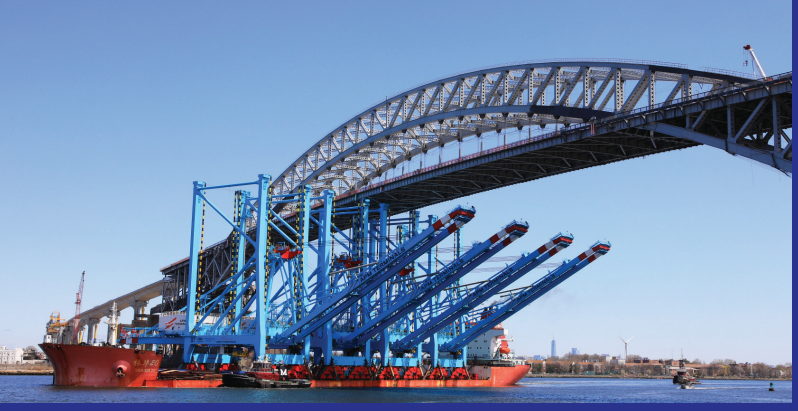
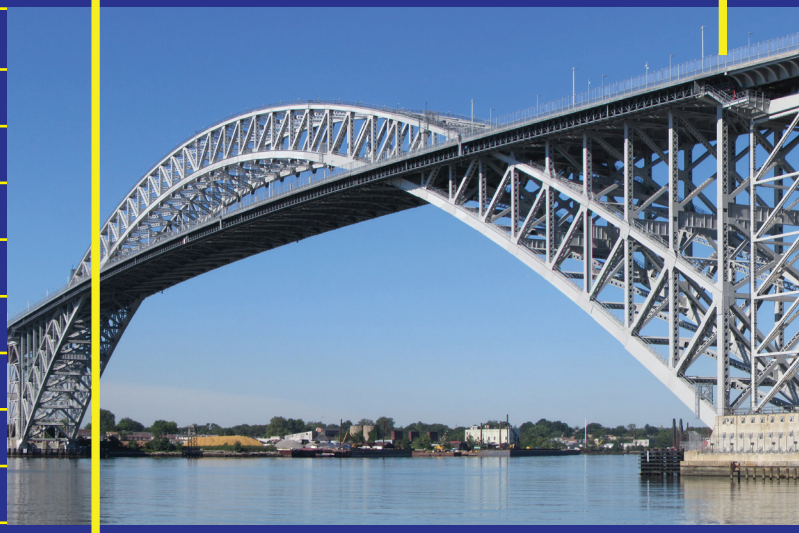


PORT AUTHORITY NY NJ
AIR LAND RAIL SEA

STATISTICS

Opened to traffic	Nov. 15, 1931
Length of arch span	1,675 feet
Length of New Jersey viaduct	3,016 feet
Length of Staten Island viaduct	2,469 feet
Total length of bridge	7,160 feet
Width of bridge	99.5 feet
Number of traffic lanes	4
Width of roadway	61.5 feet
Channel clearance of bridge at mid-span	215 feet*
Height of arch above water at crown	325 feet
Toll operation	Cashless**
Official reopening ceremony	June 14, 2019



Bayonne Bridge

The Beautiful Arch

* Channel clearance of bridge at mid-span increased to 215 feet when Navigational Clearance was achieved in June 2017.

** The Bayonne Bridge is a Cashless Toll Collection operation and no longer accepts cash payments at the bridge. More information is available at www.panynj.gov/CashlessTolling.

For additional historical information and facts about the Bayonne Bridge as well as traffic advisories and other information, visit us online at: www.panynj.gov/BayonneBridge

One of the longest steel arch bridges in the world...

the Bayonne Bridge is also one of the most spectacular bridges in the New York metropolitan area. Opened to the public on November 15, 1931, it spans the Kill Van Kull to link Bayonne, New Jersey, with Staten Island, New York.

> VITAL CONNECTION

The Bayonne Bridge is one of three Staten Island bridges linking New York and New Jersey. On Staten Island, it leads to the Verrazzano-Narrows Bridge via the Martin Luther King, Jr., Expressway and the eastbound Staten Island Expressway (I278). It also leads to the Goethals Bridge and Outerbridge Crossing via the westbound Staten Island Expressway. Used by thousands of commuters every day, the Bayonne Bridge is an important vehicular connection between Staten Island, New York and Bayonne, New Jersey, and provides access to major commercial and industrial districts including maritime facilities at Howland Hook Port Authority Marine Terminal in Staten Island, NY and Port Jersey Port Authority Marine Terminal in Bayonne and Jersey City, NJ.

> INNOVATIVE DESIGN

The most architecturally salient features of the bridge are its length and distinctive steel arch. The design of the arch features a slender, slightly tapered hyperbolic curve over the roadway. The arch trusses form a pleasing repetitive pattern of geometric triangles. It was the first major bridge to use manganese steel for its main arch structural members and rivets. Further, the innovative use of partial falsework (temporary scaffolding that upholds an unfinished span during construction) and the cantilever design of the arch precluded the need for heavy anchorages at the arch base. It was the first time that falsework was used for the construction of an arch span of this magnitude, enabling the vital navigation channel on the Kill Van Kull to remain open during construction.

> IMPORTANT LANDMARK

The Bayonne Bridge, designed by legendary engineer Othmar Ammann, is the fifth longest steel arch bridge in the world, and was the longest in the world at the time of its completion. In recognition of its innovative structure and design, the Bayonne Bridge has been widely heralded as a major engineering landmark. The American Institute for Steel Construction awarded it a “Most Beautiful Steel Bridge” prize in 1931. In 1985, the Bayonne Bridge was designated a National Historic Civil Engineering Landmark by the American Society of Civil Engineers.

> RAISE THE ROADWAY

The primary purpose of the Bayonne Bridge was to allow vehicular traffic from Staten Island to reach Manhattan via the Holland Tunnel. However, the Kill Van Kull is the primary shipping channel for cargo to reach the metropolitan area’s marine terminals: Port Newark, Elizabeth Port Authority Marine Terminal and Port Jersey Port Authority Marine Terminal in New Jersey as well as Howland Hook Marine Terminal in Staten Island, New York.

With the widening of the Panama Canal in 2016, modern, large container ships can now traverse the world’s waters. Since the original Bayonne Bridge roadway was only 151 feet above the water, these larger “New Panamax” vessels were unable to pass under it to bring goods into the New York region and keep these ports competitive.

The Port Authority of New York and New Jersey acted to “Raise the Roadway” of the Bayonne Bridge to 215 feet above the surface of the water, which meets the New Panamax sizes. The project represents a significant investment in the region. The additional 64 feet allows the Port Authority to welcome larger, more efficient vessels. The “Raise the Roadway” project retained the bridge’s iconic arch while reconstructing the roadway and its approaches. The roadway was widened for safer driving, and the pedestrian pathway was relocated to the more scenic east side of the bridge. Incredibly, vehicular traffic and shipping remained open during construction.

With the opening of the new elevated roadway, the Bayonne Bridge began a Cashless Toll Collection operation and no longer accepts cash toll payments. The toll booths have been replaced with overhead equipment that instantly reads a vehicle’s E-ZPass tag. Tolls by Mail is a program for customers who do not have an E-ZPass tag to use at any cashless tolling bridge or tunnel in New York. The registered vehicle owner is sent a toll bill in the mail that can be paid online, by mail, phone, or at certain local retailers.

> BENEFITS TO OUR REGION

- The newer, larger vessels, with cleaner and more efficient engines calling on the area’s ports will ultimately displace the need for multiple smaller vessel calls, and that will mean cleaner air for all area residents.
- Wider lanes, new shoulders, and median safety dividers upgraded the bridge to current design standards.
- The new shared use path along its entire length, used by bikers and pedestrians, provides a scenic, recreational alternative to driving.
- Interpretive signs telling the story of the bridge have been installed.
- New piers, roadway deck and approach roads ensure that thebridge will last for generations.
- The new Bayonne Bridge design will support future mass transit loads.
- The iconic arch has been preserved.