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STATE OF OHIO DEPARTMENT OF TRANSPORTATION  
CULVERT INSPECTION REPORT

IN Archer

CR-86 07-13

180520210

CULVERT FILE NUMBER

CULVERT NUMBER

CO

ROUTE

ID

SLM

DISTRICT

12

SPAN

SHAPE

7

MATERIAL

1

LENGTH

ROADWAY ID

ENTRY CLASS

NUMBER OF CBLLS

1

LATITUDE

LONGITUDE

FEATURE INTERSECTION:

CULVERT:

1. General

4

2. Culvert Alignment

4

3. Shape

4. Seams or Joints

4

5. Slab

6. Abutments

7. Headwalls\*

4

8. End Structure

CHANNEL

9. Channel Alignment

8

10. Protection

8

11. Culvert Waterway Blockage

8

12. Scour\*

7

APPROACHES

13. Pavement

6

14. Guardrail

6

15. Embankment

4

16. Level of Inspection

M

GENERAL APPRAISAL & OPERATIONAL STATUS

A

A

\*Only a bold box for structures that are Headwall or Scour critical. These items should not govern the GA if they are not determined to be critical upon the judgment of the inspector.

COMMENTS (use back of form if additional space if needed):

Both Inlet & Outlet embankment badly eroded. Outlet embankment erosion has exposed 1 complete guardrail post & partially exposed 3 others. Erosion encroaching on both paved shoulders. Inlet embankment has a collapsing CMP under it along with a section of the box culvert that has several steel plow blades for the ceiling.

INSPECTED BY: William Dornan

DATE: 4-14-15

There is a slight dip in the pavement in the NB lane just outside the Right wheel track. Original structure

REVIEWED BY:

DATE:

Appears to be store & a

To be completed by Inspector

1.) Arrival Time: \_\_\_\_\_ Departure Time: \_\_\_\_\_ Total Time \_\_\_\_\_ (Minutes)

2.) Type Of Inspection: Manned (M), Video Pole Camera (VP), Video Tractor Camera (VT), Video Sea Snake (VS), Arm's Length (X)

3.) Storm Sewer (SS) or Culvert (C) (Circle one)

4.) Inventoried: Yes or No (Circle one)

5.) Entry Structure (Circle one of the following): Open Ended (OE), Manhole (MH), Catch Basin (CB)

6.) M.O.T.: Shoulder Closure (SHC), Single Lane Closure (SLC), Double Lane Closure (DLC), None Required (NO)

Concrete Inner lining was

poored. 1/2 way through there was a deeply spalled section across the roof & it proceed down both walls spall was approx 3" deep & 8" wide. Culvert was approx 60% surface area spalled.

Pave crew to make temporary repairs. Pave to program job to replace.