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”).

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Rip Van Winkle Bridge</th>
<th>Kingston-Rhinecliff Bridge</th>
<th>Mid-Hudson Bridge</th>
<th>Newburgh-Beacon Bridge</th>
<th>Bear Mountain Bridge</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>2,705</td>
<td>3,738</td>
<td>7,004</td>
<td>12,091</td>
<td>3,170</td>
<td>29,208</td>
</tr>
<tr>
<td>2006</td>
<td>2,747</td>
<td>3,812</td>
<td>7,007</td>
<td>12,556</td>
<td>3,208</td>
<td>29,350</td>
</tr>
<tr>
<td>2007</td>
<td>2,706</td>
<td>3,815</td>
<td>6,988</td>
<td>12,740</td>
<td>3,229</td>
<td>29,476</td>
</tr>
<tr>
<td>2008</td>
<td>2,660</td>
<td>3,785</td>
<td>6,823</td>
<td>12,369</td>
<td>3,203</td>
<td>28,890</td>
</tr>
<tr>
<td>2009</td>
<td>2,703</td>
<td>3,871</td>
<td>6,867</td>
<td>12,317</td>
<td>3,255</td>
<td>28,012</td>
</tr>
<tr>
<td>2010</td>
<td>2,640</td>
<td>3,931</td>
<td>6,986</td>
<td>12,556</td>
<td>3,289</td>
<td>29,402</td>
</tr>
<tr>
<td>2011</td>
<td>2,634</td>
<td>3,875</td>
<td>6,872</td>
<td>12,364</td>
<td>3,303</td>
<td>29,021</td>
</tr>
<tr>
<td>2012</td>
<td>2,632</td>
<td>3,835</td>
<td>6,893</td>
<td>12,341</td>
<td>3,435</td>
<td>29,181</td>
</tr>
<tr>
<td>2013</td>
<td>2,671</td>
<td>3,841</td>
<td>6,883</td>
<td>12,380</td>
<td>3,425</td>
<td>29,199</td>
</tr>
<tr>
<td>2014</td>
<td>2,737</td>
<td>3,866</td>
<td>6,908</td>
<td>12,354</td>
<td>3,494</td>
<td>29,359</td>
</tr>
<tr>
<td>2015</td>
<td>2,830</td>
<td>3,961</td>
<td>7,121</td>
<td>12,619</td>
<td>3,718</td>
<td>30,138</td>
</tr>
<tr>
<td>2016</td>
<td>2,924</td>
<td>4,055</td>
<td>7,233</td>
<td>13,234</td>
<td>3,953</td>
<td>31,417</td>
</tr>
<tr>
<td>2017</td>
<td>2,971</td>
<td>4,099</td>
<td>7,247</td>
<td>13,362</td>
<td>3,924</td>
<td>31,601</td>
</tr>
</tbody>
</table>

TOLL REVENUES FROM AUTHORITY BRIDGES
(Refer to Table 4 of the Series 2012 Official Statement)

<table>
<thead>
<tr>
<th>Year</th>
<th>Rip Van Winkle Bridge</th>
<th>Kingston-Rhinecliff Bridge</th>
<th>Mid-Hudson Bridge</th>
<th>Newburgh-Beacon Bridge</th>
<th>Bear Mountain Bridge</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>3,125</td>
<td>3,910</td>
<td>7,084</td>
<td>21,977</td>
<td>3,311</td>
<td>39,407</td>
</tr>
<tr>
<td>2006</td>
<td>3,171</td>
<td>3,991</td>
<td>7,048</td>
<td>21,763</td>
<td>3,303</td>
<td>39,378</td>
</tr>
<tr>
<td>2007</td>
<td>3,083</td>
<td>3,979</td>
<td>6,999</td>
<td>21,842</td>
<td>3,403</td>
<td>39,306</td>
</tr>
<tr>
<td>2008</td>
<td>3,003</td>
<td>3,929</td>
<td>6,823</td>
<td>20,600</td>
<td>3,404</td>
<td>37,759</td>
</tr>
<tr>
<td>2009</td>
<td>3,014</td>
<td>3,915</td>
<td>6,843</td>
<td>19,674</td>
<td>3,370</td>
<td>37,084</td>
</tr>
<tr>
<td>2010</td>
<td>2,970</td>
<td>4,058</td>
<td>6,945</td>
<td>20,302</td>
<td>3,394</td>
<td>37,669</td>
</tr>
<tr>
<td>2011</td>
<td>2,957</td>
<td>4,050</td>
<td>6,881</td>
<td>19,699</td>
<td>3,454</td>
<td>37,242</td>
</tr>
<tr>
<td>2012</td>
<td>4,335</td>
<td>5,712</td>
<td>10,081</td>
<td>26,783</td>
<td>4,036</td>
<td>53,822</td>
</tr>
<tr>
<td>2013</td>
<td>4,424</td>
<td>5,619</td>
<td>10,331</td>
<td>29,341</td>
<td>5,004</td>
<td>54,889</td>
</tr>
<tr>
<td>2014</td>
<td>4,560</td>
<td>5,889</td>
<td>10,384</td>
<td>29,338</td>
<td>5,066</td>
<td>55,237</td>
</tr>
<tr>
<td>2015</td>
<td>4,748</td>
<td>6,035</td>
<td>10,737</td>
<td>29,752</td>
<td>5,393</td>
<td>58,685</td>
</tr>
<tr>
<td>2016</td>
<td>4,862</td>
<td>6,176</td>
<td>10,982</td>
<td>31,161</td>
<td>5,969</td>
<td>58,990</td>
</tr>
<tr>
<td>2017</td>
<td>4,926</td>
<td>6,250</td>
<td>10,984</td>
<td>30,068</td>
<td>5,698</td>
<td>58,824</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Toll Paying Vehicles (000's)</th>
<th>Toll Revenues (000's)</th>
<th>Average Toll Per Vehicle ($)</th>
<th>Operating Expenses FN1</th>
<th>Average Operating Expense Per Toll Vehicles ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>-1.33%</td>
<td>-0.96%</td>
<td>0.38%</td>
<td>2.94%</td>
<td>4.33%</td>
</tr>
<tr>
<td>2006</td>
<td>0.42%</td>
<td>-0.08%</td>
<td>-0.49%</td>
<td>3.71%</td>
<td>3.28%</td>
</tr>
<tr>
<td>2007</td>
<td>0.25%</td>
<td>-0.08%</td>
<td>-0.52%</td>
<td>3.37%</td>
<td>2.85%</td>
</tr>
<tr>
<td>2008</td>
<td>-1.99%</td>
<td>-3.84%</td>
<td>-1.96%</td>
<td>2.88%</td>
<td>4.77%</td>
</tr>
<tr>
<td>2009</td>
<td>0.42%</td>
<td>-1.79%</td>
<td>-2.22%</td>
<td>-10.77%</td>
<td>-1.14%</td>
</tr>
<tr>
<td>2010</td>
<td>1.49%</td>
<td>0.23%</td>
<td>0.23%</td>
<td>8.67%</td>
<td>7.23%</td>
</tr>
<tr>
<td>2011</td>
<td>-1.29%</td>
<td>-1.13%</td>
<td>0.16%</td>
<td>-3.24%</td>
<td>-1.69%</td>
</tr>
<tr>
<td>2012</td>
<td>0.95%</td>
<td>4.52%</td>
<td>4.36%</td>
<td>3.48%</td>
<td>2.92%</td>
</tr>
<tr>
<td>2013</td>
<td>0.08%</td>
<td>1.02%</td>
<td>1.02%</td>
<td>6.02%</td>
<td>6.54%</td>
</tr>
<tr>
<td>2014</td>
<td>0.55%</td>
<td>0.63%</td>
<td>0.09%</td>
<td>1.41%</td>
<td>0.80%</td>
</tr>
<tr>
<td>2015</td>
<td>2.65%</td>
<td>2.59%</td>
<td>-0.07%</td>
<td>-2.12%</td>
<td>-4.65%</td>
</tr>
<tr>
<td>2016</td>
<td>4.34%</td>
<td>4.14%</td>
<td>-0.14%</td>
<td>1.59%</td>
<td>-2.54%</td>
</tr>
<tr>
<td>2017</td>
<td>0.59%</td>
<td>-0.28%</td>
<td>-0.86%</td>
<td>3.82%</td>
<td>3.21%</td>
</tr>
</tbody>
</table>

FN1: Excluding depreciation on equipment, and excluding net loss on sale of equipment and excluding other post-employment benefits. Macaroni Reserve expenditures are reflected in the Authority’s capital budget. See Table 5.
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.
NET REVENUES AND OPERATING EXPENSES
(Refer to Table 6 of the Series 2012 Official Statement)
($000's)

<table>
<thead>
<tr>
<th>Year</th>
<th>Net Toll Revenues</th>
<th>Operating Expenses (2)</th>
<th>Operating Revenues</th>
<th>Other Revenues (3)</th>
<th>Net Revenues</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>39,407</td>
<td>21,714</td>
<td>17,693</td>
<td>1,679</td>
<td>19,372</td>
</tr>
<tr>
<td>2006</td>
<td>39,376</td>
<td>22,519</td>
<td>16,857</td>
<td>2,304</td>
<td>19,161</td>
</tr>
<tr>
<td>2007</td>
<td>39,306</td>
<td>23,277</td>
<td>16,029</td>
<td>2,661</td>
<td>18,692</td>
</tr>
<tr>
<td>2008</td>
<td>37,759</td>
<td>23,001</td>
<td>13,858</td>
<td>1,535</td>
<td>15,393</td>
</tr>
<tr>
<td>2009</td>
<td>37,084</td>
<td>21,327</td>
<td>15,757</td>
<td>530</td>
<td>16,287</td>
</tr>
<tr>
<td>2010</td>
<td>37,669</td>
<td>23,177</td>
<td>14,492</td>
<td>929</td>
<td>15,417</td>
</tr>
<tr>
<td>2011</td>
<td>37,242</td>
<td>22,426</td>
<td>14,816</td>
<td>3,259</td>
<td>18,075</td>
</tr>
<tr>
<td>2012</td>
<td>53,822</td>
<td>23,207</td>
<td>30,615</td>
<td>2,119</td>
<td>32,734</td>
</tr>
<tr>
<td>2013</td>
<td>54,889</td>
<td>24,739</td>
<td>30,150</td>
<td>1,104</td>
<td>31,254</td>
</tr>
<tr>
<td>2014</td>
<td>55,237</td>
<td>25,089</td>
<td>30,148</td>
<td>1,423</td>
<td>31,571</td>
</tr>
<tr>
<td>2015</td>
<td>56,685</td>
<td>24,557</td>
<td>32,108</td>
<td>1,148</td>
<td>33,256</td>
</tr>
<tr>
<td>2016</td>
<td>58,990</td>
<td>24,048</td>
<td>34,042</td>
<td>1,292</td>
<td>35,334</td>
</tr>
<tr>
<td>2017</td>
<td>58,824</td>
<td>23,900</td>
<td>32,924</td>
<td>1,696</td>
<td>34,620</td>
</tr>
</tbody>
</table>

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.

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Net Operating Revenues</th>
<th>Net Debt Service Revenue</th>
<th>Net Service Revenue Coverage of Debt Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>17,693</td>
<td>8,191</td>
<td>2.16</td>
</tr>
<tr>
<td>2006</td>
<td>16,857</td>
<td>8,191</td>
<td>2.06</td>
</tr>
<tr>
<td>2007</td>
<td>16,029</td>
<td>8,191</td>
<td>2.06</td>
</tr>
<tr>
<td>2008</td>
<td>13,858</td>
<td>8,191</td>
<td>1.69</td>
</tr>
<tr>
<td>2009</td>
<td>15,757</td>
<td>8,191</td>
<td>1.92</td>
</tr>
<tr>
<td>2010</td>
<td>14,492</td>
<td>8,191</td>
<td>1.77</td>
</tr>
<tr>
<td>2011</td>
<td>14,816</td>
<td>8,191</td>
<td>1.81</td>
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<tr>
<td>2012</td>
<td>15,215</td>
<td>8,191</td>
<td>1.81</td>
</tr>
<tr>
<td>2013</td>
<td>16,275</td>
<td>8,191</td>
<td>1.92</td>
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<tr>
<td>2014</td>
<td>14,492</td>
<td>8,191</td>
<td>1.77</td>
</tr>
<tr>
<td>2015</td>
<td>15,757</td>
<td>8,191</td>
<td>1.81</td>
</tr>
<tr>
<td>2016</td>
<td>14,816</td>
<td>8,191</td>
<td>1.81</td>
</tr>
<tr>
<td>2017</td>
<td>14,275</td>
<td>8,191</td>
<td>1.81</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005</td>
<td>20,044,000</td>
</tr>
<tr>
<td>2006</td>
<td>7,391,000</td>
</tr>
<tr>
<td>2007</td>
<td>14,270,000</td>
</tr>
<tr>
<td>2008</td>
<td>8,019,000</td>
</tr>
<tr>
<td>2009</td>
<td>7,059,000</td>
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<tr>
<td>2010</td>
<td>13,143,000</td>
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<tr>
<td>2011</td>
<td>15,657,000</td>
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<tr>
<td>2012</td>
<td>20,854,000</td>
</tr>
<tr>
<td>2013</td>
<td>34,579,000</td>
</tr>
<tr>
<td>2014</td>
<td>56,305,000</td>
</tr>
<tr>
<td>2015</td>
<td>56,787,000</td>
</tr>
<tr>
<td>2016</td>
<td>7,897,000</td>
</tr>
<tr>
<td>2017</td>
<td>20,484,000</td>
</tr>
</tbody>
</table>

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).

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 2018 is ongoing.
NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series 2011 and Series 2012
Continuing Disclosure Statement
For the Year Ended December 31, 2017
2017 Maintenance Inspections
2016 BIENNIAL INSPECTION REPORT

BEAR MOUNTAIN BRIDGE
OVER THE HUDSON RIVER
Peekskill | New York
JANUARY 2017
New York State Department of Transportation
General Bridge Inspection Report

Inspection Date: May 02, 2016

Structure Information

BIN: 5503400  Region: 08 - Poughkeepsie
Feature Carried: 6 6 85021002  County: Rockland
Feature Crossed: CSXT River Line  Political Unit: Town of Stony Point
Orientation: 3 - East  Approximate Year Built: 1924

Primary Owner: 2K - NYS Bridge Authority
Primary Maintenance Responsibility: 2K - NYS Bridge Authority
General Type Main Span: 3 - Steel, 13 - Suspension
This Bridge is not a Ramp
Number of Spans: 6

Postings

Posted Vertical Clearance On: Not Posted  Bridge Load Posting: 56
Posted Vertical Clearance Under: Not Posted

Number of Flags Issued

Red PIA: 0
Red: 0
Yellow: 0
Safety PIA: 0

New York State Inspection Overview

General Recommendation: 5

Federal NBI Ratings

NBI Deck Condition: 5
NBI Superstructure Condition: 5
NBI Substructure Condition: 5
NBI Channel Condition: 8
NBI Culvert Condition: N

Action Items

Non-Structural Condition Observations noted: NO
Vulnerability Reviews Recommended: NO
Diving Inspection Requested: NO
Further Investigation Requested: YES

Inspector & Reviewer Signature Information

Inspection Signature: Seth Darley, P.E. 093762-1  Date: July 06, 2016
Review Signature: Mike Januszkiewicz, P.E. 071942-1  Date: July 07, 2016

Report Printed: February 01, 2017 1:39:44
2017 BIENNIAL INSPECTION REPORT

NEWBURGH-BEACON BRIDGE (SOUTH SPAN)

OVER THE HUDSON RIVER

Newburgh, New York
Beacon, New York

May 2017
New York State Department of Transportation
General Bridge Inspection Report

**Inspection Date:** May 17, 2017

**Structure Information**

**BIN:** 5060382
**Feature Carried:** 841843014020
**Feature Crossed:** GRAND AVENUE
**Orientation:** 3 - EAST

**Primary Owner:** 2K - NYS Bridge Authority
**Primary Maintenance Responsibility:** 2K - NYS Bridge Authority
**General Type Main Span:** A - Unpainted Steel, 10 - Truss - Thru
**This Bridge is not a Ramp**
**Number of Spans:** 22

**Postings**

**Inventoried Posted Load:** 53
**Posted Load Matches Inventory:** N/A

**Number of Flags Issued**

- **Red PIA:** 0
- **Red:** 0
- **Yellow:** 1
- **Safety PIA:** 0

**New York State Inspection Overview**

**General Recommendation:** 5

**Federal NBI Ratings**

- **NBI Deck Condition:** 9
- **NBI Channel Condition:** 8
- **NBI Superstructure Condition:** 6
- **NBI Culvert Condition:** N
- **NBI Substructure Condition:** 6

**Action Items**

- **Non-Structural Condition Observations noted:** NO
- **Vulnerability Reviews Recommended:** Steel
- **Diving Inspection Requested:** NO
- **Further Investigation Requested:** NO

**Inspector & Reviewer Signature Information**

- **Inspection Signature:** Hossam Hamdi, P.E. 088567
- **Review Signature:** Eugene T. Grant, P.E. 073380-1
- **Processed by:** Johnbull Bello

**Date:** August 18, 2017
**Date:** August 18, 2017
**Date:** September 15, 2017

Report Printed: October 30, 2017 7:05:23 AM
2017 BIENNIAL INSPECTION REPORT
NEWBURGH BEACON BRIDGE (NORTH SPAN) OVER THE HUDSON RIVER
Newburgh | New York
Beacon | New York
DECEMBER 2017
New York State Department of Transportation
General Bridge Inspection Report

Inspection Date: May 19, 2017

Structure Information

B/N: 5060381
Feature Carried: 84I 84I83014020
Feature Crossed: GRAND AVENUE
Orientation: 3 - EAST

Region: 08 - POUGHKEEPSIE
County: ORANGE
Political Unit: Town of NEWBURGH
Approximate Year Built: 1963

Primary Owner: 2K - NYS Bridge Authority
Primary Maintenance Responsibility: 2K - NYS Bridge Authority
General Type Main Span: 3 - Steel, 10 - Truss - Thru
This Bridge is not a Ramp
Number of Spans: 24

Postings

Inventoried Posted Load: 53
Posted Load Matches Inventory: Yes

Inventoried Vertical Clearances:
On: Not Posted
Under: Not Posted

Number of Flags Issued

Red PIA: 0
Red: 0
Yellow: 0
Safety PIA: 0

New York State Inspection Overview

General Recommendation: 5

Federal NBI Ratings

NBI Deck Condition: 5
NBI Superstructure Condition: 6
NBI Substructure Condition: 7

NBI Channel Condition: 8
NBI Culvert Condition: N

Action Items

Non-Structural Condition Observations noted: NO
Vulnerability Reviews Recommended: NO
Diving Inspection Requested: NO
Further Investigation Requested: NO

Inspector & Reviewer Signature Information

Inspection Signature: Seth Darley, P.E. 093762-1
Review Signature: Mike Januszkiewicz, P.E. 071942-1
Processed by: Johnbull Bello

Date: August 08, 2017
Date: August 14, 2017
Date: August 18, 2017

Report Printed: December 12, 2017 3:44:29 PM
2016 BIENNIAL INSPECTION REPORT

MID-HUDSON BRIDGE
OVER THE HUDSON RIVER
Highland | New York
Poughkeepsie | New York
JANUARY 2017
New York State Department of Transportation
General Bridge Inspection Report

*Inspection Date:* May 31, 2016

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**Structure Information**

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<thead>
<tr>
<th>BIN:</th>
<th>5025530</th>
</tr>
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<tbody>
<tr>
<td>Feature Carried:</td>
<td>44 44 86011298</td>
</tr>
<tr>
<td>Feature Crossed:</td>
<td>9 9 82052017</td>
</tr>
<tr>
<td>Orientation:</td>
<td>3 - EAST</td>
</tr>
</tbody>
</table>

*Region:* 08 - POUGHKEEPSEIE  
*County:* ULSTER  
*Political Unit:* Town of LLOYD  
*Approximate Year Built:* 1930

*Primary Owner:* 2K - NYS Bridge Authority  
*Primary Maintenance Responsibility:* 2K - NYS Bridge Authority

*General Type Main Span:* 4 - Steel (Continuous), 13 - Suspension  
*This Bridge is not a Ramp*

*Number of Spans:* 29

---

**Postings**

*Posted Vertical Clearance On:* Not Posted  
*Posted Vertical Clearance Under:* 12 Feet 0 Inches

*Bridge Load Posting:* 50

---

**Federal NBI Ratings**

*NBI Deck Condition:* 5  
*NBI Superstructure Condition:* 6  
*NBI Substructure Condition:* 6  
*NBI Channel Condition:* 8  
*NBI Culvert Condition:* N

---

**Action Items**

*Non-Structural Condition Observations noted:* NO  
*Vulnerability Reviews Recommended:* NO  
*Diving Inspection Requested:* NO  
*Further Investigation Requested:* NO

---

**Inspector & Reviewer Signature Information**

*Inspection Signature:* Seth Darley, P.E. 093762-1  
*Review Signature:* Mike Januszkwicz, P.E. 071942-1

*Date: September 15, 2016*  
*Date: September 15, 2016*

Report Printed: February 01, 2017 1:36:38
New York State Bridge Authority

2017 Biennial Inspection Report
Kingston-Rhinecliff Bridge

BA-2017-RE-103-ES

October 6, 2017
New York State Department of Transportation
General Bridge Inspection Report

*Inspection Date: June 05, 2017*

**Structure Information**

| BIN: 5040010 | Region: 08 - POUGHKEEPSIE |
| Feature Carried: 199 199 86011021 | County: ULSTER |
| Feature Crossed: COUNTY ROAD 37 | Political Unit: Town of ULSTER |
| Orientation: 4 - SOUTHEAST | Approximate Year Built: 1957 |

**Primary Owner:** 2K - NYS Bridge Authority  
**Primary Maintenance Responsibility:** 2K - NYS Bridge Authority  
**General Type Main Span:** 4 - Steel (Continuous), 09 - Truss - Deck  
This Bridge is not a Ramp  
**Number of Spans:** 31

**Postings**

- Posted Vertical Clearance On: Not Posted  
- Posted Vertical Clearance Under: Not Posted  
- Bridge Load Posting: 54

**Number of Flags Issued**

- Red PLA: 0  
- Red: 0  
- Yellow: 0  
- Safety PLA: 0

**Federal NBI Ratings**

- NBI Deck Condition: 7  
- NBI Superstructure Condition: 7  
- NBI Substructure Condition: 6  
- NBI Channel Condition: 8  
- NBI Culvert Condition: N

**Action Items**

- Non-Structural Condition Observations noted: NO  
- Vulnerability Reviews Recommended: NO  
- Diving Inspection Requested: NO  
- Further Investigation Requested: NO

**Inspector & Reviewer Signature Information**

*Inspection Signature:* Dino Sedycias, P.E. 088433-1  
*Date:* August 22, 2017  
*Review Signature:* Nick DiFilippo, P.E. 079123-1  
*Date:* August 22, 2017

Report Printed: August 23, 2017 9:20:45 AM
2016 BIENNIAL INSPECTION REPORT

RIP VAN WINKLE BRIDGE
OVER THE HUDSON RIVER
Catskill | New York
JANUARY 2017
New York State Department of Transportation
General Bridge Inspection Report

Inspection Date: June 06, 2016

Structure Information

B/N: 5017820
Feature Carried: 23 23 13061374
Feature Crossed: CSX TRANS/AMTRAK
Orientation: 4 - SOUTHEAST

Primary Owner: 2K - NYS Bridge Authority
Primary Maintenance Responsibility: 2K - NYS Bridge Authority
General Type Main Span: 3 - Steel, 10 - Truss - Thru
This Bridge is not a Ramp
Number of Spans: 18

Region: 01 - ALBANY
County: GREENE
Political Unit: Village of CATSKILL
Approximate Year Built: 1935

Postings

Posted Vertical Clearance On: 15 Feet 5 Inches
Posted Vertical Clearance Under: Not Posted

Bridge Load Posting: 59

Number of Flags Issued

Red PIA: 0
Red: 0
Yellow: 0
Safety PIA: 0

New York State Inspection Overview

General Recommendation: 5

Federal NBI Ratings

NBI Deck Condition: 5
NBI Superstructure Condition: 6
NBI Substructure Condition: 6

NBI Channel Condition: 8
NBI Culvert Condition: N

Action Items

Non-Structural Condition Observations noted: NO
Vulnerability Reviews Recommended: NO
Diving Inspection Requested: NO
Further Investigation Requested: NO

Inspector & Reviewer Signature Information

Inspection Signature: Seth Darley, P.E. 093762-1
Review Signature: Mike Januszkiewicz, P.E. 071942-1

Date: October 20, 2016
Date: October 20, 2016

Report Printed: February 01, 2017 8:47:18
NEW YORK STATE BRIDGE AUTHORITY
General Revenue Bonds, Series 2011 and Series 2012
Continuing Disclosure Statement
For the Year Ended December 31, 2017
Capital Improvement Program
## New York State Bridge Authority Capital Improvement Program 2018 - 2022 ($000,000's)

### Program Years

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>FIVE (5) YEAR TOTAL</th>
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</thead>
<tbody>
<tr>
<td>Rip Van Winkle Bridge</td>
<td>$4,400</td>
<td>$1,500</td>
<td>$1,000</td>
<td>$2,000</td>
<td>$0,000</td>
<td>$2,000</td>
<td>$6,500</td>
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<tr>
<td>Kingston-Rhinecliff Bridge</td>
<td>$0,117</td>
<td>$1,000</td>
<td>$0,000</td>
<td>$4,000</td>
<td>$0,000</td>
<td>$6,000</td>
<td>$11,000</td>
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<tr>
<td>Mid-Hudson Bridge</td>
<td>$1,450</td>
<td>$1,975</td>
<td>$3,050</td>
<td>$2,000</td>
<td>$3,000</td>
<td>$0,000</td>
<td>$10,025</td>
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<tr>
<td>Newburgh-Beacon Bridge</td>
<td>$12,000</td>
<td>$11,250</td>
<td>$9,500</td>
<td>$0,750</td>
<td>$21,500</td>
<td>$36,500</td>
<td>$79,500</td>
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<tr>
<td>Bear Mountain Bridge</td>
<td>$0,800</td>
<td>$0,575</td>
<td>$2,050</td>
<td>$0,000</td>
<td>$0,000</td>
<td>$0,500</td>
<td>$3,125</td>
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<tr>
<td>Walkway over the Hudson</td>
<td>$0,300</td>
<td>$5,000</td>
<td>$0,300</td>
<td>$0,400</td>
<td>$0,000</td>
<td>$0,000</td>
<td>$5,700</td>
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<tr>
<td>Systemwide (Engineering)</td>
<td>$2,930</td>
<td>$2,700</td>
<td>$5,000</td>
<td>$2,800</td>
<td>$3,100</td>
<td>$3,050</td>
<td>$16,650</td>
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<tr>
<td>Systemwide (IT Dept.)</td>
<td>$0,502</td>
<td>$1,156</td>
<td>$0,995</td>
<td>$0,618</td>
<td>$0,449</td>
<td>$0,470</td>
<td>$3,688</td>
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<tr>
<td>Systemwide (Administration)</td>
<td>$0,040</td>
<td>$0,040</td>
<td>$0,040</td>
<td>$0,040</td>
<td>$0,120</td>
<td>$0,040</td>
<td>$0,280</td>
</tr>
<tr>
<td>Systemwide (Operations)</td>
<td>$4,335</td>
<td>$1,410</td>
<td>$0,410</td>
<td>$8,395</td>
<td>$10,395</td>
<td>$5,395</td>
<td>$26,005</td>
</tr>
<tr>
<td><strong>Program Total</strong></td>
<td><strong>$26,874</strong></td>
<td><strong>$26,606</strong></td>
<td><strong>$22,345</strong></td>
<td><strong>$21,003</strong></td>
<td><strong>$38,564</strong></td>
<td><strong>$53,955</strong></td>
<td><strong>$162,473</strong></td>
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</tbody>
</table>

*August 22, 2017*