

NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series Series 2011 and Series 2012
Continuing Disclosure Statement
For the Year Ended December 31, 2016

(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	12,360	3,425	29,199
2014	2,737	3,866	6,908	12,354	3,494	29,359
2015	2,829	3,951	7,121	12,519	3,718	30,138
2016	2,924	4,053	7,253	13,234	3,953	31,417

(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	21,783	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
2015	4,748	6,035	10,797	29,752	5,393	56,665
2016	4,862	6,176	10,982	31,161	5,809	58,990

(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 FN1 FN6	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
2015	30,138	56,665	1.88	24,557	(6) 0.81
2016	31,417	58,990	1.88	24,948	0.79

Percent Growth Versus Previous Year

Year	Toll Paying Vehicles	Toll Revenues	Average Toll Per Vehicle (\$)	Operating Expenses FN1	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%
2015	2.65%	2.59%	-0.07%	-2.12%	-4.65%
2016	4.24%	4.10%	-0.14%	1.59%	-2.54%

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

FN6: In 2015 the Authority implemented GASB 68, similar to GASB 45, the Authority includes only physical disbursements to the NYS & Local Retirement System for each year to compute operating expenditures under the resolution. Gains or losses on the value of the funds assets are excluded.

NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series Series 2011 and Series 2012
Continuing Disclosure Statement
For the Year Ended December 31, 2016

(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	1,423	31,571
2015	56,665	24,557	32,108	1,148	33,256
2016	58,990	24,948	34,042	1,292	35,334

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	31,571	11,277	20,294	2.67	2.80
2015	32,108	33,256	11,281	21,976	2.85	2.95
2016	34,042	35,334	11,278	24,056	3.02	3.13

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
2015	36,767,000
2016	7,897,000

(8)

CONSULTANT ENGINEER'S REPORT ON PHYSICAL CONDITION OF BRIDGES

Summaries of the 2015 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 2015 is attached (Attachment #2). Staff review of capital needs and project scheduling for 2016 is ongoing.

NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series 2011 and Series 2012
Continuing Disclosure Statement
For the Year Ended December 31, 2016
2016 Maintenance Inspections

Submitted to: New York State Bridge Authority
P. O. Box 1010
Highland, NY 12528-0010

Submitted by:
Modjeski and Masters, Inc.
301 Manchester Road, Suite 102, Poughkeepsie, NY



**2016 BIENNIAL INSPECTION REPORT
RIP VAN WINKLE BRIDGE**

OVER THE HUDSON RIVER

Catskill | New York

JANUARY 2017





CHARLESTON WV | EDWARDSVILLE IL | MECHANICSBURG PA | MOORESTOWN NJ | NEW ORLEANS LA
PHILADELPHIA PA | POUGHKEEPSIE NY | ST LOUIS MO | WASHINGTON DC

January 31, 2017

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

RE: PN3085.75
RIP VAN WINKLE BRIDGE
2016 Biennial Inspection

Dear Mr. Ruggiero:

Transmitted, herewith, in 5 copies is our report covering the 2016 Biennial Inspection of the Rip Van Winkle Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2011-OE-101-ES (Three-Year Extension).

The Rip Van Winkle Bridge generally remains in good functional condition. Many items of maintenance and repair continue to be performed by the NYSBA maintenance forces.

In general, the condition of the paint systems is good; however, there are areas that require cleaning and spot painting. There continues to be areas of corrosion and section loss throughout the bridge metalwork at areas where debris collects and access is difficult to rinse during the annual bridge rinsing program and at areas of spreading between members at connections due to crevice corrosion.

There remains areas of severe section loss in steel railing components; however, contract repairs/replacement of the railings appeared to be about to begin at the time of the inspection. Other deficiencies include deficient fasteners, areas with corrosion holes and fatigue-induced cracking, cracks and spalls in the roadway parapets, pedestrian walkway overlay spalls and electrical and lighting system defects. In particular, attention should be given to arrest the cracks in the webs of Stringers 2E and 5E at Panel Point 40 and Stringer 5 at Panel Point 103 and address the numerous deficient finger joint fasteners at Panel Point 40.

Debris should continue to 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 bridge and approach roadways.

Excessive wear appears to have taken place at the west abutment bearing links, as evidenced by corrosion staining emanating from the link pin area, gaps around the pins at the contact area of the pin-to-link bearing areas, and the misalignment of the joint metalwork of the roadway joint. In addition, cracks have developed in the web of the lower internal diaphragm of the south link. It is recommended that stress relief holes be drilled at the ends of the cracks in the web of the affected diaphragm, and that consideration should be given to rehabilitating the truss anchor



links and pins to correct/repair the areas of excessive wear and to address the misalignment of the roadway joint at the west abutment.

A comparison of expansion dam movements recorded at various temperatures continues to show restriction of movement at Panel Point 15 and Panel Point 25 for the main 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 further evaluation is recommended for this 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 remains 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.

The findings of the 2016 Biennial Inspection are detailed 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 black ink, appearing to read 'Barney T. Martin, Jr.', with a stylized flourish at the end.

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

BTM:MSJ:sed

encl.

Submitted to: New York State Bridge Authority
P. O. Box 1010
Highland, NY 12528-0010

Submitted by:
Modjeski and Masters, Inc.
301 Manchester Road, Suite 102, Poughkeepsie, NY



**2016 MAINTENANCE INSPECTION REPORT
KINGSTON-RHINECLIFF BRIDGE**

OVER THE HUDSON RIVER

Kingston | New York
Rhinecliff | New York

SEPTEMBER 2016





CHARLESTON WV | EDWARDSVILLE IL | MECHANICSBURG PA | MOORESTOWN NJ | NEW ORLEANS LA
PHILADELPHIA PA | POUGHKEEPSIE NY | ST LOUIS MO | WASHINGTON DC

January 30, 2017

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

RE: PN3085.84
KINGSTON-RHINECLIFF BRIDGE
2016 Maintenance Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 5 copies of our report covering the 2016 Maintenance Inspection of the Kingston-Rhinecliff Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2011-OE-101-ES (Three Year Extension).

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 retrofitted and remain stable with no noteworthy changes. Items of greater concern include the over-contracted girder span bearings, random locations of concrete deterioration found throughout the substructure units and parapets, and sporadic fastener deficiencies throughout the length of the bridge.

Items of maintenance and repair performed by the bridge maintenance forces or by contract forces since the 2015 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:sed

encl.

Submitted to: New York State Bridge Authority
P. O. Box 1010
Highland, NY 12528-0010

Submitted by:
Modjeski and Masters, Inc.
301 Manchester Road, Suite 102, Poughkeepsie, NY



2016 BIENNIAL INSPECTION REPORT
MID-HUDSON BRIDGE
OVER THE HUDSON RIVER

Highland | New York
Poughkeepsie | New York
JANUARY 2017





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PHILADELPHIA PA | POUGHKEEPSIE NY | ST LOUIS MO | WASHINGTON DC

January 27, 2017

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

RE: PN3085.83
THE FRANKLIN D. ROOSEVELT MID-HUDSON BRIDGE
2016 Biennial Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 5 copies of our report covering the 2016 Biennial Inspection of the Mid-Hudson Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2011-OE-101-ES (Three Year Extension).

The main suspension bridge and the associated east approach structures are generally in satisfactory-to-good condition. Maintenance and/or repair items that have been addressed since the 2015 Maintenance Inspection are listed at the beginning of the report. Contract work being performed during the 2016 Biennial Inspection includes the installation of new dehumidification systems within the east and west anchorage chambers. The majority of deficiencies present in various bridge elements are minor in nature and can be addressed by Authority forces. Typical findings include isolated areas with minor-to-moderate corrosion, fastener deficiencies and deficiencies associated with the wearing surface, deck joints, light standards, signage, fencing, guide railings, roadway drainage and paint protection. It is recommended that the Authority consider a painting contract to address areas of failed paint at the upper portions of suspender ropes.

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. A main cable investigation is scheduled to take place during 2017 and will involve the opening and inspection of selected panels within the north and south main cables, as well as, the removal, testing, and replacement of suspender ropes in two locations. The lower pin of the southeast hanger of the stiffening truss at the west tower will be investigated under the same contract.

The 2016 Biennial 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



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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,

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

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

BTM:MSJ:mjw

encl.

Submitted to: New York State Bridge Authority
P. O. Box 1010
Highland, NY 12528-0010

Submitted by:
Modjeski and Masters, Inc.
301 Manchester Road, Suite 102, Poughkeepsie, NY



**2016 MAINTENANCE INSPECTION REPORT
NEWBURGH BEACON BRIDGE (SOUTH SPAN)**

OVER THE HUDSON RIVER

Newburgh | New York
Beacon | New York

NOVEMBER 2016





CHARLESTON WV | EDWARDSVILLE IL | MECHANICSBURG PA | MOORESTOWN NJ | NEW ORLEANS LA
PHILADELPHIA PA | POUGHKEEPSIE NY | ST LOUIS MO | WASHINGTON DC

January 27, 2017

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

RE: PN3085.81
THE HAMILTON FISH NEWBURGH-BEACON BRIDGE (SOUTH SPAN)
2016 Maintenance Inspection

Dear Mr. Ruggiero:

Transmitted, herewith, are 5 copies of our report covering the 2016 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 (Three Year Extension).

The bridge remains in overall satisfactory condition. Items of maintenance and repair that have been performed by the bridge maintenance forces and/or by contract forces since the 2015 Biennial Inspection are listed in the report.

Replacement of the structural deck was completed prior to the 2016 Maintenance Inspection, and the new deck, parapets and sign structures were found to be in overall good condition.

The primary concern remaining for the bridge is the abnormal corrosion of the weathering steel. 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 typically observed on the metalwork below the existing expansion joints, the previous stringer relief joints locations, and in some of the truss bottom chord sections.

The previously noted fatigue cracks found in the webs of the stringers in the Through Truss (3 locations), and the crossframe connection angles in the girder spans (4 locations) have not been repaired; however, the cracks appear stable with no propagation of the cracks noted since the 2015 Inspection.

The pedestrian walkway support metalwork, particularly in the girder spans, and the walkway tread plates throughout the length of the main structure continue to develop section loss and/or corrosion holes. During the 2016 Inspection, there were a number of locations along the west girder spans that the Authority's maintenance crew repaired or were in the process of repairing. There are a number of areas noted with significant section loss to the walkway support members



Mr. Joseph Ruggiero

January 20, 2016

and tread plates that appear to require shoring before repairs are made. These locations are listed in the text of the report.

The pedestrian walkway joist connection plates in the girder and deck truss spans continue to exhibit small cracks primarily at the top of the inboard stringer; however, numerous locations have had arrest holes and compression sleeves installed to prevent further cracking. The number of crack locations found in the connection plates has stabilized over the last four years. Although the cracked plates are not an immediate concern at this time, the Authority should continue a program to drill arrest holes and install compression sleeves at all of the remaining locations noted with cracks.

All areas of the bridge metalwork having abnormal corrosion should be cleaned and painted, and it is recommended that the unpainted interiors of the bottom chord box members also be cleaned and painted.

It appears that the annual bridge rinsing program has been reestablished with only minor to moderate debris found within the bottom chord joints of the through truss near splash zone of the roadway.

Other items of the bridge that should continue to receive attention are deficient fasteners, maintenance catwalk deficiencies, 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.,
President

BTM:MSJ:sed

encl.

Submitted to: New York State Bridge Authority
P. O. Box 1010
Highland, NY 12528-0010

Submitted by:
Modjeski and Masters, Inc.
301 Manchester Road, Suite 102, Poughkeepsie, NY



**2016 MAINTENANCE INSPECTION REPORT
NEWBURGH BEACON BRIDGE (NORTH SPAN)**

OVER THE HUDSON RIVER

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NOVEMBER 2016



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January 27, 2017

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

RE: PN3085.82
THE HAMILTON FISH
NEWBURGH-BEACON BRIDGE (NORTH SPAN)
2016 Maintenance Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 5 copies of our report covering the 2016 Maintenance Inspection of the Newburgh-Beacon Bridge (North Span). The report also includes a discussion of the Balmville Road Bridge, the Route 9W Bridges and the westbound approach roadways to the main bridge. The inspection was performed in accordance with our Engineering Services Agreement, BA 2011-0E-101-ES (Three-Year Extension).

The main bridge and the west approach overpass structures are in generally satisfactory condition. Since the 2015 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 completed in 2014. The paint coating along the length of the bridge remains in overall good condition.

The item of greatest concern is the condition of the main bridge deck. The concrete deck throughout the main bridge is continuing to deteriorate with numerous potholes developing in the wearing surface and top surface of the deck. Below these areas transverse/map cracking, spalling and moisture staining exist in the underside of the deck and at stringer/diaphragm haunch areas. Several new sections of shoring have been installed since the 2015 Inspection, and there are several locations where full-depth deck repairs have been made in recent years. There are numerous locations that have been identified for installation of shoring in the future; however, 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, cleaning/painting/repairing the steel parapets, and addressing deficiencies associated with the electrical system and light standards.

The Balmville Overpass structure is in overall satisfactory-to-good condition with the exception of the north roadway joint that has significant spalling.

The Route 9W Overpass structure is in overall satisfactory condition; however, there continues to be significant deterioration found on the top surface and along the joint headers of the concrete deck.

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,

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

BTM:MSJ:sed

encl.

Submitted to: New York State Bridge Authority
P. O. Box 1010
Highland, NY 12528-0010

Submitted by:
Modjeski and Masters, Inc.
301 Manchester Road, Suite 102, Poughkeepsie, NY



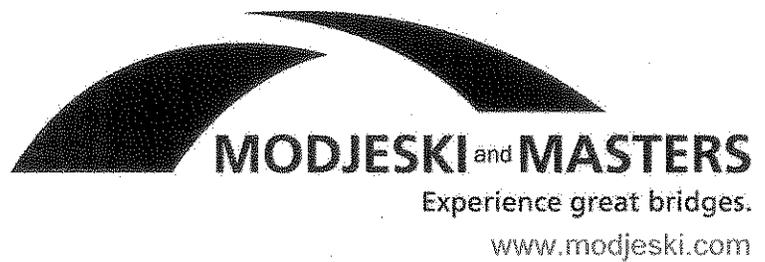
2016 BIENNIAL INSPECTION REPORT

BEAR MOUNTAIN BRIDGE

OVER THE HUDSON RIVER

Peekskill | New York

JANUARY 2017





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PHILADELPHIA PA | POUGHKEEPSIE NY | ST LOUIS MO | WASHINGTON DC

January 27, 2017

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

RE: PN3085.80
BEAR MOUNTAIN BRIDGE
2016 Biennial Inspection

Dear Mr. Ruggiero:

Transmitted, herewith, are 5 copies of the 2016 Biennial Inspection of the Bear Mountain Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2011-OE-101-ES (three year extension), and includes inspection findings of the William J. Moreau Popolopen Creek Footbridge.

The Bear Mountain Bridge remains in good functional condition with minor deficiencies to primary structural elements. Items of maintenance and repair that were performed by the bridge maintenance personnel since the 2015 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.

The areas of greatest concern at this time appear to be the continued deterioration of the deck, with an increasing number of spalls in the deck underside; contact between the tower metalwork and the main span hangers; a slight increase in the number of loose main cable wires found within the southwest anchorage; the non-functioning dehumidifier of the northwest anchorage; a slight increase in the number of broken wires found at the suspender ropes (no more than 3 total at any one suspender rope location); and, the heavily deteriorated box beam railing sections on the east and west approach roadways.

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.



CHARLESTON WV | EDWARDSVILLE IL | MECHANICSBURG PA | MOORESTOWN NJ | NEW ORLEANS LA
PHILADELPHIA PA | POUGHKEEPSIE NY | ST LOUIS MO | WASHINGTON DC

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 the typed name.

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

BTM:MSJ:sed

encl.

NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series 2011 and Series 2012
Continuing Disclosure Statement
For the Year Ended December 31, 2016
Capital Improvement Program



**New York State Bridge Authority
Capital Improvement Program
2017 - 2021
(\$ 000,000's)**

August 26, 2016

FACILITY	2016	PROGRAM YEARS					FIVE (5) YEAR TOTAL
		2017	2018	2019	2020	2021	
Rip Van Winkle Bridge	\$2.000	\$3.500	\$0.000	\$1.000	\$2.000	\$0.000	\$6.500
Kingston-Rhinecliff Bridge	\$0.000	\$0.000	\$1.000	\$0.000	\$4.000	\$0.000	\$5.000
Mid-Hudson Bridge	\$1.325	\$3.225	\$0.500	\$3.000	\$5.000	\$0.000	\$11.725
Newburgh-Beacon Bridge	\$2.650	\$18.000	\$7.000	\$0.500	\$0.750	\$21.500	\$47.750
Bear Mountain Bridge	\$0.100	\$1.500	\$0.500	\$2.000	\$0.000	\$0.000	\$4.000
Walkway over the Hudson	\$0.025	\$0.500	\$4.800	\$0.000	\$0.400	\$0.000	\$5.700
Systemwide (Engineering)	\$2.840	\$2.860	\$3.625	\$4.900	\$2.675	\$2.950	\$17.010
Systemwide (IT Dept.)	\$0.416	\$0.640	\$0.488	\$0.785	\$0.311	\$0.314	\$2.538
Systemwide (Adminstration)	\$0.085	\$0.040	\$0.040	\$0.040	\$0.120	\$0.040	\$0.280
Systemwide (Operations)	\$2.210	\$4.945	\$0.900	\$0.400	\$8.385	\$10.385	\$25.015
Program Total	\$11.651	\$35.210	\$18.853	\$12.625	\$23.641	\$35.189	\$125.518