

Inspection Date: 4/21/2026

R-Level of Inspection	Manned entry inspection
R-Conduit Material Condition	3 - Serious
R-Conduit Alignment	7 - Good
R-Conduit Shape Rating (Leave blank if Rigid)	
R-Seams or Joints (Leave blank if N/A)	4 - Poor
R-Slab (Only rate if Shape is Slab)	3 - Serious
R-Abutments (Leave blank if N/A)	4 - Poor
R-Headwalls (Leave blank if N/A)	2 - Critical
R-End Structure	
R-Channel Alignment	4 - Poor
R-Channel Protection	5 - Fair
R-Conduit Waterway Blockage	7 - Good
R-Scour	5 - Fair
R-Pavement	4 - Poor
R-Guardrail (Leave blank if N/A)	2 - Critical
R-Embankment	5 - Fair
R-General Appraisal	3 - Serious condition - loss of section, deterioration, or spalling have seriously affected primary structural components

R-Operational Status	Open - posting recommended but not legally implemented (all signs not in place).
O-Inspection comments	<p>Culvert is considered headwall critical due to the improved surface along the left side. The headwall at the left has pulled away from the roadway by 1.5' vertically and has separated from the sandstone abutment blocking. Embankment between the headwall and sidewalk has sunk due to active water infiltration. Sandstone slabs measure 7" thick and have large gaps between each slab, longitudinally. Asphalt shingles were used in an attempt to water proof the slabs prior to asphalt wearing surface was applied. Three of the sandstone slabs have diagonal cracking at their respective mid-spans, cracking measures up-to 0.025" gap. One slab at center of culvert has spalled out the bottom like a sheet, resulting in a decreased thickness. Diagonal cracking severs the intended load path of the slab. At each end, there are steel corrugated deck pans that replaced old broken sandstone slabs sections. These deck pans are exhibiting moderate corrosion, even measurable section loss and perforations at the right side. Sandstone abutments no longer carry there mortar in the joints. Most sandstone blocks have worn from active water flow and created caverns in behind the stones. The sandstone abutment blocks are easily removed from the original placed location. Some scour is measured along the forward left wall at stream bottom, due to inlet stream alignment forcing all current to ride the forward wall. Asphalt roadway indicates a significant settlement along the left South bound lane. Asphalt is highly map cracked and full of patched pot holes.</p>
R-Inspection Date	4/21/2026
O-Recommend Preventive Maintenance	
O-Recommend Inspection Frequency (Months)	1 Month
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