

NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series Series 2011 and Series 2012
Continuing Disclosure Statement
For the Year Ended December 31, 2014

(1)

CURRENT TOLL RATES

Current Toll Rates are as set forth in Table 3 of the Official Statement dated April 26, 2012 for the Series 2012 Bonds (hereinafter the "2012 Official Statement)."

(2)

TOLL PAYING TRAFFIC ON AUTHORITY BRIDGES
(Refer to Table 1 of the Series 2012 Official Statement)
(000's)

Year	Rip Van Winkle Bridge	Kingston-Rhinecliff Bridge	Mid-Hudson Bridge	Newburgh-Beacon Bridge	Bear Mountain Bridge	Total
2005	2,705	3,738	7,004	12,591	3,170	29,208
2006	2,747	3,812	7,007	12,556	3,208	29,330
2007	2,706	3,815	6,988	12,740	3,229	29,478
2008	2,660	3,785	6,823	12,369	3,253	28,890
2009	2,703	3,871	6,867	12,317	3,255	29,012
2010	2,640	3,931	6,986	12,556	3,289	29,402
2011	2,604	3,878	6,872	12,364	3,303	29,021
2012	2,654	3,856	6,893	12,341	3,438	29,181
2013	2,671	3,841	6,883	12,380	3,425	29,199
2014	2,737	3,866	6,908	12,354	3,494	29,359

(3)

TOLL REVENUES FROM AUTHORITY BRIDGES
(Refer to Table 4 of the Series 2012 Official Statement)
(\$000's)

Year	Rip Van Winkle Bridge	Kingston-Rhinecliff Bridge	Mid-Hudson Bridge	Newburgh-Beacon Bridge	Bear Mountain Bridge	Total
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
2011	2,957	4,050	6,881	19,899	3,454	37,242
2012	4,330	5,712	10,061	28,783	4,936	53,822
2013	4,424	5,819	10,301	29,341	5,004	54,889
2014	4,560	5,889	10,384	29,338	5,066	55,237

(4)

TRAFFIC, TOLL REVENUES AND OPERATING EXPENSES
(Refer to Table 5 of the Series 2012 Official Statement)

Year	Toll Paying Vehicles (000's)	Toll Revenues (\$000's)	Average Toll Per Vehicle (\$)	Operating Expenses FNI	Average Operating Expense Per Tolloed Vehicle (\$)
Authority Operating Statistics (Totals For All Bridges)					
2005	29,208	39,407	1.35	21,714	0.74
2006	29,330	39,376	1.34	22,519	0.77
2007	29,478	39,306	1.33	23,277	0.79
2008	28,890	37,759	1.31	23,901	0.83
2009	29,012	37,084	1.28	21,327	0.74
2010	29,402	37,669	1.28	23,177	0.79
2011	29,022	37,242	1.28	22,426	0.77
2012	29,181	53,822	1.84	23,207	0.80
2013	29,199	54,889	1.88	24,739	0.85
2014	29,359	55,237	1.88	25,089	0.85

Percent Growth Versus Previous Year

Year	Toll Paying Vehicles	Toll Revenues	Average Toll Per Vehicle (\$)	Operating Expenses FNI	Average Operating Expense Per Tolloed Vehicle
2005	-1.33%	-0.95%	0.38%	2.94%	4.33%
2006	0.42%	-0.08%	-0.49%	3.71%	3.28%
2007	0.50%	-0.18%	-0.68%	3.37%	2.85%
2008	-1.99%	-3.94%	-1.98%	2.68%	4.77%
2009	0.42%	-1.79%	-2.20%	-10.77%	-11.14%
2010	1.34%	1.58%	0.23%	8.67%	7.23%
2011	-1.29%	-1.13%	0.16%	-3.24%	-1.98%
2012	0.55%	44.52%	43.76%	3.48%	2.92%
2013	0.06%	1.98%	1.92%	6.60%	6.54%
2014	0.55%	0.63%	0.09%	1.41%	0.86%

FN1: Excluding depreciation on equipment, and excluding net loss on sale of equipment and excluding other post-employment benefits. Maintenance Reserve expenditures are reflected in the Authority's capital budget. See Table 8

NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series Series 2011 and Series 2012
Continuing Disclosure Statement
For the Year Ended December 31, 2014

(5)

NET REVENUES AND OPERATING EXPENSES
(Refer to Table 6 of the Series 2012 Official Statement)
(\$000's)

Year	Toll Revenues	Operating Expenses (2)	Net Operating Revenues	Other Revenues (3)	Net Revenues
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
2011	37,242	22,426	14,816	3,259	18,075
2012	53,822	23,207	30,615	2,119	32,734
2013	54,889	24,739	30,150	1,104	31,254
2014	55,237	25,089	30,148	1,033	31,181

FN2: Excluding depreciation on equipment and excluding net loss on sale of equipment

FN3: Investment and other income, excluding Construction Fund and General Fund Interest and net gain on sale of equipment. For 2011, Other Revenues includes federal grants of \$2.5 million.

FN4: Restated as incorrectly excluded interest income in the Series 2012 Official Statement

(6)

DEBT SERVICE COVERAGE
(Refer to Table 7 of the Series 2012 Official Statement)

Year	Net Operating Revenues (\$000's) FN1 FN5	Net Revenues (\$000's) FN5	Debt Service (\$000's)	Net Revenues After Debt Service (\$000's)	Net Operating Revenue Coverage of Debt Service	Net Revenue Coverage of Debt Service
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
2011	14,816	18,075	8,191	9,884	1.81	2.21
2012	30,615	32,734	9,911	22,823	3.09	3.30
2013	30,150	31,254	11,278	19,977	2.67	2.77
2014	30,148	31,181	11,278	19,904	2.67	2.76

FN5 Refer to table "Net Revenues and Operating Expenses" above

(7)

CAPITAL PROGRAM EXPENDITURES
(Refer to Table 8 of the Series 2012 Official Statement)
(\$000's)

Year	Expenditures
2005	20,044,000
2006	7,391,000
2007	14,270,000
2008	8,019,000
2009	7,909,000
2010	13,143,000
2011	15,657,000
2012	20,854,000
2013	34,579,000
2014	56,309,000

(8)

CONSULTANT ENGINEER'S REPORT ON PHYSICAL CONDITION OF BRIDGES

Summaries of the 2013 Maintenance Inspection Reports prepared by the Consulting Engineer are attached (Attachment #1).

(9)

CAPITAL PLANNING PROCESS

The 5-year Capital Improvement Program adopted by the Authority in September 2013 is attached (Attachment #2). Staff review of capital needs and project scheduling for 2014 is ongoing.

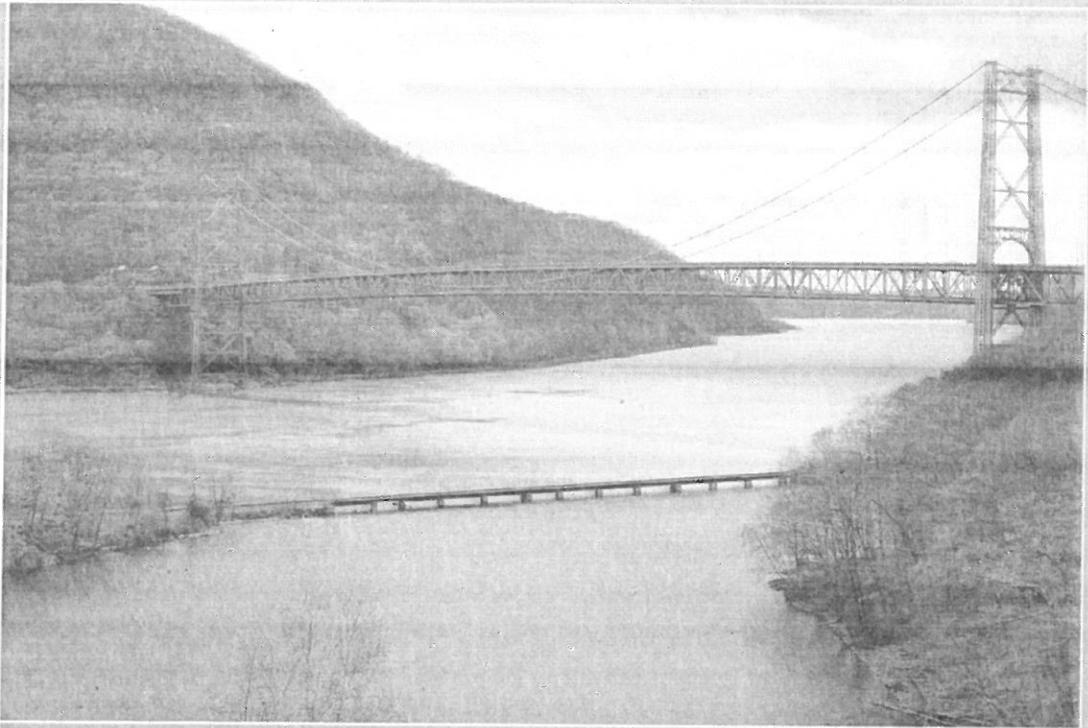
NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series 2011 and Series 2012
Continuing Disclosure Statement
For the Year Ended December 31, 2014
2014 Maintenance Inspections



THE NEW YORK STATE BRIDGE AUTHORITY

2014 BIENNIAL INSPECTION REPORT BEAR MOUNTAIN BRIDGE PEEKSKILL, NY

FINAL REPORT



January 2015



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**BEAR MOUNTAIN BRIDGE
BIENNIAL INSPECTION REPORT
2014**

for the
NEW YORK STATE BRIDGE AUTHORITY

by

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



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January 8, 2015

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

RE: PN3085.50
BEAR MOUNTAIN BRIDGE
2014 Biennial Inspection

Dear Mr. Ruggiero:

Transmitted, herewith, in 10 copies, is our report covering the 2014 Biennial Inspection of the Bear Mountain Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2011-OE-101-ES. The inspection findings for the adjacent William J. Moreau Popolopen Footbridge are included in the report.

The Bear Mountain Bridge is in good functional condition with generally minor deficiencies to substructure and superstructure components. Items of maintenance and repair that were performed by the bridge maintenance personnel since the 2013 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 that reads 'Barney T. Martin, Jr.'.

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

BTM:RAL:nml

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THE NEW YORK STATE BRIDGE AUTHORITY

2014 MAINTENANCE INSPECTION REPORT NEWBURGH-BEACON BRIDGE (SOUTH SPAN) NEWBURGH, NY | BEACON, NY

FINAL REPORT



January 2015



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

2014

MAINTENANCE INSPECTION REPORT

for the

NEW YORK STATE BRIDGE AUTHORITY

by

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



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January 12, 2015

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

RE: PN3085.51
THE HAMILTON FISH NEWBURGH-BEACON BRIDGE (SOUTH SPAN)
2014 Maintenance Inspection

Dear Mr. Ruggiero:

Transmitted, herewith, are 10 copies of our report covering the 2014 Maintenance Inspection of the Newburgh-Beacon Bridge (South Span). The inspection was performed in accordance with our Engineering Services Agreement BA 2011-OE-101-ES.

The bridge remains in overall satisfactory condition. Items of maintenance and repair that have been performed by the bridge maintenance forces or by contract forces since the 2013 Biennial Inspection are listed in the report.

The primary concerns for the bridge is the abnormal corrosion of the weathering steel and the condition of the reinforced concrete deck. Field work for replacement of the bridge deck has been initiated this year.

Weathering steel deterioration in the form of moderate to severe section loss and crevice corrosion is a concern throughout the bridge where moisture collects and/or debris harbors moisture and the steel is not receiving normal drying cycles. Localized severe section loss was observed in some truss bottom chord sections in 2011 and repairs were immediately completed at two joints. Nine additional bottom chord joints in Spans 10 and 13 were repaired in 2012. A "Yellow Standard Flag" was issued in 2013 and reissued this year after the inspection due to severe section loss in the web of Stringer 9 at Panel Point 24. The pedestrian walkway support metalwork, particularly in the girder spans, and the walkway tread plates continue to develop section loss and/or holes throughout the length of the bridge. The girder span walkway support members and the underside of the tread plates have not been cleaned and painted, as was performed on other portions of the walkway between 1994 and 2001. Repairs should be made to severely deteriorated pedestrian walkway members and all areas of the bridge metalwork having abnormal corrosion should be cleaned and painted.

Fatigue cracks were observed in 2013, in the web of Stringer 3 at three locations. The cracks have developed at the lower end of the welded diaphragm connection plates. The cracked areas should be retrofitted.



Mr. Joseph Ruggiero

- 2 -

January 12, 2015

The pedestrian walkway joist connection plates in the girder and deck truss spans continue to develop small cracks primarily at the top of the inboard stringer. The number of crack locations (inboard and outboard of the stringer) increased significantly over the first five years observed, but the number has stabilized during the last two years. There are now over 864 crack locations. Although the cracked plates are not an immediate concern at this time, repairs should be programmed.

Potholes in the wearing surface and/or the top of deck, including repaired areas, and in the underside of the deck, continue to develop. The top of deck defect areas should continue to receive priority attention for repairs until the deck replacement is completed. Other items of the bridge that should continue to receive attention are deficient fasteners, 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,

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

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

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THE NEW YORK STATE BRIDGE AUTHORITY

2014 MAINTENANCE INSPECTION REPORT NEWBURGH-BEACON BRIDGE (NORTH SPAN) NEWBURGH, NY | BEACON, NY

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**THE HAMILTON FISH
NEWBURGH-BEACON BRIDGE
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MAINTENANCE INSPECTION REPORT

2014

for the

NEW YORK STATE BRIDGE AUTHORITY

by

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



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January 13, 2015

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

RE: PN3085.52
THE HAMILTON FISH
NEWBURGH-BEACON BRIDGE (NORTH SPAN)
2014 Maintenance Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 10 copies of our report covering the 2014 Maintenance Inspection of the Newburgh-Beacon Bridge (North Span). The report includes the Balmville Road and the Route 9W Bridges. The inspection was performed in accordance with our Engineering Services Agreement, BA 2011-0E-101-ES.

The main bridge and the west approach overpass structures are in generally satisfactory condition. Since the 2013 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.

Contract cleaning and painting of the bridge metalwork was started in early 2010 and has been completed in all spans except the through-truss spans which was started in 2013 and is scheduled to be completed by the end of this year. The condition of the coating in the repainted spans is good. Special emphasis should be given to removing all blasting material from under bearings and from drainage troughs after painting operations are completed. The coating system in the through-truss spans that has not been cleaned and painted to-date is in fair to poor condition. The paint cover has weathered and separated at locations, and minor to significant surface corrosion has developed in these spans. The areas of more concentrated corrosion include truss and bracing members at and below the roadway. Minor to severe metalwork section loss (holes) and crevice corrosion have developed at locations on the members. Truss members with severe section loss have been repaired since the 2013 inspection.

The concrete deck throughout the main bridge is continuing to deteriorate. Although the wearing surface has been replaced since the 2012 inspection, potholes continue to develop in the wearing surface and the top of the deck. Transverse cracks and spalls exist in the underside of the deck and at stringer/diaphragm haunch areas. Full-depth deck repairs have been made in recent years. The deck should continue to be closely 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 deficiencies associated with the electrical system and light standards.



Mr. Joseph Ruggiero

-2-

January 13, 2015

The inspection findings are discussed in the report. 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.

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/CEO

BTM:RAL:nml

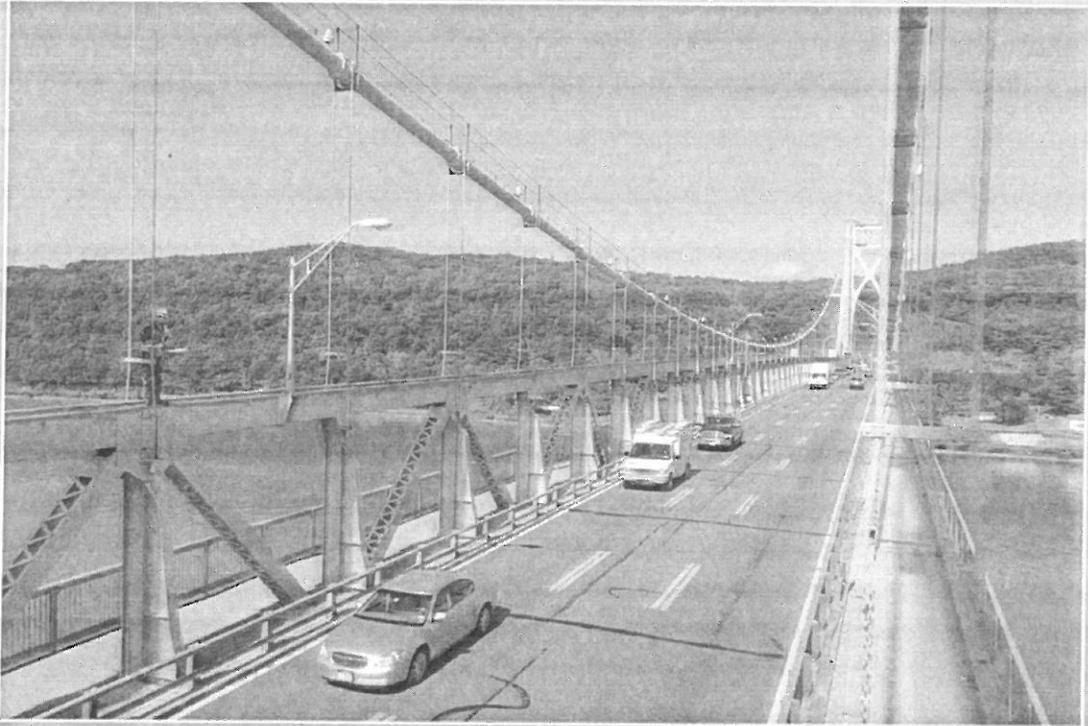
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THE NEW YORK STATE BRIDGE AUTHORITY

2014 BIENNIAL INSPECTION REPORT MID-HUDSON BRIDGE HIGHLAND, NY | POUGHKEEPSIE, NY

FINAL REPORT



January 2015



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**MID-HUDSON BRIDGE
BIENNIAL INSPECTION REPORT
2014**

**for the
NEW YORK STATE BRIDGE AUTHORITY**

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Poughkeepsie, New York**



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January 16, 2015

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

RE: PN3085.53
THE FRANKLIN D. ROOSEVELT MID-HUDSON BRIDGE
2014 Biennial Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 10 copies of our report covering the 2014 Biennial Inspection of the Mid-Hudson Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2011-OE-101-ES.

The main suspension bridge and the associated east approach structures are generally in satisfactory to good condition. Since the 2013 Maintenance Inspection, items of maintenance and repair have been performed which are listed in the report. A Special Inspection was performed on the stiffening truss hold-down bearings and the top chord link assemblies at the east and west anchorages shortly after the 2012 inspection due to an observed elevation change in the sidewalk at the northwest bearing. Significant cracking and displacement was observed in the bronze bushings of the bearings and significant wear was noted at the pin holes of the link assemblies contributing to the elevation change. Rehabilitation of the hold-down bearings and link assemblies was in progress during the 2014 inspection. Many of the other existing 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 wearing surface, 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. Based on conditions observed in previous inspections of the interior wires, a recommendation was made to perform a similar investigation about every 10 years in selected panels. The next interior inspection of the cables should be scheduled in 2019.

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



Mr. Joseph Ruggiero

-2-

January 16, 2015

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.

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

Very truly yours,

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

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THE NEW YORK STATE BRIDGE AUTHORITY

2014 MAINTENANCE INSPECTION REPORT KINGSTON-RHINECLIFF BRIDGE KINGSTON, NY

FINAL REPORT



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**KINGSTON-RHINECLIFF BRIDGE
MAINTENANCE INSPECTION REPORT**

2014

**for the
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January 19, 2015

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

RE: PN3085.54
KINGSTON-RHINECLIFF BRIDGE
2014 Maintenance Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 10 copies of our report covering the 2014 Maintenance Inspection of the Kingston-Rhinecliff Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2011-OE-101-ES.

The Kingston-Rhinecliff Bridge is in good structural condition. A majority of the findings and recommendations continue to be minor in nature and should be able to be handled by the bridge maintenance forces. Other findings may be best suited to be performed by contract forces. All of the cracked stringer diaphragms previously noted in the main truss spans have been repaired. The cracks generally originate at the top cope of the diaphragm next to a stringer and have been arrested by drilling a hole at the end of the crack. Bowed and/or buckled webs have also developed in the diaphragms with cracks and at other locations. There were no new diaphragm deficiencies observed this year. The stringer diaphragms with deficiencies should continue to receive a hands-on inspection each year for additional deterioration and an investigation implemented if new locations of cracks or distortions develop. Random locations of substructure concrete cracking, spalling and unsound areas and fastener deficiencies are other more significant items of concern.

Items of maintenance and repair performed by the bridge maintenance forces or by contract forces since the 2013 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,

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

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THE NEW YORK STATE BRIDGE AUTHORITY

2014 BIENNIAL INSPECTION REPORT RIP VAN WINKLE BRIDGE CATSKILL, NY

FINAL REPORT



January 2015



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**RIP VAN WINKLE BRIDGE
BIENNIAL INSPECTION REPORT
2014**

**for the
NEW YORK STATE BRIDGE AUTHORITY**

by

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Consulting Engineers
Poughkeepsie, New York**



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January 20, 2015

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

RE: PN3085.55
RIP VAN WINKLE BRIDGE
2014 Biennial Inspection

Dear Mr. Ruggiero:

Transmitted, herewith, in 10 copies is our report covering the 2014 Biennial Inspection of the Rip Van Winkle Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2011-OE-101-ES.

The Rip Van Winkle Bridge remains in good functional condition. The many items of maintenance and repair performed by the NYSBA maintenance forces since the 2013 Maintenance Inspection are listed in the report.

Corrosion and section loss has developed throughout the bridge metalwork at areas where debris collects and at areas of spreading between members at connections. There is section loss and minor corrosion holes in deck truss span stringers and bracing members and severe section loss in steel railing components. Other deficiencies include defective fasteners, cracks and spalls in the roadway parapets, pedestrian walkway overlay spalls and electrical and lighting system defects. Debris should be removed periodically from bridge members and spot painting performed as necessary. Repairs and routine maintenance should continue to be performed to maintain these and other portions of the facility.

The comparison of expansion dam movements recorded at various temperatures continues to show complete restriction of movement at Panel Point 25 for the main suspended span and nearly complete restriction 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 towers at Piers 1 and 2. Although there continues to be no evidence of structural distress due to the condition, close monitoring of the joint movements should continue and a further evaluation made of the condition.

The west and east approaches are in satisfactory to good condition with generally minor deficiencies. The east approach drainage inlets have many deficiencies. The horizontal geometry of the east approach roadways is obsolete. The east approach and intersection should receive priority attention for reconstruction. The Route 9G Intersection is under the jurisdiction of the New York State Department of Transportation.



Mr. Joseph Ruggiero

- 2 -

January 20, 2015

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.,
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NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series 2011 and Series 2012
Continuing Disclosure Statement
For the Year Ended December 31, 2014
Capital Improvement Program



**New York State Bridge Authority
Capital Improvement Program
2015 - 2019
(\$ 000,000's)**

FACILITY	2014	PROGRAM YEARS					FIVE YEAR TOTAL
		2015	2016	2017	2018	2019	
Rip Van Winkle Bridge	\$0.135	\$0.100	\$4.000	\$4.100	\$2.000	\$1.000	\$11.200
Kingston-Rhinecliff Bridge	\$0.000	\$0.000	\$1.000	\$0.000	\$0.000	\$6.000	\$7.000
Mid-Hudson Bridge	\$0.013	\$0.750	\$0.000	\$0.000	\$5.000	\$2.000	\$7.750
Newburgh-Beacon Bridge	\$58.000	\$31.250	\$0.000	\$0.000	\$3.000	\$25.000	\$59.250
Bear Mountain Bridge	\$0.000	\$0.000	\$0.000	\$0.000	\$0.500	\$2.000	\$2.500
Walkway over the Hudson	\$0.736	\$0.700	\$0.025	\$0.025	\$0.025	\$0.025	\$0.800
Systemwide (Engineering)	\$3.897	\$2.745	\$2.760	\$2.925	\$2.790	\$5.065	\$16.285
Systemwide (IT Dept.)	\$0.368	\$0.190	\$0.406	\$0.337	\$1.934	\$0.170	\$3.037
Systemwide (Adminstration)	\$0.080	\$0.155	\$0.045	\$0.045	\$0.045	\$0.045	\$0.335
Systemwide (Operations)	\$0.260	\$0.290	\$0.340	\$0.840	\$6.055	\$2.055	\$9.580
Program Total	\$63.489	\$36.180	\$8.576	\$8.272	\$21.349	\$43.360	\$117.737

August 20, 2014