

New York State Department of Transportation

Red Flag 8B250TW041

By: Thomas A. Barrell

Flag Date: September 11, 2025

Superseding Information:

This flag supersedes: YF 8B24T1W030

Structure Information

BIN: 3342250

Feature Carried: COUNTY ROAD 25A

Feature Crossed: KINDERHOOK CREEK

Orientation: 1 - NORTH

Region: 08 - POUGHKEEPSIE

County: COLUMBIA

Political Unit: Town of STUYVESANT

Approximate Year Built: 1899

Posted Load Matches Inventory : Yes

Bridge Load Posting (Tons) : 12

Primary Owner: 30 - County

Primary Maintenance Responsibility: 30 - County

Typical or Main Span Type: 3 - Steel, 10 - Truss - Thru

This Bridge is not a Ramp

Number of Spans: 1

Bridge Carries National Highway System: No

Verbal Notification Information

Person Notified: Jain Alexander

Date: September 11, 2025 8:24:00 PM

Of: NYSDOT

Signature Information

Signature: Thomas A. Barrell, P.E. 087058-1

Date: September 15, 2025

Reviewed By: Daniel Hadden

Date: September 15, 2025

Attachments: 9

Flagged Elements

Parent Element	Element
Span Number : 1	
	136 - Other Truss

Flagged Condition Description

Red Flag 8B250TW041 (supersedes YF8B24T1W030)

Subject: Severe Section Loss to Right Truss Member L9-L10 at L10

Structure Information:

This structure is a historic wrought iron pinned through truss that has been rehabilitated with the addition of a steel arch with longitudinal post-tensioned steel rods (photos 1-3). The truss was originally constructed in 1899 and the arch was constructed in 1992. The truss and arch function together to support the roadway framing with newer hanger rods installed in 1992.

The bridge is currently posted for 12 tons. Per a letter in the BIN folder dated 3/25/22, an updated level 1 load rating in 2022 states the controlling member is the L1-U1 vertical connection to the bottom chord pin at L1 on the Right truss.

2025 Conditions:

Right truss member L9-L10 at L10 is heavily corroded with severe section losses just before the panel point (photo 4). Conditions are as follows:

--Left Channel: There are 3 holes in the bottom of the web that measure 10" long x 2.25" high, 5/8" diameter and 1" long x 1/2" high (was two holes that measured 3" long x 1.5" high and 2.5" long x 2" high). The rest of the web exhibits 25% section loss. The top and bottom flanges exhibit holes with up to 75% section loss. (photo 5)

--Right Channel: There is a hole in the bottom of the web that measures 5.5" long x 1.5" high (was 4" long x 1" high). The rest of the web exhibits 25% section loss with the lower half being worse. The top and bottom flanges exhibit up to 50% section loss. (photo 6)

Overall member section loss is 51% (was 35%).

For information only (not part of the flag):

--The Left side channel exhibits approx. 25% section loss for a width of 1" around the pin on the Left side (new). (photo 7)

--Right Truss, L10-L11 at L10: The Left and Right channels are heavily corroded with section losses (photo 8). The Right channel has a 1.25" high x 1.5" long hole in the bottom of the web (was 1" x 1"). Overall member section loss is 26% (was 30%). This condition was previously included in YF 8B24T1W030 but has been moved to a separate Yellow Flag for truss members that exhibit section losses not as severe as noted in this flag.

Reasons for Flag Issuance:

This flag has been upgraded to a Red Flag due to the increased deterioration found. Current/further section loss at this location could result in a reduced load carrying capacity of the bridge. Failure of this member would result in collapse of the bridge. Overloads were seen crossing the bridge during the inspection.

This hybrid structure is unratable in NYSDOTs BrR load rating software. Ryan-Biggs performed a level 1 load rating (L1LR) in 2014 which was updated in March 2022. The current section losses for this member are not included in that load rating. As such, it is unknown if the current 12 ton posting is adequate for these increased section losses. An updated L1LR to reflect the current conditions noted in this flag is strongly recommended.

Flag Photographs

Photo Number: 1

Photo Filename: 01-25-3342250-P9118671.JPG



Attachment Description: General View – End Approach & Top of Deck, Looking Begin

Photo Number: 2

Photo Filename: 02-25-3342250-P9118794.JPG



Attachment Description: General View – Right Elevation, Looking Begin Left

Photo Number: 3

Photo Filename: 03-25-3342250-P9118798.JPG



Attachment Description: General View – Underside of Superstructure, Looking Begin

Photo Number: 4

Photo Filename: 04-25-3342250-P9118904.JPG



Attachment Description: Right Truss, L9-L10 at L10, Looking End Right

Photo Number: 5

Photo Filename: 05-25-3342250-P9118898.JPG



Attachment Description: Right Truss, L9-L10 at L10, Left Channel, Looking Right

Photo Number: 6

Photo Filename: 06-25-3342250-P9118901.JPG



Attachment Description: Right Truss, L9-L10 at L10, Looking End Right (close up of right channel)

Photo Number: 7

Photo Filename: 07-25-3342250-P9118897.JPG



Attachment Description: Right Truss, Left Side Channel at L10, Looking Right

Photo Number: 8

Photo Filename: 08-25-3342250-P9118906.JPG



Attachment Description: Right Truss, L10-L11 at L10, Looking Begin Right

Photo Number: 9

Photo Filename: 09-25_Flag Location Plan RF41_1.png

BIN: 3342250

DATE: 9/11/25

FEATURE CARRIED: COUNTY ROAD 25A

FEATURE CROSSED: KINDERHOOK CREEK

RED FLAG 8B250TW041 LOCATION PLAN

PHOTO ABOVE DECK

xx

PHOTO BELOW DECK

xx

1

END



L11

L10

L9

L8

L7

L6

L5

L4

L3

L2

L1

L0

2

8

5,7

4,6

3

SIDEWALK

BEGIN

KEY:

-  - Flagged Location
-  - Floorbeams FB0-FB11
-  - Floorbeams FB0.5-FB11.5

Attachment Description: 25_Flag Location Plan RF41