

NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series 1997 and Series 2002
Continuing Disclosure Statement
For the Year Ended December 31, 2010

(1)

THE AUTHORITY

Pursuant to 2009 Laws of New York, ch. 170, the Act was amended to authorize the Authority to issue from time to time its negotiable bonds in an aggregate principal amount not to exceed \$153,255,000. In addition, the Authority is authorized to issue refunding bonds, provided that upon a refunding the aggregate principal amount of outstanding bonds may be greater than \$153,255,000 only if the present value of the aggregate debt service of the refunding bonds does not exceed the aggregate debt service of the refunded bonds.

(2)

MEMBERS AND OFFICERS OF THE AUTHORITY

The Authority's enabling act was amended by the Public Authorities Accountability Act of 2005, signed into law on January 13, 2006. The amendments added two additional board members, resulting in a total of seven members to be appointed by the Governor of the State of New York with the advice and consent of the New York State Senate. Board members serve for terms of five years each.

The present members of the Authority Board are as follows:

James P. Sproat was appointed to the Authority in 1999 by Governor George E. Pataki and was elected Chair in 2004. He resides in Dutchess County and is a licensed real estate broker specializing in commercial real estate. He is presently employed by the Division of Real Estate Planning & Development with the New York State Office of General Services. Mr. Sproat's term expired in February 2009, but he has yet to be replaced.

Roderick O. Dressel was appointed to the Authority in 1997 by Governor George E. Pataki. He is the owner and operator of Dressel Farms in New Paltz. His term expires in February 2010.

Francis Vecellio was appointed to the Authority in 2009 by Governor David A. Paterson and serves as Vice Chair. He resides in Columbia County and is active in a number of community and civic organizations. His term expires in 2013.

C. Yane Lashua was appointed to the Authority in 2009 by Governor David A. Paterson. He resides in Dutchess County and is active in several environmental and civic groups in the Mid-Hudson region. His term expires in 2012.

Joseph Ramaglia was appointed to the Authority in 2009 by Governor David A. Paterson. He resides in Orange County and is the Business Manager/ Secretary Treasurer of District Counsel 9 of the International Union of Painters and Allied Trades. Mr. Ramaglia's term expires in 2011.

Robert A. Gerentine was appointed to the Authority in 2006 by Governor George E. Pataki. He is a private businessman and a resident of Ulster County. Mr. Gerentine's term expires in 2011.

The other officers of the Authority are as follows:

Joseph Ruggiero is the Secretary and Executive Director of the Authority. Mr. Ruggiero joined the Authority in 2010 after serving as Assitant Controller for New York State Comptroller Tom DiNapoli, the states chief fiscal officer. Prior to his service with the Comptroller, Mr. Ruggiero was both a councilman and supervisor for the Town of Wappinger in Dutchess County.

Brian Bushek is the Treasurer of the Authority. He came to the Authority 2010 from the private sector as a Consultant and Accountant. He is a graduate of SUNY New Paltz and Marist College. He is a native of Dutchess County.

Carl G. Whitbeck, Jr., Esq. has been the Authority's General Counsel since 1994. He is a graduate of Williams College and the Albany Law School of Union University and is a partner in the firm of Rapport, Meyers, Whitbeck, Shaw & Rodenhausen, LLP, with offices in Hudson and Poughkeepsie.

(3)

CURRENT TOLL RATES

Current Toll Rates are as set forth in Table 3 of the Official Statement dated February 27, 2002 for the Series 2002 Bonds (hereinafter the "2002 Official Statement)."

(4)

THE BRIDGE SYSTEM

Pursuant to 2010 Laws of New York, ch. 219, the Authority acquired ownership of the Walkway over the Hudson Bridge located in Poughkeepsie, New York on December 21, 2010. The Authority has entered into an agreement with the New York State Office of Parks, Recreation and Historic Preservation pursuant to which the Walkway deck will continue to be maintained by OPRHP and operated as a pedestrian park. Tolls are not authorized for the Walkway Over the Hudson park.

(5)

TOLL REVENUES FROM AUTHORITY BRIDGES
(Refer to Table 4 of the Series 2002 Official Statement)
(\$000's)

Year	Rip Van Winkle Bridge	Kingston-Rhinecliff Bridge	Mid-Hudson Bridge	Newburgh-Beacon Bridge	Bear Mountain Bridge	Total
2001	2,843	3,484	6,554	21,174	3,303	37,358
2002	2,963	3,652	6,768	21,937	3,433	38,753
2003	2,995	3,765	6,832	22,028	3,351	38,971
2004	3,110	3,892	7,025	22,383	3,376	39,786
2005	3,125	3,910	7,084	21,977	3,311	39,407
2006	3,181	3,991	7,048	21,763	3,393	39,376
2007	3,083	3,979	6,999	21,842	3,403	39,306
2008	3,003	3,929	6,823	20,600	3,404	37,759
2009	3,014	3,983	6,843	19,874	3,370	37,084
2010	2,970	4,058	6,945	20,302	3,394	37,669

NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series 1997 and Series 2002
Continuing Disclosure Statement
For the Year Ended December 31, 2010

(6)

OPERATING EXPENSES RESTATED

Historically, Operating Expenses were reported as including not only the payment of retiree health benefits, but also the accrual for the future cost of these benefits over the actuarially determined lifetime of the retirees. The definition of Operating Expenses as set forth in the Indenture, includes "...any payments to pension retirement group life insurance, health and hospitalization funds or other employee benefit funds, and any other current expenses or obligations required to be paid by the Authority..." In 2005, the Authority determined that such definition as used in the Indenture was intended to include payments made in a particular year and not an accrual of expenses that may be incurred in future decades. The Authority restated Operating Expenses as shown below. The Authority believes the restated operating expenses do not materially affect the Debt Service Coverage through 2006. As a component of the State of New York, the Authority was required by the Governmental Accounting Standards Board Statement No. 45 to undertake an evaluation of its post employment benefits for current as well as retired employees beginning in the year 2007. The 2008, 2009, and 2010 expenses (original) provide for \$2,073, \$2,075, and \$2,110 respectively, in accrued costs for this future expenditure.

In 2010, capital costs previously identified as operating expenses, including \$292,000 related to consulting engineer biennial bridge inspections and \$973,000 for improvements performed by in-house forces, were correctly identified and paid from the Maintenance Reserve Fund. In 2009, the amounts were \$298,000 and \$683,000 respectively. If the Authority had properly expensed these costs to capital in 2008 operating expenses would have been reduced by approximately \$1 million.

Year	Operating Expenses (Original) (\$000's)	Restated Operating Expenses (\$000's)
1990	9,980	9,864
1991	10,146	10,158
1992	10,516	10,464
1993	10,489	10,466
1994	10,665	10,876
1995	10,836	10,681
1996	10,967	10,982
1997	11,095	10,797
1998	11,832	11,809
1999	13,391	13,252
2000	15,511	15,368
2001	16,518	16,290
2002	18,305	17,995
2003	20,250	19,657
2004	21,415	21,093
2005	22,897	21,714
2006	22,961	22,519
2007	25,405	23,277
2008	25,974	23,901
2009	23,402	21,327
2010	25,287	23,177

(7)

TRAFFIC, TOLL REVENUES AND OPERATING EXPENSES
(Refer to Table 5 of the Series 2002 Official Statement)

Year	Toll Paying Vehicles (000's)	Toll Revenues (\$000's)	Average Toll Per Vehicle (\$)	Operating Expenses FN1	Average Operating Expense Per Tolloed Vehicle (\$)
1996	24,104	21,322	0.885	10,982	0.456
1997	24,861	22,374	0.900	10,797	0.434
1998	25,661	23,632	0.921	11,809	0.460
1999	26,346	25,312	0.961	13,252	0.503
2000	26,806	35,635	1.329	15,368	0.573
2001	27,925	37,358	1.338	16,290	0.583
2002	28,867	38,753	1.342	17,995	0.623
2003	29,049	38,971	1.342	19,657	0.677
2004	29,601	39,786	1.344	21,093	0.713
2005	29,208	39,407	1.349	21,714	0.743
2006	29,330	39,376	1.343	22,519	0.768
2007	29,478	39,306	1.333	23,277	0.790
2008	28,890	37,759	1.307	23,901	0.827
2009	29,012	37,084	1.278	21,327	0.735
2010	29,402	37,669	1.281	23,177	0.788

NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series 1997 and Series 2002
Continuing Disclosure Statement
For the Year Ended December 31, 2010

PERCENT GROWTH VERSUS PREVIOUS YEAR

Year	Toll Paying Vehicles	Toll Revenues	Average Toll Per Vehicle (\$)	Operating Expenses FN1	Average Operating Expense Per Tolloed Vehicle
1998	3.2%	5.6%	2.3%	9.4%	6.0%
1999	2.7%	7.1%	4.3%	12.2%	9.3%
2000	1.7%	40.8%	38.4%	16.0%	14.0%
2001	4.2%	4.8%	0.6%	6.0%	1.8%
2002	3.4%	3.7%	0.3%	10.5%	6.9%
2003	0.6%	0.6%	-0.1%	9.2%	8.6%
2004	1.9%	2.1%	0.2%	7.3%	5.3%
2005	-1.3%	-1.0%	0.4%	2.9%	4.2%
2006	0.4%	-0.1%	-0.4%	3.7%	3.4%
2007	0.5%	-0.2%	-0.7%	3.4%	2.9%
2008	-2.0%	-3.9%	-2.0%	2.7%	4.7%
2009	0.4%	-1.8%	-2.2%	-10.8%	-11.1%
2010	1.3%	1.6%	0.2%	8.7%	7.2%

FN1: Operating Expenses have been restated as described in section 4 above.

(8)

NET REVENUES AND OPERATING EXPENSES
(Refer to Table 6 of the Series 2002 Official Statement)
(\$000's)

Year	Toll Revenues	Operating Expenses	Net Operating Revenues	Other Revenues	Net Revenues
1996	21,322	10,982	10,340	1,553	11,893
1997	22,374	10,797	11,577	1,751	13,328
1998	23,632	11,809	11,823	1,935	13,758
1999	25,312	13,252	12,060	2,143	14,203
2000	35,635	15,368	20,267	2,698	22,965
2001	37,358	16,290	21,068	2,288	23,356
2002	38,753	17,995	20,758	1,219	21,977
2003	38,971	19,657	19,314	938	20,252
2004	39,786	21,093	18,693	941	19,634
2005	39,407	21,714	17,693	1,679	19,372
2006	39,376	22,519	16,857	2,304	19,161
2007	39,306	23,277	16,029	2,661	18,690
2008	37,759	23,901	13,858	1,535	15,393
2009	37,084	21,327	15,757	530	16,287
2010	37,669	23,177	14,492	925	15,417

FN1: Operating Expenses have been restated as described in section 4 above.

(9)

CONSULTANT ENGINEER'S REPORT ON PHYSICAL CONDITION OF BRIDGES

Summaries of the 2010 Maintenance Inspection Reports prepared by the Consulting Engineer are attached (Attachment #1). Full copies of the reports are available from the Authority.

(10)

CAPITAL PLANNING PROCESS

The 5-year Capital Improvement Program adopted by the Authority in September 2010 is attached (Attachment #2). Staff review of capital needs and project scheduling for 2011 is ongoing.

(11)

DEBT SERVICE COVERAGE

Year	Net Operating Revenues (\$000's) FN1	Net Revenues (\$000's)	Debt Service (\$000's)	Net Revenues After Debt Service (\$000's)	Net Operating Revenue Coverage of Debt Service	Net Revenue Coverage of Debt Service
1996	10,340	11,893	5,135	6,758	2.01	2.32
1997	11,577	13,328	4,750	8,578	2.44	2.81
1998	11,823	13,758	4,752	9,006	2.49	2.90
1999	12,060	14,203	4,754	9,449	2.54	2.99
2000	20,267	22,965	4,754	18,211	4.26	4.83
2001	21,068	23,356	5,228	18,128	4.03	4.47
2002	20,758	21,977	8,188	13,789	2.54	2.68
2003	19,314	20,252	8,188	12,064	2.36	2.47
2004	18,693	19,634	8,191	11,443	2.28	2.40
2005	17,693	19,372	8,191	11,181	2.16	2.37
2006	16,857	19,161	8,191	10,970	2.06	2.34
2007	16,029	18,690	8,191	10,499	1.96	2.28
2008	13,858	15,393	8,191	7,202	1.69	1.88
2009	15,757	16,287	8,191	8,096	1.92	1.99
2010	14,492	15,417	8,191	7,226	1.77	1.88

FN1: Operating Expenses have been restated as described in section 4 above.

NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series 1997 and Series 2002
Continuing Disclosure Statement
For the Year Ended December 31, 2010
2010 Maintenance Inspections

**BEAR MOUNTAIN BRIDGE
BIENNIAL INSPECTION REPORT**

2010

**for the
NEW YORK STATE BRIDGE AUTHORITY**

by

**MODJESKI AND MASTERS, INC.
Consulting Engineers
Poughkeepsie, New York**



February 25, 2011

Mr. Joseph Ruggiero, Executive Director
New York State Bridge Authority
P. O. Box 1010
Highland, New York 12528-0010

RE: PN2991.01
BEAR MOUNTAIN BRIDGE
2010 Biennial Inspection

Dear Mr. Ruggiero:

Transmitted, herewith, in 20 copies, is our report covering the 2010 Biennial Inspection of the Bear Mountain Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2005-OE-101-ES. This report includes the findings of the inspection of the Popolopen Creek Footbridge.

The Bear Mountain Bridge is in overall good condition. Items of maintenance and repair that were performed by the bridge maintenance personnel since the 2009 Maintenance Inspection are listed in the report.

The inspection findings are discussed in the report, and recommendations for maintenance and repairs are presented at the end of the text. A majority of the recommendations are minor in nature and would appear to be within the capabilities of the bridge maintenance personnel.

This report is based upon examinations and studies, at the times and in the manner herein discussed. The nature of the inspection does not permit assurance that there are not latent or hidden defects in the condition of the members, lack of uniformity in the quality of the materials used or detrimental occurrences subsequent to the inspection. No responsibility can, therefore, be assumed for lack of integrity of the structure from unpredictable causes or those beyond the scope of the inspection and report.

If there are any questions concerning the inspection or the contents of this report, please do not hesitate to contact us.

Very truly yours,

A handwritten signature in cursive script, appearing to read 'Barney T. Martin, Jr.', is written over a horizontal line.

Barney T. Martin, Jr., Ph.D., P. E.,
President

BTM:RAL:nml

encl.

**THE HAMILTON FISH
NEWBURGH-BEACON BRIDGE
(SOUTH SPAN)**

2010

MAINTENANCE INSPECTION REPORT

for the

NEW YORK STATE BRIDGE AUTHORITY

by

**MODJESKI AND MASTERS, P. C.
Consulting Engineers
Poughkeepsie, New York**



March 2, 2011

Mr. Joseph Ruggiero, Executive Director
New York State Bridge Authority
P. O. Box 1010
Highland, New York 12528-0010

RE: PN2991.02
THE HAMILTON FISH NEWBURGH-BEACON BRIDGE (SOUTH SPAN)
2010 Maintenance Inspection

Dear Mr. Ruggiero:

Transmitted, herewith, are 20 copies of our report covering the 2010 Maintenance Inspection of the Newburgh-Beacon Bridge (South Span). The inspection was performed in accordance with our Engineering Services Agreement BA 2005-OE-101-ES.

The bridge is in good structural condition. Items of maintenance and repair that have been performed by the bridge maintenance forces since the 2009 Biennial Inspection are listed in the report.

The primary concerns regarding the bridge are the many loose, broken or missing fasteners throughout the structure, the condition of the concrete deck and areas of the bridge where abnormal corrosion of the weathering steel has occurred. The number of wearing surface and top of deck deficiencies continues to increase and these should receive priority attention. The number of joist connection plates of the pedestrian walkway floor system in the girder and deck truss spans noted to have developed small cracks primarily at the top at the inboard stringer has increased significantly. Some of the cracks have lengthened from previous years. This condition should continue to be monitored and evaluated for possible repairs. Other items of the bridge that should continue to receive attention are the sign and signal structures, light standards and electrical components.

The findings of the inspection are discussed in the report. Recommendations for maintenance and repairs are listed at the conclusion of the text.

This report is based upon examinations and studies at the times and in the manner herein discussed. The nature of the inspection does not permit assurance that there are not latent or hidden defects in the condition of the members, lack of uniformity in the quality of the materials used or detrimental occurrences subsequent to the inspection. No responsibility can, therefore, be assumed for lack of integrity of the structure from unpredictable causes or those beyond the scope of this inspection and report.

If there are any questions concerning the inspection or the contents of our report, please do not hesitate to contact us.

Very truly yours,

Barney T. Martin, Jr., Ph.D., P. E.,
President

BTM:RAL:lsg

encl.

**THE HAMILTON FISH
NEWBURGH-BEACON BRIDGE
(NORTH SPAN)**

MAINTENANCE INSPECTION REPORT

2010

for the

NEW YORK STATE BRIDGE AUTHORITY

by

**MODJESKI AND MASTERS, P. C.
Consulting Engineers
Poughkeepsie, New York**



March 2, 2011

Mr. Joseph Ruggiero, Executive Director
New York State Bridge Authority
P. O. Box 1010
Highland, New York 12528-0010

RE: PN2991.03
THE HAMILTON FISH
NEWBURGH-BEACON BRIDGE (NORTH SPAN)
2010 Maintenance Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 20 copies of our report covering the 2010 Maintenance Inspection of the Newburgh-Beacon Bridge (North Span). The report includes the conditions of the Balmville Road and the Route 9W Bridges. The inspection was performed in accordance with our Engineering Services Agreement, BA 2005-0E-101-ES.

The main bridge and the west approach overpass structures are in overall good structural condition. Since the 2009 Biennial Inspection, items of maintenance and repair have been performed by contract forces or the bridge maintenance forces. These items are listed in the report.

The paint protection on the main bridge is in fair to poor condition and continues to deteriorate. The paint cover has weathered and separated at locations, and minor to significant corrosion has developed on the surfaces throughout the spans. The areas of more concentrated corrosion include truss and bracing members at and below the roadway. Minor metalwork section loss and crevice corrosion have developed at locations on the members. A four-year contract for complete repainting of the bridge metalwork was initiated this year. Other significant repairs performed since the previous inspection included replacement of 15 deck modular expansion joints with finger joints and several full-depth deck repairs. The deck should continue to be monitored for the need of repairs. Other items that should continue to receive attention include: removing cracked and partially displaced deck haunch concrete, tightening loose and replacing missing or defective fasteners and electrical and light standard deficiencies.

The inspection findings are discussed in the report. Recommendations for maintenance and repairs are listed at the end of the text.



Mr. Joseph Ruggiero

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March 2, 2011

This report is based upon examinations and studies at the times and in the manner herein discussed. The nature of the undertaking does not permit assurance that there may not be latent or hidden defects in the condition of the members, lack of uniformity in the quality of the materials used or detrimental occurrences subsequent to the inspection. No responsibility can, therefore, be assumed for lack of integrity of the structure from unpredictable causes or those beyond the scope of the inspection and report.

If there are any questions concerning the inspection or the contents of our report, please do not hesitate to contact us.

Very truly yours,

A handwritten signature in cursive script that reads "Barney T. Martin, Jr.".

Barney T. Martin, Jr., Ph.D., P. E.,
President

BTM:RAL:nml

encl.

**MID-HUDSON BRIDGE
BIENNIAL INSPECTION REPORT
2010**

**for the
NEW YORK STATE BRIDGE AUTHORITY**

by

**MODJESKI AND MASTERS, P. C.
Consulting Engineers
Poughkeepsie, New York**



March 8, 2011

Mr. Joseph Ruggiero, Executive Director
New York State Bridge Authority
P. O. Box 1010
Highland, NY 12528-0010

RE: PN2991.04
THE FRANKLIN D. ROOSEVELT MID-HUDSON BRIDGE
2010 Biennial Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 20 copies of our report covering the 2010 Biennial Inspection of the Mid-Hudson Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2005-OE-101-ES.

The main suspension bridge and the associated east approach structures remain in generally good condition. Since the 2009 Maintenance Inspection, items of maintenance and repair have been performed by the bridge maintenance forces. These items are listed in the report. During the 2010 inspection critical deficiencies were observed at the west abutment deck joint of the east approach Gerald Drive Structure. An emergency contract was prepared and repairs undertaken to repair the joint and abutment backwall. In addition, small cracks were observed in the upper cope of several stringers at the west end of the Route 9 Southbound Overpass Structure. Contract repairs are being developed to address this condition. Many of the other deficiencies associated with the bridge are minor in nature and should be able to be addressed by the maintenance forces. These include fastener deficiencies and deficiencies associated with the light standards, signage, fencing, guide railings, roadway drainage and paint protection.

The main cables were opened and the interior wires inspected at eight locations in 2009. A separate report covering the findings of the cable inspection will be transmitted to the Authority.

The inspection findings are discussed in the report, and recommendations for maintenance and repairs are listed at the end of the text.

This report is based upon examinations and studies, at the times and in the manner herein discussed. The nature of the undertaking does not permit assurance that there may not be latent or hidden defects in the condition of the members, lack of uniformity in the quality of the materials used or detrimental occurrences subsequent to the inspection. No responsibility can, therefore, be assumed for lack of integrity of the structure from unpredictable causes or those beyond the scope of the inspection and report.



Mr. Joseph Ruggiero

-2-

March 8, 2011

Should any questions arise concerning the inspection or the contents of this report, please do not hesitate to contact us.

Very truly yours,

A handwritten signature in cursive script that reads "Barney T. Martin, Jr.".

Barney T. Martin, Jr., Ph.D., P. E.,
President

BTM:RAL:nml

encl.

**KINGSTON-RHINECLIFF BRIDGE
MAINTENANCE INSPECTION REPORT**

2010

**for the
NEW YORK STATE BRIDGE AUTHORITY**

by

**MODJESKI AND MASTERS, Inc.
Consulting Engineers
Poughkeepsie, New York**



March 9, 2011

Mr. Joseph Ruggiero, Executive Director
New York State Bridge Authority
P. O. Box 1010
Highland, New York 12528-0010

RE: PN2991.05
KINGSTON-RHINECLIFF BRIDGE
2010 Maintenance Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 20 copies of our report covering the 2010 Maintenance Inspection of the Kingston-Rhinecliff Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2005-OE-101-ES.

The Kingston-Rhinecliff Bridge is in good structural condition. A majority of the findings and recommendations are minor in nature and should be able to be handled by the bridge maintenance forces. Other findings may be best suited to be handled by contract forces. Random locations of substructure concrete cracking, spalling and unsound areas and fastener deficiencies are the more significant items of concern.

Items of maintenance and repair performed by the bridge maintenance forces or by contract forces since the 2009 Biennial Inspection are listed in the report. The findings of the inspection are discussed in the report, and recommendations for maintenance and repairs are listed at the end of the text.

This report is based upon examinations and studies, at the time and in the manner herein discussed. The nature of the undertaking does not permit assurance that there may not be latent or hidden defects in the condition of the members, lack of uniformity in the quality of the materials used or detrimental occurrences from unpredictable causes or those beyond the scope of the inspection and report.

If there are any questions concerning the inspection or the contents of this report, please do not hesitate to contact us.

Very truly yours,

A handwritten signature in cursive script that reads 'Barney T. Martin, Jr.'.

Barney T. Martin, Jr., Ph.D., P. E.,
President

BTM:RAL:nml

encl.

**RIP VAN WINKLE BRIDGE
BIENNIAL INSPECTION REPORT**

2010

**for the
NEW YORK STATE BRIDGE AUTHORITY**

by

**MODJESKI AND MASTERS, P. C.
Consulting Engineers
Poughkeepsie, New York**



WV PA NJ LA PA NY MO

March 9, 2011

Mr. Joseph Ruggiero, Executive Director
New York State Bridge Authority
P. O. Box 1010
Highland, New York 12528-0010

RE: PN2991.06
RIP VAN WINKLE BRIDGE
2010 Biennial Inspection

Dear Mr. Ruggiero:

Transmitted, herewith, in 20 copies is our report covering the 2010 Biennial Inspection of the Rip Van Winkle Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2005-OE-101-ES.

The Rip Van Winkle Bridge is in good structural condition. The items of maintenance and repair performed by the Authority maintenance forces or by contract forces since the 2009 Maintenance Inspection are listed in the report.

Replacement of the protective coating system on the through-truss span members and the placement of an asphaltic overlay on the roadway deck and the pedestrian walkway was completed near the end of 2008. This contract work addressed deficiencies regarding these surfaces.

Deficiencies associated with fasteners, the parapets and railings, electrical and lighting systems and the approach roadways exist throughout the length of the facility. Repairs and routine maintenance should continue to be performed to maintain these portions of the facility.

The comparison of expansion dam movements recorded at various ambient temperatures shows complete restriction of movement at Panel Point 25 for the main suspended span and greater restriction in recent years to movement at Panel Point 15 (the opposite end of the suspended span). The range of movement at the ends of the through-truss spans (Panel Points 0 and 40) are greater than normal indicating center span movement is likely being transferred to these locations through minor translation of the tower tops at Piers 1 and 2. Although there is no evidence of structural distress due to the condition, close monitoring of the joint movements should continue and an evaluation made of the condition.

The approach pavements of the Route 9G Intersection at the east end of the bridge are in satisfactory condition. The guide rail and drainage systems are in fair to poor condition. The horizontal geometry of the east approach roadways is obsolete. The east approach and intersection should receive priority attention for rehabilitation. The Route 9G Intersection is under the jurisdiction of the New York State Department of Transportation.



Mr. Joseph Ruggiero

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March 9, 2011

The findings of the inspection are discussed in the report, and recommendations for maintenance and repairs, routine maintenance, and monitoring on a regular basis are listed at the end.

This report is based upon examinations and studies, at the times and in the manner herein discussed. The nature of the inspection does not permit assurance that there are not latent or hidden defects in the condition of the members, lack of uniformity in the quality of the materials used or detrimental occurrences subsequent to the inspection. No responsibility can, therefore, be assumed for lack of integrity of the structure from unpredictable causes or those beyond the scope of this inspection and report.

If there are any questions concerning the inspection or the contents of this report, please do not hesitate to contact us.

Very truly yours,

A handwritten signature in cursive script that reads "Barney T. Martin, Jr.".

Barney T. Martin, Jr., Ph.D., P. E.,
President

BTM:RAL:nml

encl.

NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series 1997 and Series 2002
Continuing Disclosure Statement
For the Year Ended December 31, 2010
Capital Improvement Program



**New York State Bridge Authority
Capital Improvement Program
2011 - 2015
(\$ 000,000's)**

September 7, 2010

FACILITY	2010	PROGRAM YEARS					FIVE YEAR TOTAL
		2011	2012	2013	2014	2015	
Rip Van Winkle Bridge	\$0.000	\$0.000	\$0.000	\$0.000	\$1.000	\$2.000	
Kingston-Rhinecliff Bridge	\$0.000	\$0.000	\$0.350	\$0.000	\$6.000	\$6.350	
Mid-Hudson Bridge	\$0.200	\$1.700	\$0.150	\$1.000	\$4.000	\$6.850	
Newburgh-Beacon Bridge	\$9.200	\$11.700	\$12.400	\$31.400	\$32.400	\$118.900	
Bear Mountain Bridge	\$0.200	\$0.000	\$1.000	\$0.000	\$2.000	\$3.000	
Walkway over the Hudson	\$0.400	\$0.025	\$2.850	\$2.900	\$0.400	\$6.200	
Systemwide (Engineering)	\$2.717	\$2.710	\$2.734	\$4.638	\$2.415	\$14.753	
Systemwide (IT Dept.)	\$1.293	\$1.753	\$0.608	\$0.737	\$1.415	\$5.330	
Systemwide (Adm. & Ops.)	\$0.020	\$0.470	\$0.295	\$0.545	\$0.045	\$5.400	
Capital Program Totals.....	\$14.030	\$18.358	\$20.037	\$41.570	\$41.141	\$47.677	\$168.783

Board Adopted: September 16, 2010