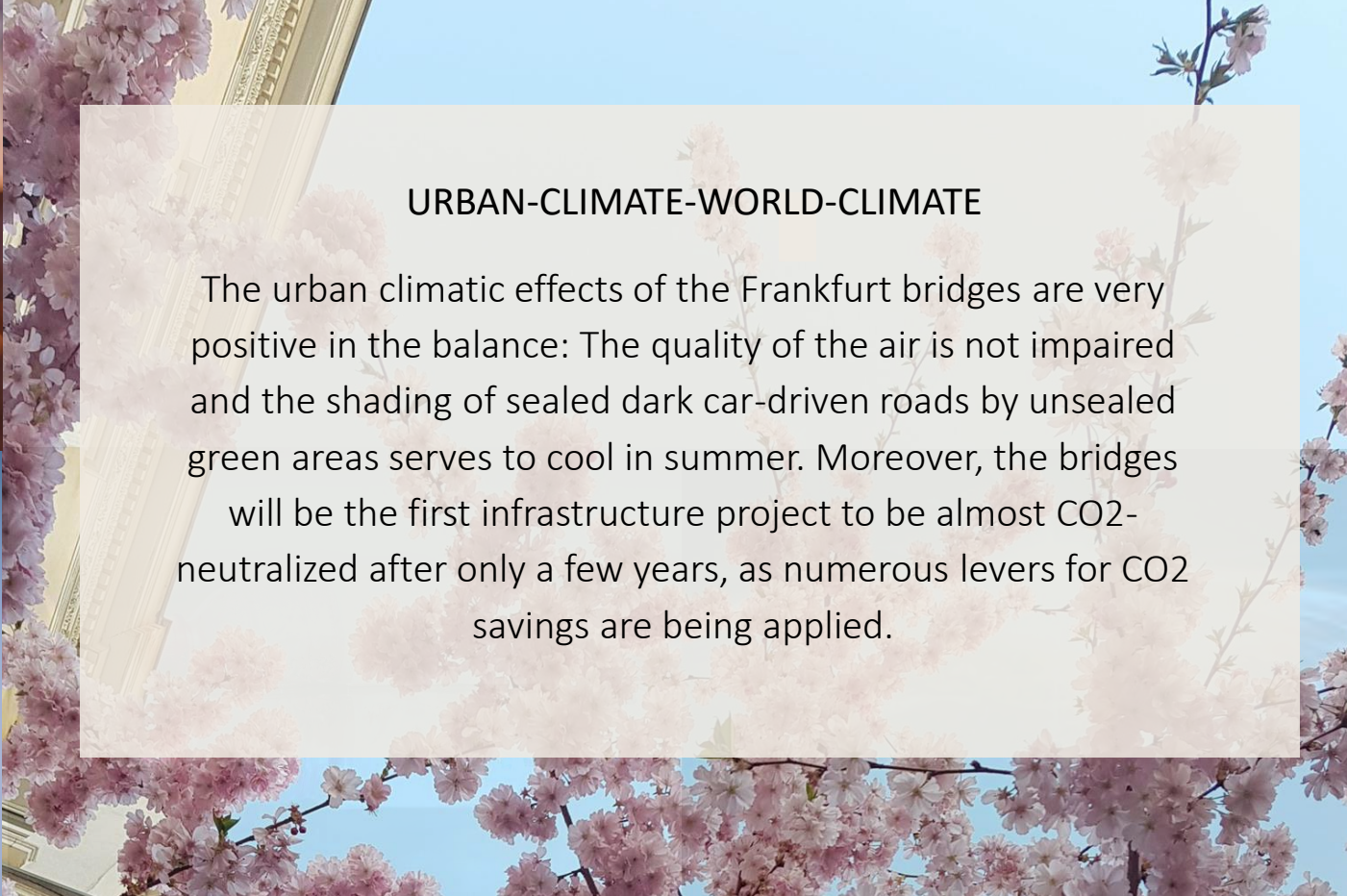


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URBAN-CLIMATE-WORLD-CLIMATE

The urban climatic effects of the Frankfurt bridges are very positive in the balance: The quality of the air is not impaired and the shading of sealed dark car-driven roads by unsealed green areas serves to cool in summer. Moreover, the bridges will be the first infrastructure project to be almost CO2-neutralized after only a few years, as numerous levers for CO2 savings are being applied.



ART & CULTURE

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The Master Academy for the preservation and innovation of European arts and crafts in construction is being established on the Frankfurt bridges. In addition, there are training centers for smaller arts and crafts that, together with repair cafés on the bridges, promote awareness of sustainability as well as quality and lead away from today's "throwaway society". A diverse and international cultural offering will be provided on the bridges, with several theaters, music pavilions, two opera houses and concert halls, as well as numerous opportunities for people to dance, play music and develop their artistic talents.

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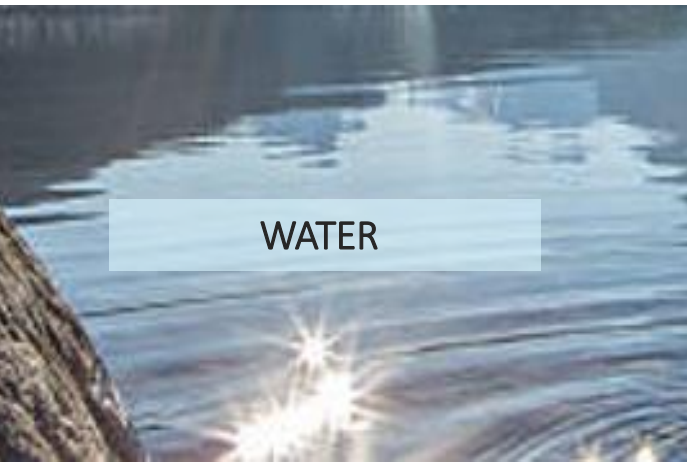
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PACKAGING - INNOVATIVE

The packaging system on the Frankfurt bridges consists exclusively of reusable packaging, residue-free thermally recyclable plastic and microplastic-free biodegradable packaging. The reusable packaging is made of lightweight, relatively break-resistant glass or wafer-thin enameled stainless steel - especially for the takeaway sector. The variety of current packaging materials is extremely reduced, making it highly efficient and sustainable. Once established on the bridges, the system can be transferred to the city.

VERPACKUNG - INNOVATIV
ALTES NEU UND WELTWEIT

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OLD FRONTIERS WORLDWIDE

Large gray roads crisscross cities all over the world - and housing shortages or urban climate problems can also be found in every major city. The concept of Frankfurt Bridges can provide a remedy everywhere and realize second-level solutions for cities that would not be solvable in existing streets: For Los Angeles, Dubai, Singapore, Shanghai and Beijing potential routes for green bridges over wide streets are shown, which can be connected with the most beautiful architecture of the respective cultural area and possibly solve urban problems similar to Frankfurt at the same time.

A feasibility study: questions and problems were dealt with in a technically sound manner by teams

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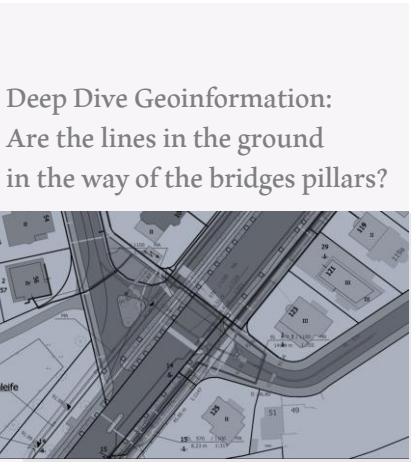
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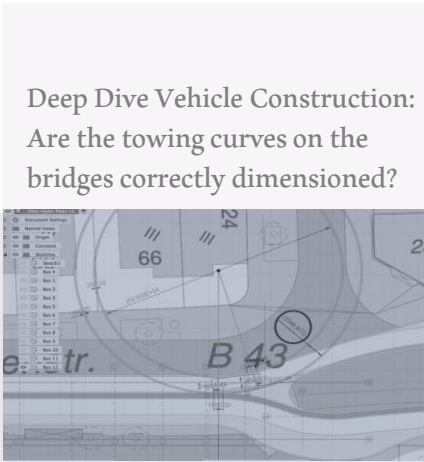
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Deep Dive Geoinformation:
Are the lines in the ground in the way of the bridges pillars?



Deep Dive Vehicle Construction:
Are the towing curves on the bridges correctly dimensioned?

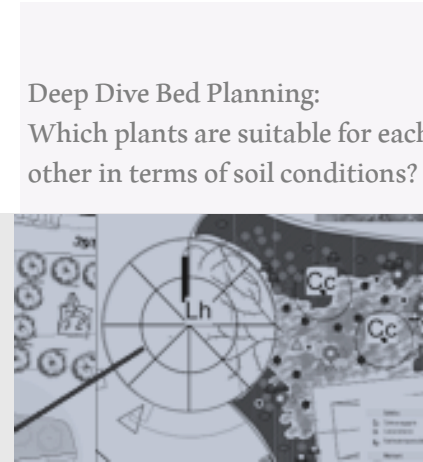
Muldenversickerung für Sponge City quantifiziert

Berechnungsvorgang B -> Ermittlung des Flächenbedarfs bei h_z = 0,3 m

D	r _{D(0,2)}	A _s (m ²)	V _v = A _s · z _u	A _v (mittlere) Versickerungsfläche der Mulde in m ² (gleichgesetzt der berechneten Muldenfläche bei halber Füllhöhe)
5	349	4,2		
10	365	0,0		
15	293,3	0,0		
20	124	0,0		
30	92,6	0,0		
40	69,2	0,0		
60	56,4	0,0		
90	42	0,0		
120	34,1	0,0		
180	25,6	0,0		
240	20,7	0,0		
300	15,4	0,0	wiefern Dauerstufen rausfinden	

$A_s = 4,2 \text{ m}^2$
 $A_{s,max} = 8,5 \text{ m}^2$
 $A_{s,min} = ?$
 $VM = 1,3 \text{ m}^3$

Deep Dive Water Management:
How much water can a swale hold during heavy rain?



Deep Dive Bed Planning:
Which plants are suitable for each other in terms of soil conditions?



Deep Dive Beetplanung:
Simulation der Strecken für autonomen Verkehr

EMPLOYEES

- | | | | | | |
|---------------|----------------|-------------------------------|------------------|-----------|---|
| Architecture | Geoinformation | Urban climate - world climate | Water | Law | Critical sparring partners:
Professors
Professionals
Inspirers & Supporters |
| Image & photo | Green & Nature | Statics | Packing | Finance | |
| Bridges | Communication | Transportation | Webpage & Design | Implement | |
| Energy | Art & Culture | Technology & IT | | ation | |

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