Asset #M2998(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
Location: 1.22 MI S JCT SH 8
Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

Bridge M2998 Inspection Report



Latitude:34.55056, Longitude:-94.21908

Route:375 Section:01 Log:1.22

Arnold Road ID:57x375x1xA, Arnold Log mile:1.229

District 04, 113 - Polk County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

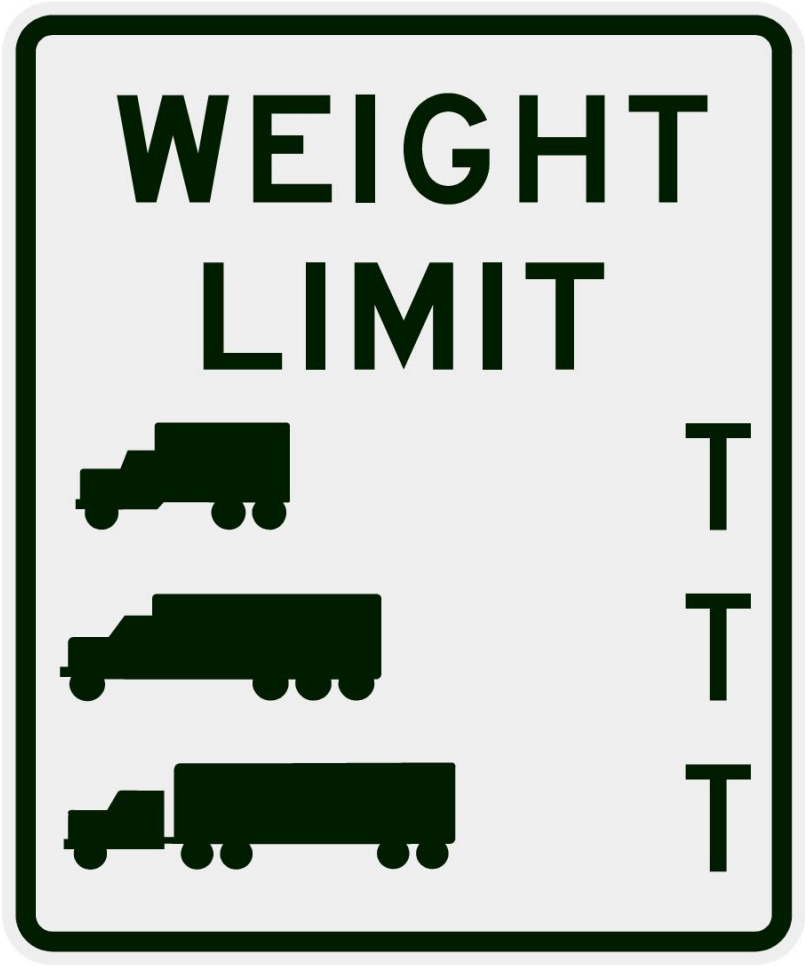
Bridge Posting Information

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

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

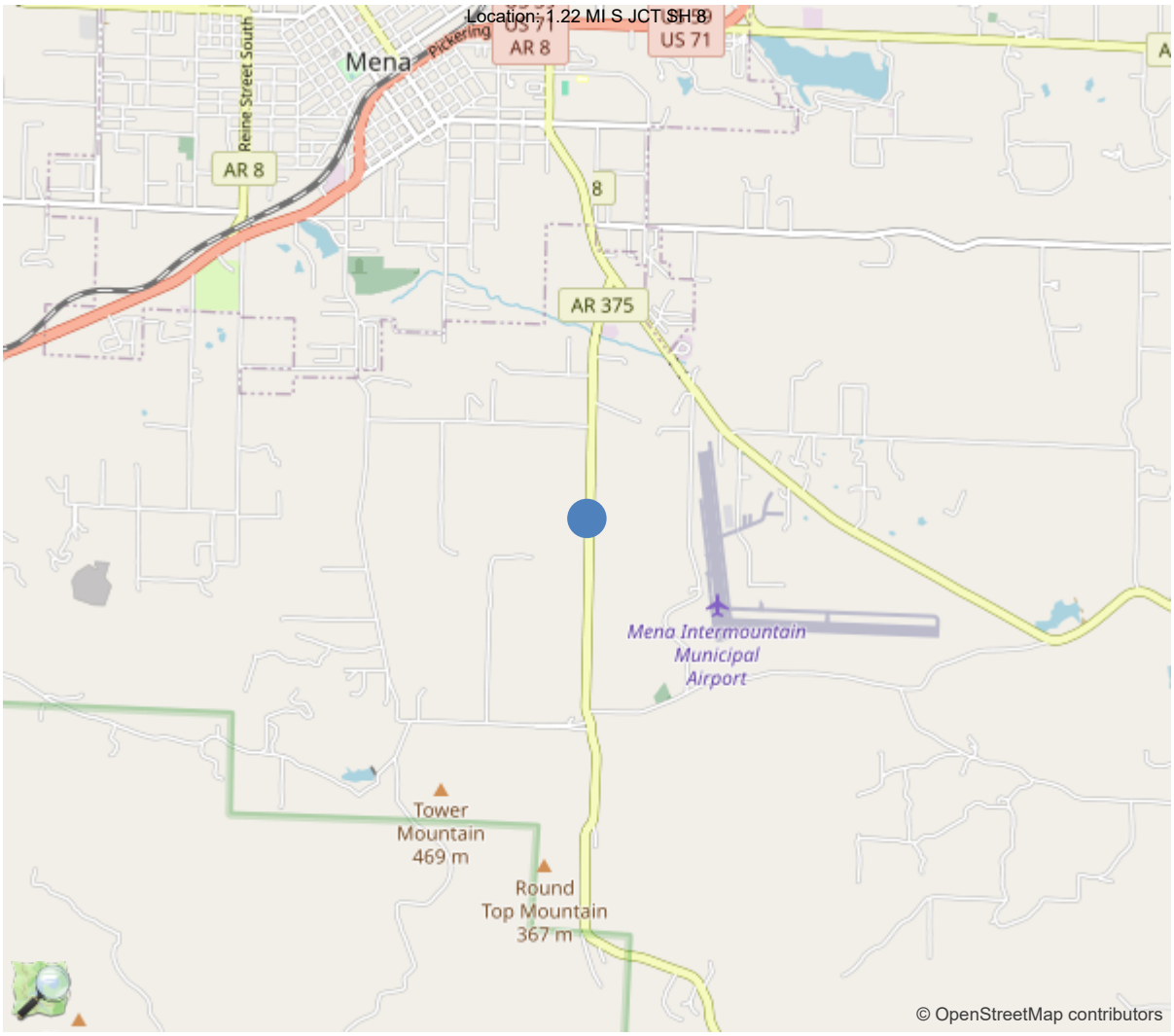
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	25		
Code 9 (31 Tons)	37		
Code 5 (40 Tons)	40		

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

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34.55056, -94.21908

Asset #M2998(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
Location: 1.22 MI S JCT 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	M2998
(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	1.22 MI S JCT SH 8
(11) Mile Point	1.22 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.5505555555556
(17) Longitude	-94.2190833333333
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	11
Material	1 - Concrete
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	1941
(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	13 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	20.7 ft
(52) Deck Width Out to Out	22 ft
(32) Approach Roadway Width (W/Shoulders)	18 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	20.7 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	6
(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	31
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	
Type	
Rating	19
(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	6
(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

01/06/2024 - 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. NBI Condition Rating for item 61 lowered from "7" to "6" due to moderate drift accumulation at the inlet end and under spans # 2 and 3.
Inspection Procedure: Inspection performed by wading the channel in low and clear water conditions.
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.)
R.C Slab is considered in fair overall condition. The driving surface of the slab is not visible due to an ACHM wearing surface. The undersurface of the slab has a longitudinal crack near centerline. Slab undersurface has a few areas of spalling with exposed reinforcing steel along the edges. The most notable areas are Span # 1, right edge with a large 12” x 30” spall with exposed reinforcing steel and the left edge of Span # 2 with a 12” x 20” spall with exposed reinforcing steel that has approximately 25% section loss.

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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.)
R.C Slab is considered in fair overall condition. The driving surface of the slab is not visible due to an ACHM wearing surface. The undersurface of the slab has a longitudinal crack near centerline. Slab undersurface has a few areas of spalling with exposed reinforcing steel along the edges. The most notable areas are Span # 1, right edge with a large 12” x 30” spall with exposed reinforcing steel and the left edge of Span # 2 with a 12” x 20” spall with exposed reinforcing steel that has approximately 25% section loss.

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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.)
Substructure is considered in fair overall condition. Abutment stem walls have light abrasion. Concrete collars at the base of abutments and intermediate bents have concrete deterioration and several voids under the edges of the collars. Bent # 2 pier wall has spalling with no exposed reinforcing steel in the exterior ends of pier wall at the slab juncture. Pier walls have minor areas of honeycombing from the construction process.

Wading and probing during low and clear water conditions indicate that there are voids under the edges of the concrete collars at the base of the pier walls and Abutment # 1.
Abutment # 1, Right Side has minor voids that penetrate approximately 5” under concrete collar.
Bent # 2, Right End (Inlet) has voids that penetrate up to approximately 18” under concrete collar, but do not reach the pier wall at this inspection.
Bent # 3, Ahead Side: Voids along concrete collar that extends up to approximately 14” under concrete collar.
Bent # 4, Back Side: Scour along concrete collar that appears to have lowered the channel floor below the concrete collar exposing the full height of collar.
Bent # 4, Right Side: Voids that penetrate up to 8” under concrete collar in an area approximately 3’ in length measured along length of pier wall.
The channel has moderate drift accumulation at the inlet end and under spans # 2 and 3 preventing effective probing of the inlet end of substructure.
There is no settlement apparent during this inspection.

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

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61 - Channel/Channel Protection (6 - Bank is beginning to slump. River control devices and embankment protection have widespread minor damage. There is minor stream bed movement evident. Debris is restricting the channel slightly.)
01/06/2025 - RSM & SPC - Underwater Type II Inspection: Wading and probing during low and clear water conditions indicate that there are voids under the edges of the concrete collars at the base of the pier walls and Abutment # 1. The channel has moderate drift accumulation at the inlet end and under spans # 2 and 3 preventing effective probing of the inlet end of substructure.
Abutment # 1, Right Side has minor voids that penetrate approximately 5” under concrete collar.
Bent # 2, Right End (Inlet) has voids that penetrate up to approximately 18” under concrete collar, but do not reach the pier wall at this inspection.
Bent # 3, Ahead Side: Voids along concrete collar that extends up to approximately 14” under concrete collar.
Bent # 4, Back Side: Scour along concrete collar that appears to have lowered the channel floor below the concrete collar exposing the full height of collar.
Bent # 4, Right Side: Voids that penetrate up to 8” under concrete collar in an area approximately 3’ in length measured along length of pier wall.
There is no settlement apparent 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 (6 - Equal to present minimum 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) (6 - Widespread minor or isolated moderate scour.)

Abutment # 1, Right Side has minor voids that penetrate approximately 5” under concrete collar.
Bent # 2, Right End (Inlet) has voids that penetrate up to approximately 18” under concrete collar, but do not reach the pier wall at this inspection.
Bent # 3, Ahead Side: Voids along concrete collar that extends up to approximately 14” under concrete collar.
Bent # 4, Back Side: Scour along concrete collar that appears to have lowered the channel floor below the concrete collar exposing the full height of collar.
Bent # 4, Right Side: Voids that penetrate up to 8” under concrete collar in an area approximately 3’ in length measured along length of pier wall.

Asset #M2998(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
Location: 1.22 MI S JCT SH 8
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	1078	996	74	8	0
1080	Delamination/Spall/Patched Area	SF	25	0	25	0	0
1090	Exposed Rebar	SF	8	0	0	8	0
1130	Cracking (RC and Other)	SF	49	0	49	0	0
510	Wearing Surfaces	SF	1008	714	0	294	0
3220	Crack (Wearing Surface)	SF	294	0	0	294	0

(38) Asphalt driving surface has map and longitudinal cracking in the wheel paths.
There are transverse cracks over the expansion joints.

Slab Undersurface:
Undersurface has several grouted repairs.
Longitudinal crack near centerline of slab visible from the undersurface. 49LF CS2.
Undersurface has isolated areas of shallow honeycombing.
Undersurface, Left Edge: Areas of concrete deterioration and spalling with exposed reinforcing steel. Section loss to exposed reinforcing steel ranges from initial to approximately 80%.
Span # 1, Left Edge: Shallow 8" spall with exposed reinforcing steel with active corrosion and approximately 25% section loss. 1SF CS3.
Span # 1, Right Edge: Large 12" x 30" spall with exposed reinforcing steel that has approximately 25% section loss. 3SF CS3.
Span # 2, Left Side: 12" x 20" spall with exposed reinforcing steel that has approximately 25% section loss and a 6" area of concrete deterioration that exposes reinforcing steel that has initial section loss. 2SF CS3.
Span # 3 Undersurface, Right Side: Repairs to the 16" x 30" spall with exposed reinforcing steel that has been documented as having approximately 80% section loss to the steel in areas appears sound at this inspection.
Span # 4, Right Side: Bottom of the slab appears to be 2 inches below top of Bent # 4 cap adjacent to the cap. Non-uniform slab appears to be from the construction process.
No apparent structural cracks during this inspection.
There are no apparent significant changes or repairs since the last inspection.

(510-38) The asphalt wearing surface has map cracking in the wheel paths.
There is longitudinal cracking and map cracking in the asphalt along the centerline of the structure.
There are transverse cracks over the intermediate bents.

210	Reinforced Concrete Pier Wall	LF	60	38	15	7	0
1080	Delamination/Spall/Patched Area	LF	7	0	3	4	0
1190	Abrasion/Wear (PSC/RC)	LF	15	0	12	3	0

(210) There are concrete collars around the base of the intermediate bents with several voids under the edges of the collars.
Bent # 2: There is spalling with no exposed reinforcing steel in the exterior ends of the pier wall at the slab juncture.
Bent # 3: There are minor areas of honeycombing from the construction process.
Bent # 4: There are minor areas of honeycombing from the construction process.

215	Reinforced Concrete Abutment	LF	60	39	17	4	0
1130	Cracking (RC and Other)	LF	3	0	3	0	0
1190	Abrasion/Wear (PSC/RC)	LF	18	0	14	4	0

(215) Abutments have light abrasion with isolated areas of medium abrasion at the base of the stem walls. 14LF CS2, 4LF CS4.
Areas with honeycombing from the construction process.
Concrete collars at the base of abutment footings with areas of concrete deterioration.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Back Right Wing Wall at Abutment # 1: Concrete deterioration in the base of the concrete collar. Abutment # 1, Right Side: Minor voids that penetrate approximately 3” under concrete collar.							
220	Reinforced Concrete Pile Cap/Footing	LF	76	24	13	39	0
1190	Abrasion/Wear (PSC/RC)	LF	52	0	13	39	0
(220) Concrete collars at the base of the footings. Exposed portions of the original footings have heavy abrasion. The concrete collars surrounding the footings have areas of deterioration and scale. 13LF CS2, 39LF CS3. There are voids that extend under the edges of the concrete collars. Bent # 2, Right End (Inlet) has voids that penetrate up to approximately 18” under concrete collar, but do not reach the pier wall at this inspection.							

Asset #M2998(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
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Inspection Photos and Notes



Elevation looking West.



Inventory looking South.



Bent # 4, Right Side: Voids that penetrate up to 8" under concrete collar in an area approximately 3' in length measured along length of pier wall,



Bent # 3, Ahead Side: Voids along concrete collar that extends up to approximately 14" under concrete collar.

Asset #M2998(Routine, Underwater type 2)
State Highway 375 over Prairie Creek Polk Co.
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Bent # 4, Back Side: Scour along concrete collar that appears to have lowered the channel floor below the concrete collar exposing the full height of collar.



Drift accumulation under span # 3.



Abutment # 1, Right Side: Concrete deterioration to collar



Drift accumulation under spans # 2 and 3.

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Drift accumulation at inlet end.



Upstream channel.



Downstream channel.



Span # 1, Right Edge: Large 12" x 30" spall with exposed reinforcing steel that has approximately 25% section loss.

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Span # 3 Undersurface, Right Side: Repairs appear to be holding during this inspection.



Span # 4 undersurface.



Span # 2, Left Side: 12" x 20" spall with exposed reinforcing steel that has approximately 25% section loss and a 6" area of concrete deterioration that exposes reinforcing steel that has initial section loss.



Span # 2 Undersurface.

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Span # 1 undersurface, Left Side: Spall with exposed reinforcing steel. 1SF CS3.



Span # 1, Undersurface: General view.



Driving surface.



Bent # 2: There is spalling with no exposed reinforcing steel in the exterior ends of the pier wall at the deck juncture. Right side pictured.

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Bent # 2, Back Side: General view.



Abutment # 2. General view.



Abutment # 1, Right Side: Minor voids that penetrate approximately 5" under concrete collar.



Abutment # 1, General view.

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Bent # 3, Ahead Side: Voids along concrete collar that extends up to approximately 14" under concrete collar.



Bent # 4, Back Side: Scour along concrete collar that appears to have lowered the channel floor below the concrete collar exposing the full height of collar.



Bent # 2, Right End (Inlet) has voids that penetrate up to approximately 18" under concrete collar, but do not reach the pier wall at this inspection.

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Location: 1.22 MI S JCT 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: Superstructure Repair
Component: Element

Deficiency Description

Superstructure -
Undersurface of the slab along the exterior edges has concrete deterioration with large spalls with two mats of reinforcing steel exposed and up to 2” of concrete section loss in some locations. Exposed reinforcing steel has active corrosion with up to 80% section loss during this inspection.

Remarks



Span # 1, Right Edge: Large 12" x 30" spall with exposed reinforcing steel that has approximately 25% section loss.



Span # 2, Left Side: 12" x 20" spall with exposed reinforcing steel that has approximately 25% section loss and a 6" area of concrete deterioration that exposes reinforcing steel that has initial section loss.

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Span # 1 undersurface, Left Side: Spall with exposed reinforcing steel. 1SF CS3.



Span # 3, left side-Spalling with exposed reinforcing steel.

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Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

Maintenance Needs

Date Reported: 01/06/2025

Priority: C - Important
Status: Open
Type of Work: Channel Work/Drift Removal
Component: Channel

Deficiency Description

Channel -
The channel has moderate drift accumulation at the inlet end and under spans # 2 and 3 causing scour along the base of bents.

Remarks



Drift accumulation under span # 3.



Drift accumulation under spans # 2 and 3.



Drift accumulation at inlet end.

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Team Lead: Bob McEntyre **Inspection Date:** 01/06/2025

Maintenance Needs

Date Reported: 01/23/2019

Priority: D- Routine
Status: Monitor

Type of Work: Substructure Repair
Component: Substructure

Deficiency Description

Substructure -
Substructure has voids along the concrete collars. The most notable areas are listed below.
Abutment # 1, Right Side has minor voids that penetrate approximately 5” under concrete collar.
Bent # 2, Right End (Inlet) has voids that penetrate up to approximately 18” under concrete collar, but do not reach the pier wall at this inspection.
Bent # 3, Ahead Side: Voids along concrete collar that extends up to approximately 14” under concrete collar.
Bent # 4, Back Side: Scour along concrete collar that appears to have lowered the channel floor below the concrete collar exposing the full height of collar.
Bent # 4, Right Side: Voids that penetrate up to 8” under concrete collar in an area approximately 3’ in length measured along length of pier wall.
The span # 3 side of bent # 3 has voids along the right half of bent that penetrates the full width of the concrete collar and footing with one isolated area that reaches up to 2” past the face of the pier wall near centerline of bent.
The inlet end of the pier wall collars have approximately 12"-18" of undermining that does not reach the pier walls at this time.

Remarks

01/06/2024 - RSM - The voids on the ahead side of bent # 3 along the right half of bent previously documented as penetrating the full width of the concrete collar and footing with one isolated area that reaches up to 2” past the face of the pier wall near centerline of bent could not be detected by probing this inspection.



Bent # 4, Right Side: Voids that penetrate up to 8" under concrete collar in an area approximately 3' in length measured along length of pier wall,



Bent # 3, Ahead Side: Voids along concrete collar that extends up to approximately 14" under concrete collar.

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Abutment # 1, Right Side: Minor voids that penetrate approximately 5" under concrete collar.



Bent # 3, Ahead Side: Voids along concrete collar that extends up to approximately 14" under concrete collar.



Bent # 2, Right End (Inlet) has voids that penetrate up to approximately 18" under concrete collar, but do not reach the pier wall at this inspection.



The right half of bent # 3 on the ahead side has voids that penetrate under the concrete collar. The voids reach up to 2" under the breastwall in one isolated location near centerline of bent.

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The right half of bent # 3 on the ahead side has voids that penetrate under the concrete collar. The voids reach up to 2" under the breastwall in one isolated location near centerline of bent.

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)

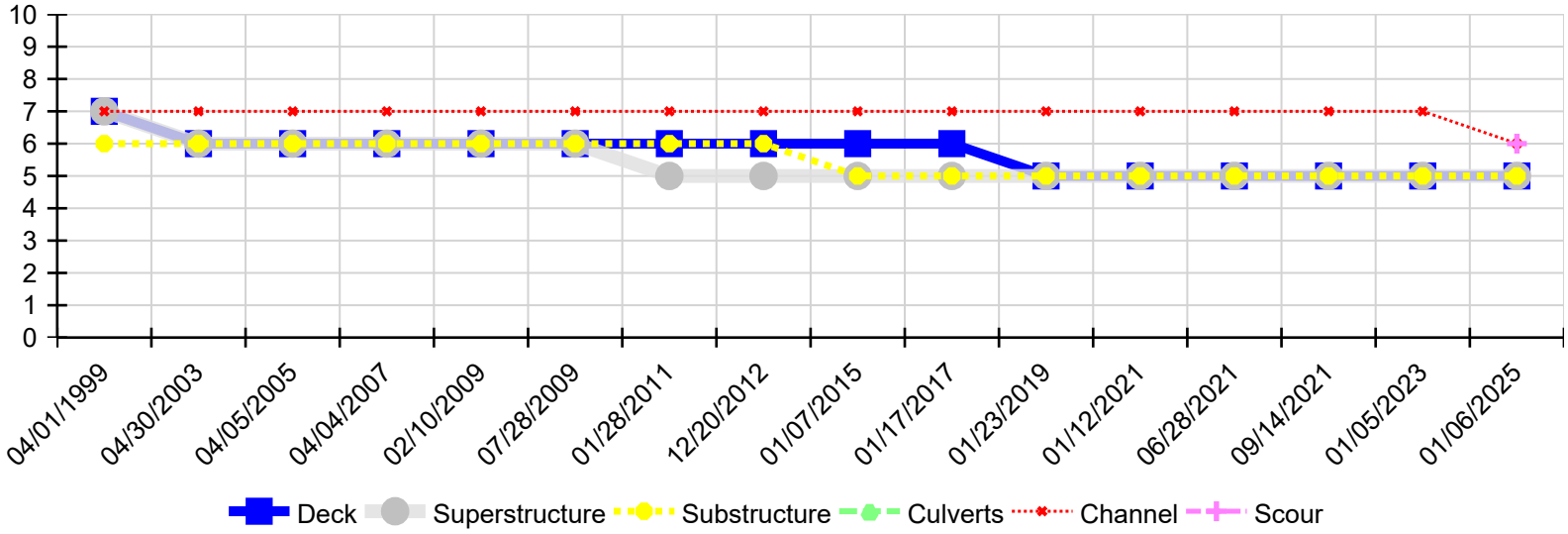
A-64 - Vegetation Removal Requested (No)

A-65 - Clogged deck drains?

A-66 - Approach minor pothole/leveling needed

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Location: 1.22 MI S JCT 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	6	6
01/05/2023	5	5	5	N	7	N
09/14/2021	5	5	5	N	7	N
06/28/2021	5	5	5	N	7	N
01/12/2021	5	5	5	N	7	N
01/23/2019	5	5	5	N	7	N
01/17/2017	6	5	5	N	7	N
01/07/2015	6	5	5	N	7	N
12/20/2012	6	5	6	N	7	N
01/28/2011	6	5	6	N	7	N
07/28/2009	6	6	6	N	7	N
02/10/2009	6	6	6	N	7	N
04/04/2007	6	6	6	N	7	N
04/05/2005	6	6	6	N	7	N
04/30/2003	6	6	6	N	7	N
04/01/1999	7	7	6	N	7	N