



When and How Often Does the Bridge Lift?

Per Code of Federal Regulations Section 33

Part 17.785: "C"

The draw of the O'Rourke Bridge, mile 1.2 at Rochester, shall open on signal from April 1 through December 15; however, from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. Monday through Friday except Federal holidays, the draw need be opened only for the passage of commercial vessels. From 9 a.m. to 4 p.m. and 6 p.m. to 11 p.m. Monday through Friday except Federal holidays, and from 7 a.m. to 11 p.m. on Saturdays and Sundays, and Federal holidays, the draw need be opened only on the hour and half hour, except that commercial vessels shall be passed at any time. From December 16 through March 31, the draw shall open on signal if at least 12 hours notice is given.

- **For information and lift requests:**
- **IN-SEASON:** CALL 753-7800 (April 1—Dec. 15)
- **OFF-SEASON:** CALL 753-7720 (Dec 16—March 31)



Phone Numbers You Need To Know

Control House (585) 753-7800

By Radio

Channel 10

Monroe County Dept. of Transportation	(585) 753-7720
Marine Auxiliary Fire Company	(585) 663-8550
U.S. Coast Guard Rochester Station Administration	(585) 342-4149
U.S. Coast Guard Rochester Station (Search and Rescue-emergency only)	(585) 342-4140
Harbor master City of Rochester	(585) 621-1315
United States Customs	(800) 827-2851
Rochester Police & Fire Departments, Monroe Ambulance, and Rural/Metro Medical Services	911
Genesee Yacht Club	(585) 266-9796
R.Y.C—Dock master	(585) 338-3149
Rochester Yacht Club	(585) 342-5511
Navy Point Marine	(585) 266-3980
Shumway Marine	(585) 342-3030
Smith Boys	(585) 467-4020
Gibbs Marine	(585) 663-8990
Voyager Boat Sales	(585) 342-5150
Harbor Towne Belle	(585) 342-5150
Rochester Power Squadron	(585) 467-5740

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Colonel Patrick O'RORKE Memorial Bridge



BOATER'S GUIDE



Department of Transportation

Maggie Brooks

County Executive

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Director of Transportation

Bo Mansouri, P. E.

County Bridge Engineer

Boating Information You Need To Know

Bridge Clearance: Approximately 45.8 feet. **Remember,** water levels fluctuate, don't take a chance. Please observe the water depth gauges on the NW and SE fenders of the Bridge for actual clearance. See picture below. Remember to add 5 ft. at the center of the span.

Right -of- Way: In a narrow channel passage, such as a single span opening, the north bound vessel has the right-of-way. Courtesy and common sense require that the height-restricted sailboats be given the benefit of first passage under the opened span. When in doubt, always yield the right-of-way!

Hailing Channel: To talk to the bridge operator under normal conditions, use **Channel 10**. To reach the U.S. Coast Guard or in an emergency, use **Channel 16**.

Please note Channel 16 is monitored by the Coast Guard and should be used only in emergencies.

When following a commercial vessel through:

Call the bridge house on the radio to inform the operator of your intentions. Remember, it can be difficult to see you, especially at night or in bad weather.

At night: Make sure that your masthead and running lights are on so that we can see you while giving you a safe lift.



Who was Colonel Patrick Henry O'Rorke

Shown below is an image of the Dedication Plaque at the O'Rorke Memorial Bridge. Briefly profiling the Colonel's legacy, it reads as follows:



Patrick Henry O'Rorke was born on March 28, 1836, in County Cavan, Ireland. The O'Rorke family immigrated through Canada to Rochester, settling in the Upper Falls region of the Genesee River. Patrick was recognized as one of Rochester's premier students, beginning a pattern of excellence that became the hallmark of his life. After graduating from School #9, he trained as a marble cutter, gaining a reputation as one of Rochester's finest craftsmen.

In 1857, O'Rorke received an appointment to the U.S. Military Academy at West Point. In 1861, he graduated first in his class and entered the prestigious Army Corp of Engineers. His early experiences in the Civil War included service at Bull Run and in joint army/navy operations along the coasts of South Carolina and Georgia.

In July 1862, he returned home to marry Clara Bishop in St. Bridget's Church. That same summer, he accepted command of the locally organized 140th Volunteer Infantry. Their defining moment came at Gettysburg, on July 2, 1863, when the 140th was called upon to defend Little Round Top, in danger of falling under enemy control. With little time to prepare, Col. O'Rorke personally led his men into battle. Victory was swift, ferocious and bittersweet, as Col. O'Rorke lay dead.

Today, the O'Rorke Bridge stands as a testimony to young Col. O'Rorke's personal character, leadership and valor. With this memorial, we pay tribute to him as an Irish American hero whose service to this country shall not be forgotten.



Bridge Facts and Tidbits

Bridge Location:	In Charlotte near the mouth of the Genesee River and Lake Ontario
Roadway width:	Four 11 ft. (3.35 m) Travel lanes Two 5 ft. (1.52 m) shoulders Two 5 ft. (1.52 m) Bike Lanes Two 7 ft. (2.13 m) sidewalks

Structure Information:

Year Constructed:	Opened to traffic on October 1, 2004 Dedicated on October 2, 2004
Material:	Steel and concrete
Type of bridge:	Scherzer Rolling Bascule
Expected Life:	70+ years
No. of spans:	5
Main Span length:	243 ft. (74.07 m) (Over the River)
Overall Length:	919 ft. (280.72 m)

The old Stutson Street Bridge cost \$370,000 in 1917 while the O'Rorke Bridge cost \$76 million in 2004.

26,000 cy of concrete was used. Each concrete counterweight weighs 590 tons. The project used 2,600 tons of steel and each Bascule leaf has 425 tons of steel in it. 900 tons of reinforcement steel was used throughout. There were 5 miles of piles driven in the bedrock and the deepest pile was 114 feet long under the east pier. The amount of earth moved was 190,000 cy, 38,000 tons of asphalt, and 44,000 cy of stone were placed. 11,000 cy of topsoil, 2925 trees and shrubs were used for landscaping.

Although the bridge operates using two 75 HP electric motors, in the event of power failure and backup generator failure each leaf can be lifted using a 3/4 HP electric hand drill, powered by portable generators.

The most unique feature of this bridge was the first time use of fused seismic isolation bearings.