	ISIS	MMIS
RESPONSIBLE FOR UPDATE	**District Local Roads**	**District Maintenance / Operations**
STRUCTURES	**Local**	**State**
UPDATE SCREENS	**(12) Inspection / Appraisals**	**(2) Inspection**
INQUIRY SCREENS	**(4) Inspection / Appraisals**	**(2) Inspection**

DESCRIPTION AND PURPOSE OF ITEM

This item evaluates the alignment, settlement, structural condition, scour, and other items associated with culverts. The rating code is intended to be an overall condition evaluation of the culvert. Wingwalls immediately adjacent to the culvert to the first wingwall construction or expansion joint shall be included in the evaluation. For a detailed discussion regarding the inspection and rating of culverts, consult the Federal Highway Administration's Culvert Inspection Manual (FHWA-IP-860-2, July 1986).

The elements listed on the inspection form for culverts may be recorded on the form using the rating scales described under “Element Ratings - General” (refer to Item No. Composite which follows Item No. 58-62, Item Name "Condition Ratings – General." Also see Appendix E, Form BBS-BIR-1). These elements include the top slab & soffit, sidewalls/arch, bottom slab, headwalls and wingwalls. Element condition may affect the overall condition rating.

Needed repairs should be recorded on designated forms and reported to appropriate personnel in accordance with the policies of the maintaining agency.

History is retained for this item based on each Inspection Date - Item 90.

CODE AND SCREEN ENTRY INSTRUCTIONS

A one-digit field.

Code "N" in Item 58 (Deck), Item 59 (Superstructure), and Item 60 (Substructure) for all culverts.

Rate and enter the condition code in accordance with the previously described Condition Ratings – General (Item No. 58-62, pages 1 of 2 and 2 of 2) and the following descriptive codes:

Code	Description
N	NOT APPLICABLE. Use when bridge is not a culvert.
9	EXCELLENT. No deficiencies.
8	VERY GOOD. No noticeable or noteworthy deficiencies which affect the condition of the culvert. Insignificant scrape marks caused by drift.

Code	Description
7	GOOD. Shrinkage cracks, light scaling, and insignificant spalling which does not expose reinforcing steel. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting. Insignificant damage caused by drift with no misalignment and not requiring corrective action. Some minor scour has occurred near curtain walls, wingwalls, or pipes.
6	SATISFACTORY. Deterioration or initial disintegration, minor chloride contamination, cracking with some leaching, or spalls on concrete or masonry walls and slabs. Metal culverts have a smooth curvature, non-symmetrical shape, significant corrosion or moderate pitting. Local minor scour at curtain walls, wingwalls, or pipes.
5	FAIR. Moderate to major deterioration or disintegration, extensive cracking and leaching, or spalls on concrete or masonry walls and slabs. Metal culverts have significant distortion and deflection in one section, significant corrosion or deep pitting. Minor settlement or misalignment. Noticeable scour or erosion at curtain walls, wingwalls, or pipes.
4	POOR. Large spalls, heavy scaling, wide cracks, considerable efflorescence, or opened construction joint permitting loss of backfill. Metal culverts have significant distortion and deflection throughout, extensive corrosion or deep pitting. Considerable settlement or misalignment. Considerable scour or erosion at curtain walls, wingwalls or pipes.
3	SERIOUS. Any condition described in Code 4 but which is excessive in scope. Metal culverts have extreme distortion and deflection in one section, extensive corrosion, or deep pitting with scattered perforations. Severe movement or differential settlement of the segments, or loss of fill. Holes may exist in walls or slabs. Integral wingwalls nearly severed from culvert. Severe scour or erosion at curtain walls, wingwalls or pipes.
2	CRITICAL. Metal culverts have extreme distortion and deflection throughout with extensive perforations due to corrosion. Integral wingwalls collapsed, severe settlement of roadway due to loss of fill. Section of culvert may have failed and can no longer support embankment. Complete undermining at curtain walls and pipes. Corrective action required to maintain traffic.
1	IMMINENT FAILURE. Bridge closed. Corrective action may return bridge to light service.
0	FAILED. Bridge closed. Replacement necessary.