Asset #M2999(Routine, Underwater type 2)
State Highway 375 over Carter Creek Polk Co.
Location: 4.29 MI SE JCT SH 8 & 375
Team Lead: Bob McEntyre **Inspection Date:** 10/17/2024

Bridge M2999 Inspection Report



Latitude:34.51288, Longitude:-94.20744

Route:375 Section:01 Log:4.289

Arnold Road ID:57x375x1xA, Arnold Log mile:4.249

District 04, 113 - Polk County

Owner: 1 - State Highway Agency

Inspection Direction: 1 - N to S

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State Highway 375 over Carter Creek Polk Co.
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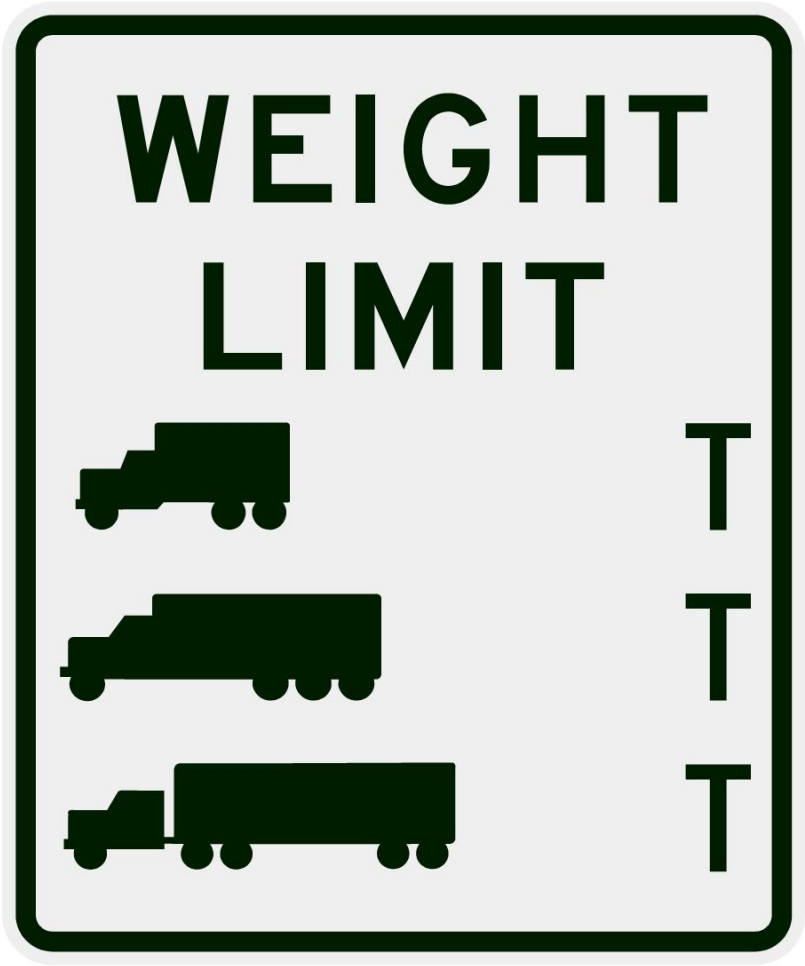
Bridge Posting Information

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

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

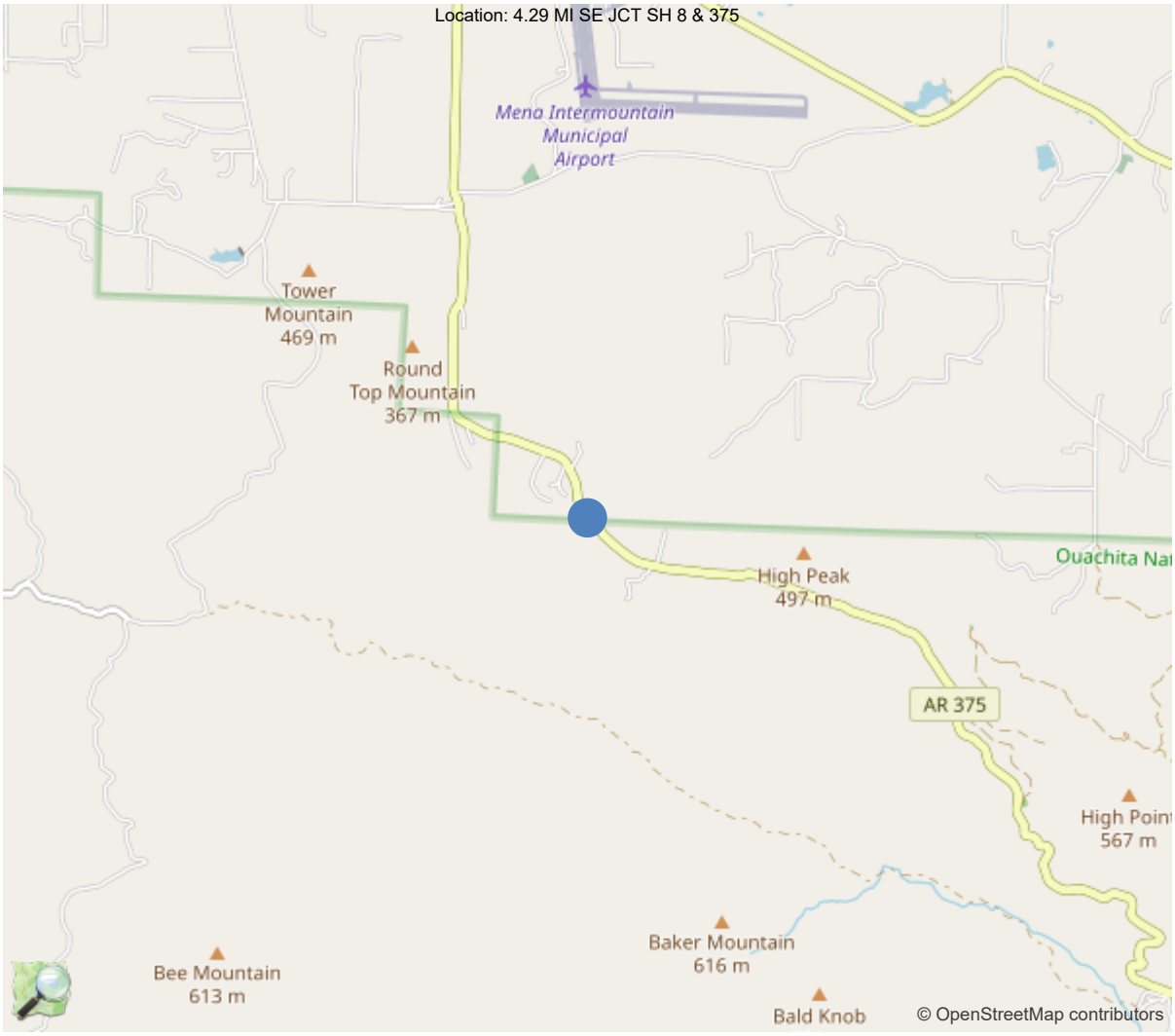
Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	25		
Code 9 (31 Tons)	31		
Code 5 (40 Tons)	40		

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 #M2999(Routine, Underwater type 2)
State Highway 375 over Carter Creek Polk Co.
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34.51288, -94.20744

Asset #M2999(Routine, Underwater type 2)
State Highway 375 over Carter Creek Polk Co.
Location: 4.29 MI SE JCT SH 8 & 375
Team Lead: Bob McEntyre **Inspection Date:** 10/17/2024

National Bridge Inventory Data Sheet

IDENTIFICATION	
(1) State Names	5 - Arkansas
(8) Structure Number	M2999
(5) Inventory Route	1
(2) Highway Agency District	04 - District 04
(3) County Code	113 - Polk County
(4) Place Code	0
(6) Features Intersected	Carter Creek Polk Co.
(7) Facility Carried	State Highway 375
(9) Location	4.29 MI SE JCT SH 8 & 375
(11) Mile Point	4.289 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	34.512882
(17) Longitude	-94.207443
(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	3
(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	300
(30) Year of ADT	2018
(109) Truck ADT	1 %
(19) Bypass, Detour Length	15 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	27 ft
(49) Structure Length	79 ft
(50) Curb or Sidewalk Width	
Left	0.5 ft
Right	0.5 ft
(51) Bridge Roadway Width Curb to Curb	18.7 ft
(52) Deck Width Out to Out	22 ft
(32) Approach Roadway Width (W/Shoulders)	20 ft
(33) Bridge Median	0 - No median
(34) Skew	30 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	18.7 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	7 - Rural Major 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	2 - M 13.5 / H 15
(63) Operating Rating Method	2
(64) Operating Rating	
Type	2 - Allowable Stress(AS)
Rating	41
(65) Inventory Rating Method	2 - Allowable Stress(AS)
(66) Inventory Rating	
Type	
Rating	25
(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	105 ft
(94) Bridge Improvement Cost	$ 0
(95) Roadway Improvement Cost	$ 109
(96) Total Project Cost	$ 289
(97) Year of Improvement Cost Estimate	2003
(114) Future ADT	573
(115) Year of Future ADT	2028

INSPECTIONS *			
(90) Inspection Date			10/17/2024
(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

10/17/20124 - RSM & SPC: Routine and Underwater Type II Inspections conducted this date. See element notes and item 61 for documentation.
Inspection Procedure: Inspection performed by wading the channel in low and clear water conditions.
Inspection Equipment: Waders, Range Poles, Weighted Line.

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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.)
10/17/2024 - RSM & SPC: The Slab Span Bridge is in fair condition. The driving surface has a chip and seal wearing surface. The exposed portions of the driving surface of the slab in the gutters have light to medium wear / scaling. The undersurface of the slab has areas of spalling with exposed reinforcing steel. Efflorescence along centerline construction joint. Vertical face of slab has narrow width flexure cracks.

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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.)
10/17/2024 - RSM & SPC: The Slab Span Bridge is in fair condition. The driving surface has a chip and seal wearing surface. The exposed portions of the driving surface of the slab in the gutters have light to medium wear / scaling. The undersurface of the slab has areas of spalling with exposed reinforcing steel. Efflorescence along centerline construction joint. Vertical face of slab has narrow width flexure cracks.

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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.)
10/17/2024 - RSM & SPC: The Substructure is in fair condition. The abutment stem walls and pier walls have a few isolated areas of spalling with exposed reinforcing steel and vertical cracks. The base of pier walls have up to medium / heavy abrasion.

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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.)
10/17/2024 - RSM & SPC - Underwater Type II Inspection: Wading and probing in low and clear water conditions revealed that the ahead side of bent # 2 footing is exposed the full length of pier wall with up to 24” of the vertical face of footing exposed at the outlet end (left side). The top of the back side of footing is exposed on the right end in an area approximately 5’ long. No undermining to the footing at this Inspection. The top of bent # 3 footing is exposed at the inlet end in a 24” long area. The footings have no apparent undermining at this inspection. Abutments # 1 & 2 footings have cover with no apparent scour problems.

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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)
10/17/2024 - RSM - Underwater Type II Inspection conducted late due to heavy workload.

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) (7 - Some minor scour.)
09/21/2020 - EJW & JPW - Type 2 Underwater Inspection - Wading and probing with a visual observation during low and clear water conditions indicate that the ahead side of bent #2 footing is exposed the full length of pier wall with up to 24” of the vertical face of footing exposed at the outlet end (left side). The top of bent #3 footing is exposed at the inlet end in a 24” long area. The footings have no apparent undermining at this inspection. Abutments # 1 & 2 footings have cover with no apparent scour problems.

09/07/2016- JCJ & JML - Type 2 Underwater Inspection - Visual observation during low and clear water conditions indicate that portions of the tops of Bents 2 & 3 footings are exposed. Non-Uniform solid rock channel is exposed adjacent to Bent 2 footing at this inspection. There are no apparent scour problems at this inspection.

Asset #M2999(Routine, Underwater type 2)
State Highway 375 over Carter Creek Polk Co.
Location: 4.29 MI SE JCT SH 8 & 375
Team Lead: Bob McEntyre **Inspection Date:** 10/17/2024

National Bridge Element Quantities and Notes

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
38	RC Slab	SF	1659	1432	181	46	0
1080	Delamination/Spall/Patched Area	SF	3	0	3	0	0
1090	Exposed Rebar	SF	13	0	2	11	0
1120	Efflorescence/Rust Staining	SF	36	0	2	34	0
1130	Cracking (RC and Other)	SF	16	0	16	0	0
1190	Abrasion/Wear (PSC/RC)	SF	159	0	158	1	0
510	Wearing Surfaces	SF	1500	1451	45	4	0
3210	Delam/Spall/Patched Area/Pothole	SF	49	0	45	4	0

(38) Asphalt is breaking apart over the intermediate deck joints. Maintenance forces have patched several areas over the joints in the past.
Light scale is visible in the exposed gutters.

Span # 1:
Span # 1, Bent # 2, Left Gutter: Four square foot area with heavy medium / heavy abrasion. 4LF CS2.
Spans # 1 and 3 Undersurface: Leaching with moderate efflorescence at the longitudinal construction joint near the centerline of slab.
Span # 1: Vertical hairline flexure cracks at approximately 12 inch centers in the edge of the slab.
Span # 1, Left Vertical Face: Sallow spall with a 3” piece of exposed reinforcing steel. 1LF CS3.
Span # 1 Undersurface, Adjacent to Bent # 2: Hairline map cracking with light efflorescence.

Span # 2:
Span # 2 Undersurface, Adjacent to Bent # 2: Several spalls with exposed reinforcing steel. 4LF CS3.
Span # 2, Right Vertical Face, Over Bent # 2: Vertical crack with efflorescence and a shallow spall with a 3” piece of exposed reinforcing steel. Efflorescence 2LF CS2, Exposed steel 1LF CS3.
Spans # 2 and 3 have isolated hairline flexure cracking in the edge of slab.

Span # 3:
Span # 3, Left Exterior Vertical Face: 6” spall near mid-span and a 5” spall with exposed reinforcing steel near Abutment # 2. Spall 1SF CS3, Exposed steel 1SF CS3.
Span # 3 Undersurface, Centerline, Adjacent to Abutment # 2: 3’ x 3’ spalled / delaminated area with several areas of exposed reinforcing steel. The exposed reinforcing steel has active corrosion with complete section loss adjacent to the centerline construction joint. Exposed steel 3SF CS3, Spall / Delam 2SF CS2.

210	Reinforced Concrete Pier Wall	LF	53	1	24	28	0
1080	Delamination/Spall/Patched Area	LF	2	0	1	1	0
1090	Exposed Rebar	LF	1	0	0	1	0
1120	Efflorescence/Rust Staining	LF	2	0	1	1	0
1130	Cracking (RC and Other)	LF	1	0	0	1	0
1190	Abrasion/Wear (PSC/RC)	LF	46	0	22	24	0

(210) Bent # 2 Pier Wall:
Right Ahead Side: Shallow 6” spall with no exposed reinforcing steel. 1LF CS2.
Left Exterior Edge: Hairline map cracking with concrete deterioration.

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Pier Wall, Centerline: CS3 vertical crack with efflorescence. Base of Pier Wall, Ahead Side: Medium / heavy abrasion the full length of pier wall. Bent # 3: Efflorescence in the face of the pier wall that appears to be leaching from the joint. Bent # 3 , Right End: 10” spall with no exposed reinforcing steel outside the bearing area. 1LF CS3. Bent # 3, Ahead Face: Hairline vertical crack at centerline and a 11" high x 3” wide shallow spall with exposed reinforcing steel located approximately 6’ from the Left end. Exposed reinforcing steel has initial section loss. Cracking 1LF CS2, Exposed steel 1LF CS3. Base of Pier Wall: Light abrasion.							
215	Reinforced Concrete Abutment	LF	92	55	30	7	0
1090	Exposed Rebar	LF	5	0	0	5	0
1120	Efflorescence/Rust Staining	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	3	0	1	2	0
1190	Abrasion/Wear (PSC/RC)	LF	28	0	28	0	0
(215) Abutment # 1 Stem Wall: One CS3 vertical crack near centerline and one CS2 vertical crack propagates from a weep hole on left side. The previously documented light abrasion at the base of abutment # 1 stem wall this inspection due to streambed material accumulation. Abutment # 2: Abutment # 2 has several spalls with exposed reinforcing steel in left half of abutment. The exposed reinforcing steel has an active corrosion with initial section loss. 4LF CS3.							
220	Reinforced Concrete Pile Cap/Footing	LF	28	12	0	16	0
1190	Abrasion/Wear (PSC/RC)	LF	16	0	0	16	0
(220) Footings have medium/ heavy abrasion with no apparent undermining during this inspection. Bent # 2, Ahead Side of footing is exposed the full length of pier wall with up to 24” of the vertical face of footing exposed at the outlet end (left side). The top of the back side of footing is exposed on the right end in an area approximately 5’ long. No undermining to the footing at this Inspection. Bent # 3 top of footing is exposed at the back right side (inlet end) in a 24” long area. The remainder of the footing has cover during this inspection.							
301	Pourable Joint Seal	LF	44	0	0	44	0
2310	Leakage	LF	44	0	0	44	0
(301) Expansion joints over the intermediate bents are covered with asphalt and not visible. Stains on the substructure indicate that the joints leak water.							
331	Reinforced Concrete Bridge Railing	LF	158	143	8	4	3
1080	Delamination/Spall/Patched Area	LF	7	0	7	0	0
1090	Exposed Rebar	LF	3	0	1	2	0
1130	Cracking (RC and Other)	LF	4	0	0	1	3
7000	Damage	LF	1	0	0	1	0
(331) Span # 1, Left Railing: Collision damage that has fractured the base of bridge railing Post # 3 and the portion of the curb where the post is anchored. The fractured area of curb is approximately 3’ long. The bases of several posts and the horizontal concrete bridge railing has cracks / fractures in several locations. 1LF CS3, 4LF CS4. Span # 1, Right Railing, Post # 3: Repaired area on exterior side.							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
Span # 2, Right Overhang: Small piece of exposed reinforcing steel with initial section loss. 1LF CS3. Span # 2, Right Railing, Post # 2: Partially fractured on exterior side. 1LF CS3. Span # 3, Left Railing: Post # 2 has a delaminated area at base and a 6" spall in upper portion of post. 1LF CS2. Span # 3, Right Railing, Post # 2: 5" spall with exposed reinforcing steel at base of post with initial section loss. 1LF CS3.							

Asset #M2999(Routine, Underwater type 2)
State Highway 375 over Carter Creek Polk Co.
Location: 4.29 MI SE JCT SH 8 & 375
Team Lead: Bob McEntyre **Inspection Date:** 10/17/2024

Inspection Photos and Notes



Elevation looking North from right side.



Inventory looking South.



Driving surface.



Bent # 2 footing is exposed on the ahead side the full length of pier wall with up to 24" of the vertical face of footing exposed at the outlet end (left side). The top of the back side of footing is exposed on the right end in an area approximately 5' long. No undermining to the footing at this Inspection.

Asset #M2999(Routine, Underwater type 2)
State Highway 375 over Carter Creek Polk Co.
Location: 4.29 MI SE JCT SH 8 & 375
Team Lead: Bob McEntyre **Inspection Date:** 10/17/2024





Downstream channel.



Upstream channel.



Span # 3, Left Exterior Vertical Face: 6" spall near mid-span and a 5" spall with exposed reinforcing steel near Abutment # 2. Spall 1SF CS3, Exposed steel 1SF CS3.

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Span # 2 Undersurface. General view.



Span # 2 Undersurface, Adjacent to Bent # 2: Spalling with exposed reinforcing steel in undersurface of slab.



Span # 1, Left Side: Vertical hairline cracks. 3LF CS2.



Span # 1, Left Vertical Face: Sallow spall with a 3" piece of exposed reinforcing steel. 1LF CS3.

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State Highway 375 over Carter Creek Polk Co.
Location: 4.29 MI SE JCT SH 8 & 375
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Span # 1, Centerline: CS2 efflorescence.



Span # 1 undersurface.



Span # 1, Bent # 2, Left Gutter: Four square foot area with heavy medium / heavy abrasion. 4LF CS2.



Left gutter.

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Driving surface.



Bent # 3, Ahead Face: Hairline vertical crack at centerline and a 11" high x 3" wide shallow spall with exposed reinforcing steel located approximately 6' from the Left end. Exposed reinforcing steel has initial section loss. Cracking 1LF CS2, Exposed steel 1LF CS3.



Bent # 3 , Right End: 10" spall with no exposed reinforcing steel outside the bearing area. 1LF CS3.



Bent # 2 Pier wall, Ahead Side: Abrasion.

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Bent # 2 pier wall, Left end: Hairline map cracking with concrete deterioration.



Bent # 2 pier wall: General view.



Abutment # 2 has several spalls with exposed reinforcing steel in left half of abutment. The exposed reinforcing steel has an active corrosion with initial section loss. 4LF CS3.



Abutment # 2. General view.

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Abutment # 1, Centerline: Vertical crack. 1LF CS3.



Abutment # 1, General view.



Bent # 2 Expansion Joint: Asphalt and debris in joint.



Bent # 2 Expansion Joint: Asphalt in joint.

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Span # 2, Right Overhang: Small piece of exposed reinforcing steel with initial section loss. 1LF CS3.



Span # 1, Left Railing: Collision damage that has fractured the base of bridge railing Post # 3 and the portion of the curb where the post is anchored. The fractured area of curb is approximately 3' long. The bases of several posts and the horizontal concrete bridge railing has cracks / fractures in several locations. 1LF CS3, 4LF CS4.



Span # 1, Left Railing: Collision damage that has fractured the base of bridge railing Post # 3 and the portion of the curb where the post is anchored. The fractured area of cSpan # 1, Left Railing: Collision damage that has fractured the base of bridge railing Post # 3 and the portion of the curb where the post is anchored. The fractured area of curb is approximately 3' long. The bases of several posts and the horizontal concrete bridge railing has cracks / fractures in several locations. 1LF CS3, 4LF CS4.



Span # 3, Right Railing, Post # 2: 5" spall with exposed reinforcing steel at base of post with initial section loss. 1LF CS3.

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Span # 3, Left Railing: Post # 2 has a delaminated area at base and a 6" spall in upper portion of post. 1LF CS2.

Asset #M2999(Routine, Underwater type 2)
State Highway 375 over Carter Creek Polk Co.
Location: 4.29 MI SE JCT SH 8 & 375
Team Lead: Bob McEntyre **Inspection Date:** 10/17/2024

Maintenance Needs

Date Reported: 10/08/2014

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

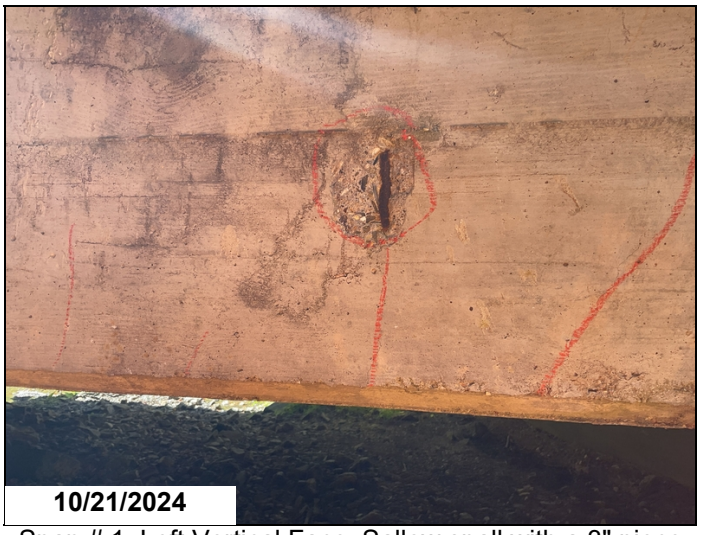
Deficiency Description

Reinforced Concrete Slab Span -
Spalling with exposed reinforcing steel is visible on the undersurface under Spans # 2 & 3. The undersurface of span # 3 adjacent to abutment # 2 is the most extreme case which has a 3’ x 3’ spalled / delaminated area with several areas of exposed reinforcing steel. The exposed reinforcing steel has active corrosion with complete section loss in one location.

Remarks



Span # 2 Undersurface, Adjacent to Bent # 2: Spalling with exposed reinforcing steel in undersurface of slab.



Span # 1, Left Vertical Face: Sallow spall with a 3" piece of exposed reinforcing steel. 1LF CS3.



Span # 2- Spalling with exposed reinforcing steel in undersurface of slab adjacent to bent # 2.

Asset #M2999(Routine, Underwater type 2)
State Highway 375 over Carter Creek Polk Co.
Location: 4.29 MI SE JCT SH 8 & 375
Team Lead: Bob McEntyre **Inspection Date:** 10/17/2024

Maintenance Needs

Date Reported: 09/24/2018

Priority: C - Important

Status: Monitor

Type of Work: Repair (General)

Component: Superstructure

Deficiency Description

Bridge railing -
The bridge railing on the left and right sides of structure have posts that are fractured at the base. The railing railing has horizontal sections of the concrete railing that are cracked / fractured.

Remarks



Span # 1, Left Railing: Collision damage that has fractured the base of bridge railing Post # 3 and the portion of the curb where the post is anchored. The fractured area of curb is approximately 3' long. The bases of several posts and the horizontal concrete bridge railing has cracks / fractures in several locations. 1LF CS3, 4LF CS4.



Span # 1, Left Railing: Collision damage that has fractured the base of bridge railing Post # 3 and the portion of the curb where the post is anchored. The fractured area of cSpan # 1, Left Railing: Collision damage that has fractured the base of bridge railing Post # 3 and the portion of the curb where the post is anchored. The fractured area of curb is approximately 3' long. The bases of several posts and the horizontal concrete bridge railing has cracks / fractures in several locations. 1LF CS3, 4LF CS4.

Asset #M2999(Routine, Underwater type 2)
State Highway 375 over Carter Creek Polk Co.
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Span ## 1 left side-Fracture at base of post ## 3.

Asset #M2999(Routine, Underwater type 2)
State Highway 375 over Carter Creek Polk Co.
Location: 4.29 MI SE JCT SH 8 & 375
Team Lead: Bob McEntyre **Inspection Date:** 10/17/2024

Maintenance Needs

Date Reported: 09/07/2016

Priority: D- Routine

Status: Monitor

Type of Work: Substructure Repair

Component: Substructure

Deficiency Description

Substructure -
Bent # 3 and abutment # 2 has a few isolated spalls with exposed reinforcing steel.

Remarks



10/21/2024

Bent # 3, Ahead Face: Hairline vertical crack at centerline and a 11" high x 3" wide shallow spall with exposed reinforcing steel located approximately 6' from the Left end. Exposed reinforcing steel has initial section loss. Cracking 1LF CS2, Exposed steel 1LF CS3.



10/21/2024

Abutment # 2 has several spalls with exposed reinforcing steel in left half of abutment. The exposed reinforcing steel has an active corrosion with initial section loss. 4LF CS3.

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State Highway 375 over Carter Creek Polk Co.
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Abutment # 2: Spall with exposed reinforcing steel.

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	Yes
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 (Yes)
10/17/2024 - RSM & SPC: The expansion joints have asphalt and debris in the joints. The joints leak water on the substructure.

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)

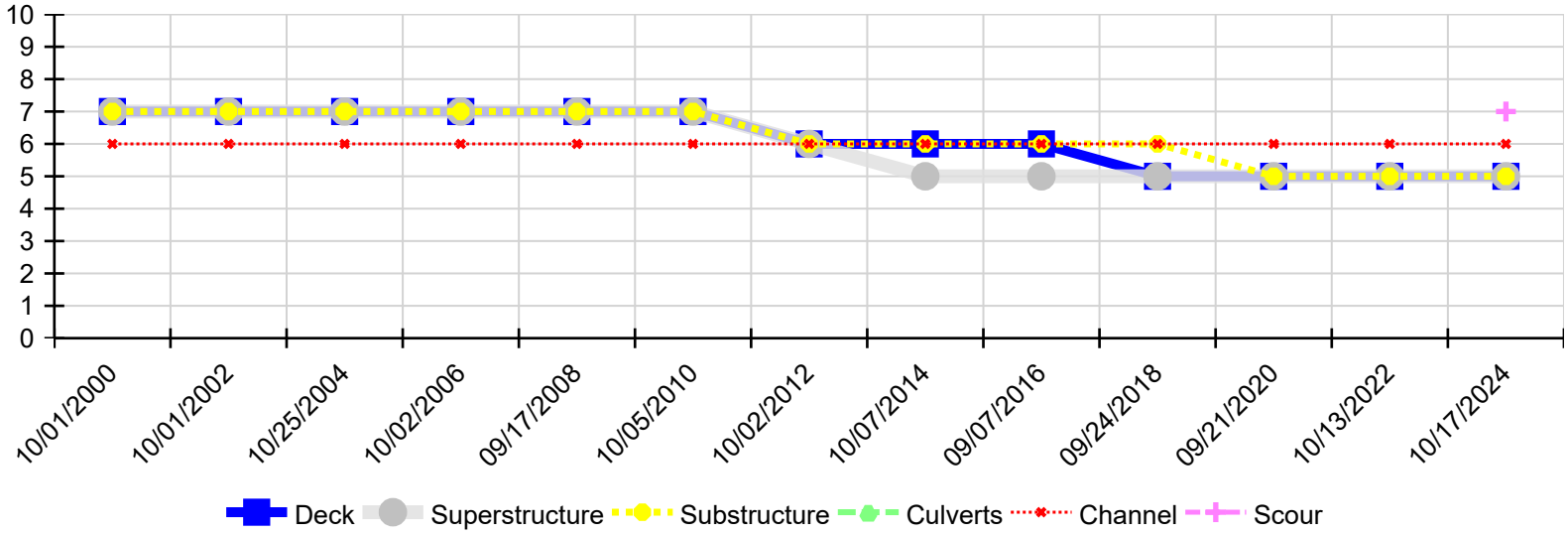
A-64 - Vegetation Removal Requested (No)

A-65 - Clogged deck drains?

A-66 - Approach minor pothole/leveling needed

Asset #M2999(Routine, Underwater type 2)
State Highway 375 over Carter Creek Polk Co.
Location: 4.29 MI SE JCT SH 8 & 375
Team Lead: Bob McEntyre **Inspection Date:** 10/17/2024

Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
10/17/2024	5	5	5	N	6	7
10/13/2022	5	5	5	N	6	N
09/21/2020	5	5	5	N	6	N
09/24/2018	5	5	6	N	6	N
09/07/2016	6	5	6	N	6	N
10/07/2014	6	5	6	N	6	N
10/02/2012	6	6	6	N	6	N
10/05/2010	7	7	7	N	6	N
09/17/2008	7	7	7	N	6	N
10/02/2006	7	7	7	N	6	N
10/25/2004	7	7	7	N	6	N
10/01/2002	7	7	7	N	6	N
10/01/2000	7	7	7	N	6	N