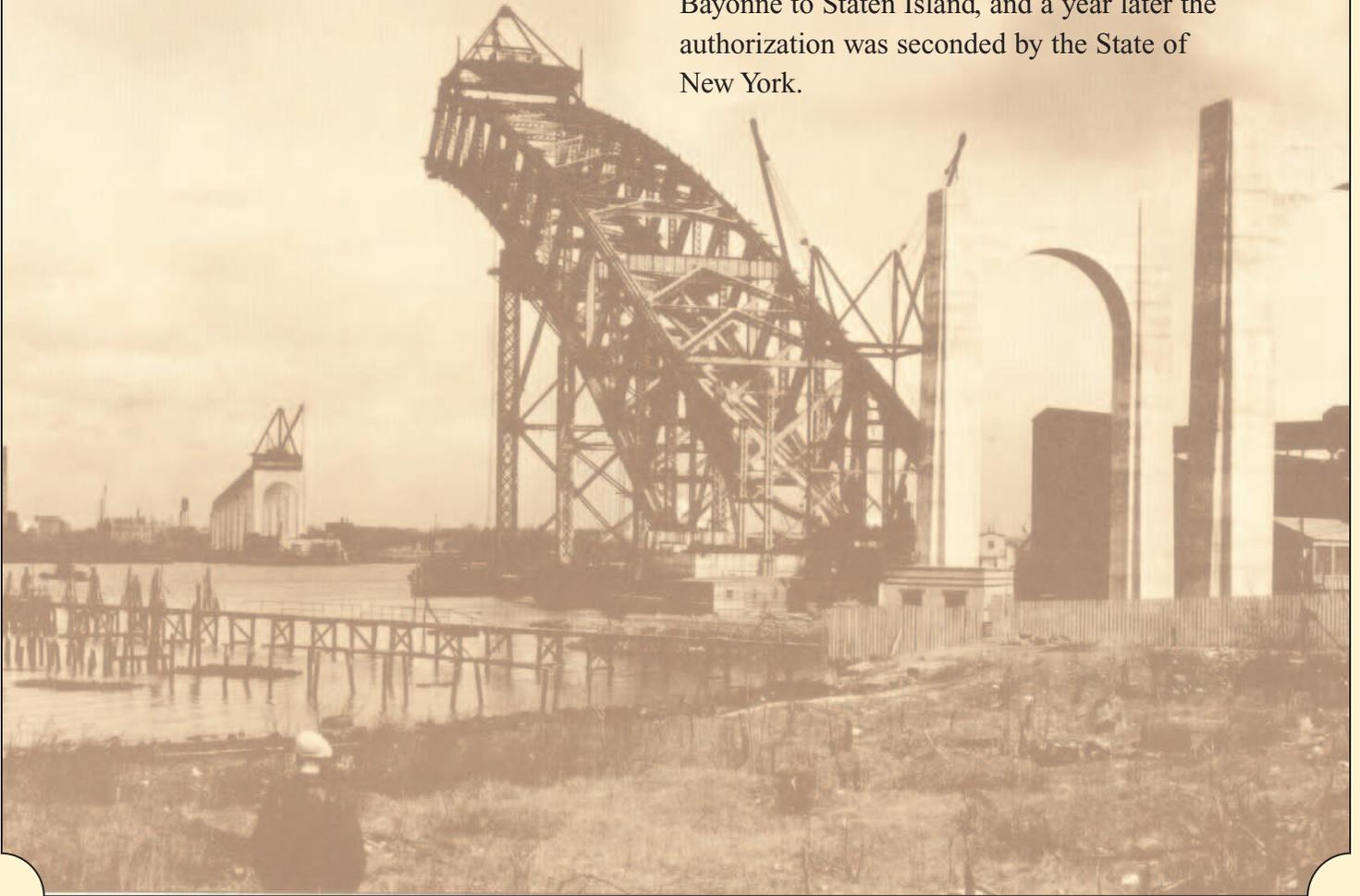


**S**taten Island was settled by sturdy Dutch who cleared the land, traded with the Indians and built farms. Seeking social contact and outlets for their products, they established the first public ferry in 1750, to Bergen Point in New Jersey.

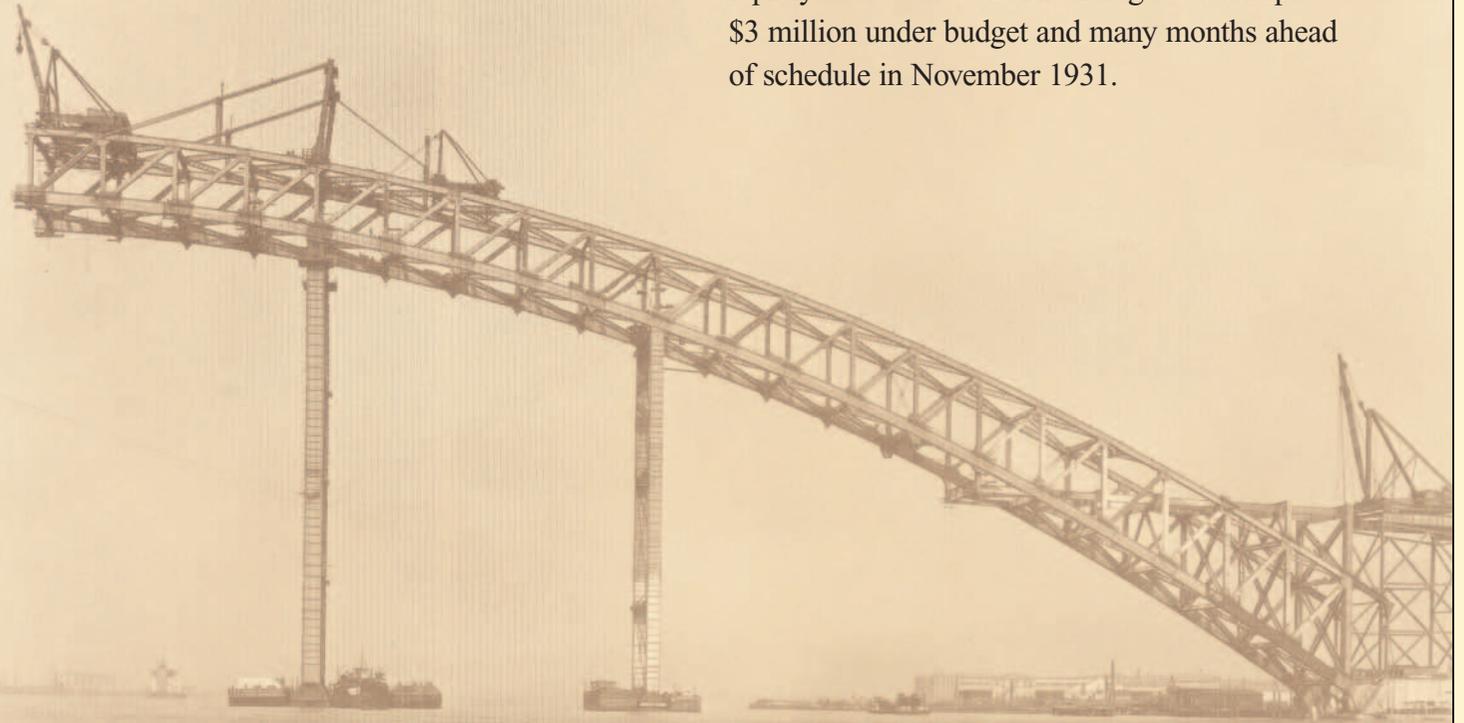
**S**taten Island transportation took its second step in 1764, when the route of a New York-Philadelphia stagecoach service, using ferries to connect to Manhattan Island and New Jersey, lay across the island. One of the ferries was across the Kill van Kull, roughly where the Bayonne Bridge now stands.

**E**ventually the ferries were converted to steam and their service expanded, but they served only to move local people and goods to and from the island. It was only with the invention of the automobile, the vehicle that changed the economic complexion of the nation, that throughways to connect distant communities were warranted.

In 1925, the legislature of the State of New Jersey authorized the then Port of New York Authority to “construct, operate, maintain and own” a bridge across the Kill van Kull from Bayonne to Staten Island, and a year later the authorization was seconded by the State of New York.



Construction on the Bayonne Bridge started in July of 1928 and progressed more rapidly than estimated. The Bridge was completed \$3 million under budget and many months ahead of schedule in November 1931.



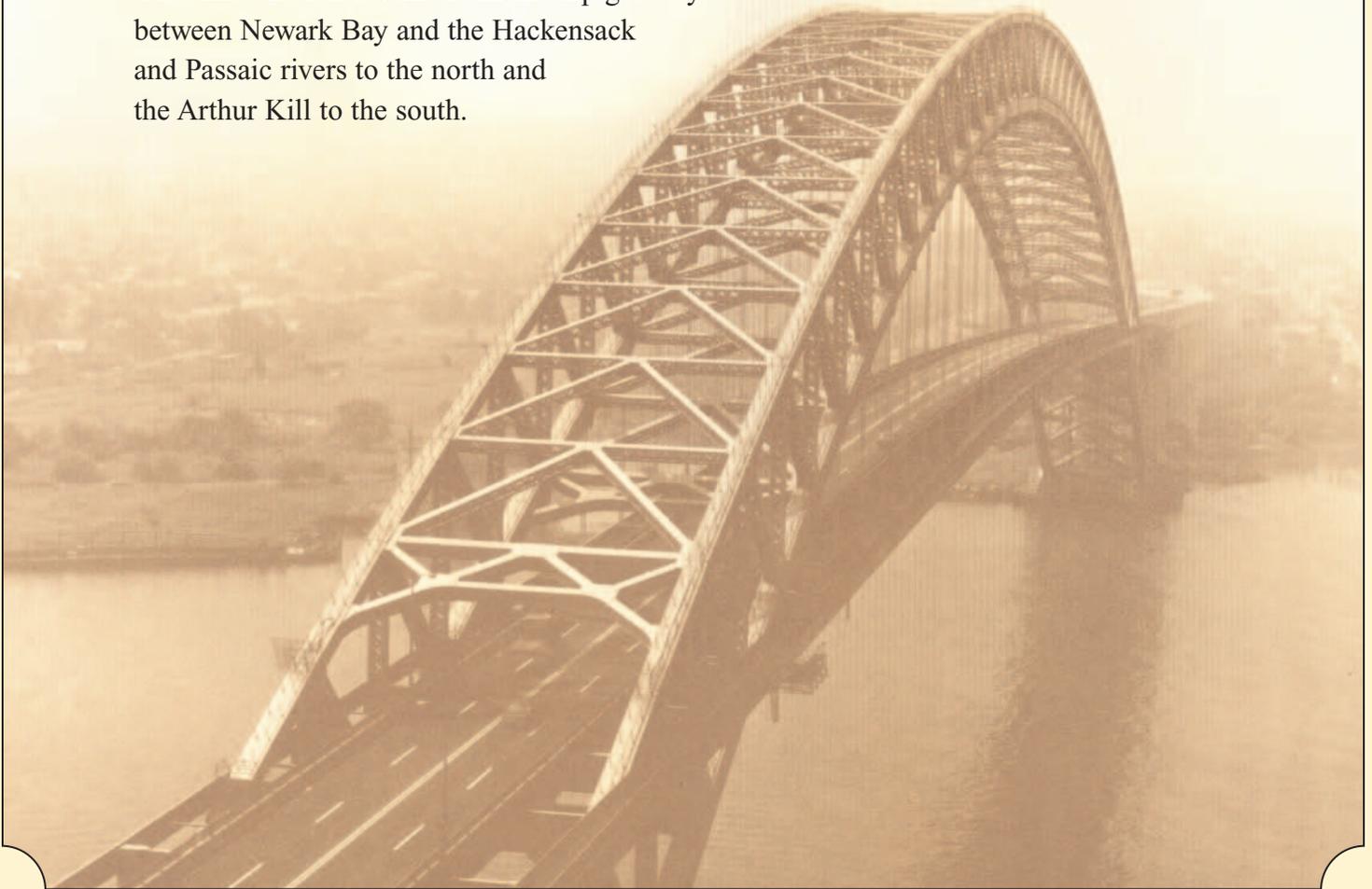
The Bridge, the longest steel arch in the world when built, was designed by the brilliant Swiss-born and world-famous designer Othmar H. Ammann, the Port Authority's Chief Engineer, whose unsurpassed George Washington Bridge had opened less than a month before.



At 5:00 a.m. on November 15, 1931, the Bridge was officially opened to both vehicular and pedestrian traffic. While 17,019 vehicles crossed the Bridge, another 6,933 pedestrians paid 5 cents to walk the one and two-thirds miles.



The Bayonne Bridge, with its 1,675 foot span and a clearance at the center of 150 feet, was designed to provide unobstructed passageway for the tallest ships the U.S. Navy operated. The Kill van Kull is still the main ship gateway between Newark Bay and the Hackensack and Passaic rivers to the north and the Arthur Kill to the south.



## BAYONNE BRIDGE CHRONOLOGY

- |                               |   |             |   |
|-------------------------------|---|-------------|---|
| <b>1928</b><br><b>July</b>    | Construction on the Bridge begins   | <b>1964</b> | Staten Island Bridges Administration Headquarters shifted from the Bayonne Administration Building to Goethals Bridge.  |
| <b>1931</b><br><b>May 5th</b> | Official resolution designating name of Kill van Kull Bridge "The Bayonne Bridge."  | <b>1964</b> | Willowbrook Expressway connection opens between Bayonne Bridge and Staten Island Expressway connecting Bayonne and Verrazano-Narrows Bridge.                    |
| <b>1931</b>                   | Bridge Dedication Nov. 14 - The Bridge, then the longest steel arch in the world, was opened to traffic on Nov. 15 with a four-lane roadway and one sidewalk. | <b>1970</b> | One-way toll collection implemented.  |
| <b>1931</b>                   | American Institute of Steel Construction awarded the Bayonne Bridge its annual award of merit as the most beautiful steel bridge in Class A.                  | <b>1976</b> | Cumulative vehicle traffic reaches 100 million.   |
| <b>1932</b>                   | 462,800 vehicles cross the Bridge in its first full year of operation.  | <b>1980</b> | Cumulative vehicle traffic reaches 116.5 million.   |
| <b>1940</b>                   | The 5¢ toll for pedestrians was discontinued.   | <b>1981</b> | The Bayonne Bridge 50th Anniversary and Rededication  |
| <b>1951</b>                   | The Port Authority and City of Bayonne redesigned the Bayonne Bridge plaza, putting in new strubbery and trees, benches and walks.                            | <b>1991</b> | Ship collides into the Bayonne Bridge on October 12, resulting in complete closure of span and considerable repairs.  |
| <b>1953</b>                   | Cumulative vehicle traffic reaches 25 million.  | <b>1997</b> | E-ZPass, an electronic form of toll collection, debuts at Bayonne Bridge June 29.   |
| <b>1956</b>                   | Land under Bayonne Bridge approach was donated by Port Authority to the Bayonne community for the Juliette Street Playground.                                 | <b>1997</b> | Cumulative vehicle traffic reaches 200 million.   |
| <b>1956</b>                   | Silver anniversary of Bayonne Bridge.   | <b>1999</b> | PA began \$33 Million multi-year Bayonne Bridge Deck Rehabilitation project. This was the first replacement of any of the bridge's primary structural elements. |
| <b>1962</b>                   | Cumulative vehicle traffic reach 50 million.  | <b>2006</b> | Diamond anniversary of Bayonne Bridge.  |
| <b>1964</b>                   | Completion of \$2.8 million toll plaza in Staten Island for the Bayonne Bridge which included a new one-story field office and six toll lanes.                | <b>2011</b> | 80th anniversary of Bayonne Bridge.   |

Eighty years later, the Bayonne Bridge stands as a splendid arch between the Bayonne Peninsula and Staten Island, one of four magnificent bridges linking New York to the mainland and increasing the commerce of the New York-New Jersey Metropolitan Region.

