



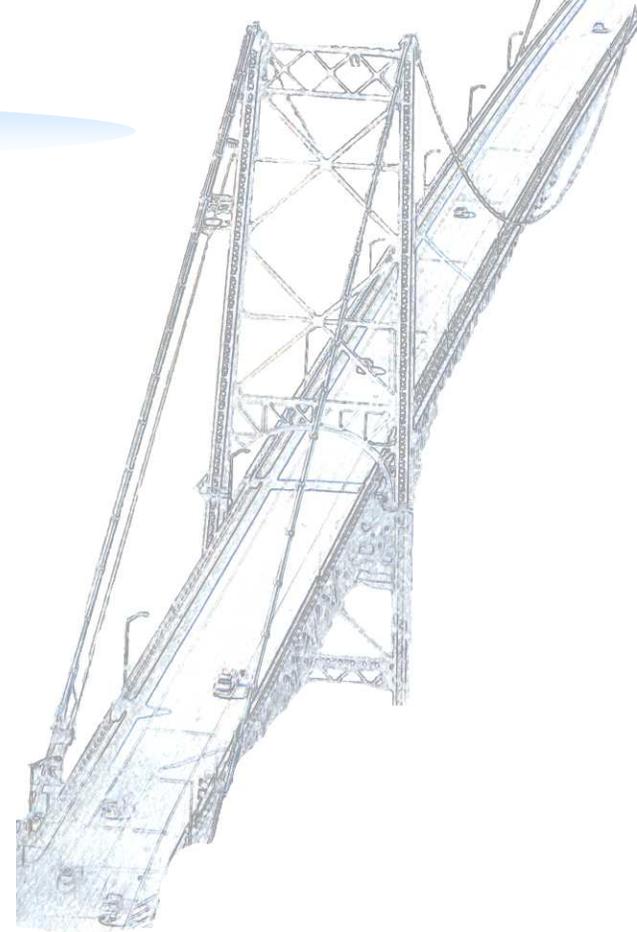
New York State Bridge Authority

2006

**Annual
Report**



2006 Annual Report of the New York State Bridge Authority



Board of Commissioners

James P. Sproat, Chairman
Roderick O. Dressel, Vice Chairman
Robert P. Carter
Richard A. Gerentine
Thomas J. Madison, Jr.
Walter A. Paradies
David A. Teator, Jr.

Eliot Spitzer
Governor

George C. Sinnott
Executive Director

James J. Bresnan
Deputy Executive Director

May 17, 2007

www.nysba.state.ny.us

P.O. Box 1010
Highland, New York 12528
845-691-7245

From the Chairman and the Executive Director

From humble beginnings in 1932, to more than 58 million crossings in 2006, the spans of the NYS Bridge Authority have served a vital role in the prosperity and cultural heritage of the Hudson Valley.

The Authority has been recognized over its 70+ years for a number of innovations and its support of Hudson Valley communities, and 2006 was no exception.

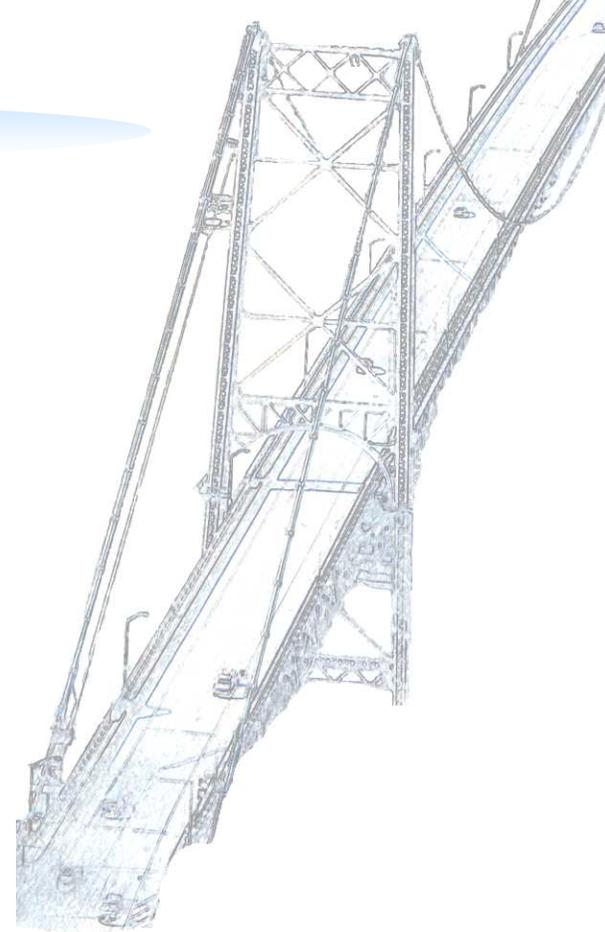
Today, the Bridge Authority holds the highest bond rating given any public toll-supported transportation entity, provides safe and convenient access across five bridges and charges one of the lowest tolls for any self-supported bridge authority in the nation.

While the original bonds of the Authority have been paid, and current bonds are financed at a very low rate, the Authority continues to operate a cost effective transportation agency. In fact, the New York State Bridge Authority receives no tax dollars for operation or maintenance and is supported only by tolls paid by the users of the bridges.

Among the challenges faced by the Bridge Authority in late 2006 was the tragic death of two people who committed suicide off one of our structures. Our response is based on a deep sense of moral and community responsibility. The Bridge Authority immediately began a study to search for answers to many questions including what we, as a public entity, could do to help prevent these needless deaths.

In early 2007, after substantial consultation with state and national experts in the field of suicide prevention, the Authority approved a comprehensive Suicide Prevention Plan and will authorize all appropriate action to truly make a difference.

Our bridges provide a venue for many community service groups, allowing the bridges to remain an integral part of the stewardship of the Hudson River and its communities.



The Authority also provides safe roosting areas for Peregrine Falcons and the Mid-Hudson Bridge will, once again, achieve national recognition as the site of an innovative and cutting edge performance of “Bridge Music” scheduled for 2009.

The New York State Bridge Authority faces many challenges. With proper planning and through acting in the best interest of the communities we serve, we will continue to deliver on the promise of our mission:

“...to maintain and operate safe vehicle crossings over the Hudson River ... for the economic and social benefit of the people of the State of New York.”

James P. Sproat, Chairman

George C. Sinnott, Executive Director

Board of Commissioners

James P. Sproat
Chairman



Mr. Sproat has served as a Commissioner of the New York State Bridge Authority since 1999. A resident of Dutchess County, he has a long history of community service and civic involvement. Mr. Sproat is a licensed real estate broker specializing in commercial real estate and is a certified CCIM. James Sproat was elected Chairman of the Board in 2004.

Roderick O. Dressel
Vice Chairman



Mr. Dressel has served as a Commissioner of the New York State Bridge Authority since 1997. A resident of Ulster County, Mr. Dressel is active in the Hudson Valley agricultural industry and has more than 30 years of experience in financial matters and fiscal planning. Rod Dressel was elected Vice Chairman of the Board in 2004.

Robert P. Carter



Mr. Carter has served as a Commissioner of the New York State Bridge Authority since 2006. A resident of Dutchess County, he has actively participated in a number of professional, community and civic organizations for more than 40 years. Bob Carter owns an independent insurance agency, is a veteran of the US Army and a graduate of Fordham University.

Richard A. Gerentine



Mr. Gerentine has served as a Commissioner of the New York State Bridge Authority since 2006. A resident of Ulster County, he has a distinguished career in private business and in communities on both sides of the Hudson River. Mr. Gerentine has served as Chairman of the Ulster County Legislature and has expertise in public finance. Richard Gerentine received a degree in Business Administration from Marist College.

Walter A. Paradies



Mr. Paradies has served as a Commissioner of the New York State Bridge Authority since 2004. A resident of Ulster County, he is active in many civic organizations and has served as a member of both a planning board and a school board. Walt Paradies holds a degree in mechanical engineering from Rensselaer Polytechnic Institute and has worked with both the NYS Thruway Authority and NYS Department of Transportation.

Thomas J. Madison, Jr.



Mr. Madison has served on the Board of Commissioners of the New York State Bridge Authority since 2006, bringing a wealth of transportation and executive management experience. Mr. Madison is currently President of Spectra Subsurface Imaging and Vice-President of Spectra Environmental Group. He previously served as Commissioner of the New York State Department of Transportation, Deputy Secretary to the Governor for Transportation, Chairman of the New York State Public Transportation Safety Board and MTA Capital Program Review Board, and as a Member of the Peace Bridge Authority and Governor's Traffic Safety Committee. Tom Madison holds a degree from the State University of New York at Geneseo.

David A. Teator, Jr.



Mr. Teator, Jr. has served as a Commissioner of the New York State Bridge Authority since 2002. He resides in Columbia County where he is active in a number of recreation and community organizations. Dave Teator graduated Cum Laude from Marist College with a degree in Communication Arts and is a Supervisor of Audio-Visual Training & Production.



Executive Staff

George C. Sinnott Executive Director



George Sinnott is an accomplished public administrator who has served as the chief executive of three state agencies under three New York State governors.

With prior service in private industry, local and county government, Sinnott was appointed in 1993 by Governor Mario Cuomo to the New York State Labor Relations Board where he was responsible for the administration of the State Employment Relations Act.

In 1995, Sinnott was appointed by Governor George Pataki as Commissioner of the New York State Department of Civil Service and President of the Civil Service Commission. In that capacity, Commissioner Sinnott headed the central personnel/HR agency for the State of New York and its nearly 600,000 state and municipal civil employees.

In April 2004, Commissioner Sinnott was unanimously appointed by the Board of Commissioners as the Chief Executive Officer of the New York State Bridge Authority.

The Commissioner earned a M.A. in Industrial Relations from Vermont College and a B.S. in Human Resources Management from Empire State College.

In 1997, the Vietnam Veterans of America named Commissioner Sinnott 'Administrator of the Year'. In 1998, Commissioner Sinnott was selected by *Governing*, the national magazine of state and local government, as 'Public Official of the Year'.

In 1999, The National Academy for Public Administration presented Mr. Sinnott the National Public Service Award, and the Nelson A. Rockefeller College of Public Affairs and Policy selected Commissioner Sinnott the John E. Burton Lecturer and recipient of the Governor Nelson A. Rockefeller Award for Distinguished Public Service.

James J. Bresnan Deputy Executive Director

Mr. Bresnan has served the New York State Bridge Authority since 1997. A lifelong resident of Orange County, he had a distinguished career with IBM and held consulting positions at IBM and the Garden State Paper Company. Jim Bresnan also served as Acting Executive Director from June 2003 to April 2004.



Carl G. Whitbeck, Jr., General Counsel
John Sewell, Treasurer & Director of Finance
William Moreau, Chief Engineer
Robert Russo, Director of Administrative Services
Gregory J. Herd, Director of Information Technology
John Bellucci, Director of Planning & Public Relations
Frederick Pizzuto, Director of Human Resources
Peter Bielawski, Manager of Application Development
Francine Byrne, Manager of PC Services
Wayne V. Ferguson, Manager of Bridge Operations
George Fong, Manager of Contract Maintenance
Craig Gardner, Manager of Maintenance
Douglas D. Garrison, Manager of Administrative Services
Frank Mazzella, Manager of Technical Services
Barry Mickle, Internal Auditor
Mark M. Morgese, Manager of Toll Systems

Finances - “Stable, Strong”

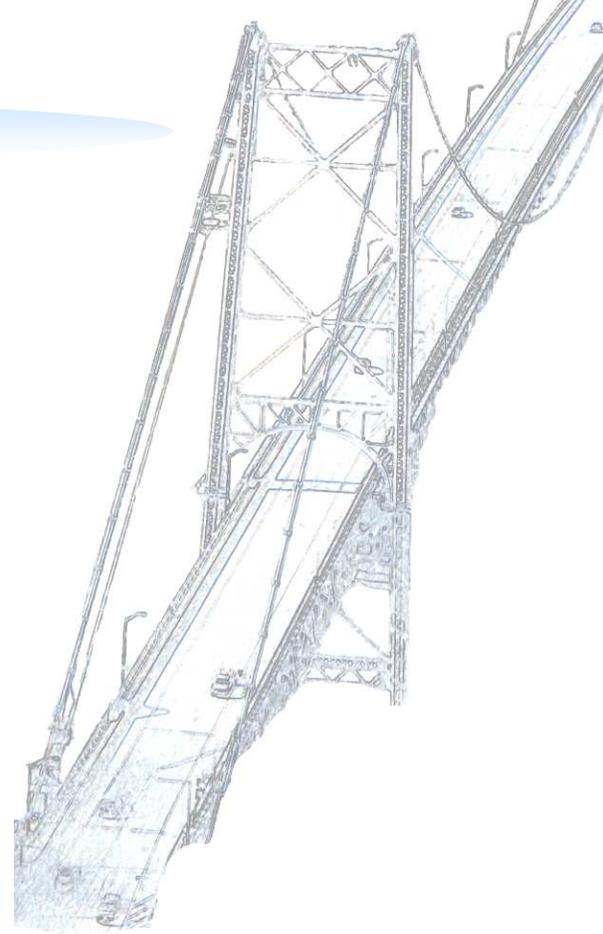
In 2006, the Authority provided for \$8,115,294 in debt service, including \$4,935,000 of principal due January 1, 2007, on its outstanding bonds. As of January 1, 2007, \$63,800,000 of debt remained outstanding. These are General Revenue Bonds, Series 1997 and 2002, with final maturities in January 2012 and 2017, respectively.

Citing a “High Quality” credit rating, Moody’s Investor Services Global Credit Research reaffirmed the State Bridge Authority as one of only three toll-funded public or government transportation agencies in the nation to achieve an Aa2 rating.

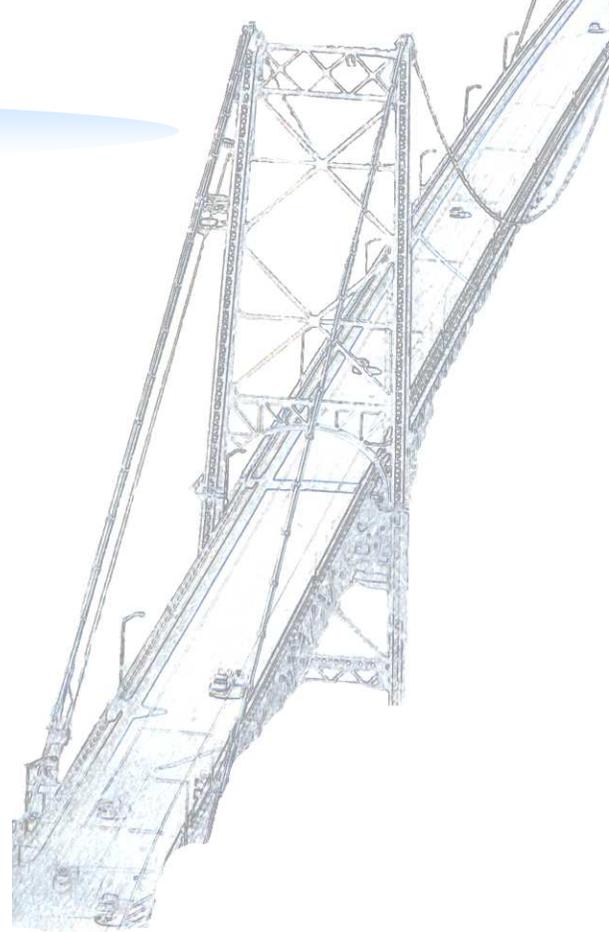
According to Moody’s, “The rating outlook is stable and is based on the very strong historical financial performance of the authority and the stability of transaction levels at its five bridge facilities”.

Among the factors cited for the high rating, Moody’s listed the Authority’s established regional, multi-asset bridge system with a history of strong financial performance; revenue providing healthy debt service coverage levels; and, limited capital spending requirements in the near to mid-term.

Moody’s rating, upon the sale of the \$50,000,000 Series 2002 Bonds, made the Bridge Authority the only Aa2 rated public toll facility in the country at that time. Last year, Standard & Poor’s affirmed the Authority’s AA- rating and in the first quarter of 2007, Moody’s reaffirmed the Authority’s Aa2 rating.



Revenue



While annual toll revenue records were set at the Bear Mountain, Kingston-Rhinecliff and Rip Van Winkle bridges, lower collections at the Authority's two busiest facilities at Newburgh-Beacon and Mid-Hudson resulted in a small \$31,446, or .08 percent, decline in tolls, which stood at \$39,376,001.

A lower share of trucks in the Authority's traffic base resulted in a revenue decline, while the traffic count was actually increasing. Much of the decrease was in the most heavily tolled five axle tractor trailers whose numbers fell by 52,068, to 2,462,010.

Leading the Authority's revenue advances was the Kingston-Rhinecliff Bridge which took in an additional \$81,430. This 2.08 percent rise brought annual collections to \$3,990,993. On a percentage basis, the leader was the Bear Mountain Bridge which was up 2.43 percent, or \$80,603, as revenue totaled \$3,392,752.

The Authority's other main source of income is interest on its investments. Though investment balances remained similar to those of the previous year, rates paid on U.S. Treasury securities and bank deposits continued to rise early in the year before stabilizing in the second quarter. As such, interest income of \$2,187,994 exceeded the previous year's figure by \$650,297.

Miscellaneous income sources, such as the recoveries from accident claims and leased communication lines on the Mid-Hudson and Newburgh-Beacon bridges accounted for other income of \$115,851. This brought total income for the year to \$41,679,846, a \$593,320 increase over 2005.

A Brief History of Selected Tolls for the NYS Bridge Authority

Category	1933	1937	1945	1966	1989	2000	2006
Pedestrians	\$0.20	\$0.20	\$0.10	\$0.10			
Passenger Automobiles	\$1.60	\$1.00	\$0.50	\$0.50	\$0.75	\$1.00	\$1.00
Charge per Passenger	\$0.20						
One Horse Wagons	\$1.00	\$0.40	\$0.30				
Horses, Cows, etc.	\$0.40						
Horse & Rider	\$0.60	\$0.40	\$0.30				
Average Cost of a Loaf of Bread	\$0.05	\$0.08	\$0.15	\$0.25	\$0.90	\$1.25	\$1.50

- Notes: 1. Tolls were charged in each direction until 1970. The dollar figures above are for round-trip tolls.
 2. From 1963 to 1966, the Newburgh-Beacon Bridge had a \$.25 surcharge for cars and a \$.50 surcharge for large trucks.



Reinvestment

The proper maintenance of the bridges is integral to the Authority meeting its mission. The six superstructures, with a replacement value over \$1.2 billion, now average 59 years of age and, as such, there is a need for constant monitoring and care.

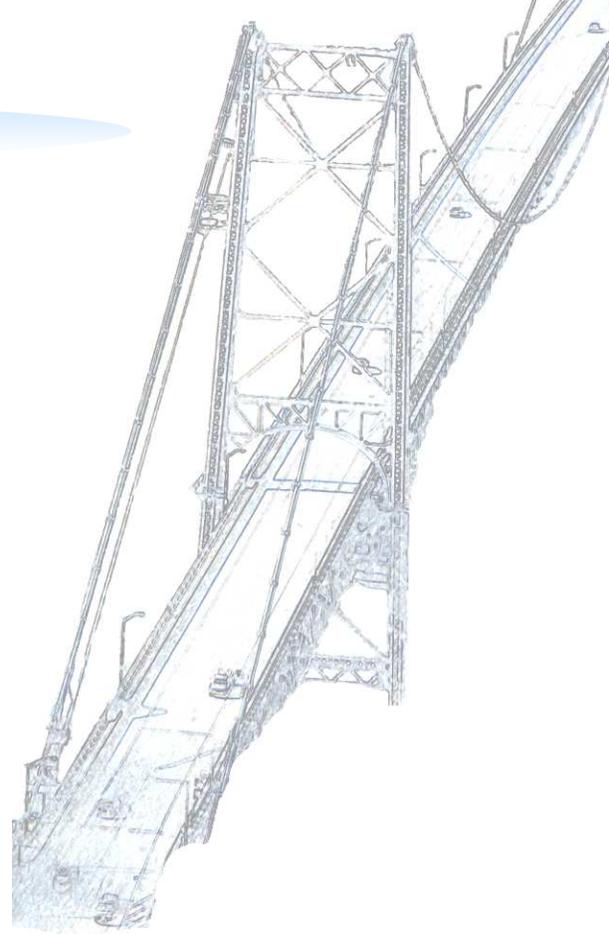
This is accomplished by the Authority's in-house engineering and maintenance department and thorough annual bridge inspections conducted by independent engineers. The Authority's aggressive maintenance program allows it to recognize and fix problem areas before they develop into much more costly repairs.

During 2006, the Authority invested \$7,293,971 in rehabilitation, reconstruction and bridge repairs as well as \$1,565,636 for capital additions.

At the Rip Van Winkle Bridge, \$1.1 million was spent for the removal of critical location tack welds. These welds are used in the fabrication of the bridge but can, in some locations, cause undue stress on the steel members once the bridge is built. Concrete repairs, at a cost of \$1.4 million, were made to all of the piers upon which the Kingston-Rhinecliff Bridge sits.

A deck replacement of the Route 9W overpass at the Mid-Hudson Bridge, together with rehabilitation of the west approach highway on the Highland side of the bridge, came to \$2.9 million last year. The deck of the north span of the Newburgh-Beacon Bridge was sealed to keep water from penetrating the asphalt overlay that covers the concrete roadway. This \$1.7 million project also included paving of the approach roadways at both ends of the span.

The \$1.6 million in capital additions at the Bear Mountain Bridge involved the strengthening of the main cable which supports the bridge deck.



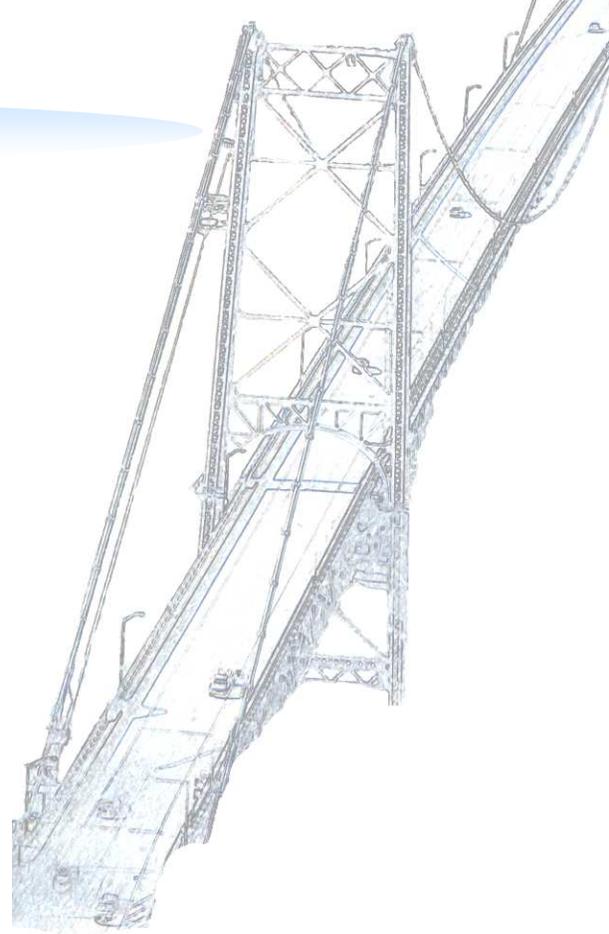
Operations

Expenses for the day-to-day operation and maintenance of the six superstructures and their associated facilities decreased \$12.6 million in 2006. As evidenced over the last several years, these expenses can produce wide fluctuations from year to year as they are dependent upon the size of the contracts let for, and the work completed on, rehabilitation, reconstruction and bridge repairs. This year, those costs were \$7.3 million, down \$12.4 million, accounting for much of the overall decrease in total expenses. In addition to the expected reduction in these expenses, the Authority also deferred, until 2007, projects which were budgeted at \$4.7 million.

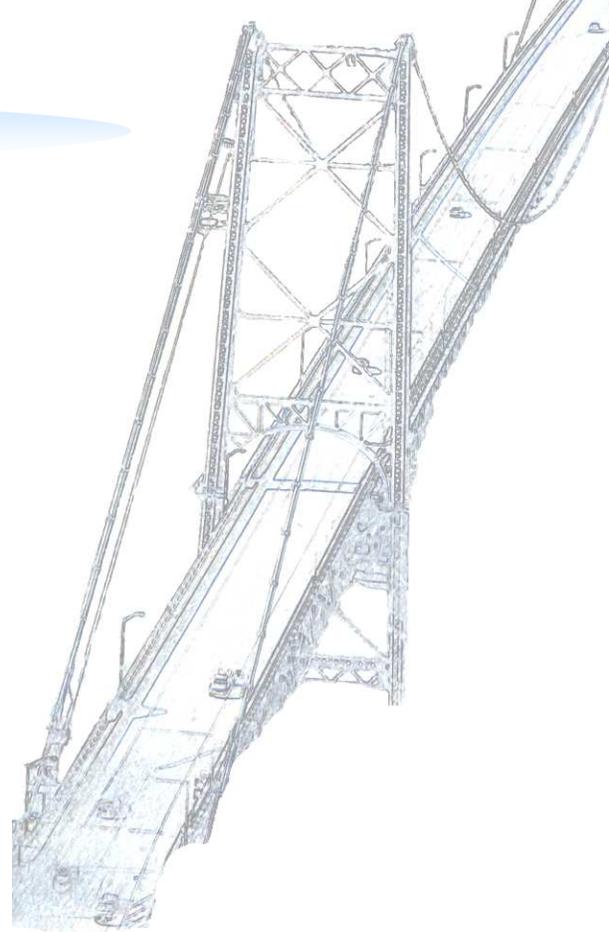
Other significant operating expenses included salaries and employee benefits. Salaries of \$11.1 million increased \$371,000, which was in line with forecasts, due to a previously negotiated 3.1 percent base salary raise for union workers. Employee benefits fell by \$649,000 to an annual expense of \$4.4 million. This anomaly resulted from an update of the mortality tables used to calculate retirees' future health insurance benefits which had added a one-time cost of \$738,000 to the 2005 expense.

Commercial insurance experienced a \$263,000 increase fueled by the cost to insure the six bridges for property damage and subsequent loss of toll revenue in the event of an incident. The expense for what is now a \$1 million policy rose \$157,000, while the overall cost for insurance totaled \$1.8 million.

The Authority also expensed \$2.6 million, a \$192,000 increase, to collect tolls electronically through E-ZPass. This rise was reflective of the additional patrons now using E-ZPass. In 2006, the \$20.7 million collected electronically equaled 53 percent of total toll revenue.



Traffic – Our Main Mission



Though mild weather and the absence of significant winter storms accounted for greater than expected increased traffic and revenue in the first quarter of 2006, as the year unfolded the continued high cost of gasoline appeared to curtail some discretionary travel. With the Newburgh-Beacon Bridge posting the only decline, the 58,660,052 crossings this year were up 244,344, or .42 percent.

While both the Rip Van Winkle and Kingston-Rhinecliff spans set annual traffic records in 2006, crossings at the Mid-Hudson, Newburgh-Beacon and Bear Mountain bridges remained below the levels of two years ago.

The Kingston-Rhinecliff Bridge posted the largest advance as the 7,624,622 count there rose 149,470, or 2 percent. The twin spans at Newburgh-Beacon, which cross 43 percent of all Authority traffic, accounted for 25,110,664 vehicles, a 69,608, or .28 percent decline.

A classification analysis of vehicles showed trucks, which comprise 7.71 percent of Authority traffic, as the only category which experienced an annual decline. The 4,522,778 commercial crossings were off 1.19 percent, a 54,642 drop from the previous year. The percentage of trucks in the traffic mix was highest at the Newburgh-Beacon Bridge where they totaled 3,350,416, or 13.34 percent of all traffic. Newburgh-Beacon is the only Authority crossing that carries an interstate highway and the trucks using that bridge accounted for 74 percent of all Authority commercial traffic.

System-wide passenger vehicle growth stood at 298,986 and totaled 54,137,274. A further breakdown of this .56 percent increase showed commuter traffic increasing 100,586, or 1.04 percent, as 9,739,506 patrons took advantage of the discounted rate. The 44,397,768 full fare passenger vehicles were a 198,400, or .45 percent, increase over the 2005 count.

The electronic tolling of vehicles through E-ZPass continued to attract new customers as 60 percent of all Authority traffic took advantage of the time saving benefit that this technology offers.



2005 – 2006 Traffic Comparisons

<u>Bridge</u>	<u>2005</u>	<u>2006</u>
Rip Van Winkle	5,410,774	5,494,308
Kingston-Rhinecliff	7,475,152	7,624,622
Mid-Hudson	14,008,802	14,013,838
Newburgh-Beacon	25,180,272	25,110,664
Bear Mountain	6,340,708	6,416,620
All Bridges	58,415,708	58,660,052

Safety – Our Priority

Motorist Safety

2006 was one of the safest years to travel across Hudson Valley bridges. Overall, accidents were reduced nearly 22 percent across the five spans crossing the Hudson River, averaging one accident for every 343,000 crossings.

Increased enforcement, improvements in engineering and mild weather all contributed to the decline in accidents. While the majority of accidents are minor fender-benders, the combination of highway speed on the Newburgh-Beacon Bridge and heavy volume on other bridges means accident prevention is an ongoing effort for the Bridge Authority.

The biggest decrease came on the Newburgh-Beacon span, which also has the highest traffic volume of any of the bridges. Accidents dropped from 98 in 2005 to 73 in 2006.

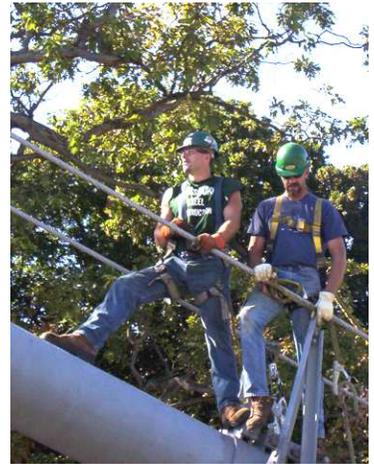
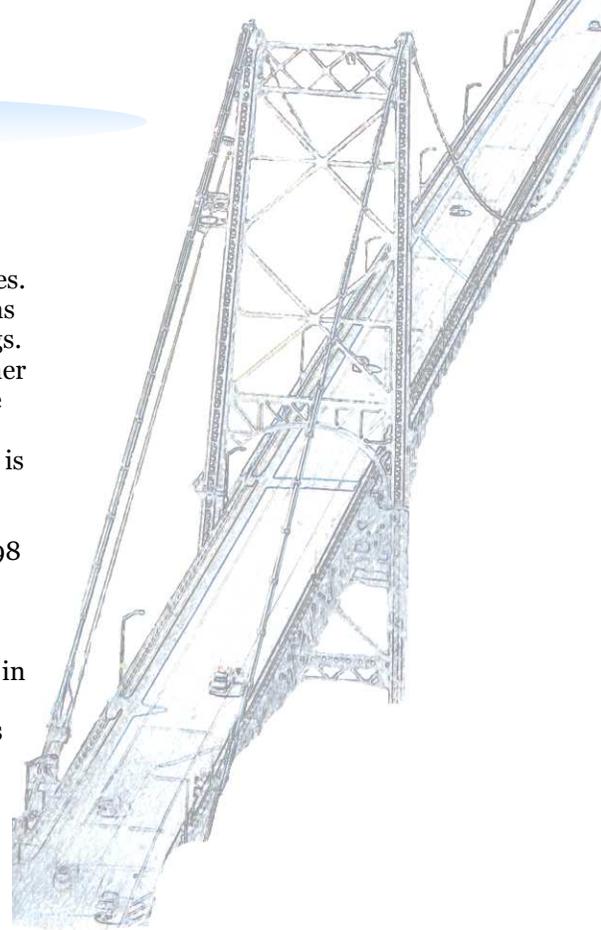
The Kingston-Rhinecliff (30 in 2005 to 18 in 2006) and the Rip Van Winkle (14 in 2005 to 8 in 2006) also saw significant drops and the Mid-Hudson Bridge, with the second highest volume of any bridge, saw a decrease in accidents (69 in 2005 to 61 in 2006).

The Bear Mountain Bridge, which had the lowest number of accidents for any span, saw a small increase, from 9 to 11 accidents over the entire year.

A Safe Work Environment

The Authority's attention to providing a safe working environment has paid off not only in minimal work related injuries to its employees but also in steep reductions on its workers' compensation insurance premiums.

Once again, in 2006, the Authority received the largest upfront discount, 40 percent, that the State Insurance Fund gives to any of its policyholders. The Authority's State Fund representative indicated at the time, "this unusually high discount is a testament to the good job that the Authority has done in preventing workplace injuries." The 40 percent discount, together with a 19 percent experience rating credit for positive loss experience, brought the cost of the policy from \$358,984 down to \$204,717, saving the Authority, and ultimately its patrons, over \$154,000.



Accidents Reduced in 2006

Bridge	2003	2004	2005	2006
Bear Mountain Bridge	11	11	9	11
Newburgh-Beacon Bridge	92	95	98	73
Mid-Hudson Bridge	69	52	69	61
Kingston-Rhinecliff Bridge	25	33	30	18
Rip Van Winkle Bridge	15	14	14	8
Total	212	205	220	171

Looking Forward...

Next Generation Toll Collection

The Newburgh-Beacon Bridge will be a test site for the next generation in electronic toll collection, which is designed to provide safer, more efficient transportation.

The Authority is proud to have been chosen to host this national research project and will continue to seek the best technology to provide well-maintained, cost effective Hudson River crossings.

Bridge Music

Not music on the bridge, the ***Bridge as a Musical Instrument!*** Composer Joseph Bertolozzi conducted a series of experiments on the Mid-Hudson Bridge in the summer of 2006 and wrote a short composition and performance piece on the bridge as the instrument. By using a variety of percussion tools, Bertolozzi, a nationally recognized composer, developed a number of musical sounds and resonances that brought the bridge to life.

Bertolozzi will conduct more tests in 2007 and prepare a full percussion symphony for the Quadracentennial of the discovery of the Hudson River in 2009.

Suicide Prevention

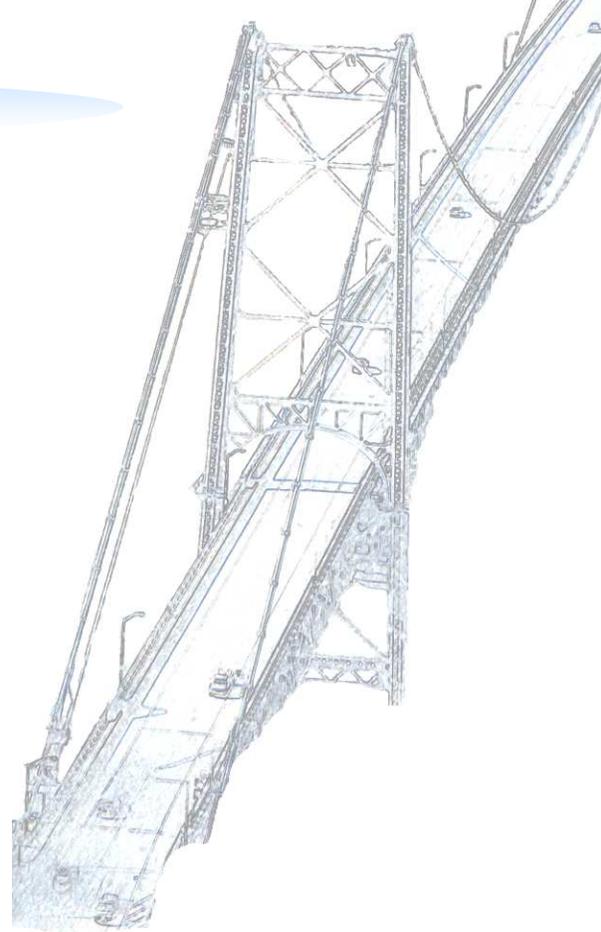
The Bridge Authority is fully committed to joining the effort to prevent suicides, not only on its bridges, but throughout the communities it serves.

We will partner with national, state and regional mental health and suicide prevention advocates to “spread the word” that suicide is largely preventable and help is available.

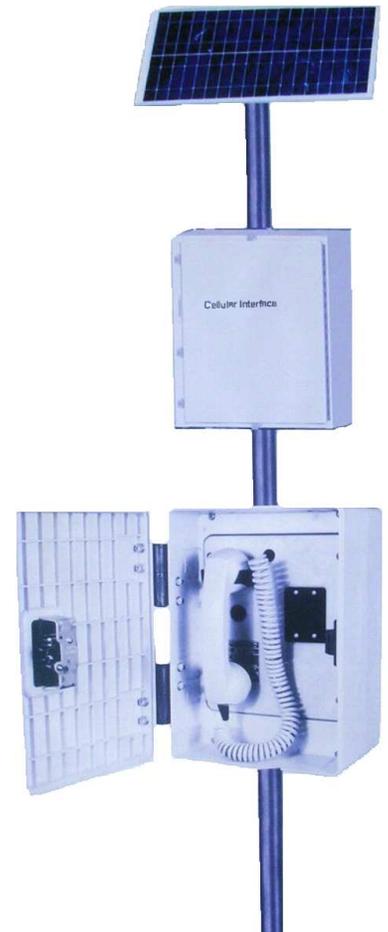
In addition, the Bridge Authority has approved the installation of direct-link phones to the National Lifeline Suicide Prevention hotline on four of its bridges and will continue the use of direct-link radio phones to a crisis intervention service in Dutchess County for the Mid-Hudson Bridge.

After a very detailed study of the issue, and with the unanimous endorsement of experts in the field, we believe this intervention provides the best method to help prevent suicides.

Implementation of the comprehensive Suicide Prevention Plan will take place in 2007.



NATIONAL
**SUICIDE
PREVENTION**
LIFELINE™
1-800-273-TALK



Organizational Purpose & Financial Policy

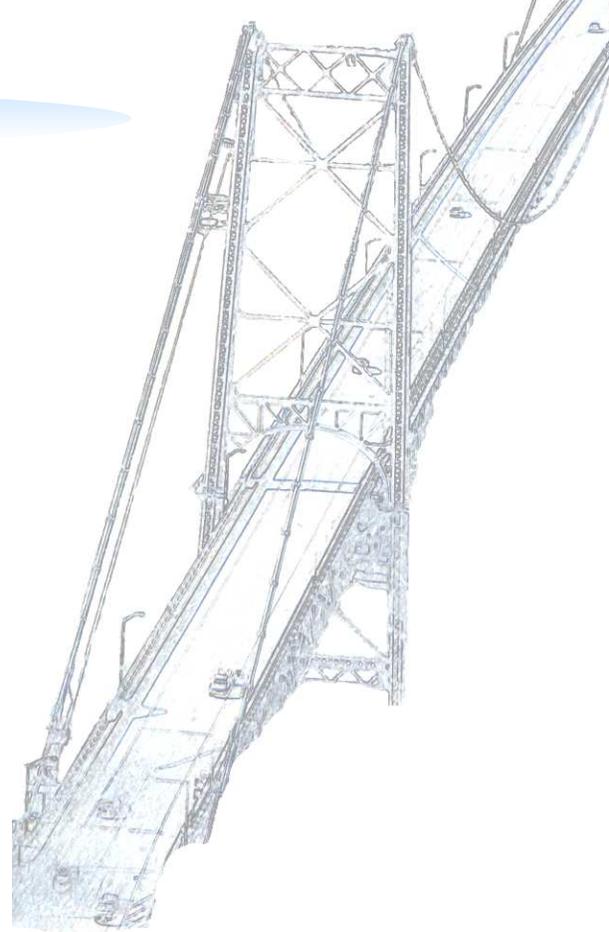
The mission of the New York State Bridge Authority is imposed by the Bridge Authority Act, currently Sections 525 to 542 of the New York Public Authorities Law and is to maintain and operate the vehicle crossings of the Hudson River entrusted to its jurisdiction for the economic and social benefit of the people of the State.

The crossings enumerated in the statute are: the Rip Van Winkle Bridge between Hudson and Catskill; the Kingston-Rhinecliff Bridge; the Mid-Hudson Bridge between Poughkeepsie and Highland; the parallel Newburgh-Beacon Bridges; and the Bear Mountain Bridge.

The Authority believes its mandate imposes a responsibility to provide reliable, safe and convenient access across the river to all lawful traffic and to achieve that goal within the framework of a sound long-term financial policy. The elements of that policy are:

- o An unqualified commitment to meet all obligations to the bondholders in the full letter and spirit of the Authority's General Revenue Bond Resolution and the covenants made therein;
- o A vigorous, integrated program of inspection, maintenance, repair and rehabilitation to insure the structural integrity of its facilities and the safety of its patrons;
- o Control of expenditures to the extent consistent with prudent stewardship and responsible administration; and
- o The lowest possible toll rates which at the same time enable the Authority to meet its obligations and responsibilities as well as provide for adequate financial reserves.

This annual report of operations which includes the Authority's audited financial statements for the year ending December 31, 2006, reflects the Authority's efforts to meet its organizational and financial goals.



NYSBA MISSION

"...to maintain and operate safe vehicle crossings over the Hudson River entrusted to its jurisdiction for the economic and social benefit of the people of the State of New York."



Our Bridges

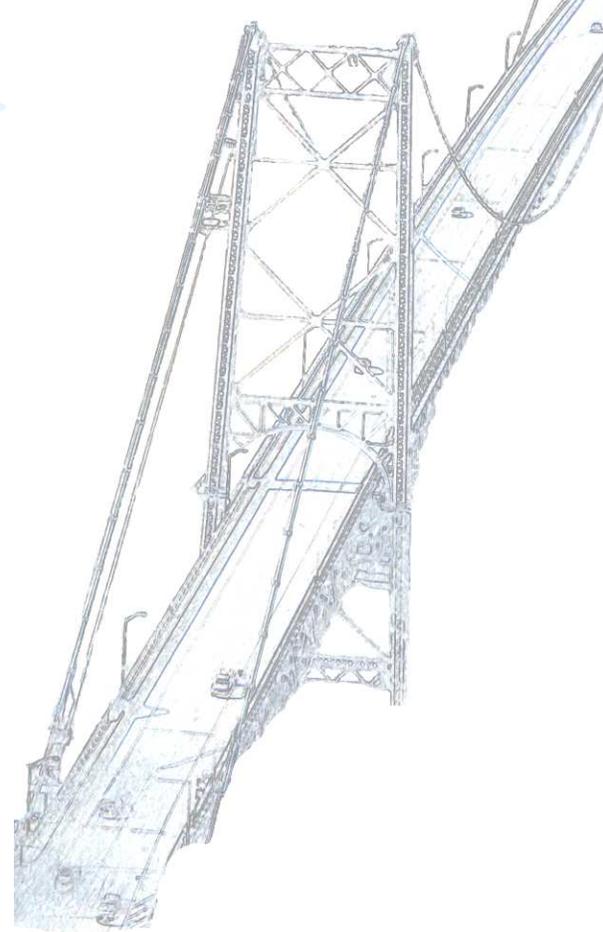
The Bear Mountain Bridge

The Hamilton Fish
Newburgh-Beacon Bridge

The Franklin D. Roosevelt
Mid-Hudson Bridge

The George Clinton
Kingston-Rhinecliff Bridge

The Rip Van Winkle Bridge



A Brief History

The origin of the Bridge Authority was embodied in the Great Depression during the 1930's and 40's.

State finances were in short supply and an originally proposed plan for the state to build the Rip Van Winkle Bridge was vetoed by Governor Franklin D. Roosevelt. A possible precursor to the 'New Deal', Roosevelt supported the creation of an Authority, separate from state finances, to let bonds for funding construction and repaying debt through the collection of tolls.

The Rip Van Winkle Bridge was dedicated in 1935.

In 1933, the Authority acquired the Mid-Hudson Bridge, originally built by the State Department of Public Works in 1930.

Of note, the toll for a round trip across the Mid-Hudson Bridge for a car with 3 passengers in 1933 was \$2.40, more than double the \$1.00 charged today. The 1933 \$1 toll for a one horse wagon is no longer charged.

The Bear Mountain Bridge, originally built by a private venture in 1924, was sold to the Authority in 1940.

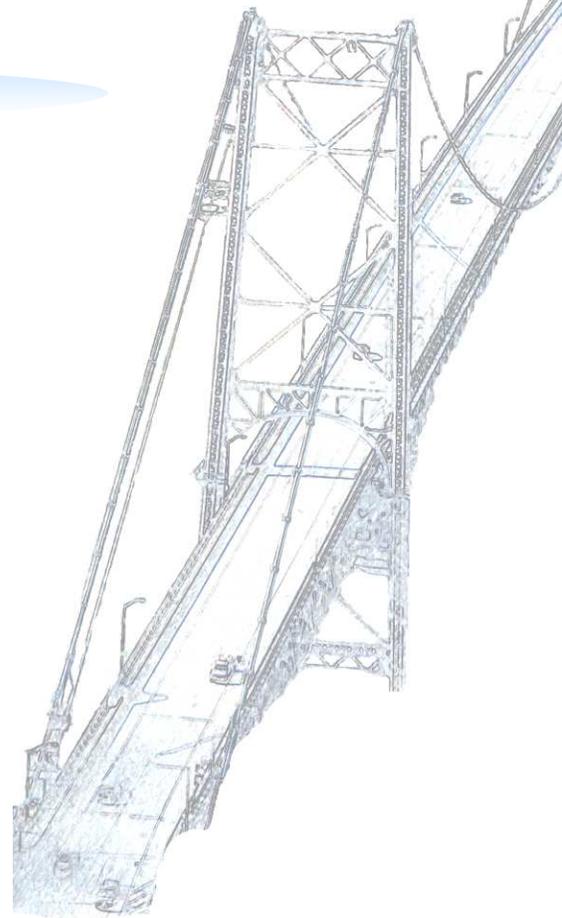
The Authority dedicated the Kingston-Rhinecliff Bridge in 1957, the first span of the Newburgh-Beacon Bridge in 1963 and the second span in 1980.

Bear Mountain Bridge

The oldest of NYSBA's bridges, the Bear Mountain Bridge was the first vehicular river crossing between New York City and Albany. It was also the longest suspension bridge in the world when it was built in the 1920's.

Originally built by the Bear Mountain Hudson River Bridge Company, the span was privately financed by stockholders. The Bear Mountain Bridge was opened to traffic on Thanksgiving Day, 1924.

On September 25, 1940, the Bridge Authority bought the Bear Mountain on behalf of the state for \$2,275,000.



Opened to the Public	November 27, 1924 - acquired September 26, 1940		
Connecting Counties	Rockland and Westchester		
2006 Total Crossings	6,416,620	Age (2007)	82 Years
Clearance from the River	155 feet	Length	2,255 feet
Bridge Type	Parallel wire cable suspension bridge		
Initial Cost	\$2,900,000	Replacement Cost	\$120,035,000



The major project for 2006 was the construction of additional support cables and the construction of a supplemental anchorage imbedded into bedrock on the south side of the bridge.

This project entailed innovative cables to add to structural strength and prolong the life-span of the Bear Mountain Bridge indefinitely. The new cables are also continually monitored to alert us to changing conditions.

The bridge received its annual inspection for structural integrity and pier inspections, passing all requirements.

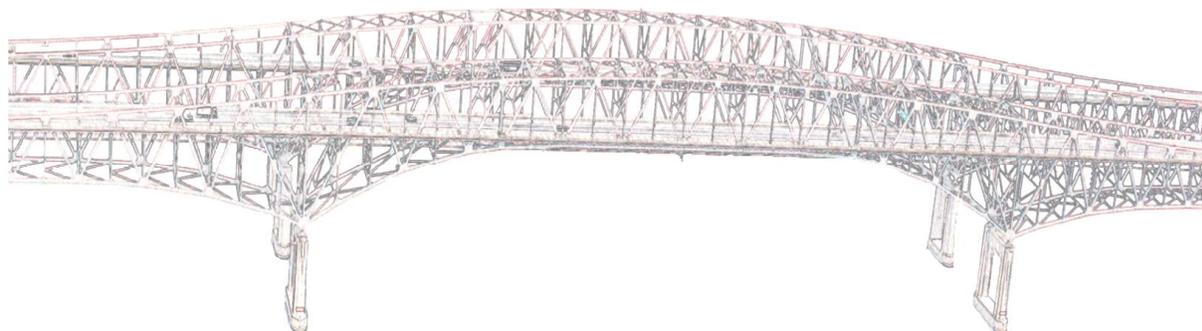
The 'Bear' was also proud to host the Department of Engineering and students from Orange County Community College.



Hamilton Fish Newburgh Beacon Bridge

The most traveled of NYSBA's bridges, the Newburgh-Beacon Bridge carries more than 25 million crossings a year on Interstate 84.

The original north span was dedicated by Governor Nelson Rockefeller on November 2, 1963. Responding to increased traffic from the development of I-84, the south span opened on November 1, 1980.



Opened to the Public	North: November 2, 1963, South: November 1, 1980
Connecting Counties	Orange and Dutchess
2006 Total Crossings	25,110,664
Age (2007)	North: 44 Years, South: 27 Years
Length	North: 7,855 feet, South: 7,789 feet
Clearance from the River	135 feet
Bridge Type	Articulated deck truss
Initial Cost	North: \$19,500,000 South: \$93,600,000
Replacement Cost	North: \$196,422,000 South: \$273,944,000



Keeping our busiest bridge in first-class condition is a major priority.

In 2006, the west approach received new pavement in a project completed on-time and under budget.

Also, a new truck inspection area was constructed to assist State Police in their enforcement of these important safety provisions. The area was designed to allow inspections in a safe area that would not interfere with regular traffic flow.

The Newburgh-Beacon Bridge met all safety and structural requirements during its annual inspection.

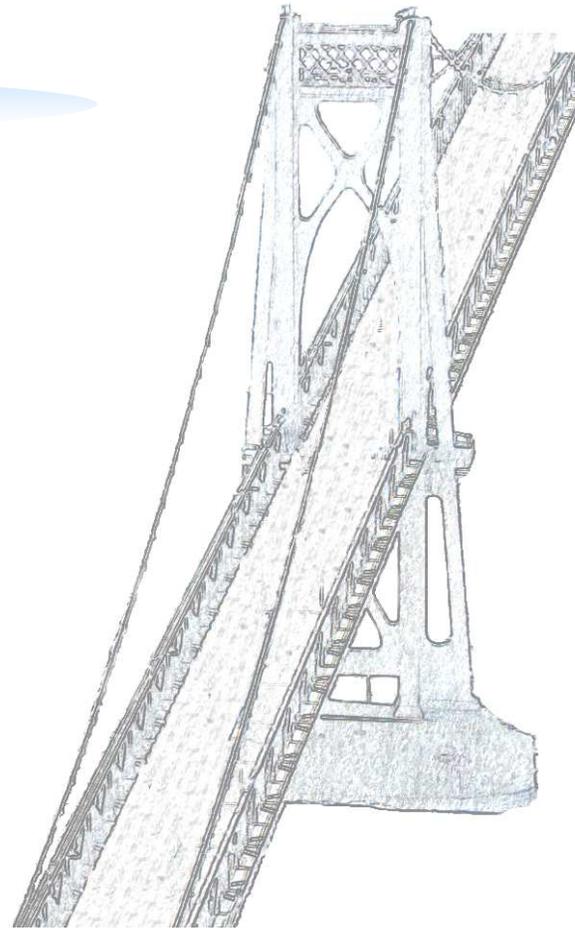


Franklin D. Roosevelt Mid-Hudson Bridge

Originally approved by Governor Alfred E. Smith, the Mid-Hudson Bridge was officially opened on August 25, 1930 by then Governor Roosevelt.

When it opened, the bridge won recognition as the most beautiful suspension bridge in this part of the country and in 1983 was honored by the American Society of Civil Engineers as a Civil Engineering Landmark.

In 1933, the newly formed Bridge Authority acquired the bridge from the New York State Department of Public Works which built it.



Opened to the Public	August 25, 1930 - acquired March 17, 1933	
Connecting Counties	Ulster and Dutchess	
2006 Total Crossings	14,013,838	Age (2007) 77 Years
Clearance from the River	135 feet	Length 3000 Feet
Bridge Type	Parallel wire cable suspension bridge with suspended side spans	
Initial Cost	\$5,900,000	Replacement Cost \$215,824,000



On-time and under budget, the completion of the Route 9W overpass project was a major accomplishment in 2006. Safety has been improved and inconvenience to the public was kept to a minimum.

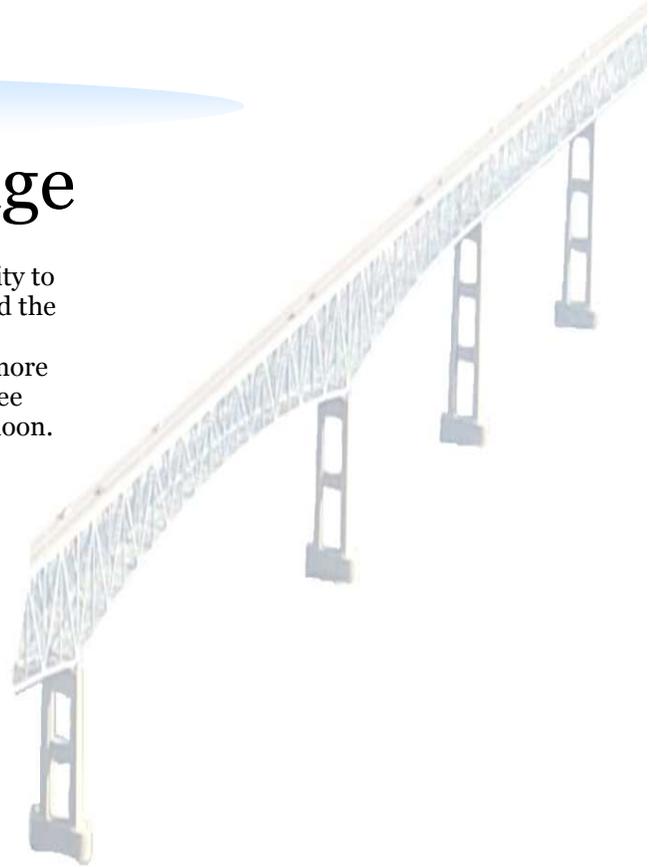
The Mid-Hudson Bridge was also the site for an innovative project to use the bridge as a musical instrument. Successful tests were completed and a short musical composition is available on our web site. These tests confirm the possibility for a full symphony in the future.

Once again, the bridge also passed all structural and safety inspections.

George Clinton Kingston-Rhinecliff Bridge

In 1946, the New York State Legislature instructed the Bridge Authority to begin operating the Kingston-Rhinecliff Ferry and, in 1952, authorized the construction of the Kingston-Rhinecliff Bridge.

Opened by Governor Averill Harriman on February 2, 1957, more than 500 spectators waited in long lines to cross the new bridge for free before the Bridge Authority began collecting tolls at 4 p.m. that afternoon.



Opened to the Public	February 2, 1957		
Connecting Counties	Ulster and Dutchess		
2006 Total Crossings	7,624,622	Age (2007)	50 Years
Clearance from the River	250 feet	Length	7,793 feet
Bridge Type	Continuous Under-Deck Truss		
Initial Cost	\$17,500,000	Replacement Cost	\$214,172,000



In anticipation of celebrating its 50th anniversary in 2007, the 'KRB' received new decking, deck reinforcement and continued improvements for safety and reliability.

These projects will insure the bridge remains a key transportation corridor for northern Dutchess and Ulster counties for many years to come.

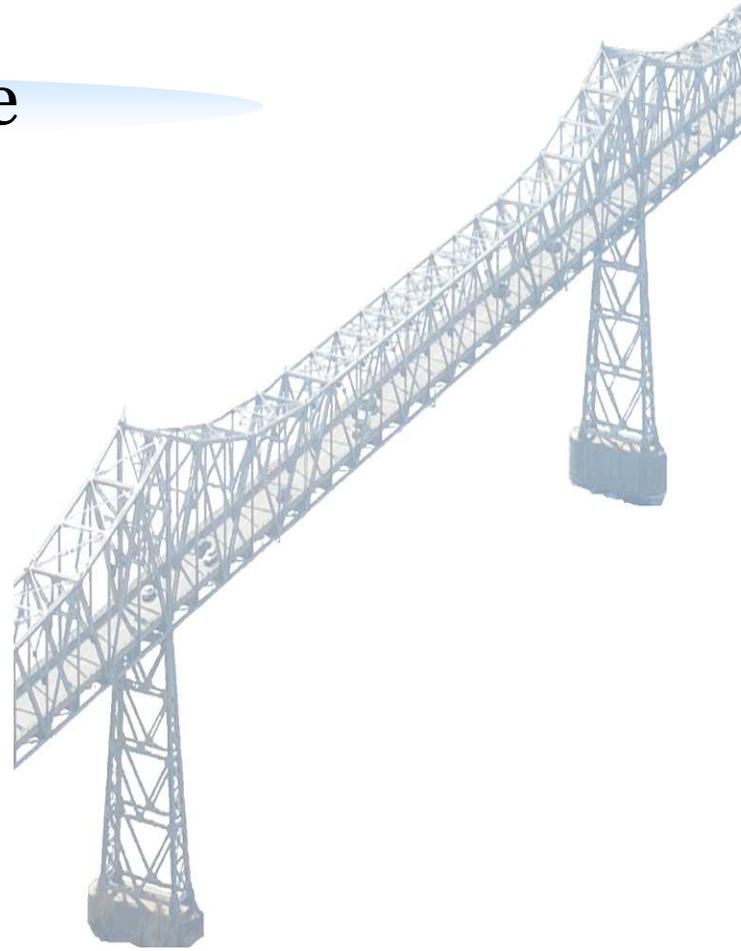
Maintenance to pier bases and annual inspections were also successfully completed, meeting all requirements.



Rip Van Winkle Bridge

With state financing unavailable during the Great Depression, the NYS Bridge Authority was originally created to build the Rip Van Winkle Bridge, financed through bonds to be repaid by toll revenue.

Over 7,000 people joined Governor Herbert Lehman to dedicate the span on July 2, 1935.



Opened to the Public	July 2, 1935		
Connecting Counties	Greene and Columbia		
2006 Total Crossings	5,494,308	Age (2007)	72 Years
Clearance from the River	145 feet	Length	5041 feet
Bridge Type	Cantilevered & suspended deck trusses		
Initial Cost	\$2,400,000	Replacement Cost	\$155,622,000



Bringing the 'Rip' up to today's standards, the successful modifications to the steel on the overhead portals will allow today's higher trucks to safely pass on the RVWB while maintaining lane widths and safety margins.

Maintenance being the hallmark of preserving our investment, the bridge received a passing grade for all safety, structural and pier inspections.

Authority staff also constructed a pedestal for the original fog bell installed on the bridge in 1935, preserving part of our heritage for future generations.

