Asset #M2997(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
Location: 0.3 MI S INTERSECT SH 8
Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

Bridge M2997 Inspection Report



Latitude:34.56394, Longitude:-94.21850

Route:375 Section:01 Log:0.3

Arnold Road ID:57x375x1xA, Arnold Log mile:0.306

District 04, 113 - Polk County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

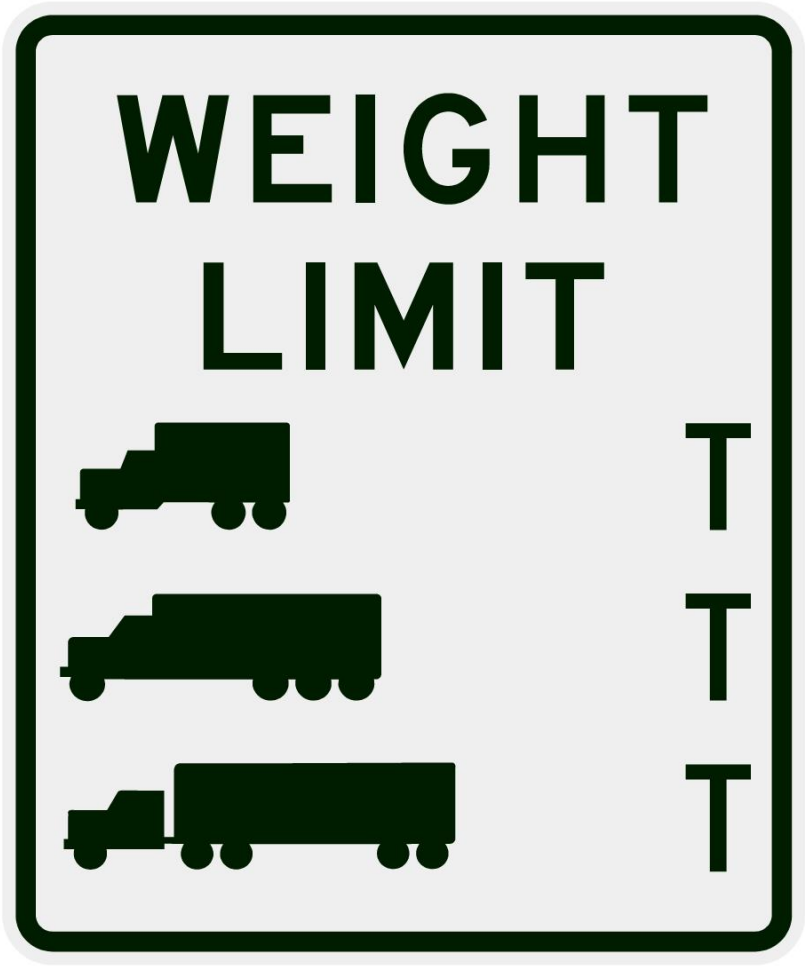
Bridge Posting Information

41 - Structure Open/Posted/Closed: A - Open, no restriction

70 - Bridge Posting: 5 - Equal to or above legal loads

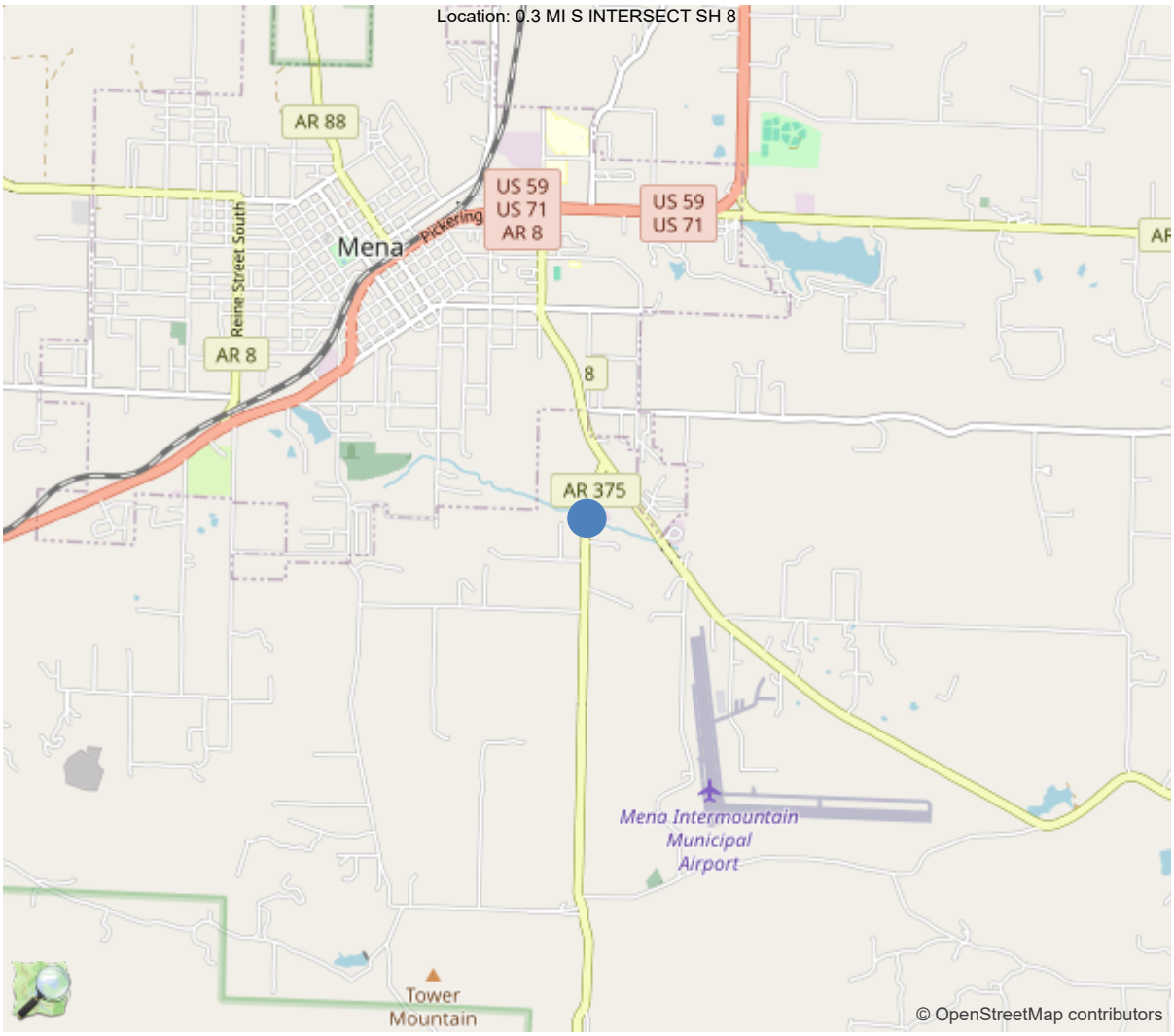
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	24		
Code 9 (31 Tons)	37		
Code 5 (40 Tons)	40		

If calculated capacity is less than the Legal Load Listed, the Bridge Legally Requires Posting Signs to be installed by the Bridge Owner.



30"x36" AR

Asset #M2997(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
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34.56394, -94.21850

Asset #M2997(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
Location: 0.3 MI S INTERSECT SH 8
Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M2997
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	113 - Polk County
(4) Place Code	0
(6) Features Intersected	Prairie Creek Polk Co.
(7) Facility Carried	State Highway 375
(9) Location	0.3 MI S INTERSECT SH 8
(11) Mile Point	0.3 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.5639444444444
(17) Longitude	-94.2185
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	21
Material	2 - Concrete continuous
Type	1 - Slab
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	4
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1944
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	720
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	124 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	12 ft
(49) Structure Length	49 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	21 ft
(52) Deck Width Out to Out	22.1 ft
(32) Approach Roadway Width (W/Shoulders)	20 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	21 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	1 - Navigation protection not
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	17 - Urban Collector
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	5
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	5
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	1 - M9 / H10
(63) Operating Rating Method	1
(64) Operating Rating	
Type	1 - Load Factor(LF)
Rating	30
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	18
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	
(68) Deck Geometry	3
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	6
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	5 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	31 - Replacement of bridge or
(76) Length of Structure Improvement	73 ft
(94) Bridge Improvement Cost	$ 0
(95) Roadway Improvement Cost	$ 109
(96) Total Project Cost	$ 242
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	934
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			01/06/2025
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection	No		

* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.

Inspection Notes

General Observation

01/06&08/2025 - RSM & SPC: Routine and Underwater Type II Inspections conducted this date. See element notes and item 61 for documentation. Channel profiled this Inspection. See Profile Sketch linked in Files.
Inspection Procedure: Inspection performed by wading the channel in moderate depth and turbid water conditions. Water depth up to approximately 3.5' deep in locations.
Inspection Equipment: Waders, Range Poles, Laser Distance Meter.

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58 - Deck (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)
01/06/2025 - RSM & SPC: R.C Slab is considered in fair condition. Driving surface of the slab is not visible due to an ACHM Wearing Surface. Item 58 condition rating based on condition of slab undersurface due to element 38 required to have the same condition rating. Undersurface of the slab has several areas of honeycombing and a few shallow spalls. Exposed steel is visible in honeycomb and spalled areas. The undersurface of the slab in all spans have a full length longitudinal crack at centerline with leakage and light efflorescence visible is areas.

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59 - Superstructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)
01/06/2025 - RSM & SPC: R.C Slab is considered in fair condition. Driving surface of the slab is not visible due to an ACHM Wearing Surface. Item 58 condition rating based on condition of slab undersurface due to element 38 required to have the same condition rating. Undersurface of the slab has several areas of honeycombing and a few shallow spalls. Exposed steel is visible in honeycomb and spalled areas. The undersurface of the slab in all spans have a full length longitudinal crack at centerline with leakage and light efflorescence visible is areas.

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60 - Substructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)
01/06/2025 - RSM & SPC: Substructure is considered in fair condition. Abutments have vertical cracking at centerline. Footings at have moderate / heavy concrete deterioration with section loss. Lower portion of the pier walls and abutment stem walls have concrete deterioration a the footing juncture. Footings / collars have areas of undermining in some locations.

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62 - Culverts (N - Not applicable. Used if structure is not a culvert.)

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61 - Channel/Channel Protection (5 - Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel.)
01/06/2025 - RSM & SPC - Underwater Type II Inspection: Wading, probing along with visual observation in moderate depth and turbid water conditions revealed that the channel has heavy drift accumulation that restricts the openings of spans # 2 and 3 approximately 60%. The drift accumulation appears to be causing localized scour along the base of bents. Probing efforts of the inlet end (right side) of substructure hindered by drift accumulation this inspection.
Footings appear to be cast on a non-uniform rock channel that is exposed in several areas. There are concrete collars at the base of several of the concrete footings constructed as a scour countermeasure in the past.
Bent # 2 Footing, Right Side (inlet): Voids that extend up to 12” under the collar. Voids do not reach the face of the pier wall. The ahead side has minor voids along the collar.
Bent # 3 Footing: Back side of footing has voids at the inlet end that reach the face of the pier wall. The ahead side has voids along the edge of the footing that extend up to 12” under the footing, but do not reach the face of the pier wall. The right end of pier wall could not be probed due to heavy drift accumulation.
Bent # 4: The back side of Bent # 4 has voids along the collar that penetrates up to 4” under collar. Previously documented undermining on the Right side (inlet end) that penetrated up to approximately 6” under the pier wall could not be verified due to heavy drift accumulation preventing probing efforts.
Abutment # 2: Voids that penetrate under the concrete collar in an area approximately 10' long with one isolated location near centerline that penetrates up to 6” past the face of stem wall.
Ahead Left and Ahead Right Wing Walls at Abutment # 2: Ahead Left Wing Wall has a void that extends 12"-14" under the footing. The Ahead Right Wing Wall has a void that penetrates up to 12” past the face of wall at the abutment juncture.
A profile of the channel was taken along both sides of the structure this date. See profile linked in Files.
There is no apparent settlement during this inspection.

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71 - Waterway Adequacy (6 - Bridge deck above roadway approaches. Occasional overtopping of roadway approaches with insignificant traffic delays.)

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72 - Approach Roadway Alignment (8 - Equal to present desirable criteria)

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113 - Scour Critical Bridges (5 - Bridge foundations determined to be stable for assessed or calculated scour condition. Scour is determined to be within the limits of footing or piles (Example B) by assessment (i.e.,bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge), by calculations or by installation of properly designed countermeasures (see HEC 23).)

A-51 - Inspection Direction (1 - N to S)

A-15 - Late Reason (N/A)

A-45 - Bats Present (0 - No)

A-108 - Load Rating Requested

A-119 - Scour Assessment Request

A-B.C.11 - B.C.11 Scour Condition Rating (New NBIS) (5 - Moderate scour; strength and stability of the bridge are not affected.)
01/06/2024 - RSM & SPC: Wading, probing along with visual observation in moderate and turbid water conditions revealed that the channel has heavy drift accumulation that restricts the openings of spans # 2 and 3 approximately 60%. The drift accumulation appears to be causing localized scour along the base of bents. Probing efforts of the inlet end (right side) of substructure hindered by drift accumulation this inspection.
Footings appear to be cast on a non-uniform rock channel that is exposed in several areas. There are concrete collars at the base of several of the concrete footings constructed as a scour countermeasure in the past.
Bent # 2 Footing, Right Side (inlet): Voids that extend up to 12” under the collar. Voids do not reach the face of the pier wall. The ahead side has minor voids along the collar.
Bent # 3 Footing: Back side of footing has voids at the inlet end that reach the face of the pier wall. The ahead side has voids along the edge of the footing that extend up to 12” under the footing, but do not reach the face of the pier wall. The right end of pier wall could not be probed due to heavy drift accumulation.
Bent # 4: The back face of Bent # 4 has voids along the collar that penetrate up to 4” under collar. Previously documented undermining on the Right side (inlet end) that penetrate up to approximately 6” under the pier wall could not be verified due to heavy drift accumulation preventing probing efforts.
Abutment # 2: Voids that penetrate under the concrete collar in an area approximately 10' long with one isolated location near centerline that penetrates up to 6” past the face of stem wall.
Ahead Left and Ahead Right Wing Walls at Abutment # 2: Ahead Left Wing Wall has a void that extends 12"-14" under the footing. The Ahead Right Wing Wall has a void that penetrates up to 12” past the face of wall at the abutment juncture.

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State Highway 375 over Prairie Creek Polk Co.
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Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	1082	1015	66	1	0
1090	Exposed Rebar	SF	6	0	5	1	0
1120	Efflorescence/Rust Staining	SF	24	0	24	0	0
1130	Cracking (RC and Other)	SF	37	0	37	0	0
510	Wearing Surfaces	SF	1029	756	166	107	0
3210	Delam/Spall/Patched Area/Pothole	SF	170	0	166	4	0
3220	Crack (Wearing Surface)	SF	103	0	0	103	0

(38) Slab has no apparent shear type cracks at this inspection.

Driving surface of the slab is not visible due to an ACHM Wearing Surface.
The asphalt driving surface has a large patched area in the Right lane of Spans # 2, 3, and 4. The repair is failing with potholes forming. The asphalt driving surface has areas of map cracking in the Right lane, random cracking in both lanes, and transverse cracks over the expansion joints. Wearing surface defects quantified in wearing surface element.

Slab undersurface:
Span # 1 Undersurface: Isolated areas of shallow honeycombing. The areas of honeycombing in the undersurface have small areas of exposed reinforcing steel visible. The exposed reinforcing steel does not appear to have section loss. 3SF CS2.
Span # 1 Undersurface, Right Side: 7” spall / delaminated area with exposed reinforcing steel. Exposed steel has corrosion with section loss. 1SF CS3.
Span # 1 Undersurface: Full length longitudinal crack at centerline: 11SF CS2.
Span # 2 Undersurface: Diagonal crack with efflorescence on the Right side adjacent to Bent # 3. 4SF CS2. The undersurface has areas of honeycombing.
Span # 2 Undersurface, At Centerline: Full length longitudinal crack with leakage and light efflorescence. Efflorescence 4SF CS2. Cracking 7SF CS2.
Span # 3, Right Side, Adjacent to Bent # 3: Short duration diagonal crack with efflorescence. 4SF CS2.
Span # 3 Undersurface, At Centerline: Full length longitudinal crack along the centerline with light efflorescence. Efflorescence, 6SF CS2. Cracking 5SF CS2. The left half of undersurface has honeycombing with exposed reinforcing steel. 2SF CS2.
Span # 4 Undersurface: Several longitudinal cracks with light efflorescence at variable spacing. Efflorescence 10SF CS2, Cracking 14SF CS2. Span # 4 Undersurface, Right Side, Adjacent to abutment # 2 has a 10" spall with a single piece of exposed reinforcing steel. No apparent section loss to the reinforcing steel during this inspection. Spalling 1SF CS3. The Left edge of slab has a 14” delaminated area adjacent to Bent # 4. 2SF CS2.

(510-38) ACHM Wearing Surface:
The asphalt driving surface has a large patched area in the Right lane of Spans # 2, 3, and 4. The repair is failing with potholes forming. 150SF CS2, 4LF CS3.
The asphalt driving surface has areas of map cracking in the Right lane, random cracking in both lanes, and transverse cracks over the expansion joints. 103SF CS3.

210	Reinforced Concrete Pier Wall	LF	61	22	19	20	0
1080	Delamination/Spall/Patched Area	LF	6	0	2	4	0
1130	Cracking (RC and Other)	LF	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	LF	32	0	16	16	0

(210) Concrete collars have been placed around the intermediate bents and Abutment # 2 in the past.
Pier Walls: Areas of light / medium abrasion. 16LF CS2, 16LF CS3.
Bent # 2 Pier Wall: Areas of minor honeycombing.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Bent # 2 Pier Wall, Back Left Side: 6”x 24”area of shallow spalling with no exposed reinforcing steel adjacent to the Left side of the deck. 2LF CS3. Bent # 3 Pier Wall, Near Centerline: Vertical crack located near centerline of bent. 1LF CS2. Bent # 4 Pier Wall, Back Side: 4’ long area of scaling / concrete deterioration mid-way up the wall due to leakage through the expansion joint allowing water to leak onto the substructure. 2LF CS2, 2LF CS3. No apparent noteworthy changes since last inspection.							
215	Reinforced Concrete Abutment	LF	84	56	20	8	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0
1130	Cracking (RC and Other)	LF	3	0	2	1	0
1190	Abrasion/Wear (PSC/RC)	LF	23	0	16	7	0
(215) Base of Stem Walls: Base of the abutment stem walls have areas of abrasion and concrete deterioration / honeycombing. Abutment # 1 is the most notable area. 16LF CS2, 7LF CS3. Abutment # 1 has a non-uniform concrete footing. Abutment # 1 Footing, Right Side: Concrete deterioration that has created a void that extends approximately 4” past the face of the stem wall. Abutment # 1 Stem Wall, Near Centerline: Vertical crack. 1LF CS3. Back Left Wing Wall at Abutment # 1: Vertical crack. 1LF CS3. Abutment # 2, Near Centerline: Vertical crack. 1LF CS2. Abutment # 2 Stem Wall, Right Side: 24” long area of shallow spalling. 2LF CS3. Concrete collar has been constructed around Abutment # 2 footing. Abutment # 2: Voids that penetrate under the concrete collar in an area approximately 10' long with one isolated location near centerline that penetrates up to 6” past the face of stem wall. Edges of exposed footings and concrete collars are soft and deteriorated with concrete section loss. Ahead Right Wing Wall at Abutment # 2 has a void that penetrates approximately 14” under the wall.							
220	Reinforced Concrete Pile Cap/Footing	LF	156	34	0	122	0
1080	Delamination/Spall/Patched Area	LF	11	0	0	11	0
1130	Cracking (RC and Other)	LF	1	0	0	1	0
1190	Abrasion/Wear (PSC/RC)	LF	110	0	0	110	0
(220) Footings: Areas of heavy abrasion / concrete deterioration. 110LF CS3. Concrete collars have been placed around the intermediate bents and abutment # 2. Abutment # 1 Footing: Soft deteriorated concrete with a 4’ long area located at the Right end of bent that is reasonably flush with the face of the stem wall. 4LF CS3. Bent # 2 Footing, Right Side (inlet): Voids that extend up to 12” under the collar. Voids do not reach the face of the pier wall. The ahead side has minor voids along the collar. Bent # 3 Footing: Back side of footing has voids at the inlet end that reach the face of the pier wall. The ahead side has voids along the edge of the footing that extend up to 12” under the footing, but do not reach the face of the pier wall. The right end of pier wall could not be probed due to heavy drift accumulation. Bent # 4: The back face of Bent # 4 has voids along the collar that penetrate up to 4” under collar. Previously documented undermining on the Right side (inlet end) that penetrate up to approximately 6” under the pier wall could not be verified due to heavy drift accumulation preventing probing efforts. Abutment # 2: Voids that penetrate under the concrete collar in an area approximately 10' long with one isolated location near centerline that penetrates up to 6” past the face of stem wall. Ahead Left Monolithic Wing Wall: Areas of concrete deterioration/ section loss at base of footing. 4LF CS3. Ahead Right Monolithic Wing Wall At Abutment # 2: Concrete deterioration/ section loss to footing in an area approximately 3’ in length. 3LF CS3. Ahead Left and Ahead Right Wing Walls at Abutment # 2: Ahead Left Wing Wall has a void that extends 12"-14" under the footing. The Ahead Right Wing Wall has a void that penetrates up to 12” past the face of wall at the abutment juncture.							

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Location: 0.3 MI S INTERSECT SH 8
Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

Inspection Photos and Notes



01/07/2025

Elevation looking West.



01/07/2025

Inventory.



01/14/2025

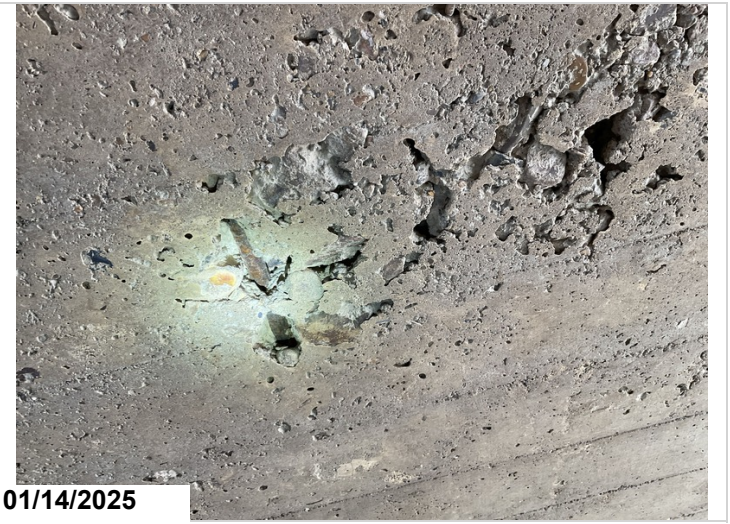
Bent # 4 Pier Wall, Back Side: 4' long area of scaling / concrete deterioration mid-way up the wall due to leakage through the expansion joint allowing water to leak onto the substructure. 2LF CS2, 2LF CS3.



01/14/2025

Span # 1 Undersurface: Longitudinal cracking: 11LF CS2.

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01/14/2025

Span # 1 Undersurface: Isolated areas of shallow honeycombing. The areas of honeycombing in the undersurface have small areas of exposed reinforcing steel visible. The exposed reinforcing steel does not appear to have section loss. 3SF CS2.



01/07/2025

The Ahead Right Wing Wall at Abutment # 2 has a void that penetrates up to 12" past the face of wall at the abutment juncture.



01/21/2025

Abutment # 2: Voids that reach the face of stem wall.



01/07/2025

Undermining to Ahead Left Wing Wall at Abutment # 2.

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01/07/2025

Undermining to Ahead Left Wing Wall at Abutment # 2.



01/07/2025

Probing substructure.



01/21/2025

Probing substructure.



01/07/2025

Probing substructure.

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Inlet end of Channel has moderate drift accumulation that restricts the opening of spans # 2 and 3 approximately 60%. The drift appears to be causing local scour along the base of bents.



Upstream channel.



Downstream channel.



Span # 4 Undersurface: Longitudinal cracking with efflorescence.

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Span # 2 Undersurface, Right Side: Honeycombing.



Span # 2 Undersurface has a longitudinal crack along the centerline with leakage and light efflorescence. 10LF CS2.



Span # 1 Undersurface: Honeycombing.



Span # 1 Undersurface, Right Side7" spall / delaminated area with exposed reinforcing steel. Exposed steel has corrosion with section loss. 1SF CS3.

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South Approach Roadway: Settlement with asphalt breaking apart.



North Approach Roadway: Asphalt breaking apart.



Right Lane, Over Spans # 2, 3 and 4: Asphalt repairs.



Right Lane, Over Spans # 2, 3 and 4: Asphalt repairs.

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Bent # 2 pier wall, Back Side: General view.



Abutment # 2. General view.



Back Left Wing Wall at Abutment # 1: Wide diagonal full height crack with spalling along the crack. 1LF CS3.



Abutment # 1: vertical crack near centerline. 1LF CS3.

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01/07/2025

Abutment # 1 Stem Wall, Right Side: 10" long area of concrete deterioration / section loss at footing juncture. 1LF CS3.



01/21/2025

The Right side of abutment # 1 footing has concrete deterioration that has created a void that extends approximately 4" past the face of the stem wall.



01/21/2025

The Right side of abutment # 1 footing has concrete deterioration that has created a void that extends approximately 4" past the face of the stem wall.



01/07/2025

Probing substructure.

Asset #M2997(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
Location: 0.3 MI S INTERSECT SH 8
Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

Maintenance Needs

Date Reported: 01/04/2023

Priority: B - Pressing
Status: Monitor

Type of Work: Channel Work/Drift Removal
Component: Channel

Deficiency Description

There is drift accumulation at the inlet end of structure.

Remarks

01/06/2025 - RSM - Priority changed from "C" to "B" due to additional drift accumulation that is causing localized scour along base of substructure.



01/21/2025

Inlet end of Channel has moderate drift accumulation that restricts the opening of spans # 2 and 3 approximately 60%. The drift appears to be causing local scour along the base of bents.



01/04/2023

There is drift accumulation at the inlet end of structure.

Asset #M2997(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
Location: 0.3 MI S INTERSECT SH 8
Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

Maintenance Needs

Date Reported: 12/21/2012

Priority: C - Important
Status: Monitor
Type of Work: Substructure Repair
Component: Element

Deficiency Description

Substructure -
Substructure has areas of undermining.
Bent # 2 Footing, Right Side (inlet): Voids that extend up to 12” under the collar. Voids do not reach the face of the pier wall. The ahead side has minor voids along the collar.
Bent # 3 Footing: Back side of footing has voids at the inlet end that reach the face of the pier wall. The ahead side has voids along the edge of the footing that extend up to 12” under the footing, but do not reach the face of the pier wall. The right end of pier wall could not be probed due to heavy drift accumulation.
Bent # 4: The back side of Bent # 4 has voids along the collar that penetrate up to 4” under collar. Previously documented undermining on the Right side (inlet end) that penetrated up to approximately 6” under the pier wall could not be verified due to heavy drift accumulation preventing probing efforts.
Abutment # 2: Voids that penetrate under the concrete collar in an area approximately 10' long with one isolated location near centerline that penetrates up to 6” past the face of stem wall.
Ahead Left and Ahead Right Wing Walls at Abutment # 2: Ahead Left Wing Wall has a void that extends 12"-14" under the footing. The Ahead Right Wing Wall has a void that penetrates up to 12” past the face of wall at the abutment juncture.

Remarks



The Ahead Right Wing Wall at Abutment # 2 has a void that penetrates up to 12" past the face of wall at the abutment juncture.



Abutment # 2: Voids that reach the face of stem wall.

Asset #M2997(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
Location: 0.3 MI S INTERSECT SH 8
Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025



Substructure has voids / undermining along concrete collars / footings.



Substructure has voids / undermining along concrete collars / footings.



Abutment # 2-Voids that reach under the stem wall.

Asset #M2997(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
Location: 0.3 MI S INTERSECT SH 8
Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

Maintenance Needs

Date Reported: 12/21/2012

Priority: D- Routine

Status: Monitor

Type of Work: Repair (General)

Component: Substructure

Deficiency Description

Substructure -
Footings have soft and deteriorated concrete with areas of concrete section loss.

Remarks



The Right side of abutment # 1 footing has concrete deterioration that has created a void that extends approximately 4" past the face of the stem wall.



Abutment # 1 Footing: Concrete deterioration that has created a void that extends approximately 4" past the face of the stem wall.



Abutment # 1 footing has heavy abrasion with concrete section loss.

Asset #M2997(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
Location: 0.3 MI S INTERSECT SH 8
Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

Maintenance Needs

Date Reported: 01/23/2019

Priority: D- Routine

Status: Monitor

Type of Work: Deck Repair

Component: Element

Deficiency Description

Driving surface -
The repair to the asphalt driving surface in the right lane is beginning to fail with potholes forming.

Remarks



Right Lane, Over Spans # 2, 3 and 4: Asphalt repairs.



The repair to the asphalt driving surface in the right lane is failing with potholes forming.

Routine Maintenance

Check Box Maintenance Items

Type of Maintenance	Is Recommended?
A-54 - Sealable Deck Cracks	No
A-55 - Deck Washing Needed	No
A-56 - Joint Cleaning/Flushing Needed	No
A-57 - Beam End and Bearing Paint Needed	No
A-58 - Cap Cleaning/Flushing Needed	No
A-59 - Joint Repair Needed	No
A-60 - Full Beam Painting Needed	No
A-61 - Polymer Overlay Advised	No
A-62 - Hydro and LMC Advised	No
A-63 - Missing/Incorrect Log Mile Signage	No
A-64 - Vegetation Removal Requested	No
A-65 - Clogged deck drains?	
A-66 - Approach minor pothole/leveling needed	

A-54 - Sealable Deck Cracks (No)

A-55 - Deck Washing Needed (No)

A-56 - Joint Cleaning/Flushing Needed (No)

A-57 - Beam End and Bearing Painting Needed (No)

A-58 - Cap Cleaning/Flushing Needed (No)

A-59 - Joint Repair Needed (No)

A-60 - Full Beam Painting Needed (No)

A-61 - Polymer Overlay Advised (No)

A-62 - Hydro and LMC Advised (No)

A-63 - Missing/Incorrect Log Mile Signage (No)

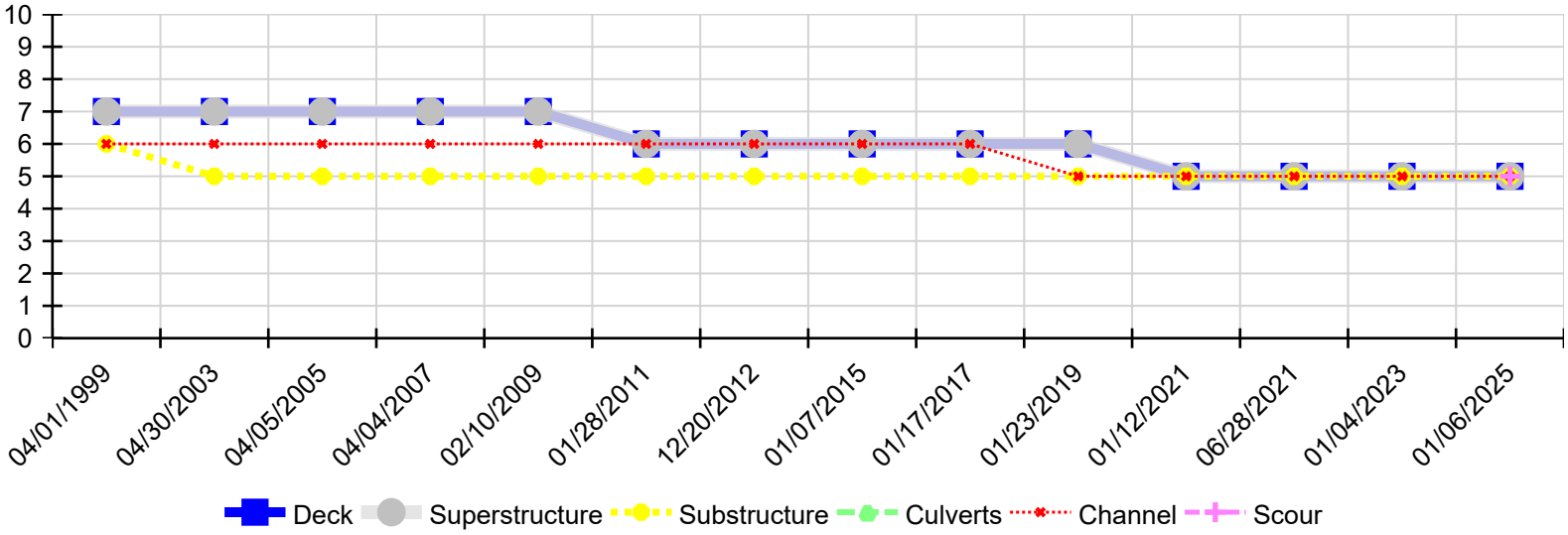
A-64 - Vegetation Removal Requested (No)

A-65 - Clogged deck drains?

A-66 - Approach minor pothole/leveling needed

Asset #M2997(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
Location: 0.3 MI S INTERSECT SH 8
Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
01/06/2025	5	5	5	N	5	5
01/04/2023	5	5	5	N	5	N
06/28/2021	5	5	5	N	5	N
01/12/2021	5	5	5	N	5	N
01/23/2019	6	6	5	N	5	N
01/17/2017	6	6	5	N	6	N
01/07/2015	6	6	5	N	6	N
12/20/2012	6	6	5	N	6	N
01/28/2011	6	6	5	N	6	N
02/10/2009	7	7	5	N	6	N
04/04/2007	7	7	5	N	6	N
04/05/2005	7	7	5	N	6	N
04/30/2003	7	7	5	N	6	N
04/01/1999	7	7	6	N	6	N