

Bridge M0323 Inspection Report



Latitude:34.87528, Longitude:-92.65396

Route:10 Section:07 Log:6.439

Arnold Road ID:60x10x7xA, Arnold Log mile:6.438

District 06, 119 - Pulaski County

Owner: 1 - State Highway Agency

Inspection Direction: 3 - E to W

Bridge Posting Information

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

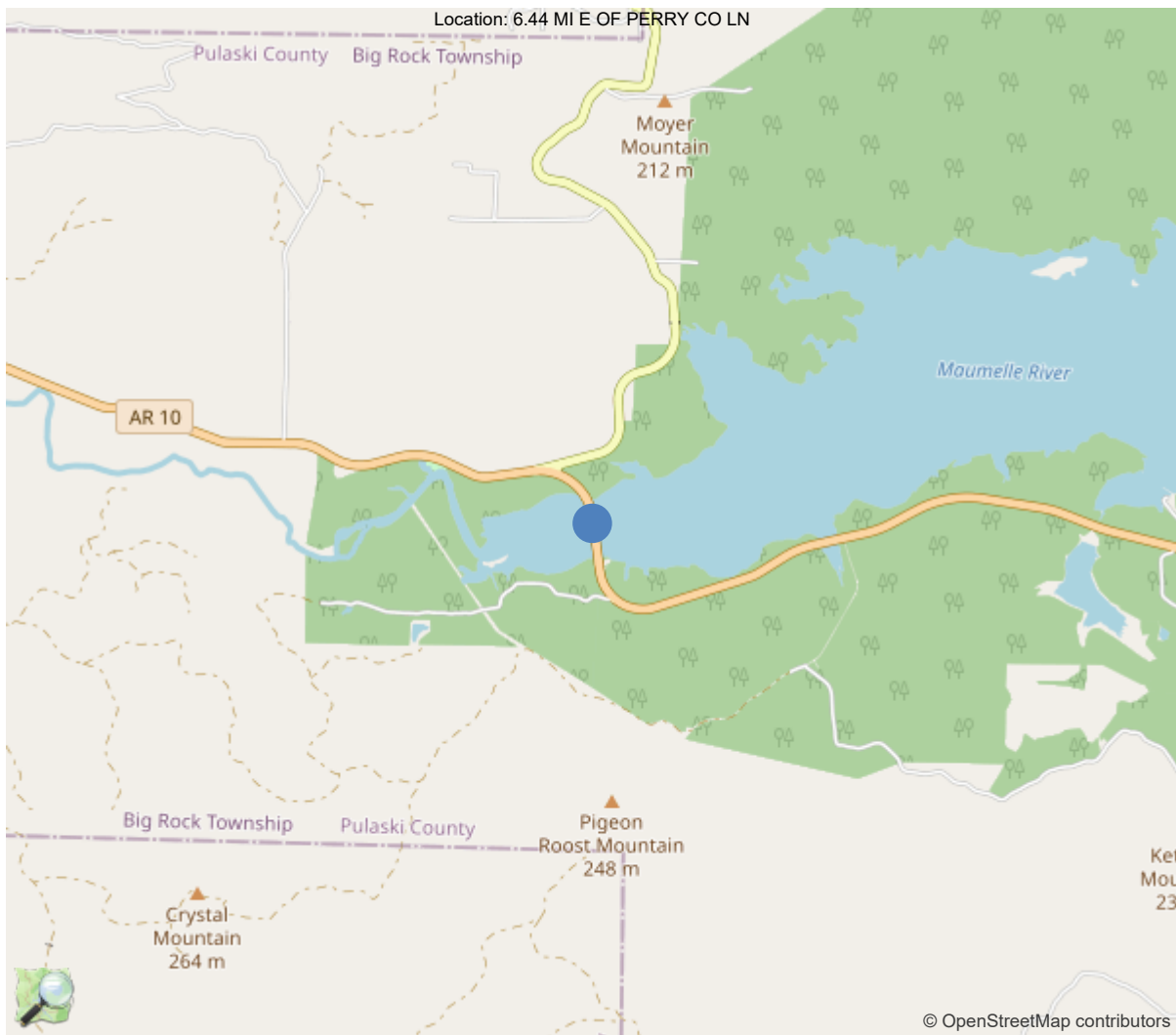
70 - Bridge Posting: 5 - Equal to or above legal loads

Legal Load	Calculated Capacity	Beginning of Bridge Sign Current Value	End of Bridge Sign Current Value
Code 4 (22 Tons)	40		
Code 9 (31 Tons)	46		
Code 5 (40 Tons)	50		

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



34.87528, -92.65396

Team Lead: Victoria Elliott, Inspection Date: 05/22/2025

Specifications for National Bridge Inventory Sheets

IDENTIFICATION	
B.ID.01 Bridge Number	M0323
B.ID.02 Bridge Name	
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1958

LOCATION	
B.L.01 State Code	5 - Arkansas
B.L.02 County Code	119 - Pulaski County
B.L.03 Place Code	00000 - N/A
B.L.04 Highway Agency District	06 - District 06
B.L.05 Latitude	34.87528
B.L.06 Longitude	-92.65396
B.L.07 Border Bridge Number	
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	6.44 MI E OF PERRY CO LN
B.L.12 Metropolitan Planning Organization	2

CLASSIFICATION	
B.CL.01 Owner	S01 - State transportation departme
B.CL.02 Maint. Responsibility	S01 - State transportation departme
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	N - Bridge is not eligible for the
B.CL.05 Toll	N - Bridge does not carry a toll ro
B.CL.06 Emergency Evacuation Designation	

ROADSIDE HARDWARE	
B.RH.01A Bridge Railing Type	
B.RH.01B Bridge Railing Year (YY)	
B.RH.01C Bridge Railing Test Level	
B.RH.02A Transition Type	
B.RH.02B Transition Year (YY)	
B.RH.02C Transition Test Level	

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	198.2
B.G.02 Total Bridge Length	198.2
B.G.03 Max Span Length	75.1
B.G.04 Min Span Length	60.9
B.G.05 Bridge Width Out-to-Out	29.9
B.G.06 Bridge Width Curb-to-Curb	25.9
B.G.07 Left Curb or Sidewalk Width	2
B.G.08 Right Curb or Sidewalk Width	2
B.G.09 Approach Roadway Width	25.9

B.G.10 Bridge Median	0 - No median
B.G.11 Skew	30
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	12
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	5926.179999999999

LOADS AND LOAD RATING	
B.LR.01 Design Load	HS20 - HS-20
B.LR.02 Design Method	
B.LR.03 Load Rating Date	
B.LR.04 Load Rating Method	LFR - Load Factor Rating
B.LR.05 Inventory Load Rating Factor	0.72
B.LR.06 Operating Load Rating Factor	1.19
B.LR.07 Controlling Legal Load Rating Factor	
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	N - No E/E' details
B.IR.03 UW Inspection Required	Y - Underwater inspection required
B.IR.04 Complex Feature	N - Bridge does not have complex fe

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	7 - GOOD - Some minor defects.
B.C.02 Superstructure Condition	6 - SATISFACTORY - Widespread
B.C.03 Substructure Condition	6 - SATISFACTORY - Widespread
B.C.04 Culvert Condition	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	7 - GOOD - Some minor defects.
B.C.06 Bridge Railing Transitions Condition	7 - GOOD - Some minor defects.
B.C.07 Bridge Bearings Cond.	3 - SERIOUS - Major defects; s
B.C.08 Bridge Joints Condition	5 - FAIR - Some moderate defec
B.C.09 Channel Condition Rating	7 - GOOD - Some minor defects.
B.C.10 Channel Protection Condition	4 - POOR - Widespread moderate
B.C.11 Scour Condition Rating	5 - Moderate scour; strength a
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	6 - SATISFACTORY - Widespread
B.C.14 NSTM Insp. Condition	
B.C.15 UW Inspection Condition	5 - FAIR - Some moderate defec

APPRAISAL	
B.AP.01 Approach Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	0 - Scour appraisal has not been co
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not complete

Team Lead: Victoria Elliott, Inspection Date: 05/22/2025

SPAN SETS			
M1			
B.SP.02 # of Spans	3	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	4	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S01 - Steel - rolled	B.SP.10 Wearing Surface	C01 - Concrete - monolithic
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	C01 - Coating - paint	B.SP.13 Deck Stay-In-Place Forms	0 - None

SUBSTRUCTURE SETS			
A1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F01 - Footing - not on rock
B.SB.04 Substructure Type	A02 - Abutment - stub	B.SB.07 Foundation Protective System	0 - None
P1			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	P01 - Pier - wall	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES			
H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	3062
B.F.03 Feature Name	SH 10-7 Log 6.44	B.H.10 Annual ADTT	30
B.H.01 Functional Classification	4 - Minor Arterial	B.H.11 Year of Annual ADT	2018
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	N - Not on the NHFN	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID	10070	B.H.16 Highway Max Usable Surface Width	25.5
B.H.07 LRS Mile Point	6.439	B.H.17 Bypass Detour Length	25
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	

HIGHWAY ROUTES					
Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	1	10	2-T - TEMP - Two-way traffic - NS or EW	3 - State route	1 - Mainline



Team Lead: Victoria Elliott, Inspection Date: 05/22/2025

WATERWAY FEATURES			
W1			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	LAKE MAUMELLE	B.N.04 Navigation Channel Width	
B.N.01 Navigable Waterway	N - Not navigable waters	B.N.05 Navigation Channel Min Horizontal Clearance	
B.N.02 Navigation Min Vertical Clearance		B.N.06 Substructure Navigation Protection	

POSTING STATUS DATA	
B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent and Open	

LOAD EVALUATION AND POSTING			
B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value



Asset #M0323(Underwater)

SH 10-7 Log 6.44 over LAKE MAUMELLE

Location: 6.44 MI E OF PERRY CO LN

Team Lead: Victoria Elliott Inspection Date: 05/22/2025

Inspection Notes

UWI Substructure Cond.: 5	UWI Channel/Protection: 4	UWI Scour Condition: 5
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Inspection Comments

Team Leader: Victoria Elliott
Assistant Diver: Casey Pratt
Note Taker: Nicholas Holmgren
Total Substructure Units: 4
Substructure Units in Water: Bents 2 & 3
Direction of Flow: S to N
Deepest Water Depth: 21 ft
Water Velocity: < 1 kn
Dive Planning: Pre- and Post-Dive evaluations were done in Microsoft Forms

Substructure Notes

05/21/25 - VLE, CCP, NVH
Overall, the substructure is in fair condition with vertical exposure, movement of riprap, and no undermining.
Substructure rating lowered at this inspection.

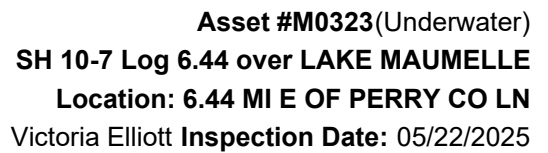
Channel/Channel Protection Notes

05/21/25 - VLE, CCP, NVH
Overall, the channel is in poor condition. The channel is well aligned with the short channel that passes under the structure. According to design plans, the bridge was originally intended to be constructed as five spans and was actually constructed as three spans. The bridge crosses between two narrow peninsulas located in Lake Maumelle. Hand placed rip rap at each abutment has recently been displaced and scour has cut the embankments. Embankments are actively sloughing off into the water.

All soundings were taken via multibeam sonar and are documented in the channel profile.
Channel/channel protection rating lowered at this inspection.

Scour Notes

05/21/25 - VLE, CCP, NVH
According to plans, Bents 1 - 4 are supported by spread footings.
All footings on Bents 2 and 3 have moderate exposure with no undermining.
As built plans are not available for this structure.
During the 2022 Underwater Inspection, the footings were completely covered and riprap was intact. During this inspection, the ground line at intermediate bents has reduced 10' and riprap has displaced from all bents.
Scour rating lowered at this inspection.



ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
205	Reinforced Concrete Column	EA	4	0	0	0	4
1190	Abrasion/Wear (PSC/RC)	EA	4	0	0	0	4
(205) 2025 Underwater Inspection VLE, CCP, NVH Bent 2, Columns 1 & 2: Heavy abrasion with aggregate voids. (CS4, 2 EA) Bent 3, Columns 1 & 2: Heavy abrasion with aggregate voids. (CS4, 2 EA)							
(1190-205) 2025 Underwater Inspection VLE, CCP, NVH Bent 2, Columns 1 & 2: Heavy abrasion with aggregate voids. (CS4, 2 EA) Bent 3, Columns 1 & 2: Heavy abrasion with aggregate voids. (CS4, 2 EA)							
220	Reinforced Concrete Pile Cap/Footing	LF	24	0	24	0	0
6000	Scour	LF	24	0	24	0	0
(220) 2025 Underwater Inspection VLE, CCP, NVH Bent 2, Column 1, Footing, Ahead Face: full height vertical exposure (6 LF, CS2 Scour) Bent 2, Column 1, Footing, Right Face: full height vertical exposure starting on ahead right corner and tapers up to no exposure with riprap being flush with top of footing at the back right corner of footing. Bent 2, Column 1, Footing, All exposed faces: CS3 abrasion with edges having very heavy abrasion Bent 2, Column 2, Footing, Ahead Face: full height vertical exposure (6 LF, CS2 Scour) Bent 2, Column 2, Footing, Right Face: full height vertical exposure starting on ahead left corner and tapers up to no exposure with riprap being flush with top of footing at the back left corner of footing. Bent 2, Column 2, Footing, Ahead left face: Small voided area under the ahead left corner that is not flush and keyed into the rock, approximately a 4 square inch triangle Bent 2, Column 2, Footing, All exposed faces: CS3 abrasion with edges having very heavy abrasion Bent 3, Column 1, Footing, Back Face: 1.35 ft vertical exposure (6 LF, CS2 Scour) Bent 3, Column 1, Footing, All exposed faces: CS3 abrasion with edges having very heavy abrasion Bent 3, Column 2, Footing, Back Face: full height vertical exposure (6 LF, CS2 Scour) Bent 3, Column 2, Footing, Right Face: full height vertical exposure starting on back right corner and tapers up to no exposure with riprap being on top of footing at the back right corner of footing and all along the back face of footing. Bent 3, Column 2, Footing, All exposed faces: CS3 abrasion with edges having very heavy abrasion Inspection Limit: 2' above the documented waterline on 2025 channel profile							
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SH 10-7 Log 6.44 over LAKE MAUMELLE

Location: 6.44 MI E OF PERRY CO LN

Team Lead: Victoria Elliott Inspection Date: 05/22/2025

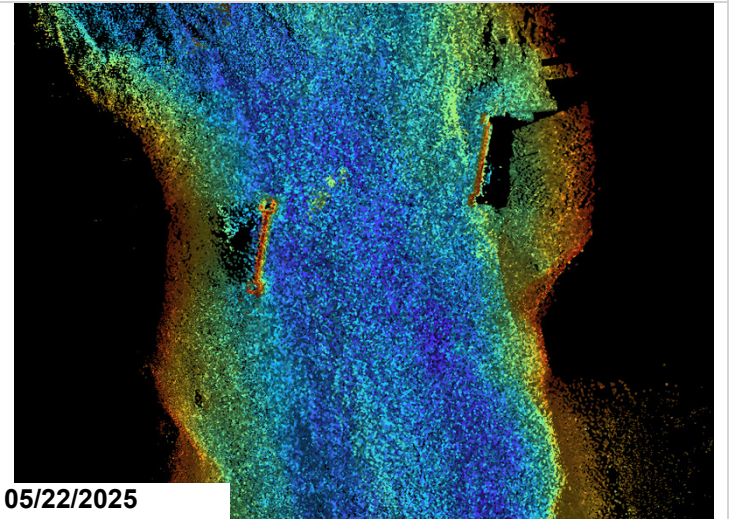
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Inspection Photos and Notes



05/02/2022

ELEVATION



05/22/2025

2025 Aerial



05/22/2025

Bent 4 embankment sloughing and channel protection damage



05/22/2025

Bent 1 embankment sloughing and channel protection damage



05/22/2025

Bent 4 embankment sloughing and channel protection damage



05/22/2025

Bent 4 embankment sloughing and channel protection damage



05/22/2025

Elevation



05/22/2025

Bent 4 embankment sloughing and channel protection damage



Bent 4 embankment sloughing and channel protection damage



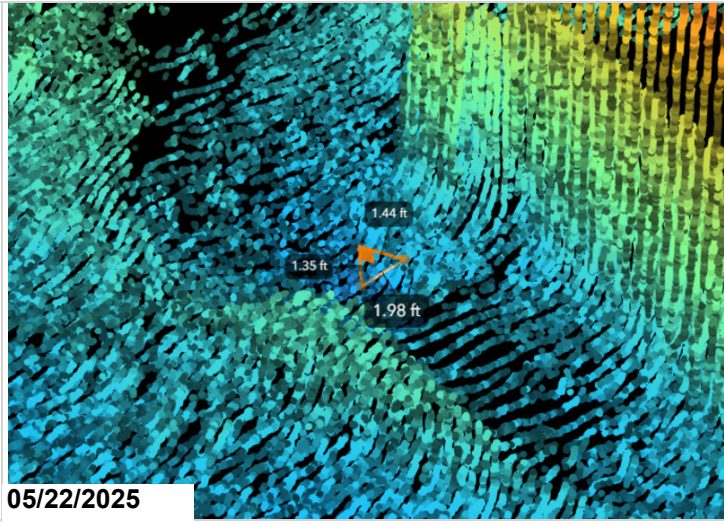
Bent 4 embankment sloughing and channel protection damage



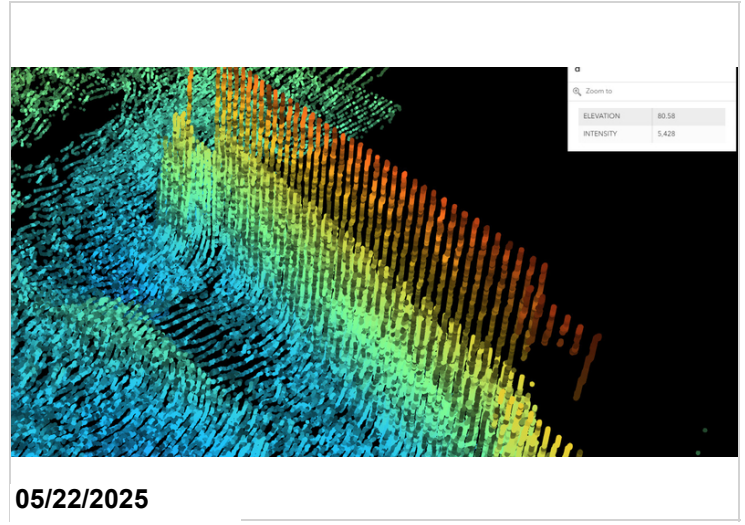
2024 Aerial



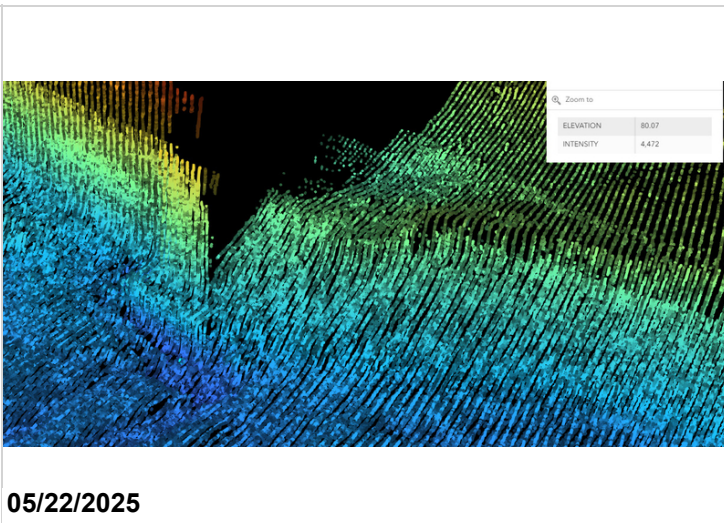
2022 Aerial



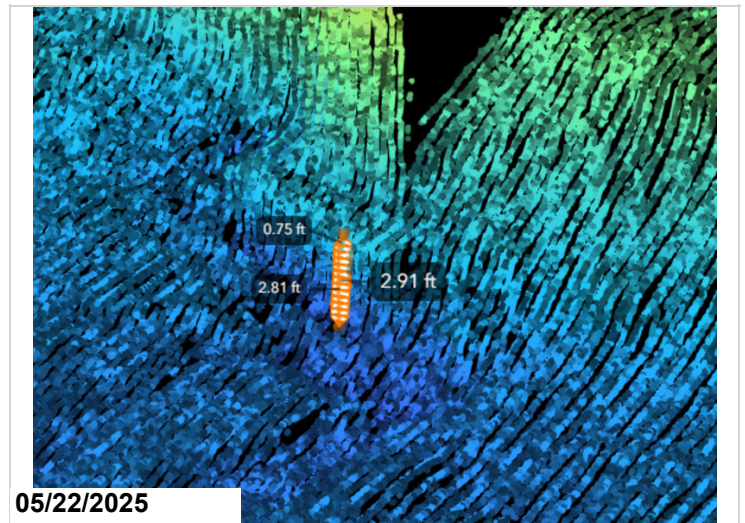
Bent 3, Column 1, Back Face: 1.35 ft of vertical exposure



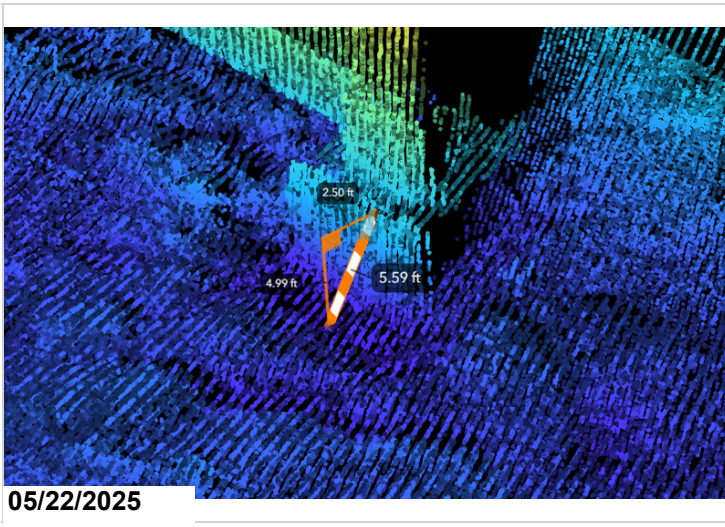
Bent 3, Column 1, Back Face: Elevation of ground line is 80.58 m = 264.4 ft, No undermining



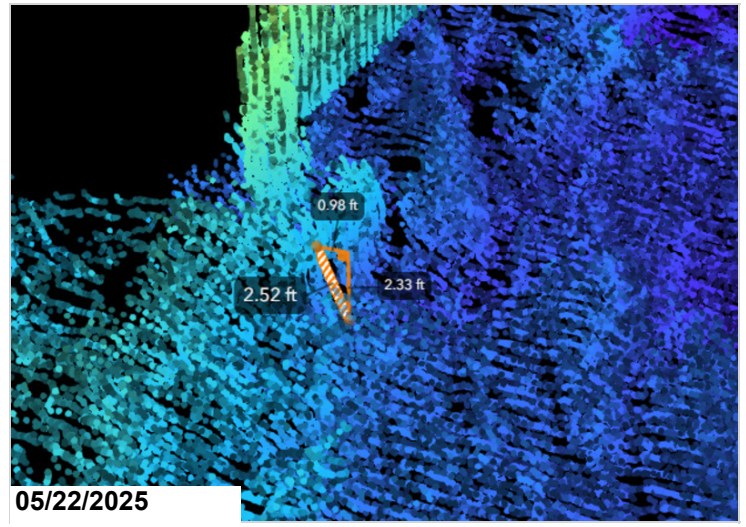
Bent 3, Column 2, Back Face: Elevation of ground line is 80.07 m = 262.7 ft



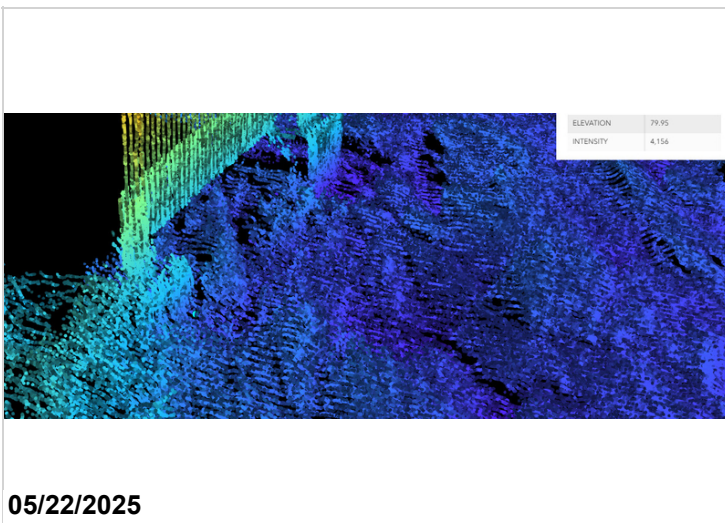
Bent 3, Column 2, Back Face: 2.8 ft of vertical exposure



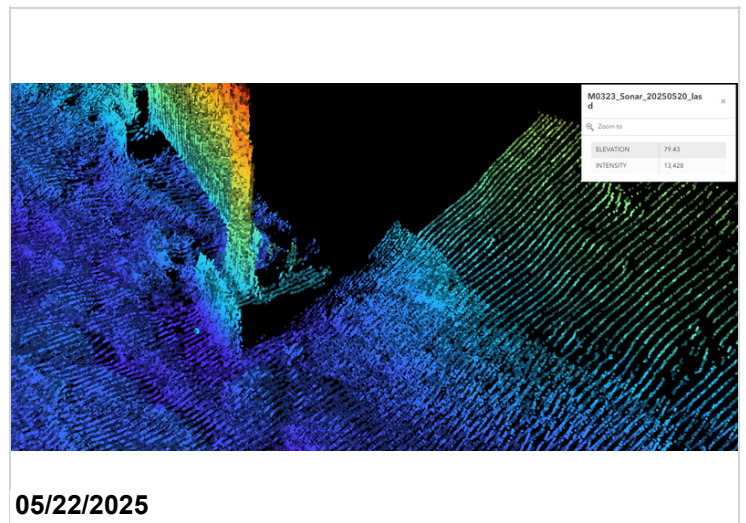
Bent 2, Column 1, Ahead Face: 5 ft of vertical exposure



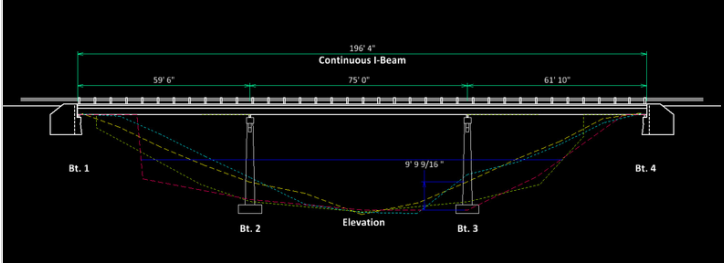
Bent 2, Column 2, Ahead Face: 2.33 ft of vertical exposure



Bent 2, Column 2, Ahead Face: Elevation of ground line is 79.95 m = 260.6 ft, No undermining

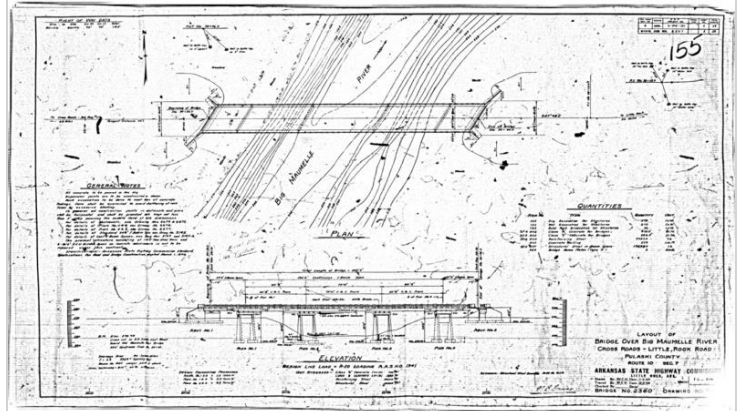


Bent 2, Column 1, Ahead Face: Elevation of ground line is 79.43 m = 262.4 ft, No undermining



05/22/2025

10' of scour since 2022



05/22/2025

Original Design Plans



05/22/2025

Typical CS3 abrasion covering all columns and the pier walls.



05/22/2025

Minor cracking in columns.

Maintenance Needs

Date Reported: 04/22/2025

Priority: CF - Critical Finding - Immediate

Status: Forward State

Type of Work: Channel Work/Drift Removal

Component: Channel

Deficiency Description

At both abutments the embankments have slumped off due to flooding. The lake has been low all winter and spring to work on the dam and due to the water rising fast the embankment has slumped off. In normal pool I don't believe this would have happened.

Remarks



Southwest side of bridge embankment has slumped off.



North end of bridge embankment



North end of bridge embankment



South east side of bridge embankment

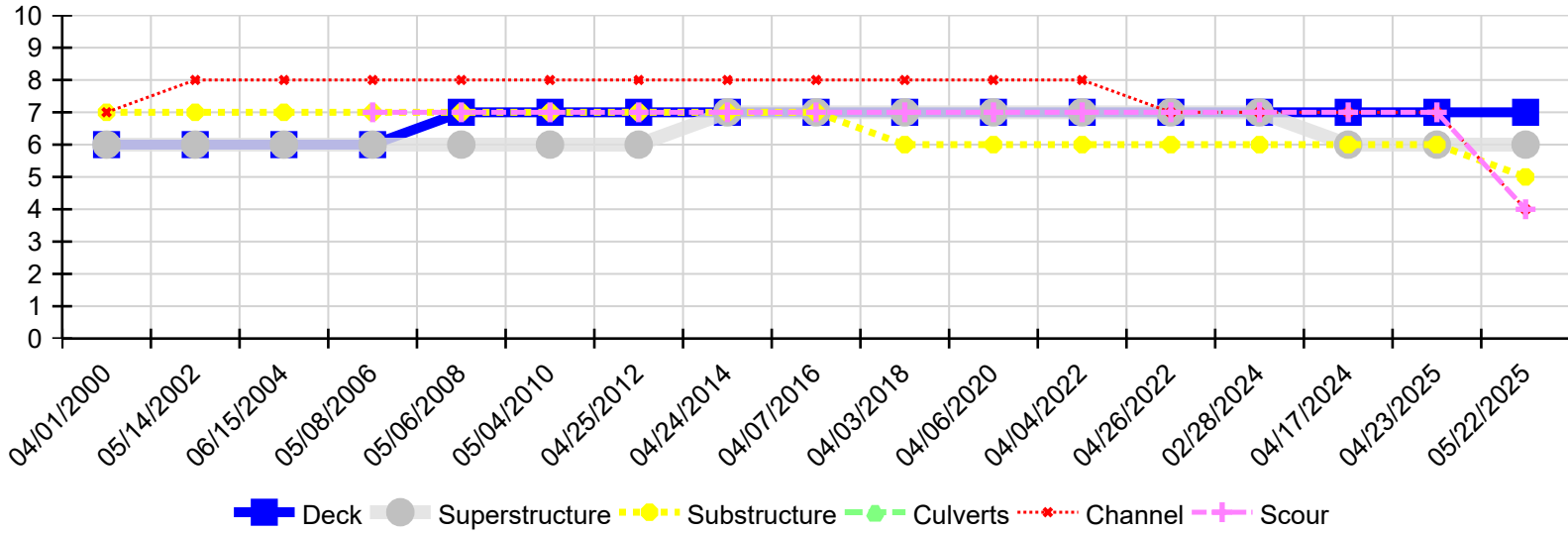


North end of bridge embankment has slumped off.

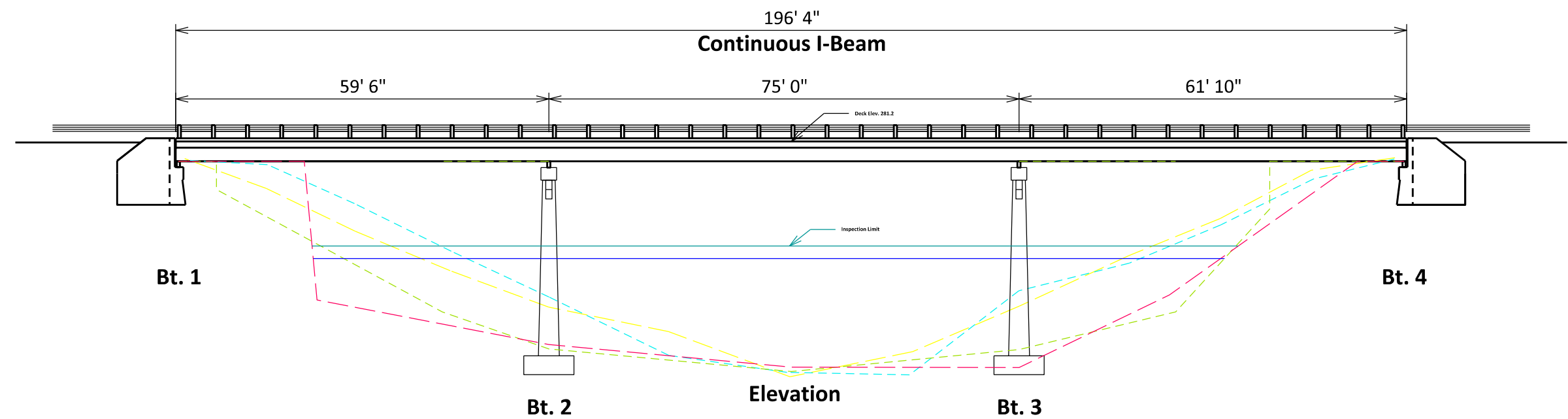


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SH 10-7 Log 6.44 over LAKE MAUMELLE
Location: 6.44 MI E OF PERRY CO LN
Team Lead: Victoria Elliott Inspection Date: 05/22/2025


Condition History



Inspection Date	Deck	Superstructure	Substructure	Culverts	Channel	Scour
05/22/2025	7	6	5	N	4	4
04/23/2025	7	6	6	N	7	7
04/17/2024	7	6	6	N	7	7
02/28/2024	7	7	6	N	7	7
04/26/2022	7	7	6	N	7	7
04/04/2022	7	7	6	N	8	7
04/06/2020	7	7	6	N	8	7
04/03/2018	7	7	6	N	8	7
04/07/2016	7	7	7	N	8	7
04/24/2014	7	7	7	N	8	7
04/25/2012	7	6	7	N	8	7
05/04/2010	7	6	7	N	8	7
05/06/2008	7	6	7	N	8	7
05/08/2006	6	6	7	N	8	7
06/15/2004	6	6	7	N	8	N
05/14/2002	6	6	7	N	8	N
04/01/2000	6	6	7	N	7	N



Right Side Sounding Left Side Sounding		BRIDGE NO.	
		M0323	
ARKANSAS STATE HIGHWAY COMMISSION Little Rock, ARK.	Scale: 1"=20'	Drawn By: BC	Project: Chan Prof
	Inspection Dir: E to W	Channel Flow: S to N	Checked By: Edit
		Date: 5/21/2025	



BRIDGE OPERATIONS

Inspection Date: 5/21/2025
Route: State Highway 10



ARDOT Structure # M0323
Waterway: Lake Maumelle

UNDERWATER BRIDGE INSPECTION REPORT

Underwater Inspection Procedures
23 CFR 650.313 (e) & (e1)

Bridge Operations performs all NBIS underwater inspections in accordance with Metric 17, 23 CFR 650.313 (e)(2) – “Bridges requiring underwater inspections”

Planning

Each bridge location will be assessed prior to inspection and have a safety/dive plan completed prior to all diving operations.

- Considerations will be given for optimum inspection and schedule to include higher than normal water level/flow rate, heavy debris, and/or moving debris.
- Considerations will be given for diving mode and address possible hazards (waterway, depth, elevations, timber, current etc.)
- Dive platform will be considered
- Dive team selection based on conditions and ability

Note:

Dive inspectors will have the following current certification.

Current certifications for all lead inspectors have been submitted and are on file.

- First Aid & CPR
- Emergency Oxygen
- Annual Approved Dive Physical
- Current PADI diver certification
- Current FHWA underwater or two-week refresher class (FHWA/NHI Class 130055, 130091 or 130053A)

Overview of General Procedures:

- Underwater Inspection includes inspection of all bridge elements in the water at the time of inspection. Dive Inspectors will perform a visual and tactile inspection on all bridge elements from the high waterline to the channel bottom. Maximum depth of water was recorded around each substructure unit and any relevant deterioration will be documented and recorded.
- Scour will be assessed in comparison with conditions noted in previous inspection reports, if available. Divers recorded sounding measurements both upstream and downstream of the bridge and noted any significant deficiency to the channel within the recorded area. Scour POA's will be reviewed and any relevant HEC18 data will be recorded.
- Channel meandering or any significant embankment deficiency within line of sight upstream and downstream of the bridge will be noted.



Inspection Date: 5/21/2025
Route: State Highway 10

ARDOT Structure # M0323
Waterway: Lake Maumelle

UNDERWATER BRIDGE INSPECTION REPORT

On-Site Procedure Checklist (Inspection)

Once the underwater inspection team arrives on site, the following procedures are reviewed and addressed before leaving the site.

Type of Inspection: NBIS Underwater Level: ☐ I ☒ II ☐ III Location: 6.44 Miles East of Perry County Line

Team lead: Victoria Elliott Inspection direction: E to W Water Flow: S to N

Personnel	Role	Air in/Out	Time in/Out
Victoria Elliott	Team Lead	3200/2600	2:15 PM/3:30 PM
Casey Pratt	Assistant Diver	2845/2004	2:15 PM/3:30 PM
Nicholas Holmgren	Note Taker	-	-

Subunits in water: Bents 2 & 3 Total substructure units: 4 Water velocity: < 1 kn

Elements Inspected: Material: 220 – Reinforced Concrete Pile Cap/Footing Quantity in water: 25 LF
Material: 205 – Reinforced Concrete Column Quantity in water: 4 EA
Material: _____ Quantity in water: _____
Material: _____ Quantity in water: _____

Underwater Field Book: ☒ Field Book Input

Diving Mode: ☒ SCUBA ☐ Surface Supplied Air

Dive Brief: ☒ Dive Plan Review/Brief ☒ Dive Check List

Water Surface Condition: ☒ Calm ☐ Choppy ☐ Rough

Current: ☒ Slow ☐ Moderate ☐ Fast

Visibility: ☒ < 1' ☐ 1' ≥ 3' ☐ > 3'

Channel: ☒ Straight ☐ Meandering ☐ Braided

Bottom Material: ☒ River Rock ☒ Riprap ☐ Sand ☐ Gravel ☐ Mud / Silt

Debris: ☐ None ☒ Minor ☐ Moderate ☐ Heavy

Channel Restriction: ☐ None ☐ Minor ☒ Moderate ☐ Heavy

Weather: ☒ Sunny ☐ Cloudy ☐ Pt Cloudy ☐ Rain/Snow

Equipment: ☒ U/W camera ☒ Drone ☒ Dive flag ☒ Dive knife ☒ Probe rod
☒ Mask ☒ Big bottle valve ☒ Small bottle valve ☒ Dive computer ☐ U/W UT
☒ Boots ☒ Wetsuit/swimsuit ☒ Weights ☒ Fins ☒ Gloves
☒ Light ☒ Depth finder ☒ Sounding hammer ☒ iPad ☒ BCD
☒ Other measuring tools (fold ruler, tape measure) ☒ AED ☒ First Aid Kit
☒ Supplemental Oxygen Kit
☒ Boat - Type: Survey Boat

Inspection Findings Assessed and Documented Upon Leaving Inspection Site:

- ☒ Pier Soundings
- ☒ Channel Soundings
- ☒ All Underwater Elements Inspected/Rated
- ☒ Photo Log Completed
- ☒ Scour Inspected/Rated
- ☒ Scour POA Reviewed

Dive Brief notes or Special Conditions:

Avoid the abutment washout areas, the rocks and embankment are still sloughing off. Beware of utilities.