BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY
UNIQUE SITE NO. 055-40-0002
QUAD
SERIES
NEG. NO.

YOUR NAME: The Landmark Society of Western N. Y. Inc. DATE: FEB 28 1977

MAR 0 9 1977

YOUR ADDRESS: 130 SPRING STREET TELEPHONE:
ROCHESTER, N. Y. 14608

ORGANIZATION (if any):

* *

IDENTIFICATION

1. BUILDING NAME(S): BROAD ST. Bridge
2. COUNTY: MONROE TOWN/CITY: ROCHESTER VILLAGE:
3. STREET LOCATION: Broad St; over Genesee River
4. OWNERSHIP: a. public ☑ b. private ☐
5. PRESENT OWNER: CITY OF ROCHESTER: DPW ADDRESS: PUBLIC SAFETY BUILDING ROCHESTER NY 14614
6. USE: Original: CANAL AQUEDUCT Present: HIGHWAY BRIDGE
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☑ No ☐
   Interior accessible: Explain

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☐ b. stone ☐ c. brick ☐ d. board and batten ☐ e. cobblestone ☐ f. shingles ☐ g. stucco ☐ other:
9. STRUCTURAL SYSTEM: (if known) a. wood frame with interlocking joints ☐ HAER
   b. wood frame with light members ☐
   c. masonry load bearing walls ☐
   d. metal (explain)
   e. other
10. CONDITION: a. excellent ☑ b. good ☐ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☑ b. moved ☐ if so, when?
    c. list major alterations and dates (if known):

HAER

12. PHOTO:

13. MAP:

ER

14. THREATS TO BUILDING: a. none known ☑ b. zoning ☐ c. roads ☐
d. developers ☐ e. deterioration ☐
f. other: _____

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ☐ b. carriage house ☐ c. garage ☐
d. privy ☐ e. shed ☐ f. greenhouse ☐
g. shop ☐ h. gardens ☐
i. landscape features: _____
j. other: N/A

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land ☐ b. woodland ☐
c. scattered buildings ☐
d. densely built-up ☐ e. commercial ☑
f. industrial ☐ g. residential ☐
h. other: GENESEE RIVER

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)

LISTED ON NATIONAL REGISTER (1976)

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

HAER

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1842

ARC~~HI~~TECT: ENGR. NATHAN S. ROBERTS

BUILDER: unknown

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

HAER

21. SOURCES: HAER

22. THEME: HAER

HAER INVENTORY

1. NAME OF STRUCTURE: Broad St. Bridge

2. DATE: 1842;1924

3. NATURE OF STRUCTURE: Aqueduct;Bridge

4. INDUSTRY CLASSIFICATION: BT&A;AQUE & ARCH (62, 59.4)

5. LOCATION: STREET & NUMBER: over Genesee River

CITY OR TOWN: Rochester

COUNTY: Monroe

STATE: NY

6. USGS 7 1/2 QUAD & UTM GRID REF.: Rochester East 18.287790.4781050

7. OWNER OF PROPERTY: City of Rochester:DPW

ADDRESS: Public Safety Building Rochester NY 14614

8. CONDITION: X EXCELLENT GOOD FAIR DETERIORATED RUINS UNEXPOSED X ALTERED X ACCESSIBLE TO PUBLIC

9. DESCRIPTION & BACKGROUND HISTORY: NUMBER OF STRUCTURES; DIMENSIONS; FABRIC; STRUCTURE & FORM: SURVIVING MACHINERY, FITTINGS AND EQUIPMENT: APPROX. AREA OF SITE; ALTERATIONS; PRESENT USE; ENGINEER, ARCHITECT, DESIGNER; IMPORTANT EVENTS & INDIVIDUALS

James Geddes, surveyor in charge of selecting a route for the Erie Canal,recommended a crossing of the Genesee River at this point above the Upper Falls after visits to the area in 1808 and 1816. Water from the Genesee could then be used to maintain the level in the canal. An aqueduct was used to cross the river rather than crossing behind an impounding dam, as Geddes recommended, to minimize the possibility of local flooding and to avoid interference with water power sites. Completed in 1823, the first aqueduct was 802' long and carried the canal on nine segmental arches built of local sandstone.However, the porous sandstone deteriorated rapidly; and the first aqueduct was replaced by the structure which now forms the lower portion of the Broad St. Bridge. Nathan S. Roberts, who devised the original flight of **locks at Lockport**, used smooth-faced Onondaga limestone throughout. Construction was completed in 1842. The canal, widened to 45', crossed on seven segmental arches with spans of 52' and rises of 10'. The stone piers, 10' thick, were founded on bedrock, following extensive excavations. The arches were skewed into the current; but the aqueduct nevertheless withstood the flood of

10. PHOTOGRAPHS & MAPS ON REVERSE SIDE

11. RELATED SOURCES OF INFORMATION: HISTORICAL REFERENCES (PUBLISHED ARTICLES, MANUSCRIPTS, REPORTS, DRAWINGS, PHOTOGRAPHIC RECORDS) CONTACTS (NAMES & ADDRESSES OF ANYONE WITH EYE WITNESS ACCOUNTS OR RELEVANT INFORMATION), TAPE RECORDINGS

Noble E. Whitford, History of the Canal System of the State of New York(1906), I, 171

Edwin A. Fisher, "Engineering and Public Works in the City of Rochester," Centennial History of Rochester (1933), III, 215-216

Joseph W. Barnes,"Historic Broad Street Bridge and the Erie Canal Sesquicentennial,1825-1975," Rochester History, XXXVIII #3 (July,1975)

Ray Lawrence, Rochester DPW(716-428-6828)

12. DANGER OF DEMOLITION OR DAMAGE: YES X NO

NATURE OF THREAT:

13. PRIORITY: 3

14. EXISTING SURVEYS AND DATES: NHL X NR 1976 HAER HABS STATE COUNTY LOCAL X OTHER ASCE 1976

15. INVENTORIED BY: YOUR NAME: T.E. Leary

ADDRESS: LSWNY-HAER

AFFILIATION:

DATE: 9/24/76

PLEASE RETURN TO THE HISTORIC AMERICAN ENGINEERING RECORD, NATIONAL PARK SERVICE, WASHINGTON, DC 20240

MANUFACTURING INDUSTRIES (MFG): MACH FABR TEQUIP INST GMFG

UTILITIES (UTIL): WATER SANI GAS ELEC

POWER SOURCES & PRIME MOVERS (PPM): MUSL WATER WHEEL WATER TURB WIND STEAM RECIP STEAM TURB INT COMB DIESEL ELEC

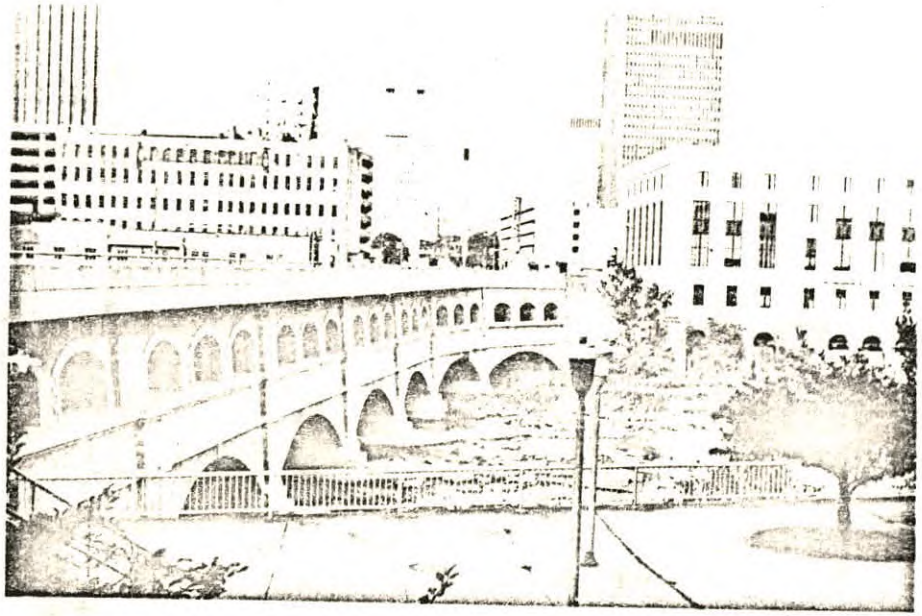
TRANSPORTATION (TRANS): RR ROAD CANAL MARINE AIR PIPE

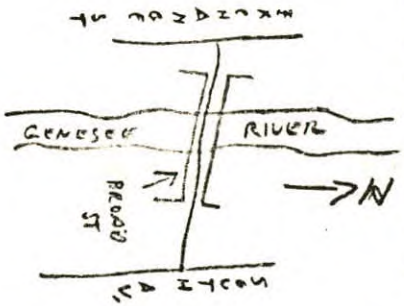
COMM: T&T RADV

BRIDGE: BEAM ARCH TRUSS SUSP AQUE TPES CANT MOVE

1865 which crested over the parapets. The canal carried dwindling traffic until 1919 when

the relocated N.Y.S. Erie/Barge Canal was completed south of Rochester. Following a design by Edwin. A. Fisher, a concrete superstructure with limestone facing was erected on the walls of the abandoned aqueduct to carry a roadway, while trolley tracks were laid in the prism; the transformation was completed in 1924. The length of the highway bridge is 414'. The concrete superstructure has suffered from seepage of the salt water which is a by-product of local snow-removal techniques. It received an extensive rehabilitation during 1972-1974. On the other hand, the limestone aqueduct--the relic of an antique technology--has survived virtually intact.





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055-40-0002 ✓ 2535

transp. 1

NEW YORK STATE HISTORIC TRUST
STATEWIDE SURVEY OF HISTORIC SITES AND BUILDINGS

1. Name (Common and Historic) Broad Street Aqueduct

Location 2. Monroe (County) 3. _____ (Town) 4. Rochester (Village or City)

5. Address or Location Broad St. between South Ave. and Exchange St.

6. Type Canal aqueduct 7. Subject or Theme transportatation

8. Date of Construction 1842 9. Architect (If Known) _____

10. Builder (If known) _____

11. Original Owner N. Y . state

12. Original Use canal aqueduct

13. Present Owner City of Rochester (Name)

_____ (Address)

14. Present Use street and railroad bridge

15. Physical Condition good

16. Surveys _____

17. Future Action registration

18. Surveyed by W. H. Glover Mar. 17, 1968 (Date Surveyed)

DSP-23

History and Significance:

Replaced earlier, smaller aqueduct to carry Erie Canal over Genesee River. Length 800', seven arches of 52' span. Depth 7', width 45'. Cost $½ million.

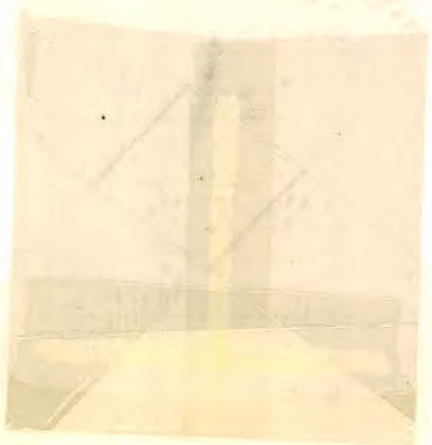
When Barge Canal took traffic away trolley ran in bed. Later a superstructure was added to carry street.

Sources of Information:

Photograph: XIV 32

Date: 3/17/68

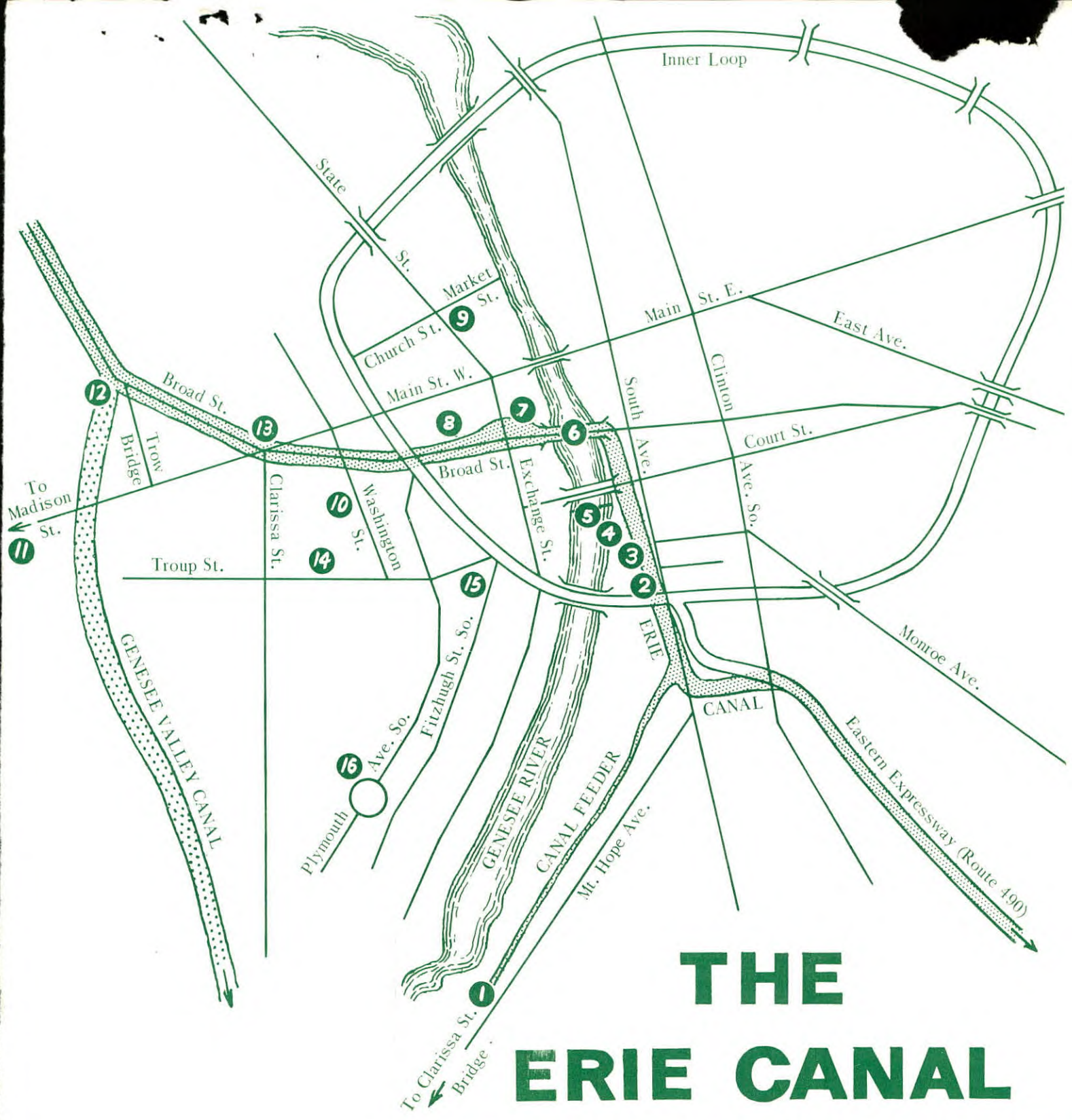
Direction of View: nw



Map Location:
GS Coordinates

map herewith

N
↑



THE ERIE CANAL IN ROCHESTER

1. The Feeder
2. Erie Canal Bed
3. Weighlock Building (site)
4. Barge Canal Terminal and Turning Basin
5. Dam in Genesee River
6. Aqueduct
7. Child's Basin (site)
8. City Hall (Presbyterian Church site)
9. Mansion House (site)
10. Jonathan Child House
11. Susan B. Anthony House
12. Genese e Valley Canal junction
13. Old Calamity bridge (site)
14. Ely House - now D. A. R. House
15. Campbell Whittlesey House
16. Cady House

Gone from the downtown streets of Rochester are the many arched bridges that led to the chant "Low bridge! everybody down! Low bridge, we're a-comin' to a town". But for nearly a century the Erie Canal came into the county from the east. Crossing Perinton, Pittsford, and Brighton it entered Rochester on the route of the present Eastern Expressway. Part of an old lock wall stands as a silent reminder along the north side of Route 490 just east of the Culver Road exit.

West from the river Broad Street has been built over the old canal bed. The northwesterly route took the Erie through Gates and Greece. It went on through Spencerport and Brockport. This was part of the 60-mile stretch called the "long level" in which there was no need for locks between the Genesee River and Lockport.

Monroe County was set up in 1821 about the time the Erie Canal was first used here. The county, with Rochester at its center, grew and prospered because of the canal. It furnished an easy way to market the produce of the region. To this area, furthermore, it brought men and materials in abundance.

From its completion in 1825 until its removal, the busy Erie Canal ruled traffic in downtown Rochester. There was a change in the route of the canal through Monroe County in 1918. The section lying between Pittsford and the Western Widewaters near Mt. Read Boulevard was abandoned in favor of a wider, deeper, and straighter canal with fewer locks. The new route which skirts the southern edge of the city is called the Barge Canal.

Within one mile of the Civic Center lie several sites linked to the days when the Erie Canal passed through the heart of Rochester:

1. The Feeder.

This is best seen from the south side of the Clarissa Street bridge. It was an open ditch, beside the river on the east side, that led river water from above the fording place near Elmwood Avenue into the Erie to replenish the canal waters. It entered the canal as it neared the river.

2. Erie Canal Bed.

Look north from the east end of the Troup-Howell bridge. The railroad tracks lie in the bed of the old Erie. They are part of a trolley subway which used the canal bed for forty years after the Erie was replaced by the Barge Canal.

3. Weighlock Building (site only).

Opposite present Capron Street on what was known as Crouch's Island between the river and canal a two-story, pillared, brick building was built in 1852. It had a device for weighing the boats, and toll was charged on their tonnage until tolls were abandoned in 1882. It was torn down in 1925 to make way for the trolley subway.

4. Barge Canal Terminal and Turning Basin.

The entrance to the canal terminal is from Court Street just east of the bridge. Beside the warehouse is the office building for the District Engineer, New York State Department of Public Works. The Genesee River at this point is more than 200 feet wide and deep enough for vessels to dock, load or unload, and turn.

5. Dam in the Genesee River.

South of the Court Street bridge a dam raises the water of the river to meet that of the Barge Canal. This makes possible the water level crossing of the river by the canal in Genesee Valley Park. A cascade of three falls totaling 14 feet was blasted away when the Erie Canal once crossed at this point. This was the Upper Falls.

6. The Aqueduct (Broad Street bridge).

This marvel of engineering was built to replace an earlier aqueduct which had proved inadequate for the heavy traffic. It carried the canal across the river. It is 800 feet long, supported by seven arches of 52-foot span each. It was seven feet deep and 45 feet wide and, when completed in 1842, cost just less than half a million dollars. When the Erie was replaced by the Barge Canal, trolley tracks ran in the old canal bed. Later a superstructure was built on it, with three smaller arches over each great arch. It carries Broad Street now above the railroad tracks on the lower level.

7. Child's Basin (site only).

It was located where the Central Trust Bank now stands at the northeast corner of Broad and Exchange Streets. This was the scene of the great opening celebration that took place on October 27, 1825. It was the day after a signal gun at Buffalo had announced the start of the group of boats bringing Governor DeWitt Clinton and the Canal Commission from Lake Erie to the New York harbor. They were riding on the "Seneca Chief". Rochester officials went on the boat "The Young Lion of the West" to greet them. They tied up at Child's Basin amid cheering crowds. Jonathan Child, for whom this harbor was named, built canal boats here and had warehouses to promote shipping.

8. City Hall (site of First Presbyterian Church).

On the day of the official opening of the Erie here, guests went to a special dedication service at the First Presbyterian Church which stood where City Hall now stands. This was the second building of this congregation. It had just been completed in 1824. After it burned in 1869 they rebuilt at Spring and Plymouth, and City Hall was erected here in 1872. There is a plaque at the corner of Broad and Fitzhugh Streets.

9. Mansion House (site only)

This tavern stood on the southeast corner of State and Market Streets about opposite the end of Church Street. Urban renewal has eliminated Market Street. The well known tavern was selected for the banquet on canal opening day.

10. Jonathan Child House

At 37 So. Washington Street the beautiful pillared house is leased to the Bureau of Municipal Research by the Society for the Preservation of Landmarks in Western New York who now own it. It was built in 1838 by Jonathan Child, first mayor of Rochester when it became a city in 1834. His wife Sophia was daughter of Nathaniel Rochester, founder of Rochesterville.

11. Susan B. Anthony House.

The house at 17 Madison Street (off West Main) is a memorial to Miss Anthony, leader of the women's suffrage movement. The Anthony family came to Rochester from their eastern home by canal. They had disembarked at Child's Basin in 1845. On Thanksgiving Day in 1872, Susan Anthony was arrested in the front parlor of this house for having voted in a national election. The 19th Amendment, making it legal for women to vote, was passed in 1920 and is called the Susan B. Anthony Amendment. This home where she lived from 1866 until her death in 1906 was named a National Historic Site in May 1965. It is open Wednesdays through Saturday from 10 a.m. to 4 p.m.

12. Genesee Valley Canal.

The Pennsylvania Railroad tracks run through Rochester in the bed of this old canal. It joined the Erie Canal about where Trowbridge and Broad Streets meet. The success of the Erie stimulated the building of this canal to the Southern Tier. By the time it was completed to just beyond Olean in 1862, railroads were replacing canals because they could be used the year around. The Genesee Valley Canal was never a financial success. It was abandoned in 1878 and sold. Five years later trains were running on the old towpath.

13. Old Calamity Bridge (site only).

At West Main and Clarissa Streets the bridge over the canal was first an overhead one that also spanned the Genesee Valley Canal. Then a swing bridge replaced it and finally a lift bridge was built in 1889. This won the title "Old Calamity" as the city's number one traffic problem. Until the canal was moved, it was a perennial excuse for tardy students and workers.

14. Ely House.

Eleven Livingston Park at Troup Street is now owned by the Daughters of the American Revolution as their chapter house. It was built in 1825 by Hervey Ely, an early miller. The third ward was called the "ruffled shirt" ward to indicate the wealth of its residents. The prosperity of Rochester by the middle of the 19th century was due to the advantages of the Erie Canal for commerce and transportation. Open by appointment.

15. Campbell-Whittlesey House.

On the Inner Loop at 123 So. Fitzhugh Street this place was saved and restored by the Landmarks Society. For many years it was the home of the Whittlesey family, but it is furnished in the period of 1835 when it was built by Benjamin Campbell, a wealthy miller. Its rolling lawns extended down to the river and from its height could be seen the canal which carried flour from Mr. Campbell's mills to markets in the east. Open daily except Monday, 10 to 5.

16. Cady House.

At 407 So. Plymouth Avenue, this stucco over brick Greek Revival house was built by Colonel Henry Cady, a contractor for the second Erie Aqueduct.

Produced July, 1967

MONROE COUNTY HISTORY OFFICE

Gordon A. Howe, County Manager
Lee McCanne, County Historian
Margaret MacNab, Asst. Historian
Katherine Thompson, Research Historian

94/0374

BUILDING-STRUCTURE INVENTORY FORM

NYS OFFICE OF PARKS, RECREATION
& HISTORIC PRESERVATION
DIVISION FOR HISTORIC PRESERVATION
(518) 474-0479

FOR OFFICE USE ONLY
UNIQUE SITE NO. 05540.000002
QUAD
SERIES
NEG. NO.

YOUR NAME: John Flint DATE: 2/14/94

YOUR ADDRESS: 3495 Winton Place TELEPHONE: 716-475-0110
Flint, Allen, White & Radley
ORGANIZATION (if any): Consulting Engineers, P.C.

* *

IDENTIFICATION

1. BUILDING NAME(S): Broad Street Subway Tunnel
2. COUNTY: Monroe TOWN/CITY: Rochester VILLAGE:
3. STREET LOCATION: Broad Street
4. OWNERSHIP: a. public ☒ b. private ☐
5. PRESENT OWNER: City of Rochester ADDRESS: 30 Church St., Rochester, NY 14614
6. USE: Original: Erie Canal/Subway Present: Unused/Freight Rail Line
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☐ No ☒
Interior accessible: Explain Portals at 2 Locations

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☐ b. stone ☐ c. brick ☐ d. board and batten ☐ e. cobblestone ☐ f. shingles ☐ g. stucco ☐ other: Reinforced Concrete

9. STRUCTURAL SYSTEM: (if known)
a. wood frame with interlocking joints ☐
b. wood frame with light members ☐
c. masonry load bearing walls ☐
d. metal (explain)
e. other Stone (bedrock base & lower walls; concrete & steel/concrete roof)

10. CONDITION: a. excellent ☐ b. good ☐ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☒ b. moved ☐ if so, when?
c. list major alterations and dates (if known):

Complete rehabilitation 1977-1980
See Supplemental Data, Pages 2, 3, & 4

12. PHOTO:
See Attached Photographs

13. MAP:
See Attached Figures

An Equal Opportunity Agency

14. THREATS TO BUILDING: a. none known ☐ b. zoning ☐ c. roads ☐
d. developers ☐ e. deterioration ☒
f. other: _____

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ☐ b. carriage house ☐ c. garage ☐
d. privy ☐ e. shed ☐ f. greenhouse ☐
g. shop ☐ h. gardens ☐
i. landscape features: _____
j. other: Broad Street Aqueduct/Genesee River Bridge

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land ☐ b. woodland ☐
c. scattered buildings ☐
d. densely built-up ☒ e. commercial ☒
f. industrial ☒ g. residential ☐
h. other: _____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)

Project is 0.81 route mile subterranean tunnel, beginning at Broad/Exchange Streets and traveling northwest to Brown Street at Broad Street. Project abuts and is connected to 1842 Broad Street Aqueduct. See Supplemental Data, Page 4.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

4,300 L.F. long (0.81 mi) by 60-101 ft. wide from Exchange Blvd. NW to Brown Street.

1.7 ft. high Concrete posts, piers, steel and concrete r

See Supplemental Data, Page 3.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: Present Structure/roof 1928±

ARCHITECT: Unknown

BUILDER: City of Rochester

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:

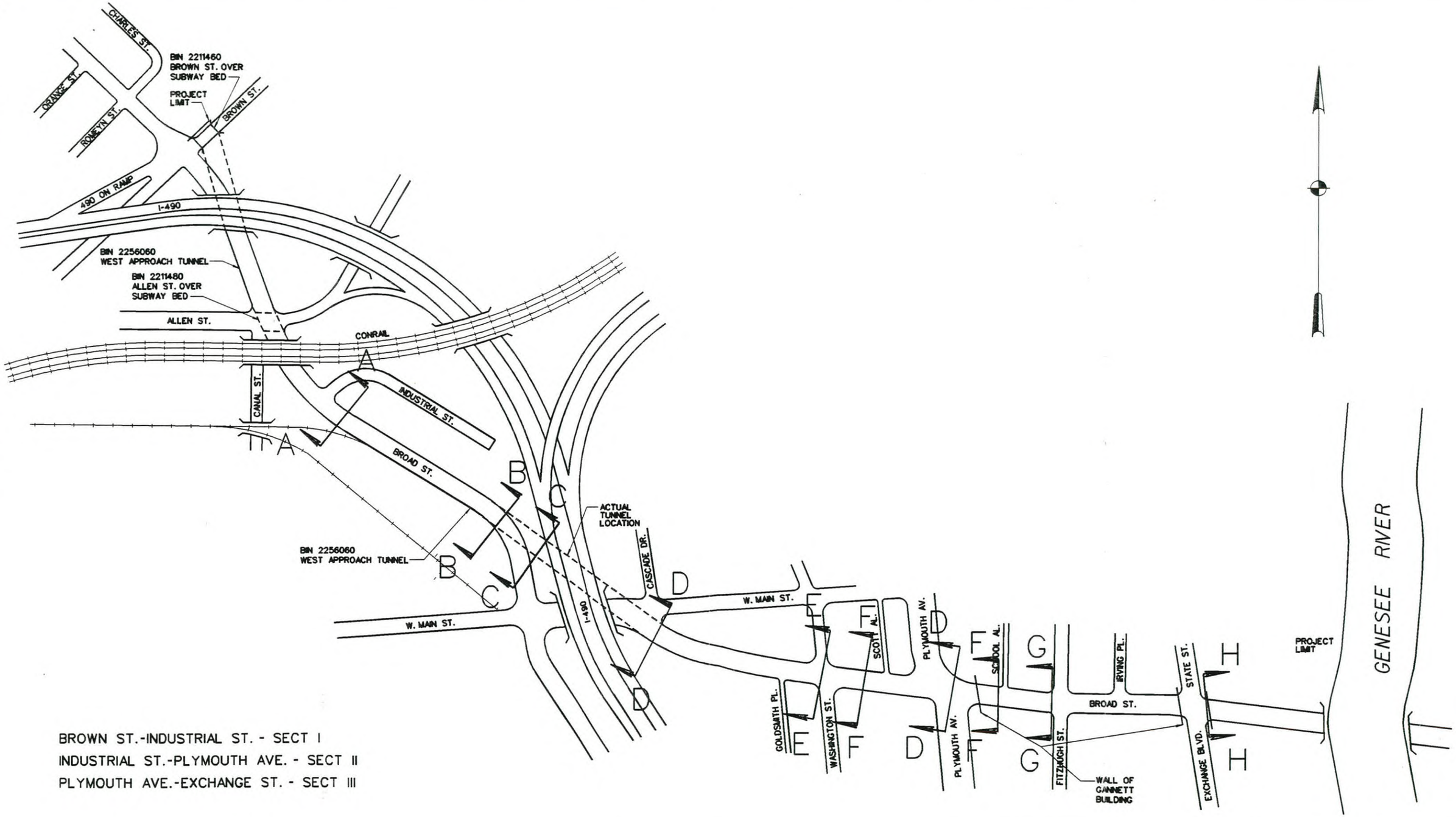
Route of Erie Canal through Downtown Rochester
Constructed 1928
Subway Tunnel (western portion) through Downtown Rochester
Subway Abandoned - 1956
Rehabilitated - 1980
Freight use - to be abandoned in 1997

21. SOURCES:

Broad Street Aqueduct Re-use Study
NYSDOT, City of Rochester Records/Archives
Rochester Rail Transit Committee, NYSDOT Railroad Museum
"The Rochester Subway" by Charles Lowe, Sept. 3, 1993

22. THEME:

Transportation



BROWN ST.-INDUSTRIAL ST. - SECT I
INDUSTRIAL ST.-PLYMOUTH AVE. - SECT II
PLYMOUTH AVE.-EXCHANGE ST. - SECT III

FLINT, ALLEN, WHITE & RADLEY Consulting Engineers, P.C. 3495 WINTON PLACE, ROCHESTER, NY 14623	BROAD STREET TUNNEL EXPANDED PROJECT PROPOSAL (EPP) BIN'S 2211460, 2211480 & 2256060	PLAN VIEW OF TUNNEL LAYOUT FIGURE 1

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