

**NEW YORK STATE BRIDGE AUTHORITY  
FINAL BA2016-OA-004-IN  
BRIDGE PROPERTY DAMAGE AND  
LOSS OF REVENUE (U&O)  
TOTAL INSURABLE VALUES  
AS OF November 3, 2016**

<u>Bridge</u>	<u>Property Damage</u>	<u>(2 Year) Loss of Revenue</u>	<u>Total</u>
Rip Van Winkle Bridge	205,539,000	9,800,000	215,339,000
Kingston-Rhinecliff Bridge	282,869,000	12,400,000	295,269,000
Mid-Hudson Bridge	285,053,000	22,200,000	307,253,000
Mid-Hudson Bridge Ancillary Bridges			
East Approach:			
Viaduct between the Main Span and Gerald Drive	3,602,000		3,602,000
Gerald Drive	1,901,000		1,901,000
Water Street	1,571,000		1,571,000
Viaduct between Old Water Street and Rinaldi Boulevard	4,649,000		4,649,000
Rinaldi Boulevard	2,667,000		2,667,000
Railroad Arch	5,056,000		5,056,000
Route 9 South Overpass	2,580,000		2,580,000
Route 9 North Overpass	1,521,000		1,521,000
East Abutment Span	1,576,000		1,576,000
West Approach:			
Route 9W Overpass	2,353,000		2,353,000
Newburgh-Beacon Bridge: South	361,813,000	62,000,000	423,813,000
Newburgh-Beacon Bridge: North	259,423,000	Incl. Above	259,423,000
Newburgh-Beacon Bridge West Approach Ancillary Bridges:			
Overpass over Route 9W	6,407,000		6,407,000
Balmville Road Bridge over Interstate Route	1,453,000		1,453,000
Bear Mountain Bridge	158,538,000	11,400,000	169,938,000
Walkway over the Hudson (1)      (2)	\$236,431,000	n/a	236,431,000
<b>TOTALS</b>	<b>\$1,825,002,000</b>	<b>\$117,800,000</b>	<b>\$1,942,802,000</b>

(1) Former railway bridge renovated as pedestrian walkway.  
Coverage sublimited at \$80,000,000.

(2) Values based on full replacement cost of structure as a railway bridge vs. functional replacement cost as pedestrian walkway.