

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
 Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

New York [36]	Monroe County [055]	Rochester [63000]	IN ROCHESTER	43-09-18 = 43.155000	077-36-36 = - 77.610000
2256077	Highway agency district: 43	Owner City or Municipal Highway Agency [04]	Maintenance responsibility City or Municipal Highway Agency [04]		
Route 0	SUBWAY TUNNEL	Toll On free road [3]	Features intersected	GENESEE RIVE,GENESEE RIV	
Design - main Masonry [8]	Design - approach	Kilometerpoint	Year built 1842	Year reconstructed 1975	
7 Arch - Deck [11]	0 Other [00]	Skew angle 0	Structure Flared	Yes, flared [1]	
		Historical significance	Bridge is not eligible for the NRHP. [5]		
Total length 133.2 m = 437.0 ft	Length of maximum span 15.8 m = 51.8 ft	Deck width, out-to-out 20.7 m = 67.9 ft	Bridge roadway width, curb-to-curb	0 m = 0.0 ft	
Inventory Route, Total Horizontal Clearance 0 m = 0.0 ft	Curb or sidewalk width - left 0 m = 0.0 ft	Curb or sidewalk width - right	0 m = 0.0 ft		
Deck structure type	Not applicable [N]				
Type of wearing surface	Other [9]				
Deck protection	Not applicable (applies only to structures with no deck) [N]				
Type of membrane/wearing surface	Unknown [8]				

Weight Limits

Bypass, detour length 0 km = 0.0 mi	Method to determine inventory rating	Inventory rating 14.6 metric ton = 16.1 tons
	Method to determine operating rating	Operating rating 39.4 metric ton = 43.3 tons
Bridge posting	Equal to or above legal loads [5]	Design Load

Functional Details

Average Daily Traffic Average daily truck traffi 10 % Year Future average daily traffic Year 2010

Road classification Lanes on structure Approach roadway width 0 m = 0.0 ft

Type of service on bridge Highway-pedestrian [5] Direction of traffic 2 - way traffic [2] Bridge median Closed median (no barriers) [2]

Parallel structure designation No parallel structure exists. [N]

Type of service under bridge Waterway [5] Lanes under structure 0 Navigation control

Navigation vertical clearanc 0 = N/A Navigation horizontal clearance 0 = N/A

Minimum navigation vertical clearance, vertical lift bridge Minimum vertical clearance over bridge roadway 0 m = 0.0 ft

Minimum lateral underclearance reference feature Feature not a highway or railroad [N]

Minimum lateral underclearance on right 0 = N/A Minimum lateral underclearance on left 0 = N/A

Minimum Vertical Underclearance 0 = N/A Minimum vertical underclearance reference feature Feature not a highway or railroad [N]

Appraisal ratings - underclearances N/A [N]

Repair and Replacement Plans

Type of work to be performed Work done by Work to be done by contract [1]

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35] Bridge improvement cost 830000 Roadway improvement cost 96000

Length of structure improvement 133.2 m = 437.0 ft Total project cost 1449000

Year of improvement cost estimate

Border bridge - state Border bridge - percent responsibility of other state

Border bridge - structure number

Inspection and Sufficiency

Structure status	<input type="text" value="Open, no restriction [A]"/>	Appraisal ratings - structural	<input type="text" value="Unknown [*]"/>
Condition ratings - superstructure	<input type="text" value="Poor [4]"/>	Appraisal ratings - roadway alignment	<input type="text" value="Equal to present minimum criteria [6]"/>
Condition ratings - substructure	<input type="text" value="Fair [5]"/>	Appraisal ratings - deck geometry	<input type="text" value="Unknown [*]"/>
Condition ratings - deck	<input type="text" value="Not Applicable [N]"/>		
Scour	<input type="text" value="Scour calculation/evaluation has not been made. [6]"/>		
Channel and channel protection	<input type="text" value="Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly. [6]"/>		
Appraisal ratings - water adequacy	<input type="text" value="Somewhat better than minimum adequacy to tolerate being left in place as is [5]"/>	Status evaluation	<input type="text" value="Structurally deficient [1]"/>
Pier or abutment protection	<input type="text"/>	Sufficiency rating	<input type="text" value="54.7"/>
Culverts	<input type="text" value="Not applicable. Used if structure is not a culvert. [N]"/>		
Traffic safety features - railings	<input type="text"/>		
Traffic safety features - transitions	<input type="text" value="Not applicable or a safety feature is not required. [N]"/>		
Traffic safety features - approach guardrail	<input type="text" value="Not applicable or a safety feature is not required. [N]"/>		
Traffic safety features - approach guardrail ends	<input type="text" value="Not applicable or a safety feature is not required. [N]"/>		
Inspection date	<input type="text" value="December 1990 [1290]"/>	Designated inspection frequency	<input type="text" value="24"/> Months
Underwater inspection	<input type="text" value="Not needed [N]"/>	Underwater inspection date	<input type="text"/>
Fracture critical inspection	<input type="text" value="Not needed [N]"/>	Fracture critical inspection date	<input type="text"/>
Other special inspection	<input type="text" value="Not needed [N]"/>	Other special inspection date	<input type="text"/>