

**NEW YORK STATE BRIDGE AUTHORITY**  
**General Revenue Bonds, Series 2012**  
**Continuing Disclosure Statement**  
**For the Year Ended December 31, 2018**

(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
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
2017	2,971	4,099	7,247	13,360	3,924	31,601
2018	2,984	4,111	7,293	13,461	3,914	31,763

(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
2015	4,748	6,035	10,737	29,752	5,393	56,665
2016	4,862	6,176	10,982	31,161	5,809	58,990
2017	4,926	6,250	10,984	30,966	5,698	58,824
2018	4,933	6,279	11,115	31,017	5,676	59,020

(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 (\$)
<b>Authority Operating Statistics (Totals For All Bridges)</b>					
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
2017	31,601	58,824	1.86	25,900	0.82
2018	31,763	59,020	1.86	27,007	(6) 0.85

**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%
2017	0.59%	-0.28%	-0.86%	3.82%	3.21%
2018	0.51%	0.33%	-0.18%	4.27%	3.74%

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. In 2018 the Authority implemented GASB 75, and update of GASB 45, and excluded those non-cash related expenses as well.

**NEW YORK STATE BRIDGE AUTHORITY**  
**General Revenue Bonds, Series 2012**  
**Continuing Disclosure Statement**  
**For the Year Ended December 31, 2018**

(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
2017	58,824	25,900	32,924	1,696	34,620
2018	59,020	27,007	32,013	2,618	34,631

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) 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
2017	32,924	34,620	11,240	23,380	2.93	3.08
2018	32,013	34,631	11,240	23,391	2.85	3.08

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
2017	20,494,000
2018	24,329,000

(8)

**CONSULTANT ENGINEER'S REPORT ON PHYSICAL CONDITION OF BRIDGES**

Summaries of the 2018 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 2017 is attached (Attachment #2). Staff review of capital needs and project scheduling for 2019 is ongoing.

**NEW YORK STATE BRIDGE AUTHORITY**  
**General Revenue Bonds, Series 2012**  
**Continuing Disclosure Statement**  
**For the Year Ended December 31, 2018**  
**2018 Maintenance Inspections**

Prepared for:



**NEW YORK**  
STATE OF  
OPPORTUNITY.

**Bridge  
Authority**

# 2018 BIENNIAL INSPECTION REPORT **BEAR MOUNTAIN BRIDGE OVER THE HUDSON RIVER**

*Peekskill | New York*

Prepared by:



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Construction Management

Engineering

Architecture

Land Surveying

Material Testing

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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  
2018 Biennial Inspection

Dear Mr. Ruggiero:

Transmitted, herewith, are 5 copies of the 2018 Biennial Inspection of the Bear Mountain Bridge and William J. Moreau Popolopen Creek Footbridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2017-RE-103-ES Biennial bridge inspection services.

The Bear Mountain Bridge remains in good functional condition. At panel point 87N and panel point 75N, the cover plates of the lower transverse beams have cracks in weld. The crack at panel point 87N has propagated 1 ¼" since last inspection. The crack at panel point 75N has not changed since the last inspection. The transverse members are a non-redundant or fracture critical member. These locations should be monitored annually. The remaining primary members have minor deficiencies. Items of maintenance and repair that were performed by the bridge maintenance personnel since the 2017 Maintenance Inspection are listed in this report. Two new cracks were found, one on the South leg of East tower and another on the North leg of East tower.

The inspection findings are discussed in this report (which are reported in the NYSDOT BDIS report as well), and recommendations for maintenance and repairs are presented in the Conclusions and Recommendations section of this report. Most 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 are the gap between the stringers 0S at panel point 22 (A further investigation was recommended in BDIS), 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; the number of loose main cable wires found within the southwest 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 close monitoring of any changes to the cracks found in the steel tower.

This report was prepared based on our inspection findings and in accordance with the requirements of the December 2012 FHWA Bridge Inspection Reference Manual (BIRM) and March 2017 NYSDOT Bridge Inspection Manual.

The William J. Moreau Popolopen footbridge was inspected in conjunction with the Bear mountain bridge and the findings were included in this report. However, the same findings were not included in BDIS report because this is a standalone bridge and should have its own BIN (Bridge Identification Number).

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

Very truly yours,

HAKS  
Ikram Mohl, P. E.

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



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**2018 MAINTENANCE INSPECTION REPORT**  
**NEWBURGH BEACON BRIDGE (SOUTH SPAN)**

**OVER THE HUDSON RIVER**

Newburgh | New York  
Beacon | New York

SEPTEMBER 2018





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

January 22, 2019

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

RE: PN3672.18  
THE HAMILTON FISH NEWBURGH-BEACON BRIDGE (SOUTH SPAN)  
2018 Maintenance Inspection

Dear Mr. Ruggiero:

Transmitted, herewith, are 6 copies of our report covering the 2018 Maintenance Inspection of the Newburgh-Beacon Bridge (South Span) and the associated eastbound approach roadways. The inspection was performed in accordance with our Engineering Services Agreement BA 2017-OE-102-ES.

The bridge remains in overall satisfactory condition. Items of maintenance and repair that have been performed by the Authority maintenance forces and/or by contract forces since the 2017 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. Prior to the 2018 Maintenance Inspection, a contract was issued for the cleaning and painting of portions of the underside of the pedestrian walkways, the stringers and floorbeams below the previous stringer relief joint locations, and the interior of numerous bottom chord truss joints.

The primary concern remaining for the bridge is the numerous locations exhibiting abnormal corrosion of the weathering steel of the superstructure metalwork. Moderate to severe section loss and crevice corrosion is a concern throughout the bridge where moisture leakage and accumulations of debris do not allow the weathering steel to receive normal drying cycles. Localized areas of abnormal corrosion and section loss continue to be observed on the metalwork below the existing expansion joints, and bottom chord truss joints below locations with scupper downspouts.

The previously noted fatigue cracks found in the crossframe connection angles in the girder spans (4 locations) remain largely unchanged from the previous inspection. The fatigue cracks found in the webs of the stringers in the Through Truss were noted with slight increases in crack lengths with three new locations of minor cracking noted. All these cracks have not been repaired and/or reinforced.



Mr. Joseph Ruggiero

January 20, 2016

The pedestrian walkway support metalwork, particularly in the girder spans, and the walkway tread plates throughout the length of the main structure continue to exhibit areas noted with section loss and/or corrosion holes in the tread plates and deck ribs. During the 2018 Inspection, the Authority's maintenance crew was actively repairing areas noted with severe section loss of the ribs and tread plates of the pedestrian walkway.

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 with no significant changes noted since the 2017 Biennial Inspection. 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, and continue to monitor the cracks for any significant changes in crack length.

All areas of the bridge metalwork having abnormal corrosion should be cleaned and painted. It appears that the interiors of the bottom chord box members have been cleaned and painted; however, this will need to be verified during the next scheduled 2019 Biennial Inspection which would involve removing the perforation covers that have been recently installed.

Other items of the bridge that should continue to receive attention are washing/removing debris found within the bottom chord joints and truss metalwork within the splash zones, replacing deficient fasteners, and addressing noted deficiencies throughout the maintenance walkway, light standards and electrical components.

The 2018 Maintenance 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 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 blue ink, appearing to read 'Quentin P. Johnson', is written over a light blue horizontal line.

Quentin P. Johnson, P. E.,  
Principal

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



**2018 MAINTENANCE INSPECTION REPORT**  
**NEWBURGH BEACON BRIDGE (NORTH SPAN)**

**OVER THE HUDSON RIVER**

Newburgh | New York  
Beacon | New York

OCTOBER 2018





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

January 22, 2019

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

RE: PN3672.18  
THE HAMILTON FISH  
NEWBURGH-BEACON BRIDGE (NORTH SPAN)  
2018 Maintenance Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 6 copies of our report covering the 2018 Maintenance Inspection of the Newburgh-Beacon Bridge (North Span). The report also includes a discussion of the Balmville Road Bridge, the Route 9W Overpass Structure and the westbound approach roadways to/from the main bridge. The inspection was performed in accordance with our Engineering Services Agreement, BA 2017-OE-102-ES.

The main bridge and the west approach overpass structures (Balmville and Route 9wOverpass) are in generally satisfactory condition. Since the 2017 Biennial Inspection, items of maintenance and repair have been performed by contract forces or the Authority 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 with isolated paint failures typically found in the splash zones of the through truss spans. During the 2018 Maintenance Inspection, ongoing work was being performed for the catwalk lowering project under Contract BA-2016-RE-109-CM.

The item of greatest concern is the condition of the main bridge deck. The concrete deck throughout the main bridge continues to deteriorate with numerous potholes developing at new and previously patched locations. Below these areas, transverse/map cracking, spalling and moisture staining exist on the underside of the deck and at stringer/diaphragm haunch areas. New sections of shoring continue to be installed under Contract BA-2016-RE-101-CM in areas identified with severe cracking and moisture penetration through the deck. It also appears that there are several locations where full-depth deck repairs have been made since the 2017 Biennial Inspection. The deck should continue to be closely monitored for the need of repairs until a deck replacement is completed.

Other items that should continue to receive attention include: repairing isolated areas of significant section loss in through truss members, removing cracked and partially displaced



Mr. Joseph Ruggiero

January 22, 2019

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. During the 2018 Maintenance Inspection, construction activities were on-going for the rehabilitation work being performed under BA-2016-RE-102-CM where the aforementioned deficiencies will be addressed.

The 2018 Maintenance 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.

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 blue ink, appearing to read 'Quentin P. Johnson', is written over a light blue horizontal line.

Quentin P. Johnson, P. E.,  
Principal

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 12603-2585



**2018 BIENNIAL INSPECTION REPORT**

**MID-HUDSON BRIDGE  
OVER THE HUDSON RIVER**

Highland | New York  
Poughkeepsie | New York

SEPTEMBER 2018





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

January 22, 2019

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

RE: PN3867  
THE FRANKLIN D. ROOSEVELT MID-HUDSON BRIDGE  
2018 Biennial Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 6 copies of our report covering the 2018 Biennial Inspection of the Mid-Hudson Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA 2017-RE-103-ES.

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 2017 Maintenance Inspection are listed at the beginning of the report. Contract work being performed during the 2018 Biennial Inspection included on-going miscellaneous steel repairs being performed under BA-2016-RE-103-CM. The majority of deficiencies present in various bridge elements are minor in nature and can be addressed by Authority maintenance forces; however there are some deficiencies that may need to be best addressed by contract 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.

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. Shortly after the completion of the 2018 Biennial Inspection a main cable investigation was performed at selected panels within the north and south main cables. This ongoing investigation also involved the removal, testing, and replacement of suspender ropes in two locations.

The 2018 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 materials used or detrimental occurrences subsequent to the inspection. No responsibility can,



Mr. Joseph Ruggiero

January 22, 2019

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 blue ink, appearing to read "Quentin P. Johnson".

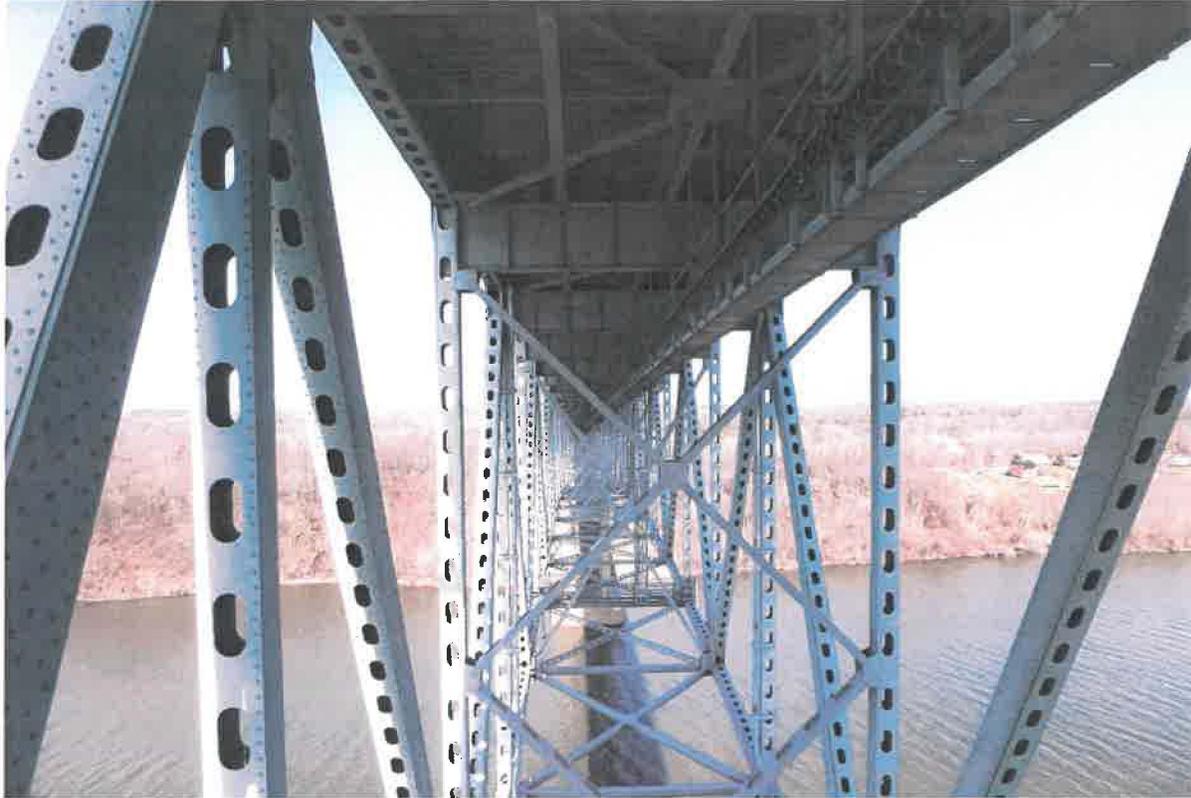
Quentin P. Johnson, P. E.,  
Principal

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 12603-2585



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**2018 MAINTENANCE INSPECTION REPORT**

**KINGSTON-RHINECLIFF BRIDGE**

**OVER THE HUDSON RIVER**

Kingston | New York  
Rhinecliff | New York

JANUARY 2018





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

January 22, 2019

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

RE: PN3372.18  
KINGSTON-RHINECLIFF BRIDGE  
2018 Maintenance Inspection

Dear Mr. Ruggiero:

We are transmitting, herewith, 6 copies of our report covering the 2018 Maintenance Inspection of the Kingston-Rhinecliff Bridge. The inspection was performed in accordance with our Engineering Services Agreement BA-2017-OE-102-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 Authority 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 2017 Biennial Inspection are listed in the report. The 2018 Maintenance 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 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 blue ink that reads 'Quentin P. Johnson'.

Quentin P. Johnson, P. E.,  
Principal

MSJ:sed  
encl.

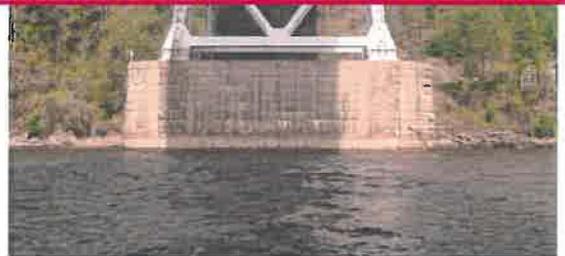
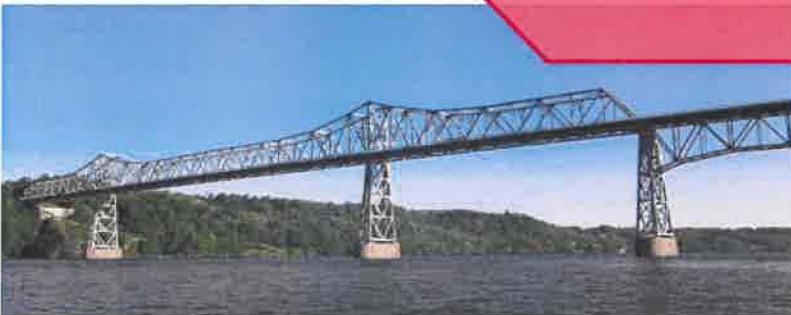


# New York State Bridge Authority

2018 Biennial Inspection Report  
Rip Van Winkle Bridge

BA-2017-RE-103-ES

December, 2018



Submitted to:



Submitted by:



WSP USA  
South Building  
555 Pleasantville Road  
Briarcliff Manor, NY 10510

Tel.: +1 914 747-1120  
Fax: +1 914 747-1956  
wsp.com

NYSBA Ref.: BA-2017-RE-103-ES

WSP Ref.: 191702A

December 21 , 2018

Mr. Jeffrey Wright, P.E.  
New York State Bridge Authority  
Chief Engineer  
New York State Bridge Authority  
Headquarters Office: Mid-Hudson Bridge Plaza  
P.O. Box 1010  
Highland, NY 12528

**Subject:2018 Biennial Inspection of the Rip Van Winkle Bridge – Draft Report**

Dear Mr. Wright,

As requested by Contract BA-2017-RE-103-ES, WSP is pleased to submit three (3) color hard copies of the Draft 2018 Biennial Inspection Report of Rip Van Winkle Bridge. A pdf copy of this report is also on the enclosed CD.

The Rip Van Winkle Bridge was found to be in an overall good condition. The majority of findings have been consistent with previous inspection and new findings were found to be minor in nature.

WSP worked daily in conjunction with the Authority's Maintenance group which assisted in access and coordination with on-going bridge maintenance. A summary of recently completed and on-going maintenance items are enclosed in the report.

If you have any further questions or comments, please contact me at our office at 914-747-1120.

Sincerely,

Elias Boumis, P.E.  
Project Manager

EB/eb  
Encl.  
cc:

**NEW YORK STATE BRIDGE AUTHORITY  
General Revenue Bonds, Series 2012  
Continuing Disclosure Statement  
For the Year Ended December 31, 2018  
Capital Improvement Program**



## New York State Bridge Authority Capital Improvement Program 2019 - 2023 (\$ 000,000's)

**August 30, 2018**

FACILITY	2018	PROGRAM YEARS					FIVE (5) YEAR TOTAL
		2019	2020	2021	2022	2023	
Rip Van Winkle Bridge	\$1.760	\$0.775	\$3.000	\$0.000	\$2.000	\$0.000	\$5.775
Kingston-Rhinecliff Bridge	\$0.245	\$1.800	\$5.000	\$0.000	\$6.000	\$0.000	\$12.800
Mid-Hudson Bridge	\$1.875	\$1.050	\$3.000	\$3.000	\$2.000	\$0.000	\$9.050
Newburgh-Beacon Bridge	\$7.900	\$12.100	\$6.500	\$41.500	\$36.500	\$5.000	\$101.600
Bear Mountain Bridge	\$0.575	\$0.025	\$0.000	\$0.000	\$2.500	\$10.000	\$12.525
Walkway over the Hudson	\$3.120	\$1.690	\$0.400	\$0.000	\$0.000	\$0.000	\$2.090
Systemwide (Engineering)	\$2.910	\$3.750	\$4.550	\$3.350	\$3.300	\$3.200	\$18.150
Systemwide (IT Dept.)	\$0.703	\$0.440	\$0.321	\$0.439	\$0.270	\$0.241	\$1.711
Systemwide (Administration)	\$0.301	\$0.040	\$0.120	\$0.070	\$0.040	\$0.040	\$0.310
Systemwide (Operations)	\$2.530	\$3.635	\$9.785	\$10.495	\$5.495	\$0.495	\$29.905
<b>Program Total</b>	<b>\$21.919</b>	<b>\$25.305</b>	<b>\$32.676</b>	<b>\$58.854</b>	<b>\$58.105</b>	<b>\$18.976</b>	<b>\$193.916</b>

**Board Approved: September 20, 2018**