New York State Department of Transportation
General Bridge Inspection Report

Inspection Date: October 24, 2025

Structure Information

BIN: **1027670**
Feature Carried: 59 59 85011083
Feature Crossed: SOUTH PASCACK RD
Orientation: 4 - SOUTHEAST
Region: 08 - POUGHKEEPSIE
County: ROCKLAND
Political Unit: Village of SPRING VALLEY
Approximate Year Built: 1931

Primary Owner: New York State Department of Transportation
Primary Maintenance Responsibility: New York State Department of Transportation
General Type Main Span: 5 - Prestressed Concrete, 05 - Box Beam or Box Girders - Multiple
This Bridge is not a Ramp
Number of Spans: 1
Number of NSTM Spans: 0

Postings

Posted Load Matches Inventory: Yes
Posted Load in field: 18
Posted Vertical Clearances Match Inventory: Yes
Inventory On: Not Posted
Inventory Under: Not Posted

Number of Flags Issued

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

New York State Inspection Overview

General Recommendation: 3

Federal SNBI Condition Ratings

Deck:	6	*Railing:*	8	*Channel:*	N
Superstructure:	4	*Railing Transition:*	8	*Channel Protection:*	N
Substructure:	5	*Bearings:*	7	*Scour:*	N
Culvert:	N	*Joints:*	N	*Underwater insp.:*	N
NSTM:	N				

Action Items

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

Inspector & Reviewer Signature Information

Inspection Signature:	Tim Miller, P.E. 103057-1	*Date:* November 21, 2025
Review Signature:	Robert J. Seeley, P.E. 076148-1	*Date:* December 09, 2025
Processed by :	Charles Ohrin, P.E. 101469	*Date:* January 06, 2026

Report Printed: January 06, 2026 11:43:12 AM

Additional Information

Overloads Observed

No overload vehicles observed during this inspection.

Notes to Next Inspector

The BIN plate is located the right side of the End Abutment stem and is in good condition.

2025 Access:

Day1- Walking.

Day 2- Bucket truck with one-way alternating traffic. WZTC with Flagging and Bucket Truck should be used for future inspections.

Improvements Observed

2020 – Previously noted loosed concrete at Beam B10 near the begin abutment has been removed prior to the inspection. New sidewalk installed along the right side of the bridge.
2021 - None.
2022 - 18 Ton load posting signs installed on 4/18/2021
2023 - Deteriorated planking over roadway at adjacent utility bridge removed in response to Safety Flag PIA 8B22HWY027.
2024 - None.
2025 - None.

Pedestrian Fence Height

7

Snow Fence

None

Bin Plate Condition

OK

Scour Critical Rating

N - Bridge not over waterway.

Bats, or signs of bats, present?

No

Field Notes

Staff Present During Inspection		
Name	**Title**	**Organization**
Alejandro Castillo	WZTC	Campbell
Ashok Gyawali	ATL	WSP
Asiana Lee	ATL	WSP
Joshua Pacheco	WZTC	Campbell
Luis Medina	WZTC	Campbell

General Equipment Required for Inspection*
Access Type
13 - Walking
15 - Extension Ladder
19 - Up to 30 Foot Lift
29 - Lane Closure With Shadow Vehicle

*** For span specific equipment requirements refer to the Active Inventory's "Access Needs" tab in BDIS.**

Detailed Time & Weather Conditions				
Field Date	**Arrival**	**Departure**	**Temp (F)**	**Weather Conditions**
10/22/2025	08:00 AM	11:00 AM	60	P. Sunny
10/24/2025	08:00 AM	11:00 AM	50	Sunny

Inspection Times (hours)	
Time required for travel, inspection and report preparation	16
Lane closure usage	2
Railroad flagging time	No

Element Quantities

Element Assessment Summary Table							
Element	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
12 - Reinforced Concrete Deck	2047	ft^2	612	1428	7		0
104 - Prestressed Concrete Closed Web/Box Girder	665	ft	424	184	39	18	0
215 - Reinforced Concrete Abutment	108	ft		67	41		0
220 - Reinforced Concrete Pile Cap/Footing	230	ft	230				0
310 - Elastomeric Bearing	34	each		34			0
330 - Metal Bridge Railing	79	ft	79				0
510 - Wearing Surfaces	1713	ft^2	1641		72		0
515 - Steel Protective Coating	616	ft^2	616				0
800 - Erosion or Scour	230	ft	230				0
810 - Sidewalk	262	ft^2	66	150	46		0
811 - Curb	79	ft	39	30	9	1	0
850 - Backwall	104	ft	104				0
851 - Abutment Pedestal	34	each		27	7		0
853 - Wingwall	122	ft		56	66		0

Element Assessment by Span							
Element**	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
Span Number : 1							
BA215 - Reinforced Concrete Abutment	54	ft		41	13		0
BA220 - Reinforced Concrete Pile Cap/Footing	54	ft	54				0
BA310 - Elastomeric Bearing	17	each		17			0
BA800 - Erosion or Scour	54	ft	54				0
BA850 - Backwall	52	ft	52				0
BA851 - Abutment Pedestal	17	each		14	3		0
BW220 - Reinforced Concrete Pile Cap/Footing	61	ft	61				0
BW800 - Erosion or Scour	61	ft	61				0
BW853 - Wingwall	61	ft		40	21		0
EA215 - Reinforced Concrete Abutment	54	ft		26	28		0
EA220 - Reinforced Concrete Pile Cap/Footing	54	ft	54				0
EA310 - Elastomeric Bearing	17	each		17			0
EA800 - Erosion or Scour	54	ft	54				0
EA850 - Backwall	52	ft	52				0
EA851 - Abutment Pedestal	17	each		13	4		0

Element**	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
EW220 - Reinforced Concrete Pile Cap/Footing	61	ft	61				0
EW800 - Erosion or Scour	61	ft	61				0
EW853 - Wingwall	61	ft		16	45		0
12 - Reinforced Concrete Deck	2047	ft^2	612	1428	7		0
510 - Wearing Surfaces	1713	ft^2	1641		72		0
104 - Prestressed Concrete Closed Web/Box Girder	665	ft	424	184	39	18	0
330 - Metal Bridge Railing	79	ft	79				0
515 - Steel Protective Coating	616	ft^2	616				0
810 - Sidewalk	262	ft^2	66	150	46		0
811 - Curb	79	ft	39	30	9	1	0

** Elements with a prefix designate the locations of BA-Begin Abutment, BW-Begin Wingwall, EA-End Abutment, EW-End Wingwall, CO-Culvert Outlet, and PR-Pier. No prefix generally indicates the element is part of the superstructure.

Inspection Notes

General Notes

--Yellow Flag 8B25ASW018 issued (Superseding Yellow Flag 8B24CVW019) for spalling to underside of Beam B17 near mid-span.

--The structure is a single-span, prestressed concrete, voided concrete beam bridge.

--The bridge is currently posted for 18 Tons.

Element Condition Notes

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 12 - Reinforced Concrete Deck	2047	612	1428	7	0	0

Common

Referenced Photo(s): 1, 2

Referenced Sketch(es): None

--The underside of the Left fascia at the End abutment exhibits a 26” long x 5” wide x 5” high x 2.5” deep corner spall with exposed rebar containing up to 75% section loss (Photo 1).

--The right fascia exhibits small pop-outs/delaminations over the roadway throughout the span (Photo 2). No loose concrete was noted over the roadway below. See NSCO for more information.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 12 - Reinforced Concrete Deck-510 - Wearing Surfaces	1713	1641	0	72	0	0

Common

Referenced Photo(s): 3, 4, 5

Referenced Sketch(es): None

-- At the Begin in the Left lane there is a 52" long x 55" wide depressed area with a 13” wide x 10” long x up to 4” deep pothole (Photo 3). The surrounding area is cracked up to 1/4” wide.

-- At the Begin Right corner there is cracking up to ¼” wide and the asphalt is starting to depress and break up for 20 SF with a 4"W x 6"L x 1.5"D pothole (Photo 4).

--The End Right corner has minor cracking and there is up to 1/4"W transverse cracking for full width of roadway at End

(Photo 5).

Span 1: 104 - Prestressed Concrete Closed Web/Box Girder	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	665	424	184	39	18	0

Common

Referenced Photo(s): 6, 7, 8, 9, 10, 11, 12, 13, 14

Referenced Sketch(es): None

--BIN 1027670 is prestressed concrete voided slab bridge with 17 units and a concrete deck (non-composite). The underside of the beams exhibits efflorescence and evidence of leakage at the longitudinal joints between the prestressed beams, typical throughout (Photo 6).

--Beam B1: Near the Begin Abutment there is a 3 ft. long x 1/32” wide longitudinal crack with efflorescence and rust staining. 1 strand deemed ineffective. At Midspan there is a 3.5 ft. long x 12” wide edge delamination along the underside over the centerline of roadway. No loose concrete at time of inspection (Photo 7). See NSCO-1 for more details.

--Beam B2: Near the Begin and End Abutments there are up to 2 ft. long (6” past the abutment) x 0.016” wide longitudinal cracks with efflorescence and rust staining. 1 strand deemed ineffective. Adjacent to the crack at the Begin of Beam B2, there is a small hollow area.

--Beam B3: Then end 3 ft exhibits a hairline longitudinal crack with efflorescence.

--Beam B5: At the Begin Abutment on the Right side exhibits a 5 ft. long x up to 1/32” wide longitudinal crack with efflorescence and rust staining (Photo 8). The crack is surrounded by an 8” wide delaminated/hollow area for the full length of the crack. 1 strand is ineffective. At End Abutment at Left side there is a small corner spall 1 SF x 2" D.

--Beam B8: At the End Abutment, there is a 3 ft. long x 14" wide x up to 4” high x 3” deep corner spall with 2 exposed strands and one stirrup that exhibits up to 25% section loss (Photo 9).

--Beam B9: At Begin there is a 1/32” wide crack with efflorescence and rust stains.

--Beam B10: At the Begin abutment there is a 7 ft. long x 2.75 ft. wide x 3” deep spall with adjacent hollow area (Photo 10). The spall exposes 3 stirrups with up to 50% section loss, 2 stirrups with 5% section loss and a total of 8 exposed prestressed strands. 4 of the 8 exposed strands are partially debonded from the concrete (Photo 11). The exposed corroded strands are assumed to be ineffective. This spall rates CS4. No evidence of distress was observed and the adjacent Beams B9 & B11 are in fair condition with no significant defects. This condition was flagged in 2020 (Yellow Flag 8B20HYW029). Current deterioration is described in the level II load rating and is considered in the current 18-ton load posting; therefore, a flag is not currently warranted. The load rating has 9 removed strands from 0’-7’ to be conservative. All loose concrete was removed.

--Beam B11: The End 3 ft. exhibits a 1/32” wide crack with efflorescence and rust stains.

--Beam B14: The Right side near midspan of the underside exhibits a 4 ft. long x 4” wide spall with one exposed strand due to insufficient cover (Photo 12).

--Beam B15: At the Begin, the bottom Right corner exhibits a 3 ft. long x 1/16” wide longitudinal crack with efflorescence and rust staining. Adjacent concrete is hollow sounding (1 strand deemed ineffective). At the End Abutment the underside of the beam on the Left side exhibits a similar condition.

--Beam B17: See Yellow Flag 8B25ASW018 for more information. (Photos 13 & 14)

--All losses and strand removals have been updated in the latest level II load rating with results pending. There is no loose concrete over the roadway below. See NSCO for additional details.

Span 1: BA215 - Reinforced Concrete Abutment	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	54	0	41	13	0	0

Common

Referenced Photo(s): 15, 16, 17, 18

Referenced Sketch(es): None

-- At the Left side at the Begin Left wingwall junction there is a 12 ft. high x 16” wide x full length x up to 6” deep corner spall with 1 exposed vertical rebar with minimal section loss (Photo 15). The spall extends into the wingwall.

-- Below Beams B5 & B6 there is a 1/8” wide x full stem height vertical crack that has a 20” high x 10” wide x up to 2” deep spall stemming from the top of the crack (Photo 16).

-- Below Beams B10 to B14, there is a horizontal crack up to 1/32" wide with rust staining and efflorescence at the top.

-- Below Beam B14 near the top, there is a 16” diameter delaminated area with a small shallow spall 8" diameter x 1" D.

-- Below Beam B17 at the top, there is a 3 ft. wide x 12” high x up to 6” deep spall with exposed rebar containing 50% section loss (Photo 17). The bearing is undermined by less than 5%. The concrete within the spall and below the bearing is solid.

-- The Right edge of the Begin Abutment has a 13 ft. high x 12” wide x full length x up to 6” deep corner spall that extends into the Begin Right wingwall (Photo 18).

-- There are multiple up to 1/16” wide cracks with heavy rust stains throughout the top of the stem.

Span 1: EA215 - Reinforced Concrete Abutment	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	54	0	26	28	0	0

Common

Referenced Photo(s): 19, 20, 21, 22, 23, 24

Referenced Sketch(es): None

-- The Left end of stem exhibits a 4 ft. high x 2 ft. wide x 1” deep spall at the base (Photo 19).

-- The top of the stem below Beams B1 through B6 has a 1/16" wide horizontal crack with rust staining (Photo 20). There is also heavy efflorescence below Beams B1 and B2.

-- Below Beam B6 there is a 3/16” wide x full height vertical crack w/ efflorescence and 1.5” deep edge spalling and hollow sounding areas along the crack (Photo 21). At the top of the vertical crack, below Beams B6 and B7, there is a 8 ft. long x 1/16” wide horizontal crack with an adjacent 6 ft. wide x 3 ft. high hollow area.

-- The top of the stem below Beams B9 and B10 exhibits a 16” high x 3 ft. wide x 4” deep spall (Photo 22). The concrete within the spall is solid.

-- Below Beams B10 and B11 there is 2 ft. long x 6” high x 6” deep spall with 2 SF hollow area (Photo 23). The concrete within the spall is solid.

-- Below Beam B13 there is a full height 1/16" W vertical crack.

-- The top Right corner of the stem exhibits a 1.5 ft. wide x 3.5 ft. high x 3” deep spall with exposed rebar containing 40% SL (Photo 24). On the bottom Right side behind the guiderail there is a 28” high x 8” wide x 1” deep spall.

-- There are multiple up to 1/16” wide cracks with minor efflorescence throughout the abutment.

Span 1: 810 - Sidewalk	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	262	66	150	46	0	0

Common

Referenced Photo(s): 25, 26

Referenced Sketch(es): None

The Left sidewalk exhibits edge spalling along the curb up to 8”W for the full length with vegetation growth along the spalls (Photo 25).

The Right sidewalk exhibits moderate scaling throughout (Photo 26).

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 811 - Curb	79	39	30	9	1	0

Common

Referenced Photo(s): 25

Referenced Sketch(es): None

At the End left the curb is pushed out towards the roadway by up to 3” due to vegetation growth. There is also a full height x full width x 8” long spall at the End.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA850 - Backwall	52	52	0	0	0	0
Span 1: EA850 - Backwall	52	52	0	0	0	0

Common

Referenced Photo(s): None

Referenced Sketch(es): None

The backwall is not visible for inspection and is therefore rated CS-1.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA851 - Abutment Pedestal	17	0	14	3	0	0

Common

Referenced Photo(s): 16, 17

Referenced Sketch(es): None

--The top of Begin Abutment below the beams is rated as the pedestal area. Conditions are as follows:

-Below Beams B5 & B6 there is a 20” high x 10” wide x up to 2” deep spall stemming from the crack below (Photo 16).

-On the Right side of Beam B17 there is a 3 ft. wide x 12” high x 6” deep spall with exposed rebar containing 50% section loss underneath (Photo 17). The bearing is undermined by <5%. Remaining concrete below the bearing is solid.

-The concrete within the spalls is solid.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: EA851 - Abutment Pedestal	17	0	13	4	0	0

Common

Referenced Photo(s): 22, 23

Referenced Sketch(es): None

--The top of the End Abutment below the beams is rated as the pedestal area. Conditions are as follows:

-Below Beams B9 and B10 there is a 16” high x 3 ft. long x 4” deep spall with no undermining of the bearing (Photo 22).

-Below Beams B10 and B11 there is a 2 ft. long x 6” high x 6” deep delaminated and spalled area with less than 2% undermining at the Beam B10 bearing (Photo 23). Remaining concrete below the bearing is solid.

-Below Beam B13 there is a 1 ft. long x 2” high x 5” deep spall with an adjacent 2 ft. long x 1/8” wide horizontal crack. The bearing is not undermined.

-The concrete within the spalls is solid.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BW853 - Wingwall	61	0	40	21	0	0

Common

Referenced Photo(s): 15, 18, 27, 28

Referenced Sketch(es): None

-- The Begin Left cheekwall exhibits scattered areas of up to 1” deep spalling for most of its area with a few locations with worse spalling noted below (Photo 27):

-- At the junction with the Begin Abutment stem there is a 12 ft. high x up to full width on the front face and 2 ft. on the left

face x 6” deep spall (Photo 15).

-- The corner separating the Begin Left cheekwall with the wingwall also exhibits a 3.5 ft. high x 6” long x 2.5” deep edge spall (Photo 27).

-- The Left cheekwall has an edge spall on top at Begin measuring 2' H × 1' W × 2" D.

-- At the Begin Left wingwall, adjacent to the cheek wall, there is a spall 2.5' W x 3' H x 2" D.

-- The Begin Right cheekwall exhibits large spalls throughout. Specific locations noted below:

-- At the top Right corner there is a 3.5 ft. high x 6” wide x 4” deep spall with some exposed fill within the top of the front face and up to 1/8” wide map cracking throughout (Photo 18).

-- On the Right side of the cheekwall near the base there is a 2 ft. high x 6” wide x 1” deep spall surrounded by hollow/delaminated concrete.

-- At the top Right face of the cheekwall is a 3 ft. wide x 2 ft. high x 1” deep spall (Photo 18).

-- On the Begin face of the Right cheekwall towards the top there are 2 edge spalls measuring up to 3.5 ft. high x 18” wide x 2” deep (Photo 28).

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: EW853 - Wingwall	61	0	16	45	0	0

Common

Referenced Photo(s): 24, 29, 30, 31, 32, 33

Referenced Sketch(es): None

The End Left cheekwall exhibits the following conditions:

-- The front face near midheight exhibits a 12” high x 11” wide x 11” deep spall with adjacent 3/8”W cracking and adjacent delaminated area (Photo 29).

-- The End face of the cheekwall has a spall measuring 3.5" H x 16" W x 3" D.

-- The top of the Left face exhibits a full length x 2 ft. high x up to 3” deep spalling with 1/8” wide map cracking efflorescence and scatted hollow sounding patches (Photo 30).

-- The End Left wingwall at the top exhibits scattered spalling for up to 9 ft. long x 4 ft. high x up to 3.5” deep (Photo 31).

The End Right cheekwall exhibits spalls on all faces with the following conditions noted below:

-- On the top Right face, there is an up to 3 ft. high x 2ft. long x 1 ft. deep x 1 ft. wide (FW) spall (Photo 24 and 32).

-- On the front face of the cheek wall there is a 10” wide x 6 ft. high x 3” deep spall.

-- On the Right side towards the Begin there is a 43” high x 27” long x 2.5” deep spall near the base.

-- On the End Right back corner of the Right cheekwall there is a spall measuring 20” high x 6” long x 2” deep. The remainder of the cheek wall exhibits scatted patches with up to 1/4”W map cracking.

-- The End Right wingwall at the cheekwall junction exhibits a full height x 2 ft. wide x 3” deep spalled/delaminated and crack area (Photo 33).

Non-Structural Condition Observations

Category: Deck - loose concrete Quantity: 34 Unit: sqft

Referenced Element(s): NONE

Referenced Photo(s): 2,7
Referenced Sketch(es): NONE

-- The Right fascia of the deck exhibits small delaminations over the roadway for a 5 SF area total (Photo 2).

-- Beam B1: At Midspan there is a 3.5 ft. long x 12” wide edge delamination along the underside over the centerline of roadway (Photo 7).

-- Beam B17: See Yellow Flag 8B25ASW018 for Beam B17 conditions.

-- No loose concrete was noted over the roadway below, however delaminated areas could potentially become loose prior to the next inspection.

Inspection Photographs

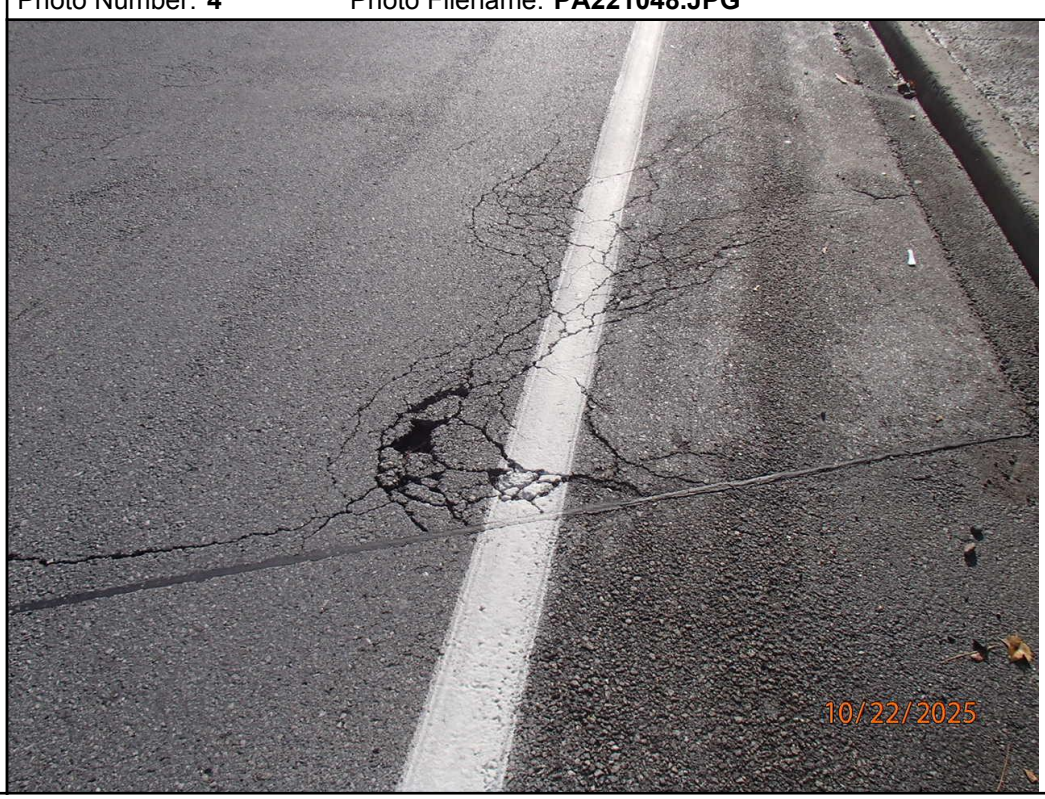
Attachment Description: Left deck fascia at End Abutment, looking Right.	Photo Number: **1** Photo Filename: **PA241170.JPG** 

Attachment Description: Right fascia, general view, looking Begin Left.	Photo Number: **2** Photo Filename: **PA221067.JPG** 

Photo Number: **3** Photo Filename: **PA221046.JPG**

Attachment Description:
Wearing surface at Begin, looking Right.

Photo Number: **4** Photo Filename: **PA221048.JPG**



Attachment Description:
Wearing surface at Begin Right corner, looking End.

Photo Number: **5** Photo Filename: **PA221050.JPG**

Attachment Description:
Wearing surface at End, looking Left.

Photo Number: **6** Photo Filename: **PA221064.JPG**

Attachment Description:
Underside of superstructure, general view from End Right, looking Begin Left.

Photo Number: **7** Photo Filename: **PA241173.JPG**

Attachment Description:
Underside of Beam B1 near midspan, looking End.

Photo Number: **8** Photo Filename: **PA241177.JPG**

Attachment Description:
Underside of Beam B5 at Begin, looking Begin.

Attachment Description: Beam B8, bottom Right corner at the End Abutment, looking End.	Photo Number: **9** Photo Filename: **PA241168.JPG** 

Attachment Description: Underside of Beam B10 at Begin, looking Up and Begin.	Photo Number: **10** Photo Filename: **PA241179.JPG** 

Attachment Description: Underside of Beam B10 at Begin, looking Begin.	Photo Number: **11** Photo Filename: **PA241178.JPG** 

Attachment Description: Underside of Beam B14 near midspan, looking Up and End.	Photo Number: **12** Photo Filename: **PA221077.JPG** 

Photo Number: **13** Photo Filename: **PA241186.JPG**

Attachment Description:
Underside of Beam B17, general view, looking End.

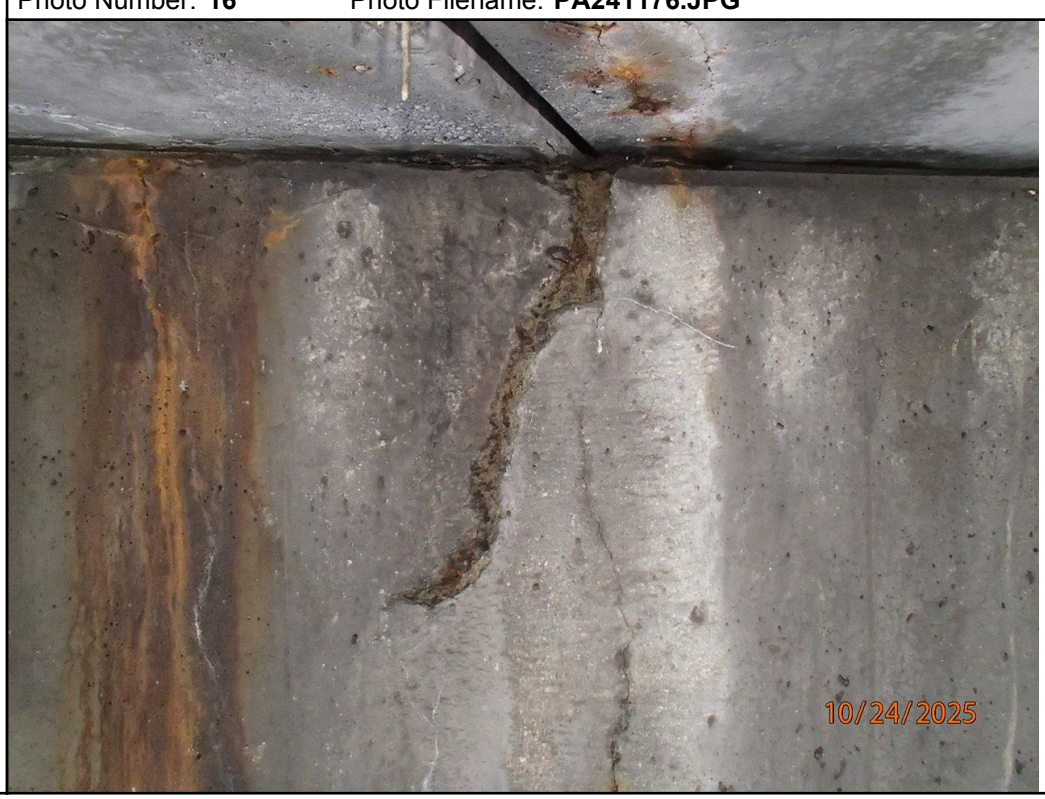
Photo Number: **14** Photo Filename: **PA241188.JPG**

Attachment Description:
Underside of Beam B17, close-up of spall near midspan, looking End.

Photo Number: **15** Photo Filename: **PA221075.JPG**

Attachment Description:
Begin Abutment, general view at Left end, looking Begin Right.

Photo Number: **16** Photo Filename: **PA241176.JPG**



Attachment Description:
Begin Abutment at top below Beams B5 & B6, looking Begin.

Photo Number: **17** Photo Filename: **PA241185.JPG**

Attachment Description:
Begin Abutment at top below Beam B17, looking Begin.

Photo Number: **18** Photo Filename: **PA221083.JPG**

Attachment Description:
Begin Abutment, Right end of stem and right cheekwall, looking Begin Left.

Photo Number: **19** Photo Filename: **PA221055.JPG**

Attachment Description:
End Abutment, bottom of stem at Left end, looking End.

Photo Number: **20** Photo Filename: **PA221056.JPG**

Attachment Description:
End Abutment, top of stem at left end, looking End.

Attachment Description: End Abutment below Beams B6 & B7, looking End.	Photo Number: **21** Photo Filename: **PA221058.JPG** 

Attachment Description: End Abutment at top below Beams B9 & B10, looking End	Photo Number: **22** Photo Filename: **PA241167.JPG** 

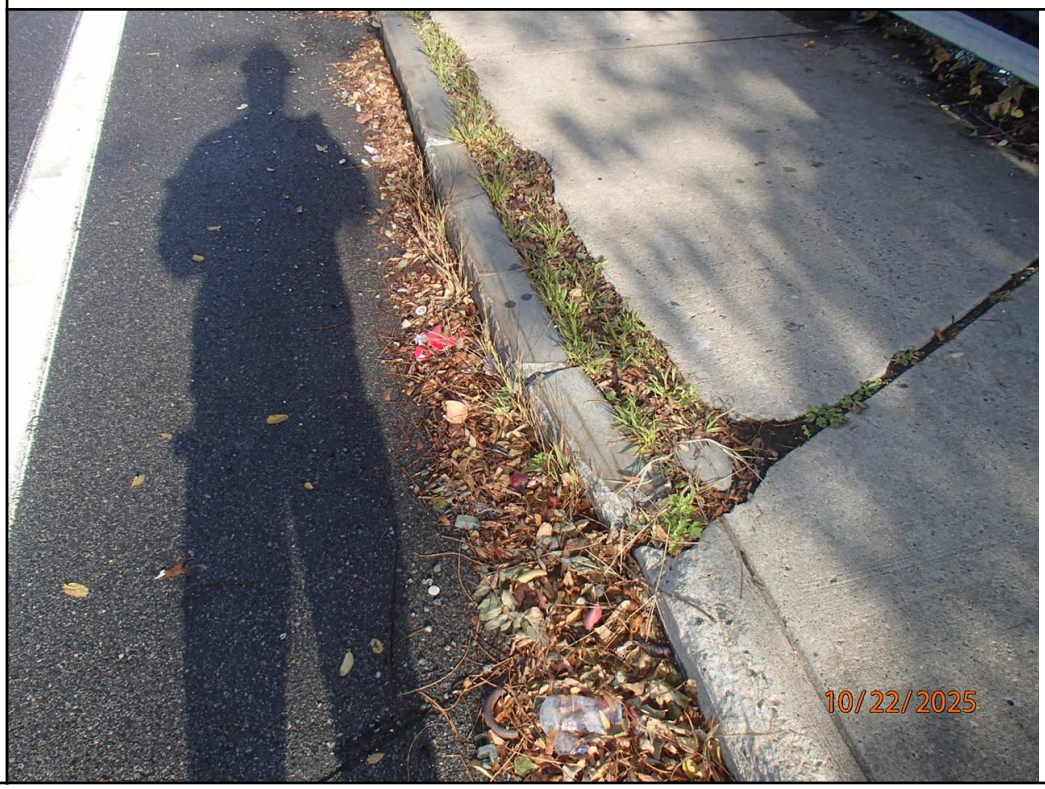
Photo Number: **23** Photo Filename: **PA241165.JPG**

Attachment Description:
End Abutment at top below Beams B10 & B11, looking End.

Photo Number: **24** Photo Filename: **PA241160.JPG**

Attachment Description:
End Abutment, Right end of stem/right cheekwall near top, looking End Left.

Photo Number: **25** Photo Filename: **PA221041.JPG**



Attachment Description:
Left bridge sidewalk and curb at End, looking Begin.

Photo Number: **26** Photo Filename: **PA221049.JPG**

Attachment Description:
Right bridge sidewalk, general view, looking End.

Attachment Description:
Begin left cheekwall and wingwall, looking Right.

Photo Number: **27** Photo Filename: **PA221071.JPG**

Attachment Description:
Begin right cheekwall, looking Left.

Photo Number: **28** Photo Filename: **PA221082.JPG**

Photo Number: **29** Photo Filename: **PA241171.JPG**

Attachment Description:
Front face of End Left cheekwall near mid-height, looking End.

Photo Number: **30** Photo Filename: **PA221054.JPG**

Attachment Description:
End Left cheekwall at top, looking Right.

Photo Number: **31** Photo Filename: **PA221052.JPG**

Attachment Description:
End Left wingwall, looking Begin Right.

Photo Number: **32** Photo Filename: **PA221068.JPG**

Attachment Description:
End Right cheekwall, general view, looking End Left.

Photo Number: **33** Photo Filename: **PA221065.JPG**

Attachment Description:
End right cheekwall and wingwall, looking Left.

Inspection Sketches

Sketch Number: **1** Sketch Filename: **25 - Photo Location Plan.jpg**

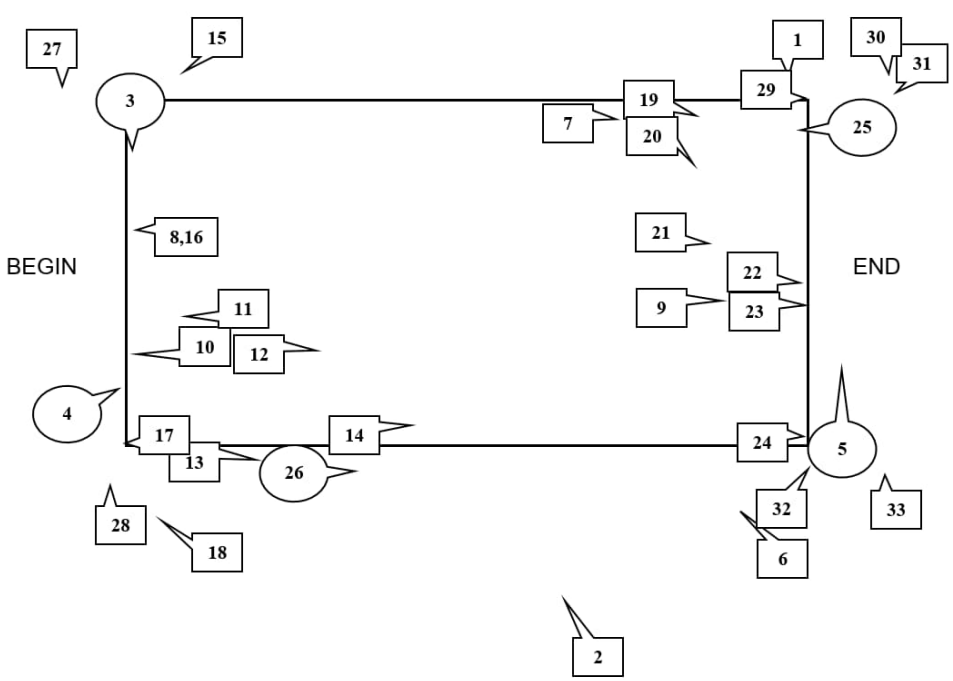
NYS DEPT. OF TRANSPORTATION

BIN: 8/5 - 1027670 Date: 10/24/2025

FEATURE CARRIED: 59 59 85011083

FEATURE CROSSED: PASCACK RD CORD 22

PHOTO ABOVE DECK xx PHOTO BELOW DECK xx



Sketch Description: Photo Location Plan

Sketch Number: **2** Sketch Filename: **25 - Vertical Clearance.jpg**

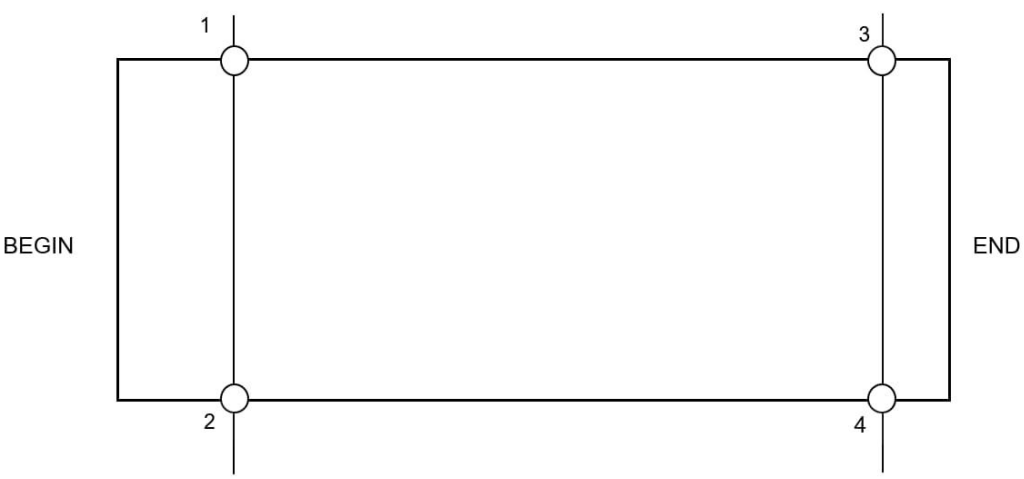
NYS DEPT. OF TRANSPORTATION

BIN: 1027670 DATE: 10/24/25

FEATURE CARRIED: 59 59 85011083

FEATURE CROSSED: PASCACK ROAD CORD 22

VERTICAL CLEARANCES UNDER BRIDGE



STATION	READINGS (FT-IN)					
	DATE	DATE	DATE	DATE	DATE	DATE
	2021	2022	2023	2024	2025	
1	17’-6”	17’-6”	17’-6”	17’-4”	17’-4”	
2	16’-10”	16’-10”	16’-10”	16’-10”	16’-10”	
3	16’-2”	16’-1”	16’-2”	16’-2”	*15’-11”	
4	15’-7”	15’-7”	15’-7”	15’-7”	*15’-5”	

*The decrease in vertical clearance is the result of newly installed asphalt pavement beneath the bridge.

Sketch Description: Vertical Clearance

New York State Department of Transportation
Yellow Flag 8B25ASW018

By: Tim Miller

Flag Date: October 24, 2025

Superseding Information:

This flag supersedes: YF 8B24CVW019

Structure Information

BIN: **1027670**

Feature Carried: 59 59 85011083

Feature Crossed: SOUTH PASCACK RD

Orientation: 4 - SOUTHEAST

Region: 08 - POUGHKEEPSIE

County: ROCKLAND

Political Unit: Village of SPRING VALLEY

Approximate Year Built: 1931

Posted Load Matches Inventory: Yes

Posted Load in field : 18

Primary Owner: New York State Department of Transportation

Primary Maintenance Responsibility: New York State Department of Transportation

Typical or Main Span Type: 5 - Prestressed Concrete, 05 - Box Beam or Box Girders - Multiple

This Bridge is not a Ramp

Number of Spans: 1

Bridge Carries National Highway System: Yes

Verbal Notification Information

Person Notified: Not Contacted

Date:

Of:

Signature Information

Signature: Tim Miller, P.E. 103057-1

Date: October 27, 2025

Reviewed By: Robert J. Seeley

Date: October 27, 2025

Attachments: 7

Yellow Flag 8B25ASW018 BIN 1027670 Flag Date: October 24, 2025

Flagged Elements

Parent Element	Element
Span Number : 1	
	104 - Prestressed Concrete Closed Web/Box Girder

Flagged Condition Description

Yellow Flag 8B25ASW018 issued (Superseding Yellow Flag 8B24CVW019)

Subject: Beam B17 exhibits spalling with exposed and deteriorated prestressed strands at midspan

Description:
The bridge is a 17-unit prestressed concrete voided slab bridge with a non-composite concrete deck (Photos 1 and 2). The beams are 2'-11.5" wide x 1'-3" high with 9 bottom and 4 second mat strands for a total of 13 strands. The underside of Beam B17, starting at 7 ft. from the begin and extending to midspan, exhibits several spalls with exposed and corroded rebar and prestressing strands over the roadway. The spalls are detailed from begin to end as follows:

Beam B17:
-- Seven feet from the begin abutment there is a 6 ft. long x 2.5 ft. wide x 1.5” deep spall with 3 exposed longitudinal strands and 4 stirrups containing up to 25% section loss (previously 3 stirrups with 15% section loss) (Photo 3). Just beyond the spall, there is a 1 ft. long x 1.5 ft. wide hollow area between this spall and the next spall.

-- At 14 ft. from the begin there is a second spall which exposes one of the precast forms. The spall is 4.5 ft. long x 2.5 ft. wide x 3” deep spall with 7 out of 9 exposed bottom strands (no change) (Photos 4 to 6). There is one broken strand and the remaining are heavily corroded (no change). Based on the original plans it appears that the broken strand is the 4th from the left side. There are also 3 stirrups which exhibit up to 25% section loss. Just beyond this spall, there is an 8” diameter and a 16” dia. spall with 1 exposed stirrup each (no change).

-- All loose concrete was removed and the deterioration to the beam has not significantly worsened.

Significance: The exposed and corroded strands are located at midspan which could potentially reduce the beam's capacity. Due to the heavy corrosion of the exposed strands in the bottom flange at midspan, a total of 7 strands in the bottom mat are assumed to be ineffective. In addition, strands directly above exposed and deteriorated lower strands are assumed to be ineffective for a total of 2 strands in the second mat. This bridge is posted for 18 tons due to previously noted spalling with exposed strands in Beam B17. Although this beam is located directly below the sidewalk, it does see some live load due to distribution through the deck. Updated load rating is pending. There are no flexure cracks or other signs of distress, therefore, Yellow Flag is reissued for continued monitoring.

Yellow Flag 8B25ASW018 | BIN 1027670 | Flag Date: October 24, 2025

Flag Photographs

Photo Number: **1** Photo Filename: **25_YF8B25ASW018_Photo 1.JPG**

Attachment Description: **Right Elevation, Looking Left.**

Yellow Flag 8B25ASW018 BIN 1027670 Flag Date: October 24, 2025

Photo Number: **2** Photo Filename: **25_YF8B25ASW018_Photo 2.JPG**

Attachment Description: **General Framing, Looking Begin Left.**

Yellow Flag 8B25ASW018 BIN 1027670 Flag Date: October 24, 2025

Photo Number: **3** Photo Filename: **25_YF8B25ASW018_Photo 3.JPG**

Attachment Description: **Beam B17 Underside, General View, Looking End.**

Yellow Flag 8B25ASW018 BIN 1027670 Flag Date: October 24, 2025

Photo Number: **4** Photo Filename: **25_YF8B25ASW018_Photo 4.JPG**

Attachment Description: **Beam B17 Underside, Spalls near Midspan, Looking End.**

Yellow Flag 8B25ASW018 BIN 1027670 Flag Date: October 24, 2025

Photo Number: **5** Photo Filename: **25_YF8B25ASW018_Photo 5.JPG**

Attachment Description: **Beam B17 Underside, Close-Up of Spall near Midspan, Looking End.**

Yellow Flag 8B25ASW018 BIN 1027670 Flag Date: October 24, 2025

Photo Number: **6** Photo Filename: **25_YF8B25ASW018_Photo 6.JPG**

Attachment Description: **Beam B17 Underside, Broken Prestressing Strand near Midspan, Looking End.**

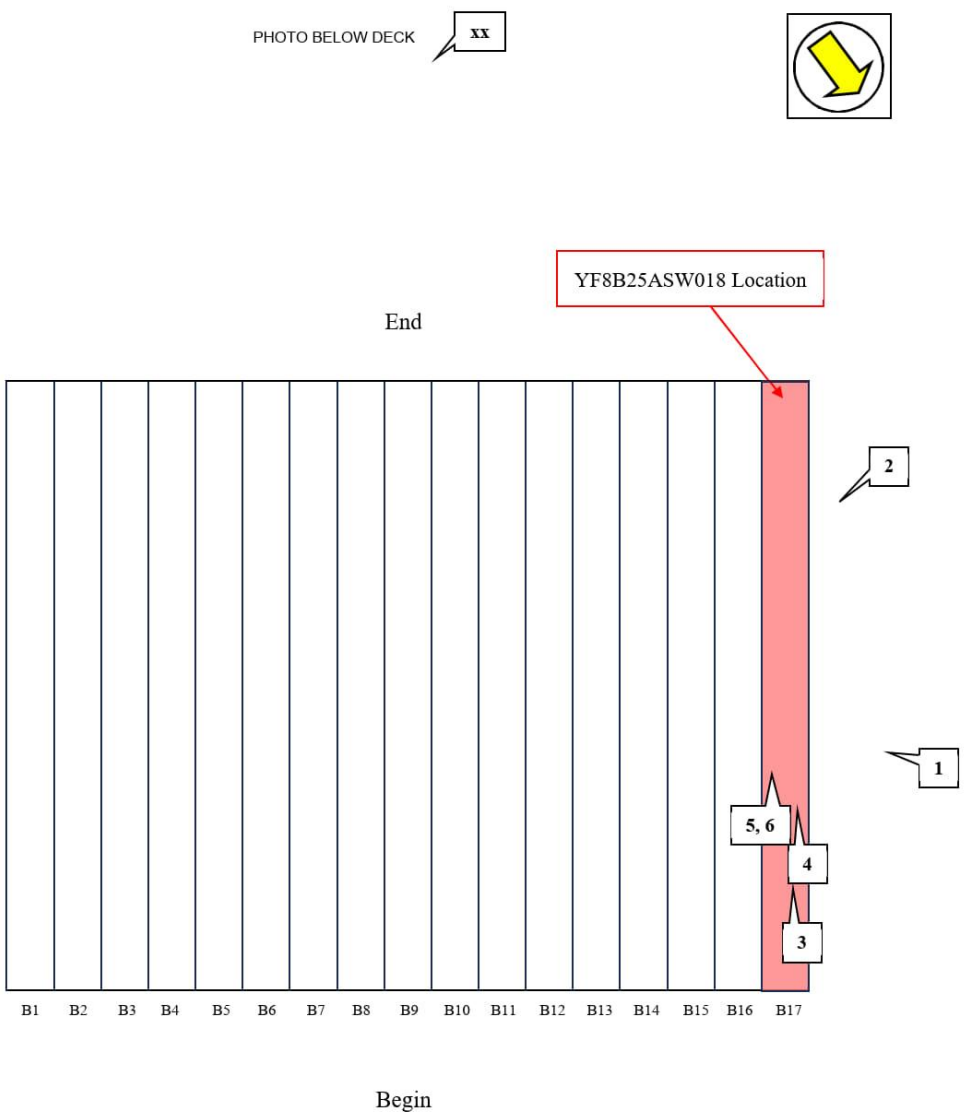
Yellow Flag 8B25ASW018 BIN 1027670 Flag Date: October 24, 2025

Photo Number: **7** Photo Filename: **25_Flag Location Plan.jpg**

NYS DEPT. OF TRANSPORTATION
FLAG PHOTO LOCATION PLAN

BIN: 1027670
FEATURE CARRIED: 59 59 85011083
FEATURE CROSSED: SOUTH PASCACK RD

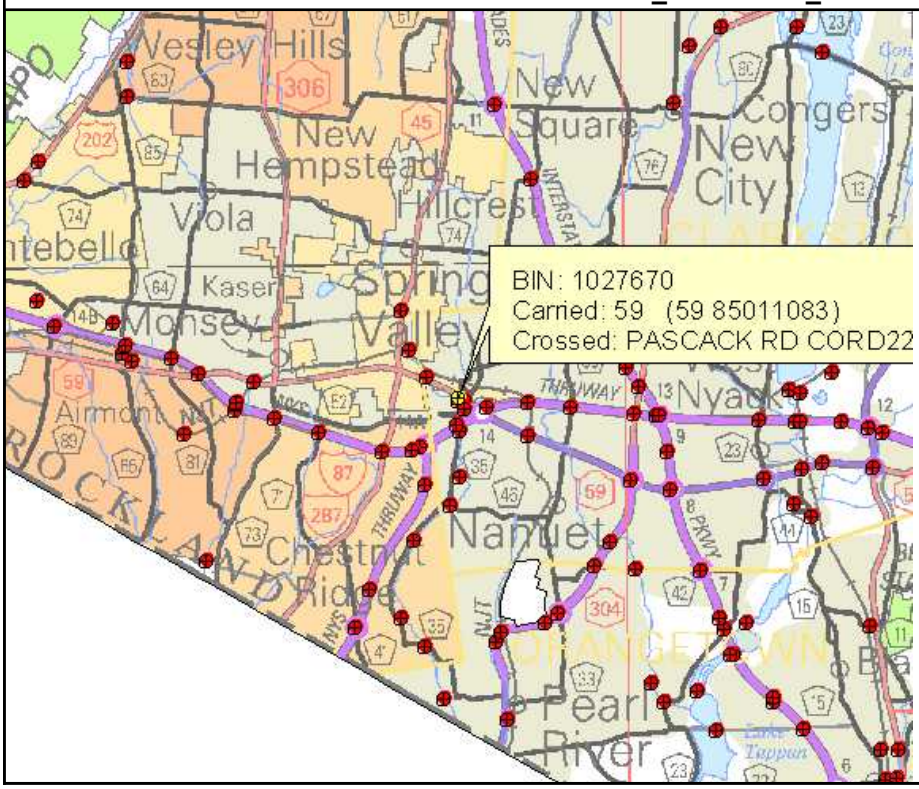
DATE: 10-24-2025



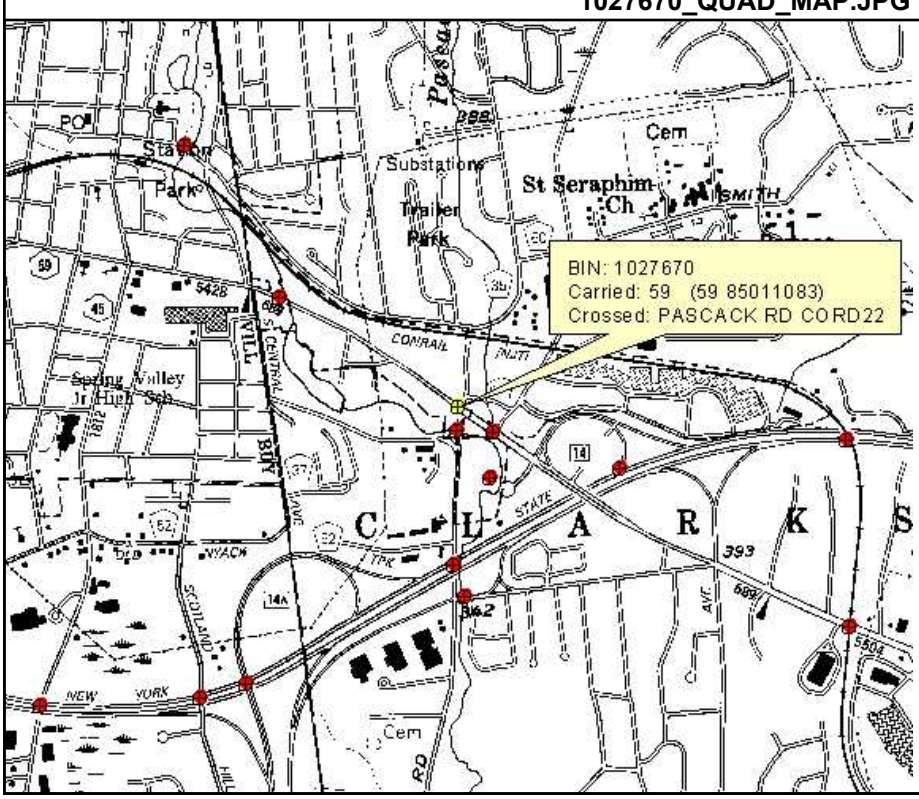
Attachment Description: **Flag Location Plan**

Standard Photographs

1027670_LOCATION_MAP.JPG



1027670_QUAD_MAP.JPG



18TonWeightLimit(BeginRtApproach).jpg

18TonWeightLimit(EndRtApproach).jpg

AbutmentBegin.jpg

AbutmentEnd.jpg

ApproachBegin.jpg

ApproachEnd.jpg

BinPlate.jpg

ElevationLeft.jpg

ElevationRight.jpg

EndRightWingwall.jpg

F2CrossedLeft.jpg

F2CrossedRight.jpg

Framing.jpg

TopOfDeck.jpg