

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

New York [36]	Richmond County [085]	New York [51000]	BAYONNE BR OVR KIL VN KUL	40-38-31 = 40.641944	074-08-31 = - 74.141944
5523040	Highway agency district #Num!	Owner Local Toll Authority [32]	Maintenance responsibility	Local Toll Authority [32]	
Route 440	RTE 440	Toll Toll bridge [1]	Features intersected	Innis Street, KILL VAN K	
Design - main Steel [3]	Design - approach Steel [3]	Kilometerpoint	2024.9 km = 1255.4 mi		
1	Arch - Thru [12]	72	Girder and floorbeam system [03]	Year built 1931	Year reconstructed N/A [0000]
				Skew angle 0	Structure Flared Yes, flared [1]
				Historical significance Historical significance is not determinable at this time. [4]	
Total length	2024.1 m = 6641.1 ft	Length of maximum span	510.5 m = 1675.0 ft	Deck width, out-to-out	22.5 m = 73.8 ft
Inventory Route, Total Horizontal Clearance	12.1 m = 39.7 ft	Curb or sidewalk width - left	2 m = 6.6 ft	Curb or sidewalk width - right	2 m = 6.6 ft
Deck structure type	Concrete Cast-in-Place [1]				
Type of wearing surface	Other [9]				
Deck protection	Epoxy Coated Reinforcing [1]				
Type of membrane/wearing surface	Unknown [8]				

**Weight Limits**

Bypass, detour length	Method to determine inventory rating	No rating analysis performed [5]	Inventory rating	29.3 metric ton = 32.2 tons
2.5 km = 1.6 mi	Method to determine operating rating	No rating analysis performed [5]	Operating rating	73.7 metric ton = 81.1 tons
	Bridge posting	Equal to or above legal loads [5]	Design Load	

### Functional Details

Average Daily Traffic	18252	Average daily truck traffi	7	%	Year	2009	Future average daily traffic	25553	Year	2029
Road classification	Principal Arterial - Other Freeways or Exp		Lanes on structure	4	Approach roadway width	12.1 m = 39.7 ft				
Type of service on bridge	Highway-pedestrian [5]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway-waterway-railroad [		Lanes under structure	4	Navigation control	Navigation control on waterway (bridge permit required). [1]				
Navigation vertical clearanc	41.1 m = 134.8 ft			Navigation horizontal clearance	243.8 m = 799.9 ft					
Minimum navigation vertical clearance, vertical lift bridge				Minimum vertical clearance over bridge roadway	6.09 m = 20.0 ft					
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	4.1 m = 13.5 ft				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	4.36 m = 14.3 ft			Minimum vertical underclearance reference feature	Highway beneath structure [H]					
Appraisal ratings - underclearances	Somewhat better than minimum adequacy to tolerate being left in place as is [5]									

### Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Widening of existing bridge with deck rehabilitation or replacement. [34]	Bridge improvement cost	5834000	Roadway improvement cost	3424000						
	Length of structure improvement	2024.1 m = 6641.1 ft			Total project cost	9258000				
	Year of improvement cost estimate	2009								
	Border bridge - state	Unknown [342]				Border bridge - percent responsibility of other state				
	Border bridge - structure number	0								

## Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Good [7]		
Scour	Bridge foundations determined to be stable for assessed or calculated scour condition. [5]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
Appraisal ratings - water adequacy	Equal to present minimum criteria [6]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection	Navigation protection not required [1]	Sufficiency rating	46.2
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings	Inspected feature meets currently acceptable standards. [1]		
Traffic safety features - transitions	Not applicable or a safety feature is not required. [N]		
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	September 2009 [0909]	Designated inspection frequency	24 Months
Underwater inspection	Unknown [Y60]	Underwater inspection date	August 1993 [0893]
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	September 2009 [0909]
Other special inspection	Not needed [N]	Other special inspection date	