Ville de Montréal

TRUNK SEWER INSPECTION AND CONDITION ASSESSMENT STUDY

Rue McTavish
Rue Ontario
Rue Sainte-Jean-Baptiste

Project Bonaventure

DRAFT REPORT

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1.0 INTRODUCTION

1.1 Background

Inspection and condition assessment of selected sewers were undertaken. In total 1802 m of sewers were investigated. The purpose of this report is to document the inspection findings, present condition grades according to WRc standards and to present recommendations for follow-up action. Manhole inspections were not undertaken.

AndrewsInfrastructure was also retained by Montreal to inspect and assess the William Street and Sherbrooke Street trunk sewers. These sewers are addressed in a separate report dated November 2007.

1.2 Scope

A summary of assets inspected is provided in Table 1-1 and shown schematically in Figure 1-1. Assessment does not include review of documentation related to the construction, maintenance or operation of the assets except as otherwise noted in the report. This inspection and condition assessment report is limited to a visual, surficial survey of the specified sewers.

The nature of this type of study does not lend itself to a clear definition of a geographical study area. Generally the investigations address the actual assets and a narrow corridor following their alignment. Where the asset may impact, or is potentially impacted by the surrounding land uses or environment, the study is locally expanded as appropriate. Throughout this report certain terms have been used which have precise definitions related to the business of inspecting and assessing wastewater collection assets; refer to the Glossary for definitions.

1.3 Condition Assessment Principles

Observations made during the sewer inspections have been documented, or coded, in accordance with conventional WRc standards. Furthermore, each section of sewer has been graded in accordance with WRc criteria. The purpose of this section is to describe the WRc inspection and coding process.

1.3.1 General

In essence, the purpose of this project is to answer the question 'What remedial action is required today, or in the near future, in order to ensure that the sewer system continues to give an acceptable level of service?' To answer this question, the inspection findings have been reviewed in the context of the WRc condition grading system and one of the 5 condition grades have been assigned to each asset; these grades are Good, Fair, Poor, Bad or Failed.

The WRc Method is widely used and allows a standardized approach for assessing sewer condition. The method is clearly documented, rigorous and well understood and hence routinely used in numerous Canadian cities especially for large diameter sewer assessment. The standard Condition Grades are listed in Table 1-2. In general, the worse defect, or condition, observed in a particular section of sewer governs the grade for the entire section. A fuller discussion of condition assessment is provided in Appendix A.

Some sewer sections could not be fully inspected for various reasons (for

example, root blockages, heavy silt, rubble or other debris). These sections are noted in the observation tables. Where possible a condition grade has been assigned based on the available observations. It should be noted that further damage or worse conditions may exist in the portion of the sewer not inspected.

1.3.2 Sediment and Debris

Sediment, rubble and debris deposits are typically not related to structural performance (except occasionally in cases of severe structural deterioration). As such, deposits are not explicitly included in the WRc structural condition assessment methodology. None-the-less, sediment deposits and rubble can greatly influence overall system performance and hence can be a trigger to undertake maintenance and repair work. Therefore, in this project debris deposits which influence performance have been factored into the overall condition assessment.

The first level of sediment impact is defined as deposits which are significant enough to negatively influence hydraulic performance but where that influence doesn't extend beyond the particular section of sewer during dry-weather flow conditions. In this case a Fair (or WRc condition rating of 2) is assigned. If the deposit(s) cause an influence beyond the specific section of sewer then a rating of Poor (WRc rating 3) is assigned. If the deposit creates a partial blockage that jeopardizes the ongoing performance of the sewer or is creating sustained overflow conditions then a Bad rating (WRc 4) is assigned. Complete blockage is assigned a Failed rating (WRc rating 5).

Table 1-1 Summary of Sewers Inspected

Sewer	Range	Report Sub-section
Rue Ontario	MH 303-11-079 to MH 303-11-074	2.2
Rue McTavish	MH 303-30-301 to MH 303-30-049	2.3
Rue Sainte-Jean-Baptiste	MH R-407 to MH R-410	2.4
Project Bonaventure		
Saint-Antoine	MH R-100 to MH 303-40-021	2.5.1
De l'inspecteur /Notre-Dame	MH R-118 to MH R-122 MH R-115 to MH R-117 MH R-117 to Raccordment	2.5.2
Notre-Dame/ Duke/ Gauvin	MH R-141 to MH R-161 MH R-143 to Raccordment MH 303-40-239 to Raccordment	2.5.3
Saint-Maurice and Saint-Henri	MH R-145 to MH R-149 Raccordment to Raccordment	2.5.4
Saint-Paul	MH R-150 to MH R-154	2.5.5
Ottawa/Wellington/ Dalhousie	MH R-132 to MH R-135 MH R-196 to MH R-200 MH R-127 to MH R-131	2.5.6
Nazareth	MH R-165 to Raccordment MH R-179 to MH R-174	2.5.7
Duke	MH R-164 to MH R-184	2.5.8
Prince	MH R-136 to MH R-137	2.5.9

1.3.3 Infiltration

Infiltration is the leakage of groundwater into the sewer through defective joints, holes or structural defects (fractures, for example). It is present to some degree in almost all sewers and, among other things, adds to increased hydraulic loading. When assessing the condition or structural performance of a particular trunk

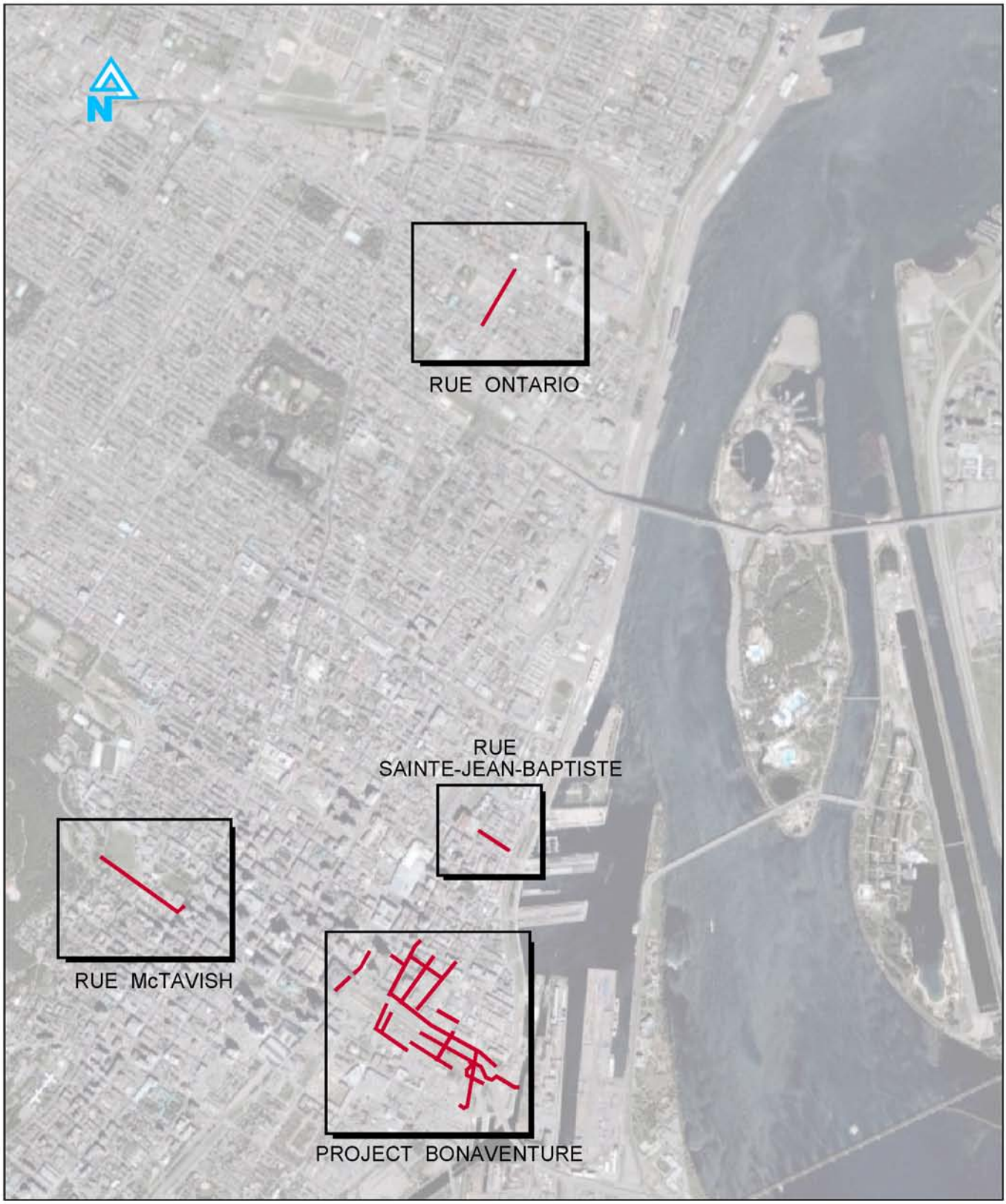
sewer, however, this hydraulic loading of little consequence. Infiltration is more of a concern from a structural point of view in terms of the damage done to bedding and external pipe support. Infiltration can lead to void creation and ultimately to sink hole development.

This later aspect of infiltration, which is an important consideration for condition assessment, is not explicitly considered in the WRc scoring and grading methodology. Therefore, for this project infiltration has been added as a scoreable factor when assigning condition grades. Running infiltration or gushing infiltration at joints is scored such that the sections are graded either Fair or Poor, respectively. Such infiltration at a structural defect, such as a fracture, break or hole will likely result in the section being rated according to the defect (since it will likely be more serious and hence scores higher than the infiltration). Isolated or infrequent occurrences of only dripping and seeping infiltration are scored low such that it will not result in a down-grading of the assigned condition.

Table 1-2 Condition Descriptions and Grades

Grade	Typical Defect Descriptions	Condition	Action
1 Good	No structural defects	Acceptable structural condition	No action required except for regular system maintenance and inspection.
2 Fair	Circumferential cracks Active infiltration Moderate joint defects, open or displaced Spalling slight, Wear slight	Minimal collapse risk in short-term but potential for further deterioration	Re-inspect within 5 years. If condition worsens downgrade to Poor and adjust action plan accordingly.
3 Poor	Fractures with deformation less than 5% Longitudinal cracking or multiple cracking Minor loss of level, moderate infiltration Severe joint defects, open or displaced Spalling medium, Wear medium	Collapse unlikely in short term but further deterioration likely	Develop rehabilitation strategy and incorporate into regular, on-going rehabilitation program.
4 Bad	Broken, deformation up to 10% Fracture with deformation 5 – 10% Heavy infiltration Multiple fractures, serious loss of level Spalling and surface wear (large)	Collapse likely in foreseeable future	Develop rehabilitation strategy and plan for early implementation. Consider options for emergency response.
5 Failure	Collapsed; broken Deformation greater than 10% Extensive, serious infiltration Fracture with deformation greater than 10%	Structural or service failure Collapsed or collapse imminent	Begin process to reconstruct or repair. Prepare emergency response plan and/or temporary measures.

Source: In part from "Sewer Rehabilitation Manual, Volume II", third edition, pg. 35, Water Research Centre, Marlow, England, 1994; with modifications as described in the text.



Montréal
Plan d'intervention des réseaux d'aqueduc et d'égouts

TRUNK SEWER
CONDITION ASSESSMENT PROGRAM
2007

LOCATION PLAN
FIGURE 1-1

Andrews infrastructure

2.0 INSPECTION FINDINGS

2.1 Overview

Each sewer is discussed separately in the following sections (see Chapters listed in Table 1-1 for reference). Observations are summarized for each sewer with detailed comments provided in the related tables. Sewer system characteristics are summarized in the Sewer Tables in Appendix B. Condition ratings are shown schematically in Figures 2-1 to 2-4.

2.2 Rue Ontario

General: The sewer comprises a 900 x 600 mm egg shaped brick pipe throughout all sections. The sewer was found to be in Poor to Failed condition. Extensive areas of debris and brick rubble prevented complete inspection of some sections. Detailed inspection observations are provided in Table 2-1 and Figure 2-1. Moderate to severe structural damage was observed including mortar loss, fractures, holes, horizontal and vertical deformation and full collapse. Voids in the surrounding backfill were observed at the collapse area (see photograph 3-1 in Chapter 3). A utility pipe (watermain?) was observed across the sewer obvert which has caused significant damage to the brick fabric.

Table 2-1 Rue Ontario

Sewer Section	Observations	Grade
MH 303-11-079 to MH 303-11-078	900x600 mm Egg shaped Brick, 10 to 45% Water level, D/S, Missing mortar, Bricks missing and displaced, utility pipe (watermain?) through obvert Debris – Rubble 15%, Longitudinal Fracture 12:00 at 25.1 m, Vertical deformation 5%, Hole at 40.7 m, Survey abandoned – camera under water	Bad. Missing bricks, fracture, hole. Partially inspected. (1 Section)
MH 303-11-078 to MH 303-11-077	900x600 mm Egg shaped Brick, 25% Water level, Missing mortar, Bricks displaced Vertical deformation 10%, Longit. fracture 10:00 & 2:00 at 0.8 m, Survey abandoned due to displaced bricks. Partially inspected.	Bad. Missing bricks, fractures. (1 Section)
MH 303-11-077 to MH 303-11-076	**D/S 900x600 mm Egg shaped Brick, 20% Water level; Missing Bricks – Void, Horizontal deformation 25%; Survey abandoned due to void from missing bricks U/S 900x600 mm Egg shaped Brick, 15% Water level, Missing mortar, Missing Bricks, Debris – Rubble 5%, Horizontal deformation 10%, Survey abandoned – camera sunk**	**Failed. Collapsed, deformation, missing bricks. Partially inspected. (1 Section)**
MH 303-11-076 to MH 303-11-075	D/S 900x600 mm Egg shaped Brick, 20% Water level Missing mortar, Bricks displaced, Debris – Rubble 15%, Vertical Deformation 5%, Longitudinal fracture 2:00 at 4.6, 15 m, Longitudinal fracture 10:00 at 8.2 m	Poor. Due to fractures, deformation (1 Section)
MH 303-11-075 to MH 303-11-074	D/S 900x600 mm Egg shaped Brick, 10% Water level Encrustation light, Missing mortar, Debris - Rubble 10%, Encrustation medium 10%, Survey abandoned due to medium encrust., U/S 900x600 mm Egg shaped Brick, 25% Water level, Missing Mortar Debris – Rubble 15 to 20%, Survey abandoned due to rubble	Poor. Due to encrustation. Partially inspected. (1 Section)

Service: The water levels were observed between 10 and 45%. The observed structural damage, especially brick rubble, has a direct effect on the hydraulic characteristics and causes back-ups.

2.3 Rue McTavish

General: This sewer comprises three types; 900 x 600 mm egg shaped concrete pipe (2 sections), 900 x 600 mm egg shaped brick pipe (8 sections) and a single 750 mm circular concrete. Detailed inspection observations are provided in Table 2-2 and Figure 2-2. Moderate structural distress was observed. However significant infiltration, including running and gushing infiltration, was observed (see photographs in Chapter 3). Pipe size and material changed in two sections (to 600 mm concrete pipe). These may correspond to previous sewer repairs.

Service: Very fast flow with very clear sewage. Moderate to heavy running and gushing infiltration throughout the upper sewer sections. Infiltrating water is under obvious pressure and in some cases can be seen issuing vertically up through the sewer invert. Mortar has been washed out in some areas with resulting shifted and displaced bricks. Pockets of sediment and rubble were observed in downstream sections. Otherwise sections are clean and well scoured. Water level is relatively constant at about 5% of full pipe. Water levels increase to 50% in the downstream reach in part due to observed sediment and rubble deposits.

2.4 Rue Sainte-Jean-Baptiste

General: This sewer comprises 4 sections of 900 x 600 mm egg shaped brick pipe and one section of 600 mm circular concrete. Detailed inspection observations are provided in Table 2-3 and Figure 2-3. Longitudinal fractures at the crown and some deformation observed (see photograph in Chapter 3). Longitudinal cracks and cracked bricks (shrinkage cracks) observed. This sewer is otherwise structurally sound.

Service: Flow is steady throughout; water levels approximately 5% of full pipe. In the single section of 600mm diameter pipe the water level was between 5 and 30%. Pockets of rubble and debris throughout.

Table 2-2 Rue McTavish

Sewer Section	Observations	Grade
MH 303-30-301 to MH 303-30-300	900x600 mm Egg shaped Concrete, 5% Water level, D/S Debris – Concrete 10%, Sewer deviates down marginal Longitudinal crack 2:00 at 5.9 m, Infiltration running at crack	Fair. Due to infiltration, crack. (1 Section)
MH 303-30-300 to MH 303-30-299	900x600 mm Egg shaped Concrete, 5% Water level D/S Missing mortar, Infiltration running	Poor. Due to infiltration. (1 Section)
MH 303-30-299 to MH 303-30-298	900x600 mm Egg shaped Brick, 5% Water level D/S Missing mortar, Bricks displaced, Sewer deviates left – slight, Infiltration running throughout, Infiltration gushing throughout	Bad. Due to infiltration. (1 Section)
MH 303-30-298 to MH 303-30-297	900x600 mm Egg shaped Brick, 5% Water level D/S Missing mortar, Bricks displaced, Vertical deformation 5% Longitudinal fractures: 12:00 at 2.0, 58.9 m Infiltration running – 2:00 at 51.6 m, 5:00 at 22.2 m, 8:00 at 37.9, 38.9 m, 9:00 at 48.5 m, Gushing infiltration – 5:00 at 5.9, 23.0, 32.1 m, 6:00 at 56.2, 59.2, 61.1, 7:00 at 52.3 m	Bad. Due to fractures, infiltration. (1 Section)
MH 303-30-297 to MH 303-30-296	900x600 mm Egg shaped Brick, 5% Water level D/S Missing bricks, Sewer change: Material – concrete, Shape – concrete, Dimension – 600 mm	Bad. Due to missing bricks. (1 Section)
MH 303-30-296 to MH 303-30-295	900x600 mm Egg shaped Brick, 5% Water level D/S Missing mortar, Bricks displaced, missing, Vertical deformation 5 to 10%, Longitudinal fracture 12:00 at 17.9, Longitudinal crack 10:00 & 2:00 at 49.5 m, Infiltration running at 48.5, dripping at 48.9 m	Bad. Due to missing bricks, fracture, infiltration. (1 Section)
MH 303-30-295 to MH 303-30-294	900x600 mm Egg shaped Brick, 5% Water level, D/S Missing mortar, Missing mortar medium, Bricks displaced Longitudinal fracture 12:00 at 0.1 m, Infiltration dripping at 43.6 m	Poor. Due to fracture. (1 Section)
MH 303-30-294 to MH 303-30-293	D/S 900x600 mm Egg shaped Brick, 5% Water level Missing mortar medium, Bricks displaced, Debris – Rubble 5 to 15%, Longitudinal fracture 12:00 11.8 m U/S 900x600 mm Egg shaped Brick, 15% Water level Debris – 10 to 15%, Survey abandoned due to overlap	Poor. Due to fracture. (1 Section)
MH 303-30-293 to MH 303-30-292	900x600 mm Egg shaped Brick, 10% Water level, U/S Debris – Rubble 5 to 10%, Bricks 10%	Good (1 Section)
MH 303-30-292A to MH 303-30-049	750 mm Circular Concrete, 5 to 50% Water level, D/S Debris – Rubble 10%, Dimension change – 600 mm Uncharted: MH 303-30-292A	Good. (1 Section)

Table 2-3 Rue Sainte-Jean-Baptiste

Sewer Section	Observations	Grade
MH R-407 to MH R-408	D/S 900x600 mm Egg shaped Brick, 5% Water level Debris – Stones 15%, Bricks 10%, Concrete 10% Survey abandoned due to debris U/S 900x600 mm Egg shaped Brick, 5% Water level Survey abandoned – unable to locate MH R-408	Fair. Due to debris. Partially Inspected (1 Section)
MH R-411 to MH R-412	900x600 mm Egg shaped Brick, 5% Water level, U/S Debris – Rubble 25%, Longitudinal fracture 12:00 at 1.4 m	Poor. Due to fracture. (1 Section)
MH R-412 to MH Main	900x600 mm Egg shaped Brick, 5% Water level, D/S Silt 15%	Good. (1 Section)
MH R-408 to MH R-409	U/S 900x600 mm Egg shaped Brick, 5% Water level Encrustation light, Debris – 10% Rubble Survey abandoned due to rubble D/S 900x600 mm Egg shaped Brick, 5% Water level Survey abandoned – unable to locate MH R-408	Fair. Due to encrustation, rubble. Partially Inspected. (1 Section)
MH R-409 to MH R-410	600 mm Circular concrete, 5 to 30% Water level, D/S	Good. (1 Section)

2.5 Project Bonaventure

Sewer sections were inspected in the area surrounding Autoroute Bonaventure. The study area is generally bounded by Rue McGill, on the east, the Lachine Canal on the south, rue Peel on the west Saint Antoine on the north (see Figure 2-4 for layout). The William Street collector sewer traverses the area; this sewer was inspected and reported on in a separate report by AndrewsInfrastructure dated November 2007. Detailed condition assessment findings are shown on Figure 2-4.

2.5.1 Saint-Antoine Sewer

Detailed observations are provided in Tables 2-4. Two separate portions of this sewer were inspected. Two sections of 750 mm concrete pipe west of University Avenue were inspected. Four sections of 1500x750 egg shaped brick sewer were inspected east of University Avenue. Traffic and debris restricted access such that only three of these sections could be inspected. The one concrete section inspected was in good, clean condition. The egg shaped sections inspected showed significant debris and sediment; surveys abandoned due to sediment.

Table 2-4 Saint-Antoine Sewer

Sewer Section	Observations	Grade
MH R-100 to MH R-101	750 mm Circular Concrete, D/S, Survey abandoned – Access restricted by structures and traffic	Not Inspected (1 Section)
MH R-101 to MH R-102	750 mm Circular Concrete, Water level 10%, U/S Debris – Rubble 5%	Good (1 Section)
MH 303-40-022 to MH Section 303-40-021	U/S - 1500x750 mm, Egg shaped Brick, Water Level 10%, Steel lined, Sewer deviates left slight at 21.4 m, Silt 25%, Survey abandoned due to silt D/S - 1500x750 mm, Egg shaped Brick, Water Level 40%, Survey abandon due to high water level and debris Section partially inspected.	Fair. Due to silt. (1 Section)

2.5.2 De l'inspecteur/Notre Dame Sewer

General: These sewers comprise 900x600 and 1200x900 mm egg shaped brick pipes located on Notre Dame Street and De l'inspectur (see Table 2-5). A four-section branch on Maurice is also addressed here. Detailed inspection observations are provided in Table 2-5. Light encrustation was also observed. Water levels varied from 30 to 45% with silt levels up to 50%.

Table 2-5 De l'inspecteur/Notre Dame Sewer

Sewer Section	Observations	Grade
St. Maurice Branch		
MH R-118 to MH R-119	U/S 900x600 mm Egg shaped Brick, 5% Water Level Missing mortar, Silt 5 to 15%, Sewer deviates right marginal, Survey abandoned due to silt 15% D/S 900x600 mm Egg shaped Brick, 5% Water Level Missing mortar, Silt 15%, Sewer deviates left slight Survey abandoned due to overlap	Fair. (1 Section)
MH R-119 to MH R-122	750 mm Circular Concrete, 5% Water Level, U/S Silt 5 to 25%	Good (3 Section)
Notre Dame Branch		
MH R-115 to MH R-116	U/S 900x600 mm Egg shaped Brick, 5% Water Level Encrustation light, Missing mortar, Silt 10 to 15% Vertical deformation 10%, Longitudinal fracture 12:00 at 5.9 m, Survey abandoned due to silt D/S 900x600 mm Egg shaped Brick, 5% Water Level Missing mortar, Silt 5 to 20%, vertical deformation 5% Longitudinal fracture 12:00 at 5.7 m. Partially inspected.	Poor. Due to fractures & deformation. (1 Section)
MH R-116 to MH R-117	U/S 900x600 mm Egg shaped Brick, 5% Water Level Missing Mortar, Silt 10 to 20%, Vertical deformation 5% Longitudinal fracture 12:00 at 5.7 m Survey abandoned due to silt U/S 900x600 mm Egg shaped Brick, 5% Water Level Survey abandoned no camera access	Partially Inspected. Bad due to fracture, silt. (1 Section)
De l'inspecteur Branch		
MH R-117 to MH R-122	1200x900 mm Egg shaped Brick, 20% Water Level, U/S Missing mortar, Silt 40 to 45%, Survey abandoned - obstructing branch. Partially inspected.	Fair. (1 Section)
MH R-122 to MH R-123	1200x900 mm Egg shaped Brick, 45% Water Level, D/S Encrustation light, Missing mortar, Missing Bricks, Silt 30%, Fine roots, Infiltration gushing 66.8, 70 m, Infiltration dripping 68.2 m, Longitudinal fracture 12:00 at 70 m, Vertical deformation 10%	Bad. Due to infiltration, fracture. (1 Section)
MH R-123 to Raccordment	D/S 1200x900 mm Egg shaped Brick, 40% Water Level Encrustation light, Missing mortar, Missing, displaced Bricks, Silt 40 to 45%, Survey abandoned due to silt U/S 1200x900 mm Egg shaped Brick, 45% Water Level Survey abandoned – no camera access Section only partially inspected.	Bad. Due to missing bricks and silt. (1 Section)

2.5.3 Notre-Dame, Duke, Gauvin Sewer

Detailed observations are provided in Table 2-6. These sewers comprise 900 x 600 mm egg shaped brick pipe with five sections of 900 mm concrete pipe. The concrete pipe is in Good and Fair condition with pockets of silt. The brick sewers have missing mortar, displaced and missing bricks, encrustation and horizontal and vertical deformation. Extensive encrustation blocked equipment. Fine root intrusions and silt deposits (5 to 35%). Depth of flow from 5 to 10%.

Table 2-6 Notre-Dame/Duke/Gauvin Sewers

Sewer Section	Observations	Grade
Notre Dame/Duke Street Branch		
MH R-141 to MH R-142	900x600 mm Egg shaped Brick, 5% Water Level, D/S Missing Mortar, Fine roots, Silt 5 to 15%, Horizontal Deformation 15% Partially inspected. Survey abandoned due to horizontal deformation	Poor. Due to deformation. (1 section)
MH R-142 to MH R-143	U/S 900x600 mm Egg shaped Brick, 5% Water Level Missing mortar, Bricks missing, displaced, Silt 35% Survey abandoned due to silt. U/S 900x600 mm Egg shaped Brick, 10% Water Level Encrustation light, medium 10%, Missing mortar, Silt 15%, Survey abandoned due to medium encrustation Section only partially inspected.	Bad. Missing bricks, encrustation. (1 Section)
MH R-141 to MH R-158	900 mm Circular Concrete, 5% Water level, U/S Silt 0 to 30%, Longitudinal Crack 12:00 at 38.2 m	Fair. Due to crack. (1 Section)
MH R-158 to MH R-145	900 mm Circular Concrete, 5% Water level, U/S Sewer deviates right - slight	Good. (1 Section)
MH R-145 to MH R-161	900 mm Circular Concrete, 5 to 15% Water level, Debris – Rubble 5 to 20%	Good. (3 Section)
Notre Dame/McGill Branch		
MH R-143 to MH R-144	D/S 900x600 mm Egg shaped Brick, 10% Water Level Encrustation light, Missing mortar, Bricks displaced, Silt 15%, Vertical displacement 10% at 2.7 m, Horizontal displacement at 25.3 m, Longitudinal fracture 12:00 at 41.6 m, Survey abandoned due to debris U/S 900x600 mm Egg shaped Brick, 5% Water Level Missing mortar, Bricks displaced, Silt 15%, Root mass 25%, Survey abandoned due to root mass Section only partially inspected.	Poor due to fracture and displacement. (1 Section)
MH R-144 to Raccordment	D/S 900x600 mm Egg shaped Brick, 10% Water Level Missing mortar, Missing Bricks, Silt 5 to 15% Survey abandoned due to intruding connection U/S 900x600 mm Egg shaped Brick, 5% Water Level Survey abandoned due to lack of camera access Section only partially inspected.	Fair. (1 Section)
Gauvin		
MH 303-40-239 to Reccordment	D/S 900x600 mm Egg shaped Brick, 5% Water level Missing mortar, Missing bricks, Silt 5 to 65%, Vertical Deformation 5%, Longitudinal fracture 12:00 at 39.8 m, Survey abandoned due to silt U/S 900x600 mm Egg shaped Brick, 5% Water level Survey abandoned inaccessible from main sewer	Partially inspected. Bad due to fracture, missing bricks. (1 Section)

2.5.4 Saint-Maurice and St. Henri

General: Detailed observations are provided in Table 2-7. These sewers comprise 600 and 750 mm concrete pipe and two sections of 900 x 600 brick egg-shaped pipe. Six of the ten sections were found to be in Good or Fair condition. The remaining sections were found to be either in Poor or Bad condition. In these sections various degrees of sediment and rubble were observed. Silt levels of 5 to 15% were common with one section rising to 45%. Several surveys were abandoned due to heavy silt deposits (up to 45% of depth). Several longitudinal fractures, missing mortar and missing bricks were also observed.

Table 2-7 Saint-Maurice and Saint-Henri

Sewer Section	Observations	Grade
St. Maurice Branch		
MH R-145 to MH R-146	750 mm diameter Concrete, 5 % Water Level, D/S	Good (1 Sections)
MH R-146 to MH R-147n	750 mm diameter Concrete, 5 % Water Level, D/S Debris – Rubble 5%, Silt 5%	Fair. (1 Section)
MH R-147 to MH R-148	D/S 750 mm diameter Concrete, 0 to 20% Water Level Debris – rubble 10%, silt 5 to 45% Survey abandoned due to silt 45% U/S 750 mm diameter Concrete, 5% Water Level Silt 20 to 45%, Survey abandoned due to silt 45%	Bad. Due to silt. (1 Section)
MH R-148 to MH R-149	750 mm diameter Concrete, 0 to 20% Water Level, D/S Debris – Small stones 10%, Silt 5 to 10 %	Good. (1 Section)
St. Henri Branch		
Raccordment to MH R-155	D/S, 900x600 mm Egg shaped Brick, 5% Water level Missing mortar, Silt 10%, Sewer deviates down – slight Survey abandoned – camera stuck in invert Partially inspected.	Fair. (1 Section)
MH R-155 to MH R-155A	D/S, 900x600 mm Egg shaped Brick, 0% Water level Missing mortar, Silt 10%, Survey abandoned U/S, 900x600 mm Circular Brick, 5% Water level Missing Mortar, Sewer deviates left, right – slight Debris – rubble 10%, brick 10%, Survey abandoned due to Bricks 10%; Partially inspected.	Fair. (1 Section)
MH R-155A to MH R-148	600 mm diameter Concrete, 5% Water level, D/S Debris – Concrete 10%	Good. (1 Section)
Raccordment to MH R-156	600 mm Circular Brick, 0% Water level, D/S Silt 85%, Survey abandoned due to silt Partially inspected	Bad. Due to silt. (1 Section)
MH R-156 to MH R-157	D/S 600 mm Circular Brick, 0% Water level Silt 85%, Survey abandoned due to silt U/S 600 mm Circular Brick, 5% Water level Missing mortar – med., Silt 15 to 25%, Debris – Rubble 15%, Brick 5%, Bricks displaced, missing, Longitudinal fracture 12:00 at 1.4 m, Vertical Deformation 10%, Defective connection 32.2 m, Survey abandoned due to defective connection	Bad. Due to missing bricks, fracture. (1 Section)
MH R-157 to Raccordment	D/S 600 mm Circular Brick, 5% Water level Missing mortar, Missing Bricks, Sewer deviates left – slight, Sewer change: Material – vitrified clay, Dim. – 300mm, Survey abandon due to dimension change U/S 600 mm Circular Brick, 5% Water level No access from main line, partially inspected	Poor. Due to missing bricks. (1 Section)

2.5.5 Saint-Paul

Detailed observations are provided in Table 2-8. This reach comprises 900x600 mm egg shaped Brick sewer. All sections showed some degree of structural distress including missing bricks, fractures and deformation. Two sections (MH R-152 to MH R-154) have collapsed segments (see photographs in Chapter 3). Extensive portions of the brick fabric have fallen away exposing large voids outside the pipe wall. Brick debris has fallen into the invert causing partial flow blockage. Pockets of sediment and rubble elsewhere in these sections.

Table 2-8 Saint-Paul

Sewer Section	Observations	Grade
MH R-150 to MH R-151	D/S 900x600 mm Egg shaped Brick, 10% Water Level Missing mortar, Silt 30 to 40%, Survey abandoned due to silt U/S 900x600 mm Egg shaped Brick, 5% Water Level Encrustation light, Missing mortar, Missing bricks, Silt 25 to 45%, Fine roots, Survey abandoned due to silt	Bad. Due to encrustation, roots and silt. (1 Section)
MH R-151 to MH R-152	D/S 900x600 mm Egg shaped Brick, 5% Water Level Missing mortar, Missing bricks, Silt 25 to 30%, Survey abandoned due to silt U/S 900x600 mm Egg shaped Brick, 15% Water Level Missing mortar, Silt 25 to 30%, Survey abandoned due to silt. Partially inspected.	Bad Due to missing bricks. (1 Section)
MH R-152 to MH R-153	**D/S 900x600 mm Egg shaped Brick, 10 to 45% Water Level, Encrustation light, Missing Mortar, Missing bricks, Silt 25 to 30%, Debris – Rubble 40% (collapse), Survey abandoned due to rubble U/S 900x600 mm Egg shaped Brick, 10% Water Level; Missing mortar, Silt 20 to 25%, Survey abandoned due to silt. Partially inspected.**	**Failed. Due to collapse. (1 Section)**
MH R-153 to MH R-154	**D/S 900x600 mm Egg shaped Brick, 10% Water Level; Missing mortar, Silt 20 to 25%, Survey abandoned due to silt 25% U/S 900x600 mm Egg shaped Brick, 10% Water Level, Missing mortar, Silt 20 to 25%, Survey abandoned due to silt Partially inspected.**	**Failed. Due to missing mortar silt. (1 Section)**

2.5.6 Ottawa, Wellington and Dalhousie Sewers

The Ottawa Street, Wellington Street and Dalhousie Street sewers comprise a 900 x 600 mm egg shaped brick pipe. Detailed inspection observations are provided in Tables 2-9, 2-10 and 2-11 respectively. Structural distress observed in the form of fractures, missing brick fabric and vertical deformation. Sections rated in Poor condition due to fractures and deformation. Heavy silt deposits up to 35 to 55% of full pipe prevented completion of surveys. Encrustation observed in some segments. Missing mortar observed throughout. Water levels vary from 5 to 10% level.

Table 2-9 Ottawa Sewer

Sewer Section	Observations	Grade
MH R-132 to MH Mur	900x600 mm Egg shaped Brick, 5% Water Level, D/S Encrustation light, Missing mortar, Missing bricks, Silt 15%	Bad. Due to missing bricks (1 Section)
MH R-132 to MH R-133	D/S 900x600 mm Egg shaped Brick, 5% Water Level Missing mortar, Missing Bricks, Silt 25 to 45% Dimension change – 450 mm, Survey abandoned due to silt and dimension change U/S 900x600 mm Egg shaped Brick, 5% Water Level Survey abandoned – No camera access	Bad. Due to missing bricks. (1 Section)
MH R-133 to MH R-134	900x600 mm Egg shaped Brick, 5% Water Level, D/S Encrustation light, Missing, mortar, Debris – Rubble 10%, Vertical deformation 5%, Longitudinal fracture 12:00 at 2.9	Poor. Due to fracture and deformation. (1 Section)
MH R-134 to MH R-135	900x600 mm Egg shaped Brick, 0% Water Level, D/S Missing mortar, Silt 40% Survey Abandoned due to silt. Partially inspected.	Poor. Missing mortar (1 section

Table 2-10 Wellington Sewer

Sewer Section	Observations	Grade
MH R-196 to MH R-197	900x600 mm Egg shaped Brick, 10% Water Level, D/S Encrustation light, Missing mortar, Missing, displaced bricks, Vertical deformation 10%, Survey abandoned intruding connection Partially inspected	Bad Due to missing bricks, deformation (1 Section)
MH R-197 to MH R-198	D/S 900x600 mm Egg shaped Brick, 5% Water Level Missing mortar, Missing bricks, Silt 30 to 40% Survey abandoned due to silt. U/S 900x600 mm Egg shaped Brick, 5% Water Level Missing mortar, Silt 5 to 15%, Vertical deformation 5% Sewer deviates left – slight, Longitudinal fracture 12:00 at 1.4 m. Partially inspected.	Bad Due to fracture and deformation. 1 (Section)
MH R-196 to MH R-199	D/S 900x600 mm Egg shaped Brick, 0% Water Level No access due to traffic U/S 900x600 mm Egg shaped Brick, 5% Water Level Missing mortar, Silt 35%, Survey abandoned by silt. Partially inspected.	Fair Due to missing mortar, silt. (1 Section)
MH R-199 to MH R-200	D/S 900x600 mm Egg shaped Brick, 5% Water Level Missing mortar, Silt 35%, vertical deformation, 5% Longitudinal fracture 12:00 at 1.4 m, Survey abandoned due to silt. Partially inspected.	Poor Due to fracture and deformation. (1 Section)

Table 2-11 Dalhousie Sewer

Sewer Section	Observations	Grade
MH R-127 to MH R-128	No access to MHs due to traffic.	Not Inspected
MH R-128 to MH R-129	U/S - 900x600 mm Egg shaped Brick, 5% Water level, Missing Mortar, Silt 35%, Vertical deformation 5% Longitudinal fracture 12:00 at 1.4 m D/S - 900x600 mm Egg shaped Brick, 5% Water level, Survey abandoned – no access due to traffic Partially Inspected	Poor. Due to fracture, deformation. (1 Section)
MH R-129 to MH R-130	D/S - 900x600 mm Egg shaped Brick, 5% Water level, Missing manhole, Vertical deformation 5% Longitudinal fracture 12:00 at 1.4 m, Survey abandoned due to silt 35% U/S - 900x600 mm Egg shaped Brick, 5% Water level, Encrustation light, Missing mortar, Silt 5 to 15% Survey abandoned due to silt Partially Inspected.	Poor Due to fracture, deformation. (1 Section)
MH R-130 to MH R-131	900x600 mm Egg shaped Brick, 5% Water level, D/S, Encrustation light, Missing mortar, Silt 10% Sewer deviates right – slight	Fair. Due to missing mortar (1 Section)

2.5.7 Nazareth Sewer

This sewer comprises a 900 x 600 mm egg shaped brick pipe. Detailed inspection observations are provided in Table 2-9. Heavy silt deposits throughout. Deposits reach 90% of full pipe; these sections rated in Bad condition due to silt. Other sections had silt deposits up to 45% of full pipe; these sections rated in Fair condition. Silt deposits prevented complete inspection of most sections. Missing mortar was observed in those sections inspected. Water levels vary from 5 to 10%. Light to heavy pockets of encrustation observed.

Table 2-12 Nazareth Sewer

Sewer Section	Observations	Grade
MH R-165 to MH R-166	900x600 mm Egg shaped Brick, 5% Water level, U/S Silt up to 90%, Survey abandoned due to silt Partially inspected.	Bad. Due to Silt. (1 Section)
MH R-166 to MH R-169	900x600 mm Egg shaped Brick, 5% Water level, U/S Silt up to 90%, Survey abandoned due to silt Partially inspected.	Bad. Due to Silt. (3 Sections)
MH R-170 to MH R-173	900x600 mm Egg shaped Brick, 5% Water level, U/S Debris, silt and rubble up to 35%, Survey abandoned due to silt and rubble	Fair Due to debris (3 Section)
MH R-173 to MH R-174	900x600 mm Egg shaped Brick, 10% Water level, MH R-173 – Could not locate MH MH R-174 – Unable to access MH	Not inspected.
MH R-174 to MH R-177	900x600 mm Egg shaped Brick, 10% Water level, missing, mortar, Silt up to 35% in places.	Fair Due to debris (4 Sections)
MH R-177 to MH R-178	900x600 mm Egg shaped Brick, 15% Water level Missing mortar, Encrustation light to heavy (greater than 10% blockage), Debris, rubble and silt up to 30%; Survey abandoned due to heavy encrustation Partially inspected.	Fair Due to heavy encrustation, silt. (1Section)
MH R-178 to Raccordment	900x600 mm Egg shaped Brick, 15% Water level, D/S, Missing mortar, sewer deviates right - slight	Fair. Due to missing mortar. (1 section)
Dalhousie Branch		
MH R-179 to MH R-180	900 x 600 mm Egg shaped Brick, 0% Water Level, D/S Survey Abandoned – no access to R-179	Not Inspected.
MH R-180 to MH R-181	900 x 600 mm Egg shaped Brick, 0% Water Level; Missing mortar, Silt 30 to 55%, Sewer Change to 600 mm circular concrete; Survey abandoned due to silt; Partially inspected.	Fair due to silt. (1 Section)
MH R-181 to MH R-201	900x600 mm Egg shaped Brick, 5% Water Level, U/S Missing mortar, Silt 30%	Fair. Missing mortar (1 Section)
MH R-201 to MH R-174	U/S 900x600 mm Egg shaped Brick, 10% Water Level; Missing mortar, Silt 35 to 40%	Fair. Due to silt. (1 Section)

2.5.8 Duke

General: This sewer comprises 900 x 600 mm egg shaped brick pipe. Detailed inspection observations are provided in Table 2-13. Heavy structural deterioration observed including fractures, deformation and infiltration. Sections rated in Poor and Bad condition due to the observed distress. Water levels were consistent throughout at 5%. Silt levels varied from 15 to 40%.

Table 2-13 Duke Sewer

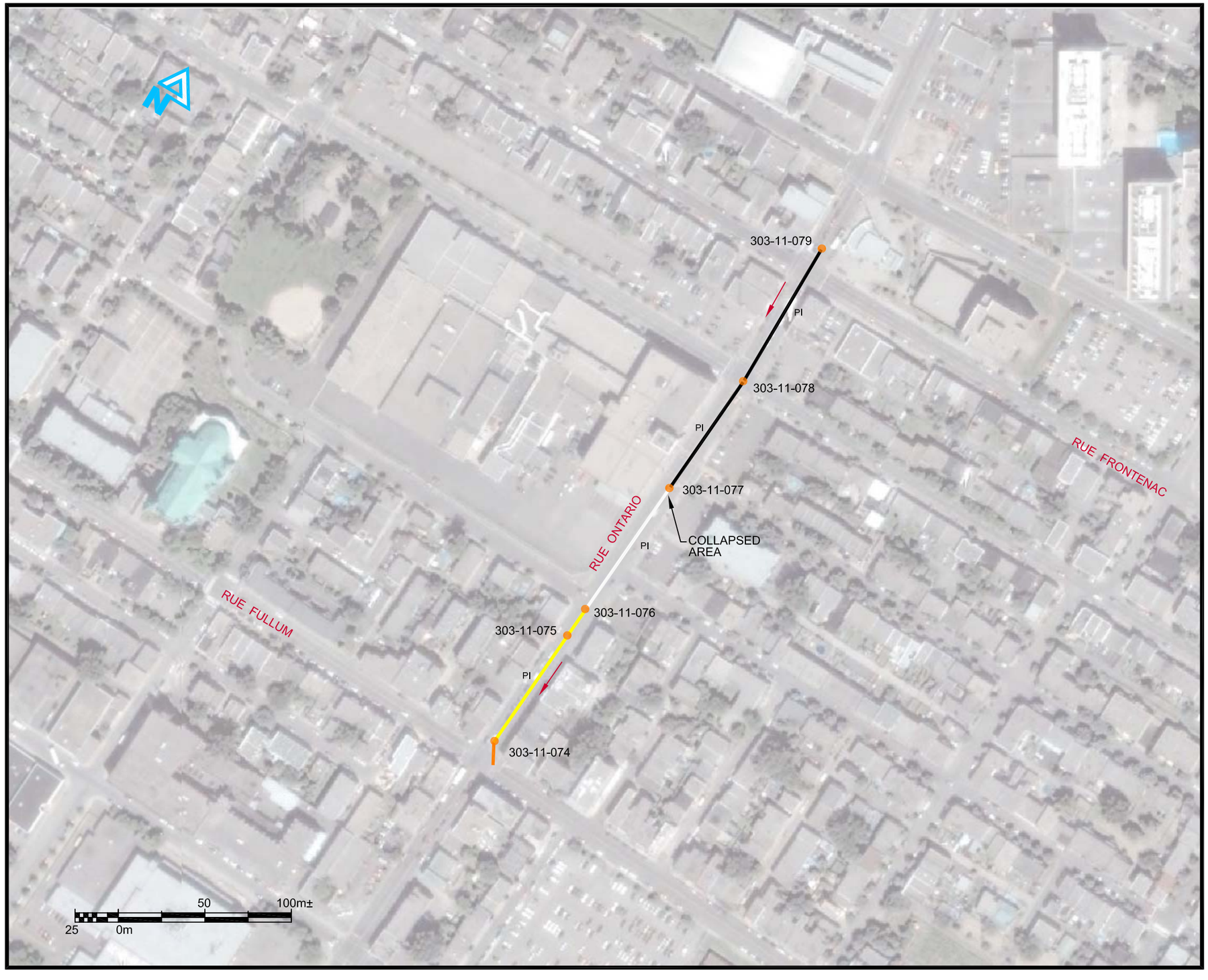
Sewer Section	Observations	Grade
MH R-164 to MH R-163	D/S 900x600 mm Egg shaped Brick, 5% Water level Missing mortar, Silt 25 to 30%, Vertical deformation 5%, Longitudinal fracture 12:00 at 34.8 m, Survey abandoned due to silt U/S 900 mm Egg shaped Brick, 5% Water level Encrustation light, Missing mortar, Silt 20 to 25% Survey abandoned due to silt	Poor. Due to fracture. (1 Section)
MH R-163 to MH R-162	D/S 900 mm Egg shaped Brick, 5% Water level Missing mortar, Debris – Concrete 10%, Silt 15% Longitudinal frac.12:00 at 1.4 m, Survey abandoned due to concrete 10% U/S 900 mm Egg shaped Brick, 5% Water level Encrustation light, Missing mortar up to medium, Missing bricks, Debris – Concrete 10%, Silt 5 to 30%, Vertical deformation 5%, Longitudinal fracture 12:00 at 6.9, 48.5, 65.4 m, Survey abandoned due to overlap	Bad. Due to fractures, deformation. (1 Section)
MH R-162 to Reccordment	D/S 900 mm Egg shaped Brick, 5% Water level Encrustation light, medium 10%, Missing mortar, Silt 15 to 40%, Infiltration running, vertical deformation 10%, Longitudinal fracture 12:00 at 0.0, 13.9, 39.4 m, Survey abandoned due to silt U/S 900 mm Egg shaped Brick, 5% Water level Inaccessible from main sewer	Poor. Due to fractures, deformation. (1 Section)
MH R-182 to MH R-184	500 mm Circular Concrete, 0% Water level Surveys not undertaken due to inaccessible MHs	Not Inspected. (2 sections)

2.5.9 Prince Sewer

General: This single section sewer comprises 900 mm circular PVC and 900 x 600 mm egg shaped brick pipe. Detailed inspection observations are provided in Table 2-14. The short distance of PVC pipe contained a fracture and deformation. Missing mortar, fractures, deformation and encrustation were observed in the downstream portion of brick sewer. Water levels varied from 5 to 25%; silt levels varied from 25 to 35%.

Table 2-14 Prince Sewer

Sewer Section	Observations	Grade
MH R-136 to MH R-137	900 mm, Circular PVC, 5 to 25% Water level, D/S, Encrustation light, Missing mortar, Silt 25 to 30% Sewer Change: Shape – Egg, Diameter – 900x600 mm, Material – Brick, Longitudinal fracture – 12:00 at 1.4 m, 2:00 at 29.2 m, Survey abandoned due to silt.	Bad. Due to fractures. (1 Section)



LEGEND

- Sewer & MH Not Inspected
- Sewer & MH in Good Condition
- Sewer & MH in Fair Condition
- Sewer & MH in Poor Condition
- Sewer & MH in Bad Condition
- Sewer & MH in Failed Condition

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INSPECTION CCTV - SONAR

RUE ONTARIO

FIGURE 2-1

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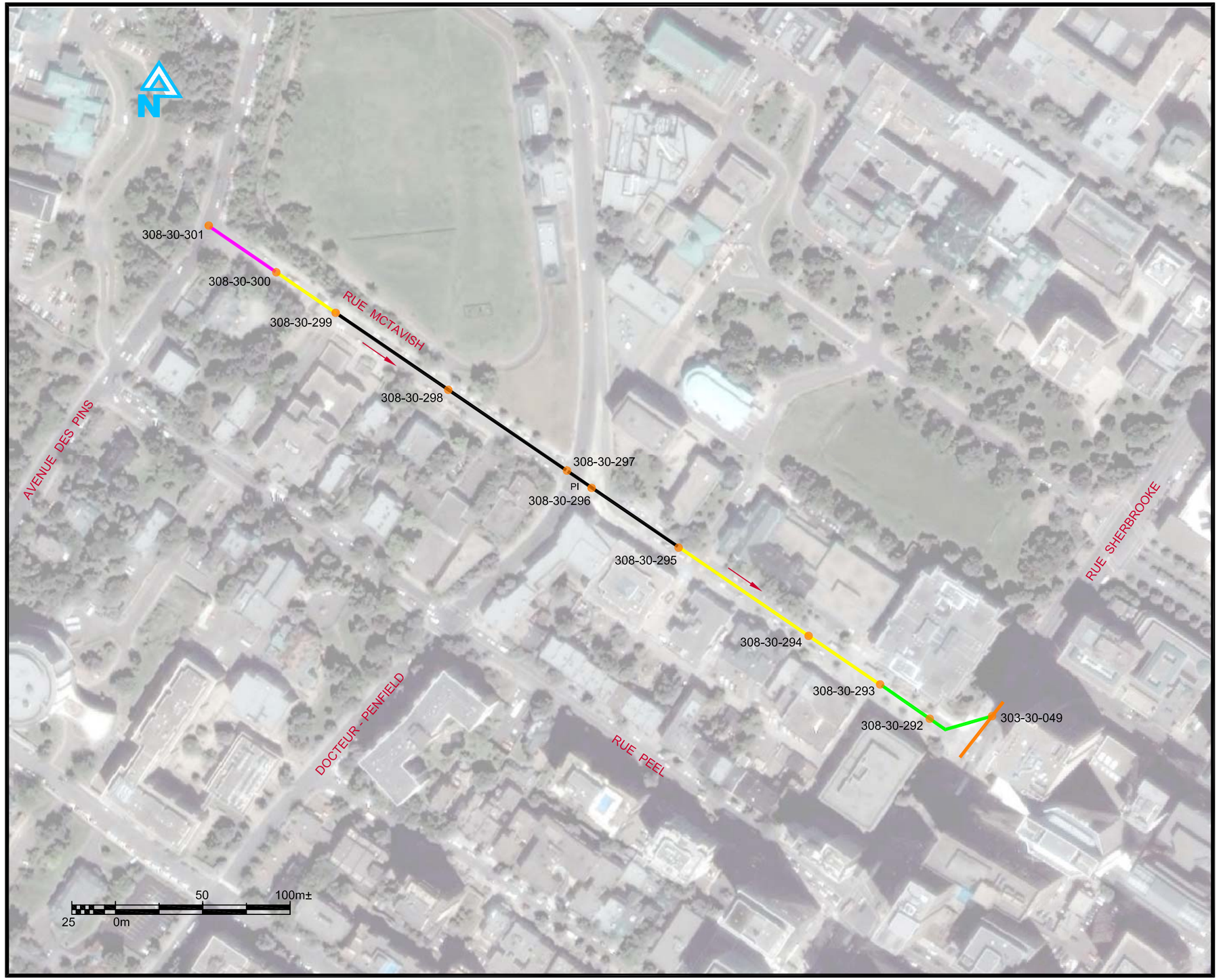

LEGEND

- Sewer & MH Not Inspected
- Sewer & MH in Good Condition
- Sewer & MH in Fair Condition
- Sewer & MH in Poor Condition
- Sewer & MH in Bad Condition
- Sewer & MH in Failed Condition

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Plan d'intervention des réseaux d'aqueduc et d'égouts

INSPECTION CCTV - SONAR

RUE McTAVISH

FIGURE 2-2

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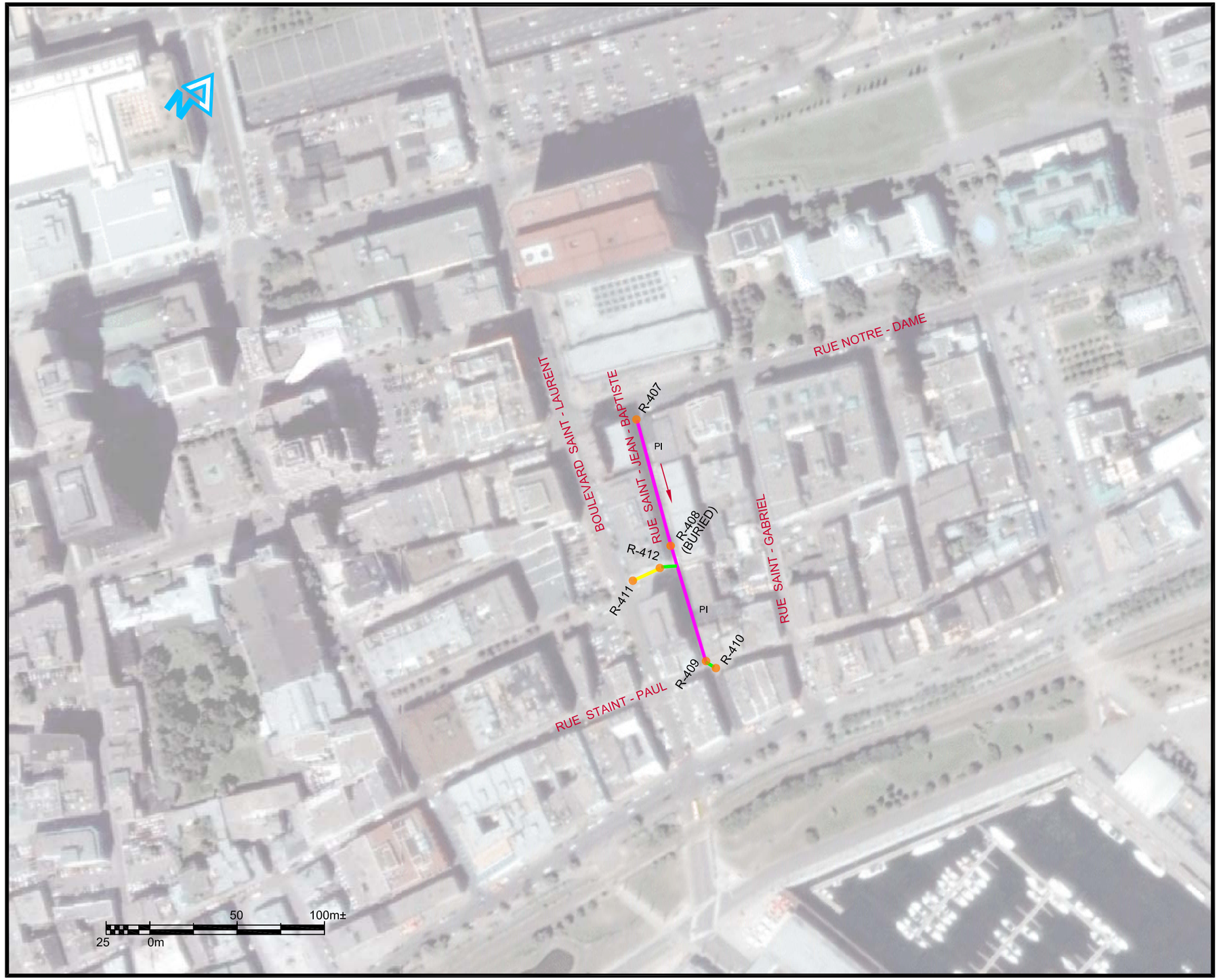
PLAN NO. 2007-MT01



LEGEND

- Sewer & MH Not Inspected
- Sewer & MH in Good Condition
- Sewer & MH in Fair Condition
- Sewer & MH in Poor Condition
- Sewer & MH in Bad Condition
- Sewer & MH in Failed Condition

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INSPECTION CCTV - SONAR

RUE SAINTE-JEAN-BAPTISTE

FIGURE 2-3

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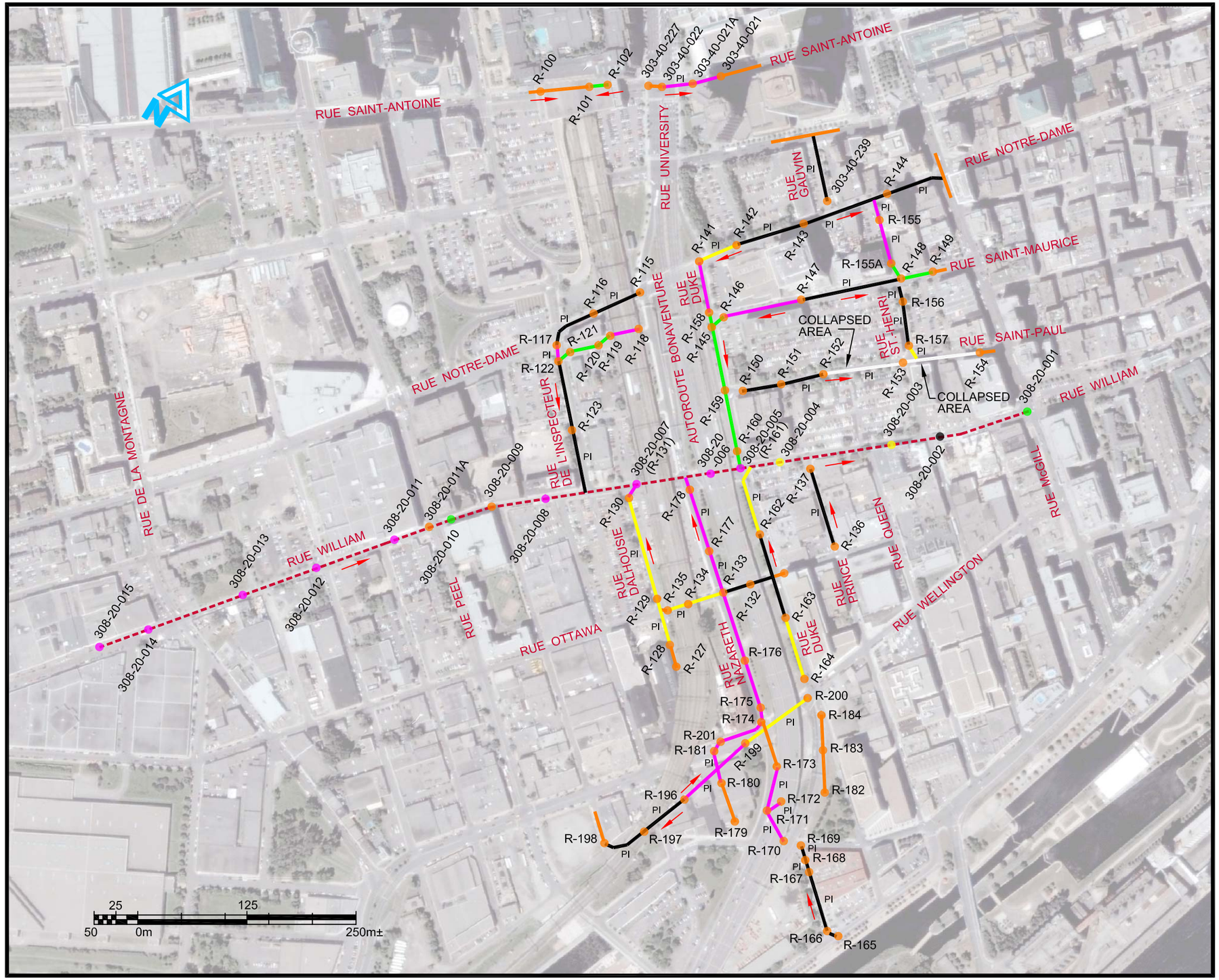

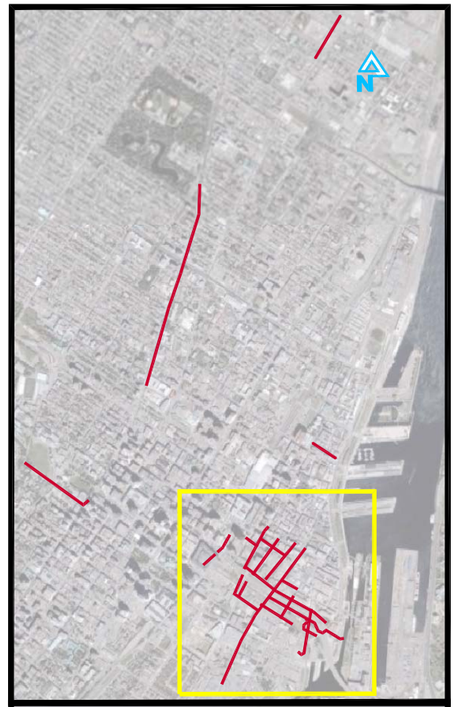

LEGEND

- Sewer & MH Not Inspected
- Sewer & MH in Good Condition
- Sewer & MH in Fair Condition
- Sewer & MH in Poor Condition
- Sewer & MH in Bad Condition
- Sewer & MH in Failed Condition

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Plan d'intervention des réseaux d'aqueduc et d'égouts

INSPECTION CCTV - SONAR

PROJECT BONAVENTURE

FIGURE 2-4

Andrews Infrastructure

PLAN NO. 2007-MT01

3.0 CONCLUSIONS AND RECOMMENDATIONS

3.1 Overview

Conclusions and recommendations related to specific types of defects are discussed in the following sections. Several general considerations are discussed in Section 3.7.

3.2 General Condition

Over the years, Andrews Infrastructure has compiled an extensive database of large diameter trunk sewer condition statistics. These statistics are based on sewers inspected using the WRC method across Canada. A statistical summary for sewer sections with sizes between 600 and 900 mm diameter (and for all ages) shows that 75% to 85% of all sections are typically in Good or Fair condition. This finding is generally true for all pipe sizes and pipe materials. Typically less than 1% of all sections are either in Bad or Failed condition. By comparison, results in this study shows that fully 40% of the sections inspected are in Bad or Failed condition. Furthermore, only 43% are in Good or Fair condition.

3.3 Failed Sections

Three sewer sections were found to be in an advanced state of structural deterioration including complete pipe failure in the following locations:

- Rue Ontario MH 303-11-077 to 303-11-076 (Photograph 3-1)
- Rue St. Paul MH R-152 to R-153 (Photograph 3-2)
- Rue St. Paul MH R-153 to R-154 (Photograph 3-3)

In addition to the actual failures in these sections, there is also other extensive structural deterioration including fractures, displaced bricks, missing brick fabric and structural deformation. In these areas the structures are not stable. Given the age of the sewer there is a high degree of soil consolidation in the sewer envelope and hence, even in the failed areas the road structure has stayed intact. In the areas of advanced deterioration the structure remains standing. However, as is usually the case with sewers, any unrelated, random change in the area (such as a watermain break) could trigger soil envelope failure and road surface collapse. The timing of an event that could trigger such a failure can not be predicted.

It is recommended that the highest priority be given to reconstructing or rehabilitating these sections that have failed. Prior to repair, the City should be prepared for the possible sudden failure of the road surfaces at one or more of these sections.

3.4 Bad Sections – Structural Conditions

Numerous sewer sections were rated in Bad condition due to extensive structural damage. These are listed in Table 3-1. Structural damage includes longitudinal fractures and deformation (5% to 10%, more in some cases, see Photograph 3-5), missing mortar, missing bricks, missing brick fabric and active infiltration. As with the previously noted Failed sections, these sewer sections remain standing due to the heavily consolidated soil envelopes. However, significant random

events could disturb this soil envelope and trigger a complete failures. Sudden road surface collapses can not be ruled out in these areas.

It is recommended that a comprehensive rehabilitation program be developed and implemented for these sewers (as listed in Table 3-1). This program should consider the benefit of complete reconstruction versus rehabilitation, on a case by case basis. Where adjoining sewer sections are in Poor condition, these adjoining sewers should be included in the program. It is understood that significant road re-construction works are planned for Autoroute Bonaventure. Careful consideration should be given as to how the damaged sewers can be best addressed during this road reconstruction work. Assessment of drainage patterns and drainage needs should also be assessed. Opportunities to separate combined sewers, re-direct flow, or to construct new sewers, should be assessed in order to allow for abandonment of some of the badly damaged sections.

Table 3-1 Sections in Bad Condition – Structural Conditions

Sewer Section	Sewer Details	Street
MH 303-11-079 to 303-11-078	900x600 mm Egg shaped Brick	Rue Ontario
MH 303-11-078 to 303-11-077	900x600 mm Egg shaped Brick	Rue Ontario
MH 303-30-299 to 303-30-298	900x600 mm Egg shaped Brick	Rue McTavish
MH 303-30-298 to 303-30-297	900x600 mm Egg shaped Brick	Rue McTavish
MH 303-30-297 to 303-30-296	900x600 mm Egg shaped Brick	Rue McTavish
MH 303-30-296 to 303-30-295	900x600 mm Egg shaped Brick	Rue McTavish
MH 303-30-299 to 303-30-298	900x600 mm Egg shaped Brick	Rue Sainte-Jean-Baptiste
MH 303-30-298 to 303-30-297	900x600 mm Egg shaped Brick	Rue Sainte-Jean-Baptiste
MH 303-30-297 to 303-30-296	900x600 mm Egg shaped Brick	Rue Sainte-Jean-Baptiste
MH 303-30-296 to 303-30-295	900x600 mm Egg shaped Brick	Rue Sainte-Jean-Baptiste
MH R-122 to R-123	1200x900 mm Egg shaped Brick	De l'inspecteur Branch
MH R-142 to R-143	900x600 mm Egg shaped Brick	Notre Dame/Duke St Branch
MH 303-40-239 to Reccordment	900x600 mm Egg shaped Brick	Gauvin
MH R-147 to R-148	750 mm diameter Concrete	St. Maurice Branch
MH R-116 to R-117	900x600 mm Egg shaped Brick	Notre Dame Branch
MH R-156 to R-157	600 mm Circular Brick	St. Henri Branch
MH R-151 to R-152	900x600 mm Egg shaped Brick	Saint-Paul
MH R-132 to Mur	900x600 mm Egg shaped Brick	Ottawa Sewer
MH R-132 to R-133	900x600 mm Egg shaped Brick	Ottawa Sewer
MH R-196 to R-197	900x600 mm Egg shaped Brick	Wellington Sewer
MH R-197 to R-198	900x600 mm Egg shaped Brick	Wellington Sewer
MH R-163 to R-162	900 mm Egg shaped Brick	Duke Sewer
MH R-136 to R-137	900 mm diameter PVC	Prince Sewer

3.5 Bad Sections – Service Conditions

Numerous sections were found to be in Bad condition due to heavy silt and rubble accumulations. The depth and extent of the observed debris seriously impacts hydraulic performance (see Photographs 3-3 and 3-6). Due to the depth of sediment, many of these sections could not be fully inspected with CCTV equipment. As a result additional defects, in the form of moderate to serious structural defects, could exist, undetected, in some of these sections. Typically a comprehensive cleaning program would be indicated. However, given the risk of worsening existing damage in these sewers, routine cleaning with high pressure

flushers or bucket equipment should not be undertaken without careful, continuous monitoring.

Therefore it is recommended that a selective cleaning program be implemented. Individual sections should be selected for carefull cleaning and monitoring. Continuous CCTV inspection, for example, would be needed as the cleaning progresses to ensure no additional structural damage is caused. Alternatively, given the widespread structural damage observed in the Project Bonaventure area, consideration could be given to simply including these sewers in the previously recommended rehabilitation program. Reconstructing some sections may in fact be less costly than cleaning and/or rehabilitation. It should be kept in mind that likely many of these sections will reveal significant structural distress once cleaned.

Table 3-2 Sections in Bad Condition – Service Conditions

Sewer Section	Pipe Specifics	Street
MH R-123 to Raccordment	1200x900 mm Egg shaped Brick	De l'inspecteur Branch
MH R-147 to R-148	750 mm diameter Concrete	St. Maurice Branch
Raccordment to MH R-156	600 mm Circular Brick	St. Henri Branch
MH R-150 to R-151	900x600 mm Egg shaped Brick	Saint-Paul
MH R-165 to R-166	900x600 mm Egg shaped Brick	Nazareth Sewer
MH R-166 to R-167	900x600 mm Egg shaped Brick	Nazareth Sewer
MH R-167 to R-168	900x600 mm Egg shaped Brick	Nazareth Sewer
MH R-168 to R-169	900x600 mm Egg shaped Brick	Nazareth Sewer

3.6 Rue McTavish

The rate of infiltration and apparent groundwater pressure along the McTavish sewer is remarkable. The pressure of the infiltrating water causes gushing water in the invert to divert flow in the sewer. Water can be seen coming up through the invert in Photograph 3-4. Mortar has been washed out of some joints with resulting displaced bricks. Extensive cracks and fractures are frequent. The incoming water is clear. The sewage itself is unusually clear. It is understood that the City's water supply reservoir is located adjacent to the sewer.

It is recommended that investigations be carried out at first opportunity to confirm the nature and source of the high groundwater pressures. It is further recommended that the sections of the McTavish sewer currently in Bad condition be rehabilitated or reconstructed in order to alleviate the infiltration issues. It should be confirmed that the groundwater pressures will not be transferred to other underground services once the sewer is repaired. Furthermore the potential for leakage from the reservoir should be assessed. It is noted that the heavy infiltration tends to occur along the east side of the sewer or in the sewer invert. Continuation of this infiltration could lead to significant bedding washout and eventual collapse of the sewer fabric. Sewer failure and road collapse in this area could have catastrophic consequences for the reservoir foundations and general slope stability along McTavish. The existence of voids around the sewer can not be ruled out and hence it is suggested that the recommended investigations be carried out at the first opportunity.

3.7 General Considerations

It is recognized that regular inspection of larger sewers and trunks, and other high risk assets, is critical in terms of good long term maintenance. Given that there are no comprehensive previous inspection data with which to compare, ***it is recommended that the City consider regular re-inspection of these assets on a 10-year or 5-year cycle for the sewers found to be in Good or Fair condition respectively.*** Many of the conclusions and recommendations made in this report are time dependent; they represent a 'snap-shot' of the condition of the asset only at the time of inspection. Advance warning of new or on-going deterioration, or any changes in condition for that matter, can only be predicted and managed through regular re-inspection.

AndrewsInfrastructure

Per: Mark Andrews, P.Eng.
Project Manager

This report has been prepared by AndrewsInfrastructure for the City of Montreal and reflects best judgement in light of the information available at the time of preparation and in the context of the specific project requirements. The report focuses on the defined scope of work in terms of the needs and requirements of the City and as a result it does not necessarily reflect the needs of any other parties. AndrewsInfrastructure does not accept responsibility for damages, if any, suffered by any third party as a result of decisions made or actions undertaken by them based on this report. The conclusions made herein are based on field conditions which may have been valid only at the time of inspection and hence may be subject to change.

GLOSSARY

Adjuster ring: Rings, usually made of brick or pre-cast concrete, set directly below the frame and cover; used to adjust the level of the frame and cover to the road or ground surface grade.

Chimney: The part of a manhole located between the roof of the chamber and ground level; usually made of brick or precast rings.

Condition: Five defined states reflecting the relative state of preservation of the asset being considered; five states are Good, Fair, Poor, Bad, and Failed (see further explanation in Appendix).

Crack: A structural defect that penetrates the surface of the pipe wall (but does not extend through the entire wall thickness).

Fracture: A structural defect that passes completely through the pipe wall hence creating a discontinuity in the structure which can allow groundwater to enter the pipe.

Location: A site in the sewer and is referenced by the distance from the upstream manhole (unless it is noted that the survey proceeded in the upstream direction in which case the distance is measured from the downstream manhole).

Position: A point on the wall of the pipe at a particular *location* and is referenced by a 12-hour clock notation.

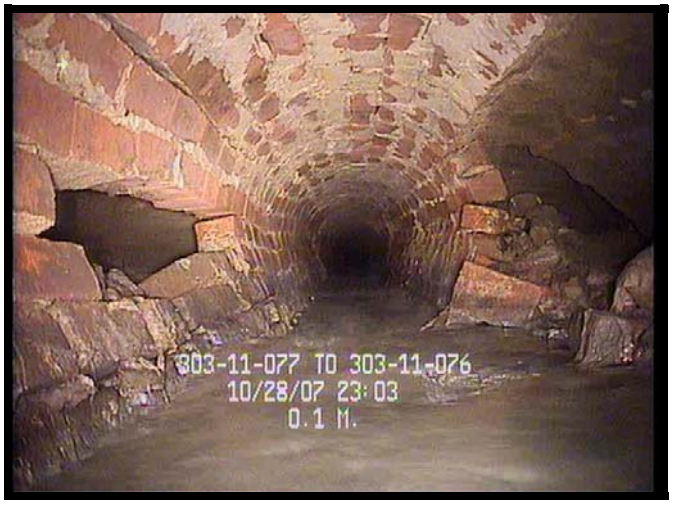
Section: A portion of a sewer between two consecutive manholes.

***Segment*:** A portion of a *section* usually defined by chainage.

Wash Zone: The part of the wetted perimeter of the pipe between the normal (diurnal) high water line and normal highest (wet weather) water line. In *sections* effected by H_2S related corrosion the *wash zone* is often much less damaged due to infrequent washing away of corrosive material.

***Photograph* 3-1**

Collapsed sewer with voids at both springlines (Ontario St., MH 303-11-077 to MH 303-11-076)



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***Photograph* 3-2**

Collapsed sewer with void (St.Paul, MH R-152 to R-153)

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***Photograph* 3-3**

Collapsed sewer with void (St.Paul, MH R-154 to R-153)

146

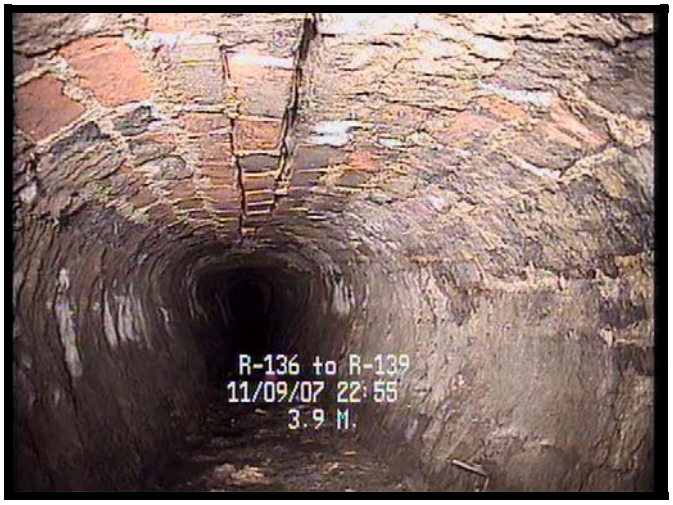
***Photograph* 3-4**

Running and gushing infriltration

128

***Photograph* 3-5**

Fractures and Vertical deformation (> 10%)



160

***Photograph* 3-6**

Debris in sewer (> 25%)

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APPENDIX A
Condition Assessment

APPENDIX A

RISK ASSESSMENT AND CONDITION CODES

A.1 Risk of Failure

A.1.1 Introduction

The conventional approach to assessing the condition of sewers is to review and consider the observed condition of only the pipe itself. This approach is appropriate for the vast majority of sewers where the required level of performance and the installation situation is well understood and generally uniform. In the case of large diameter sewers, trunk sewers in particular, where there can be widely ranging installation conditions, environmental sensitivities, a large number of nearby utilities, important transportation corridors, and large differences in construction techniques and soil conditions, this conventional approach may not necessarily be sufficient.

In the case of these sewers an integrated approach is thought to be more in keeping with the importance of the sewer. That is, it is necessary to consider all aspects of the sewer when it comes to making decisions regarding its maintenance and upkeep. More specifically, in addition to the basic structural condition of the pipe it is necessary to consider local soil conditions, interrelationship with adjacent utilities, potential for traffic disruptions and possible effects on nearby above-ground structures.

The purpose of assessing the condition of these sewers is to determine the risk associated with failure and the associated potential effects, or consequences, of failure. The following sections outline the various factors that influence the operation of the systems, the possible modes of failure, and the approach used to assign risk levels; all of which must be considered in an integrated approach. A description of the method used to establish a condition class for each section of the sewer inspected is provided in a subsequent section.

It should be remembered that the conclusions and recommendations made in this report are based on actual observations made. In general, for any sewer where observations suggest that the structure is in good condition, it is presumed that the sewer is at the lowest level of risk that is possible to determine. Of course, that is not to say that the apparently good sewer may not fail in the very near future for some reason that was undetectable at the time of inspection. As a result, the recommendations put forward in this report can only address the observed deficiencies. There is always an overriding risk that some other unanticipated factor could influence the condition of the sewer and may determine the actual risk of failure. Subsequent, more detailed, investigations should help to identify and control this additional risk.

A.1.2 Failure

Failure is defined to include the following three scenarios.

Worst case: Complete and sudden collapse of the sewer. Consequences definitely include substantial or complete blockage of flow at least at one point on a continuous basis for a prolonged period of time. Initially, all sewage flows would be bypassed untreated to local surface waters and could result in widespread basement flooding. Consequences may also include extreme soil voids, excessive surface settlement and sink holes, utility breaks and/or traffic disruption.

Partial blockage: Progressive distortion of the sewer causing some reduction in hydraulic capacity. Such events may not be sudden and could occur over an extended length of time. Partial blockage could ultimately lead to complete collapse of the sewer. Partial blockage could involve periodic wastewater discharge to surface waters; the severity and frequency of discharge being dependant on the degree of blockage. The factors contributing to partial blockage could also lead to void creation, settlement, utility breaks, and traffic disruption which could be as severe as that encountered in the worse case.

Indirect failure: Sewer remains intact while adjacent soil or surface failure occurs. A possible indirect failure mode involves the creation of soil voids due to washing of fine particles into the sewer through infiltration. Severe surface settlements,

utility breaks, and traffic disruptions could occur with consequences as severe as the worse case but with little or no impact on the sewer itself or on hydraulic capacity.

A.1.3 Risk Analysis and Condition Rating

Two aspects of risk need to be considered when assessing the condition of the trunk sewer. Firstly, it is necessary to determine what level of risk of failure is associated with a particular condition in the sewer. Secondly, it is necessary to establish what level of risk is acceptable in order to make decisions regarding the need to address the specific conditions.

A recent literature search indicated that little research has been done in terms of compiling and quantifying failures of large diameter sanitary sewers. Less has been done to quantify the risk associated with failure under certain conditions. Further, it appears that no attempt has been made to establish in a quantitative way the level of risk that is acceptable. As a result it is considered appropriate in this report to treat risk in a qualitative rather than quantitative way.

The approach used to assess the condition of the sewers in this report involves the assignment of a condition grade according the WRc methodology. The grades are 'bumped-up' in some cases to reflect specific concerns. Issues related to risk are then assessed and, in combination with the WRc rating, an overall Condition Grade is assigned to the section of sewer. This approach represents a slight modification or enhancement of the WRc method, and is based in part on work done by the Greater Chicago District (Macaitis, 1994). An indication of the relationship between the condition grade, the WRc Grade and observed characteristics is provided in the text of the report.

Four levels of risk have been assumed.

Nominal Risk: In cases where no evidence of structural distress is seen it can be assumed that the structure is at the lowest level of risk of failure. Although there may be no evidence of distress there is likely some risk of failure since there could be factors effecting the structure which generate no tell tale signs. Therefore, the notion of negligible or 'zero' risk is not used since the actual level of risk is never known. In this assessment report this lowest level of risk is termed "Nominal Risk". These sewers are referred to as being in 'good' condition.

Elevated Risk: Two factors can lead to elevated risk. Firstly, obvious tell tale signs of distress can indicate increased risk of failure. These can include cracks, fractures, heavy infiltration, cross-sectional distortion, etc. Observation of any of these conditions in the sewer indicates an elevated level of risk of failure. These sewers are referred to as being in 'fair' condition.

Secondly, independent of the sewer structure itself, the area in which the sewer is located can lead to situations of elevated risk. For example, poor soil conditions, excessive utility usage and congestion, and areas of unusually heavy loading can lead to increased risk of failure. In such cases, a rating of 'fair' may be given even though 'good' may have otherwise been assigned.

Highly Elevated Risk: This level of risk would occur when a section of sewer with advanced deterioration (elevated level of risk of failure) and/or is located in a high risk area. In these cases a rating of 'poor' is assigned.

Unacceptable Risk: When a section of sewer is observed to be in an advanced stage of distress and is located in a high risk area, the risk of failure is considered to be unacceptable. A rating of Bad is applied here.

A.1.4 Condition Codes

Observed defects have been recorded following the WRc codes for service and structural defects as provided in the following two tables:

Table A-1 Service Defects

Code	Description	Code	Description
CU	Camera underwater	IS	Infiltration seeper
DE	Debris	OB	obstruction
DEG	Debris grease	OBJ	Obstruction at joint
DES	Debris silt	REM	Remarks
EH	Encrustation heavy	RF	Roots fine
EL	Encrustation light	RFJ	Roots fine at joint
EM	Encrustation medium	RM	Roots mass
ESH	Scale heavy	RMJ	Roots mass at joint
ESL	Scale light	RS	Repaired section
ESM	Scale medium	RT	Roots tap
FH	Finish survey	RTJ	Roots tap at joint
GO	General observation	SA	Survey abandoned
GP	General photograph	ST	Start of survey
ID	Infiltration dripper	V	Vermin
IG	Infiltration gusher	WL	Water level
IR	Infiltration runner		

Table A-2 Structural Defects

Code	Description	Code	Description
B	Broken pipe	JDL	Joint displaced large
BJ	Broken pipe at joint	JDM	Joint displaced medium
BR	Branch (major)	JDS	Joint displaced slight
CC	Crack circumferential	JN	Junction
CCJ	Crack circumferential at joint	JX	Junction defective
CL	Crack longitudinal	LC	Lining change
CM	Crack longitudinal at joint	LD	Line deviates down
CN	Connection	LL	Line deviates left
CNI	Connection intruding	LR	Line deviates right
CX	Connection defective	LU	Line deviates up
CXI	Connection defective intruding	MC	Material change
D	Deformation	MH	Manhole
DC	Diameter change	OJL	Open joint large
FC	Fracture circumferential	OJM	Open joint medium
FL	Fracture longitudinal	PC	Pipe length change
FM	Fracture longitudinal at joint	SC	Shape change
H	Hole	SS	Surface spalling
HSH	Hydrogen sulphide heavy	SW	Surface wear
HSL	Hydrogen sulphide light	X	Collapse
HSM	Hydrogen sulphide medium		

Table A-7 Definition of States

State	Condition	Action	Description
1	Good	**Do nothing**	That is, do nothing less than regular maintenance
2	Fair	**Monitor**	Monitor to ensure that either there is no further deterioration or if there is downgrade to state 3.
3	Poor	**Investigate**	Investigate further to confirm if the situation is not as bad as thought in which case upgrade to state 2, or if situation proves problematic downgrade to state 4.
4	Bad	**Plan to repair /reconstruct**	Planning relies in part on the sort of investigation needed in State 3 and involves determining whether to repair, rehabilitate, or totally reconstruct and the appropriate level of effort and timing. Planning also involves determining whether the works need to take place in the near future or longer term or whether the works can be delayed in order to take advantage of other planned works.
5	Failure	**Repair /reconstruct**	Here the works are to be undertaken without delay. Once the type of work is established, the level of effort determined and design completed the works are immediately commenced. If through the course of developing options it is discovered that some delay is tolerable then by definition upgrade to State 4.

APPENDIX B
Sewer Summary Tables

Additional Inspections									
U/S MH	D/S MH	Size	Type	Plan Length	Survey Length	DVD #	Survey #	Date Inspected	Condition Rating
Saint-Antoine									
R-100	R-101	600x900		57.0	0.0		170/171	11-Nov-07	NI
R-101	R-102	750		26.0	24.8	18	169	11-Nov-07	Good
303-40-022	303-40-021	1500		77.0	31.9	18	167/168	11-Nov-07	Fair
Section Length:				160.00	56.7				
Notre-Dame									
R-141	R-142	600x900		46.0	13.2	14	82	7-Nov-07	Fair
R-142	R-143	600x900		88.0	10.1	14	83/84	7-Nov-07	Bad
R-143	R-144	600x900		99.0	8.3m	14	85/86	7-Nov-07	Bad
R-144	Raccordment	600x900		61.0	8.8	14	87/88	7-Nov-07	Bad
R-115	R-116	600x900		50.0	7.6	14	89	8-Nov-07	Bad
R-116	R-117	600x900		68.0	12.7	14	90/91	8-Nov-07	Bad
Section Length:				412.00	134.9				
Saint Maurice									
R-118	R-119	600x900		40.0	39.7	13	75/76	7-Nov-07	Fair
R-119	R-120	750		10.0	9.4	13	72	6-Nov-07	Good
R-120	R-121	750		38.0	37.4	13	73	6-Nov-07	Good
R-121	R-122	750		16.0	14.8	13	74	6-Nov-07	Good
R-145	R-146	750		18.0	13.0	13	68	5-Nov-07	Good
R-146	R-147	750		93.0	91.7	13	67	5-Nov-07	Fair
R-147	R-148	750		103.0	69.7	13	69/70	5-Nov-07	Bad
R-148	R-149	750		37.0	39.8	13	71	5-Nov-07	Good
Section Length:				355.00	315.5				
Saint-Paul									
R-150	R-151	600x900		47.0	42.7	15	110/111	9-Nov-07	Bad
R-151	R-152	600x900		45.0	11.7	15	108/109	9-Nov-07	Bad
R-152	R-153	600x900		92.0	26.5	15	105/107	9-Nov-07	Failed
R-153	R-154	600x900		89.0	74.8	15	104/106	9-Nov-07	Failed
Section Length:				273.00	155.7				
Ottawa									
R-132	Mur	600x900		36.0	28.9	16	124	10-Nov-07	Bad
R-132	R-133	600x900		35.0	31.2	16	125/128	10-Nov-07	Bad
R-133	R-134	600x900		40.0	34.5	16	126	10-Nov-07	Poor
R-134	R-135	600x900		27.0	0.2	16	127	10-Nov-07	Poor
Section Length:				138.00	94.8				

U/S MH	D/S MH	Size	Type	Plan Length	Survey Length	DVD #	Survey #	Date Inspected	Condition Rating
Wellington									
R-181	R-201	600x900		10.0	2.9	18	148	10-Nov-07	Fair
R-201	R-174	600x900		58.0	66.8	18	146/147	10-Nov-07	Fair
R-196	R-197	600x900		69.0	24.4	18	155	10-Nov-07	Bad
R-197	R-198	600x900		56.0	12.7	18	156/157	10-Nov-07	Bad
R-196	R-199	600x900		97.0	1.9	18	152/154	10-Nov-07	Fair
R-199	R-200	600x900		86.0	1.9	18	153/158	10-Nov-07	Poor
Section Length:				376.00	110.6				
De l'inspecteur									
R-117	R-122	800x1200		13.0	7.1	14	93	8-Nov-07	Fair
R-122	R-123	800x1200		85.0	84.9	14	92	8-Nov-07	Bad
R-123	Raccordment	800x1200		75.0	10.2	14	94/95	8-Nov-07	Bad
Section Length:				173.00	102.2				
Dalhousie									
R-179	R-180	600x900		53.0	0.0		151	10-Nov-07	NI
R-180	R-181	600x900		36.0	11.6	18	149/150	10/11/2007	Fair
R-127	R-128	600x900		18.0	0.0		120/121	09/11/2007	NI
R-128	R-129	600x900		54.0	3.9	16	117/119	09/11/2007	Poor
R-129	R-130	600x900		123.0	15.0	16	118/122	09/11/2007	Poor
R-130	R-131	600x900		23.0	16.3	16	123	10/11/2007	Fair
Section Length:				307.0	46.8				
Nazareth									
R-165	R-166	450		10.0				10/11/2007	NI
R-166	R-167	600x900		79.0	0.1	18	161	10/11/2007	Bad
R-167	R-168	600x900		167.0	0.2	18	160/162	10/11/2007	Bad
R-168	R-169	500		19.0	0.1	18	163	10/11/2007	Bad
R-170	R-171	750		36.0	1.4	14	96	08/11/2007	Fair
R-171	R-172	450		11.0	1.1	14	98	08/11/2007	Fair
R-171	R-173	750		42.0	3.4	14	97	08/11/2007	Fair
R-173	R-174	600x900		63.0	0.0		159	10/11/2007	Ni
R-174	R-175	600x900		10.0	10.4	17	145	10/11/2007	Fair
R-175	R-176	600x900		67.0	66.8	17	144	10/11/2007	Fair
R-176	R-133	600x900		83.0	91.3	16/17	129/143	10/11/2007	Fair
R-133	R-177	600x900		45.0	4.8	16/17	130142	10/11/2007	Fair
R-177	R-178	600x900		85.0	35.3	17	140/141	10/11/2007	Fair
R-178	Raccordment	600x900		15.0	10.5	17	139	10/11/2007	Fair
Section Length:				732.0	225.4				

U/S MH	D/S MH	Size	Type	Plan Length	Survey Length	DVD #	Survey #	Date Inspected	Condition Rating
Autoroute Bonaventure									
R-182	R-183	750		54.0	0.0		164	11/11/2007	NI
R-183	R-184	750		60.0	0.0		165/166	11/11/2007	NI
Section Length:				114.0	0.0				
Duke									
R-141	R-158	750		61.0	59.2	13	81	07/11/2007	Fair
R-158	R-145	900		18.0	9.2	13	80	07/11/2007	Good
R-145	R-159	900		70.0	78	13	77	07/11/2007	Good
R-159	R-160	900		84.0	83.9	13	78	07/11/2007	Good
R-160	R-161	900		7.0		6.8	79	07/11/2007	Good
R-164	R-163	600x900		77.0	76.6	17	133/134	10/11/2007	Poor
R-163	R-162	600x900		99.0	99.1	17	135/136	10/11/2007	Bad
R-162	Raccordment	600x900		83.0	52.9	17	137/138	10/11/2007	Poor
Section Length:				499.0	458.9				
Prince									
R-136	R-137	600x900		88.0	34.5	16	116	09/11/2007	Bad
Section Length:				88.0	34.5				
Gauvin									
303-40-239	Raccordment	600x900		82.0	58.5	15	114/115	09/11/2007	Bad
Section Length:				82.0	58.5				
Saint-Henri									
R-155	Raccordment	600x900		31.0	17.1	15	112	09/11/2007	Fair
R-155	R-155A	600x900		56.0	40.8	17	131	10/11/2007	Fair
R-155A	R-148	600x900		14.0	15.0	16	132	10/11/2007	Good
R-156	Raccordment	300		13.0	0.1	14	99	08/11/2007	Bad
R-156	R-157	600		55.0	32.3	15	100/101	08/11/2007	Bad
R-157	Raccordment	600		10.0	3.0	15	102/103	08/11/2007	Poor
Section Length:				179.0	108.3				
	Combined Section Length			3666.0	1902.8				

Rue Ontario

U/S MH	D/S MH	Size	Type	Plan Length	Survey Length	DVD #	Survey #	Date Inspected	Condition Rating
303-11-079	303-11-078	900			44.9	10	40/47	27-28/10/2007	Bad
303-11-078	303-11-077	900			1.8	10	41/48	28-Oct-07	Bad
303-11-077	303-11-076	900			9.8	10	42/43	28-Oct-07	Failed
303-11-076	303-11-075	900			18.3	10	44	28-Oct-07	Poor
303-11-075	303-11-074	900			24.7	10	45/46	28-Oct-07	Poor
Section Length:					99.5				

Rue McTavish

U/S MH	D/S MH	Size	Type	Plan Length	Survey Length	DVD #	Survey #	Date Inspected	Condition Rating
303-30-301	303-30-300	900			46.9	10	49	29-Oct-07	Fair
303-30-300	303-30-299	900			41.2	10	50	29-Oct-07	Poor
303-30-299	303-30-298	900			78.9	10	51	29-Oct-07	Bad
303-30-298	303-30-297	900			81.2	11	52	29-Oct-07	Bad
303-30-297	303-30-296	900			8.4	11	53	29-Oct-07	Bad
303-30-296	303-30-295	900			56.9	11	54	29-Oct-07	Bad
303-30-295	303-30-294	900			91.9	11	55	29-Oct-07	Poor
303-30-294	303-30-293	900			48.1	11	56/59	29-30/10/2007	Poor
303-30-292	303-30-049	750			28.5	11	57	30-Oct-07	Good
303-30-292	303-30-293	900			20.8	11	58	30-Oct-07	Good
Section Length:					502.8				

Rue Sainte-Jean-Baptiste

U/S MH	D/S MH	Size	Type	Plan Length	Survey Length	DVD #	Survey #	Date Inspected	Condition Rating
R-407	R-408	900			24.9	11	60/66	30-Oct-07	Fair
R-412	R-411	900			15.8	11	61	30-Oct-07	Poor
R-412	R-Main	900			6.3	11	62	30-Oct-07	Good
R-409	R-410	600			6.2	12	63	30-Oct-07	Good
R-409	R-408	900			36.2	12	64/65	30-Oct-07	Fair
Section Length:					89.4				
	Combined Section Length				691.7				

APPENDIX C
Sewer Coding Sheets

```
0H1C33986/AN 303-11-079X     40
0H22710070130 RUE ONTARIO
CITY OF MONTREAL
0H3303-11-079              303-11-078
0H4CD 900 600EBR       0449Z
0H50010
0H6A3B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-11-079
0D1       000.0  WL  10
0D1       001.5S1MS  0804
0D1       001.5  CN  15003
0D1       003.0  BR  600X450
0D1       004.1  CNI 15010  0025
0D1       007.0  MB1101PIPECROSSCROWN
0D1       008.3  CNI 8004  0050
0D1       008.3  CNI 8008  0050
0D1       011.7  BR900X600CLEANRUBBLE
0D1       013.2  GO PIPE ACROSS CROWN
0D1       019.3  DB  03
0D1       025.1S2FL  12
0D1       025.1S3DV  05
0D1       027.9  CN  15008 LIVE
0D1       028.7  DE  10 RUBBLE
0D1       028.7F3DV  05
0D1       030.7  DB  12
0D1       036.6  CN  20004 LIVE
0D1       037.2  CX  22508
0D1       037.2  CN  30004 SEALED OFF
0D1       039.9  CN  15009
0D1       039.9  WL  30
0D1       040.7  H   03
0D1       040.7  CN  15009
0D1       040.7S4DE  15 RUBBLE
0D1       041.4  CN  22510
0D1       044.9  WL  45
0D1       044.9F1MS  0705
0D1       044.9F2FL  12
0D1       044.9F4DE  15 RUBBLE
0D10223   044.9  SA  CAMERAUNDERWATER
```

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0H1C33986/AN 303-11-078X      41
0H22810072130 RUE ONTARIO
CITY OF MONTREAL
0H3303-11-077              303-11-078
0H4CU 900 600EBR       0018Z
0H50010
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-11-077
0D1       000.0  WL  25
0D1       000.8S1DE  15 RUBBLE
0D1       000.8S2FL  10
0D1       000.8S3FL  02
0D1       000.8  MT  0710
0D1       000.8  MT  0205
0D1       000.8  DB  0710
0D1       000.8  DB  0205
0D1       000.8S4DV  10
0D1       001.8  DB  10
0D1       001.8F1DE  05
0D1       001.8F3FL  10
0D1       001.8F2FL  02
0D1       001.8F4DV  10
0D10082   001.8  SA  DUE TO DB

0H1C33986/AN 303-11-077X    42
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CITY OF MONTREAL
0H3303-11-077              303-11-076
0H4CD 900 600EBR       0025Z
0H50010
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-11-077
0D1       000.0  WL  20
0D1       000.1S1MB  0710 VOID
0D1       000.1S2MB  0205 VOID
0D1       000.1S3DH  25
0D1       002.5F1MB  0710
0D1       002.5F2MB  0205
0D1       002.5F3DH  25
0D10033   002.5  SA  DUE TO MB VOID
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CITY OF MONTREAL
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0H50010
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-11-076
0D1       000.0  WL  15
0D1       001.5S1MB  0708
0D1       001.5S2MS  0804
0D1       001.5S3DE  05 RUBBLE
0D1       001.5S4DH  10
0D1       002.0F1MB  0708
0D1       002.0F2MS  0804
0D1       002.0F3DE  05 RUBBLE
0D1       002.0F4DH  10
0D10091   007.3  SA  CAMERA STUCK

0H1C33986/AN 303-11-076X    44
0H22810072313 RUE ONTARIO
CITY OF MONTREAL
0H3303-11-076              303-11-075
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0H50010
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-11-076
0D1       000.0  WL  10
0D1       001.5S1MS  0804
0D1       001.5S2DE  15 RUBBLE
0D1       004.6  CN  10001
0D1       004.6S3FL  02
0D1       004.7S5DV  05
0D1       008.2  CN  22502
0D1       008.2S4FL  10
0D1       009.5  CNI 15003 0010
0D1       011.3  CX  22509 SEALED
0D1       014.3F3FL  02
0D1       014.3F4FL  10
0D1       014.3F5DV  05
0D1       015.0  FL  02
0D1       015.0  MT  02
0D1       015.0  DB  02
0D1       018.3F1MS  0804
0D1       018.3F2DE  15 RUBBLE
0D1       018.3  MH  303-11-075
0D1       018.3  FH

0H1C33986/AN 303-11-075X    45
0H22810072331 RUE ONTARIO
CITY OF MONTREAL
0H3303-11-075              303-11-074
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0H50010
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-11-075
0D1       000.0  WL  10
0D1       000.1S1MS  0804
0D1       000.1S2DE  10 RUBBLE
0D1       000.2S3EL  0804
0D1       002.7  CNI 22511 0010LIVE
0D1       003.3  CNI 22502 0010LIVE
0D1       010.1  CXI 15011 0015SEALED
0D1       012.7  EM  030510
0D1       012.7  EM  070810
0D1       012.7F1MS  0804
0D1       012.7F2DE  10 RUBBLE
0D1       012.7F3EL  0804
0D10071   012.7  SA  DUE TO EM 10%

0H1C33986/AN 303-11-075X       46
0H22810070115 RUE ONTARIO
CITY OF MONTREAL
0H3303-11-074              303-11-075
0H4CU 900 600EBR       0120Z
0H50010
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-11-074
0D1       000.0  WL  25
0D1       001.5S1MS  0804
0D1       001.5S2DE  15 RUBBLE
0D1       002.2  WL  40
0D1       003.2  CN  22504 LIVE
0D1       012.0C2DE  20 RUBBLE
0D1       012.0F1MS  0804
0D1       012.0F2DE  20 RUBBLE
0D10071   012.0  SA  DE 20% RUBBLE

0H1C33986/AN 303-11-079X     47
0H22810070142RUE ONTARIO
CITY OF MONTREAL
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0H5
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-11-078
0D1       000.0  WL  15
0D10000   000.0  SA  UNABLETOSETUP JN
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0H1C33986/AN 303-11-078X     48
0H22810070144 RUE ONTARIO
CITY OF MONTREAL
0H3303-11-078              303-11-077
0H4CD 900 600EBR       0000Z
0H5
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-11-078
0D1       000.0  WL  15
0D10000   000.0  SA  UNABLETOSETUP JN

0H1C33986/AN   303-30-301X   49
0H22910070242 RUE MCTAVISH
CITY OF MONTREAL
0H3303-30-301              303-30-300
0H4CD 900 600ECO    1000469Z
0H50010
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-30-301
0D1       000.0  WL  05
0D1       004.7  CX  15001
0D1       005.9  CL  02
0D1       013.8  CXI 15001  0075
0D1       013.8  LD  MARGINAL
0D1       014.6  DE  10 CONCRETE
0D1       022.9  IRJ 04
0D1       028.1  CXI 8001 0050
0D1       029.0  CXI 15001 0050SEALED
0D1       035.6  IRJ 0305
0D1       046.9  MH  303-30-300
0D10105   046.9  FH

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CITY OF MONTREAL
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0H4CD 900 600ECO    1000412Z
0H50010
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-30-300
0D1       000.0  WL  05
0D1       001.5  CXI 30011  0050
0D1       017.9  CXI 22511  0025
0D1       025.7  CX  22501
0D1       026.0  MM  0105
0D1       026.4  MT  0305
0D1       026.4  IR  03
0D1       028.1  CN  30002 LIVE
0D1       041.2  MH  303-30-299
0D10074   041.2  FH

0H1C33986/AN 303-30-299X     51
0H22910070407 RUE MCTAVISH
CITY OF MONTREAL
0H3303-30-299              303-30-298
0H4CD 900 600EBR       0789Z
0H50010
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-30-299
0D1       000.0  WL  05
0D1       004.0  MT  07
0D1       004.0  IR  07
0D1       006.7  IG  06
0D1       009.6S1IG  06
0D1       012.9  CN  22501
0D1       012.9  IR  07
0D1       013.2  MT  08
0D1       013.2  IR  08
0D1       013.2F1IG  06
0D1       016.1  CN  15001
0D1       017.1  CN  22511
0D1       023.7  CX  22501POSS SEALED
0D1       024.1  MT  08
0D1       024.1  IR  08
0D1       024.1  DB  0810
0D1       030.3  CX  10001 LIVE
0D1       036.6  CX  22511
0D1       038.4  LL  SLIGHT
0D1       040.5  IG  05
0D1       041.3  MT  0405
0D1       041.3  IG  05
0D1       046.4S2IG  08
0D1       046.4S3MT  08
0D1       051.7F2IG  08
0D1       051.7F3MT  08
0D1       051.7  MT  09
0D1       051.7  IG  09
0D1       051.7S4IR  10
0D1       051.7S5MT  10
0D1       052.4  MT  10
0D1       052.4  IG  10
0D1       053.6  MT  10
0D1       053.6  IG  10
0D1       058.2F5MT  10
0D1       058.2F4IR  10
0D1       061.3  MT  03
0D1       061.3  IR  03
0D1       061.3  CX  22501
0D1       064.7  MT  03
0D1       064.7  IG  03
0D1       069.3  CX  22502 LIVE
0D1       078.9  MH  303-30-298
0D1       078.9  FH
```

```
0H1C33986/AN 303-30-298X     52
0H22910070437 RUE MCTAVISH
CITY OF MONTREAL
0H3303-30-298              303-30-297
0H4CD 900 600EBR       0812Z
0H50011
0H6A1B                      AZ
0D10000   000.0  ST
0D1       000.0  MH  303-30-298
0D1       000.0  WL  05
0D1       001.9  CX  15011
0D1       002.9S1FL  12
0D1       002.9S2DV  05
0D1       005.9  MT  05
0D1       005.9  IG  05
0D1       011.0F1FL  12
0D1       011.0F2DV  05
0D1       013.7  CN  22501 LIVE
0D1       022.2  MT  05
0D1       022.2  IR  05
0D1       023.0S3MT  05
0D1       023.0S4IG  05
0D1       023.7  DB  0710
0D1       030.9  CN  22501 LIVE
0D1       032.1F3MT  05
0D1       032.1F4IG  05
0D1       032.1  CN  22511
0D1       037.4  DB  0104
0D1       037.9  MT  0809
0D1       037.9  IR  08
0D1       037.9  DB  0709
0D1       038.9  MT  08
0D1       038.9  IR  08
0D1       038.9  DB  0709
0D1       038.9S5FL  12
0D1       048.5  MT  09
0D1       048.5  IR  09
0D1       048.9  CN  22502 LIVE
0D1       051.6  MM  02
0D1       051.6  IR  02
0D1       051.6F5FL  12
0D1       052.3  IG  07
0D1       052.3  MT  07
0D1       056.2  IG  06
0D1       056.2  CN  15011
0D1       059.5  IG  06
0D1       059.5  MT  06
0D1       061.1  IG  06
0D1       066.9  CN  22501 LIVE
0D1       074.2  CNI 22511 0050
0D1       076.9  CN  22501
0D1       081.2  MH  303-30-297
0D10243   081.2  FH
```

```
0H1C33986/AN 303-30-297X     53
0H22910070506 RUE MCTAVISH
CITY OF MONTREAL
0H3303-30-297              303-30-296
0H4CD 900 600EBR       0084Z
0H50011
0H6A1B                      AZ
0D10000   000.0  ST
0D1       000.0  MH  303-30-297
0D1       000.0  WL  05
0D1       006.6  CX  45011
0D1       006.6  MB  1101
0D1       006.6  MC  CONCRETE
0D1       006.6  DC  600
0D1       006.6  SC  CIRCULAR
0D1       008.4  MH  303-30-296
0D10041   008.4  FH
```

```
0H1C33986/AN 303-30-296X     54
a1=MPEG_A_10292007_2135_56_1325i.mp2
0H22910072124 RUE MCTAVISH
CITY OF MONTREAL
0H3303-30-296              303-30-295
0H4CD 900 600EBR       0569Z
0H50011
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-30-296
0D1       000.0  WL  05
0D1       000.0  CL  02
0D1       007.0  CN  22511
0D1       007.3  CN  22511
0D1       008.7  CX  15001
0D1       009.7  MB  0710
0D1       009.7  CX  30011 LIVE
0D1       011.5  CN  22501
0D1       012.4  CN  22502
0D1       014.4  CN  22501 SEALED OFF
0D1       015.5  CN  22502
0D1       017.9S1FL  12
0D1       017.9S2DV  05
0D1       017.9S3MT  12
0D1       020.0  CNI 22504 0075LIVE
0D1       020.8  CNI 15004 0050
0D1       032.0  CN  15001 SEALED OFF
0D1       037.4  CX  22511
0D1       040.2  DB  12
0D1       045.5  MT  10
0D1       045.5  MT  10
0D1       048.5  IR  10
0D1       048.9  ID  10
0D1       049.5  CN  15001
0D1       049.5S4CL  10
0D1       049.5S5CL  02
0D1       049.5C2DV  10
0D1       053.3  CX  22511
0D1       055.3  CX  22501 SEALED OFF
0D1       056.9F1FL  12
0D1       056.9F2DV  10
0D1       056.9F3MT  02
0D1       056.9F5CL  10
0D1       056.9F5CL  02
0D1       056.9  MH  303-30-295
0D10205   056.9  FH
```

```
0H1C33986/AN 303-30-295X     55
0H22910072158 RUE MCTAVISH
CITY OF MONTREAL
0H3303-30-295              303-30-294
0H4CD 900 600EBR       0919Z
0H50011
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-30-295
0D1       000.0  WL  05
0D1       000.1S1FL  12
0D1       000.1S2MS  0705
0D10000   000.1S3MT  12
0D1       002.7  CN  22501
0D1       003.6  MM  0710
0D1       003.6  CN  22511
0D1       009.7  CX  22501 SEALED OFF
0D1       016.6  CN  15001
0D1       017.1  CN  22511
0D1       020.6F1FL  02
0D1       020.6F3MT  12
0D1       027.8  CN  22501
0D1       039.3  CN  30002 LIVE
0D1       040.5  CN  22501
0D1       043.6  ID  02
0D1       044.0  CN  22501 LIVE
0D1       044.9  CN  22501 LIVE
0D1       045.4  CXI 25001 0050LIVE
0D1       046.3  MM  0711
0D1       046.3  CX  22511
0D1       047.4  CN  22501
0D1       047.8  CN  22501
0D1       053.0  CN  22501
0D1       066.3  CN  22511
0D1       072.3  CN  22501
0D1       081.6  CNI 30002 0050LIVE
0D1       088.4  DB  0205
0D1       088.4  MM  0205
0D1       088.4  CNI 15001 0075LIVE
0D1       091.9F2MS  0705
0D1       091.9  MH  303-30-294
0D10211   091.9  FH
```

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0H1C33986/AN  303-30-294X    56
0H22910072246 RUE MCTAVISH
CITY OF MONTREAL
0H3303-30-294              303-30-293
0H4CD 900 600EBR       0448Z
0H50011
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-30-294
0D1       000.0  WL  05
0D1       001.0  CNI 15001 0075LIVE
0D1       008.9  MM  0105
0D1       008.9  CN  15001 LIVE
0D1       011.8S1FL  12
0D1       013.9F1FL  12
0D1       016.7  CN  15001
0D1       025.0  DB  01
0D1       025.0  CX  15001
0D1       036.0  CN  15001
0D1       037.6  CNI 10011 0025LIVE
0D1       037.6  CN  22511
0D1       040.4  CN  22501
0D1       040.9  CX  15002 SEALED OFF
0D1       040.9S2DE  05 RUBBLE
0D1       042.3  CX  22502 SEALED OFF
0D1       043.1  CX  30003 LIVE
0D1       043.2C2DE  10 RUBBLE
0D1       044.8C2DE  15 RUBBLE
0D1       044.8F2DE  15 RUBBLE
0D10151   044.8  SA  DE 15% RUBBLE

0H1C33986/AN 303-30-292X     57
0H23010070037 RUE MCTAVISH
CITY OF MONTREAL
0H3303-30-292              303-30-049
0H4CD 750    CCO    2500285Z
0H50011 MH NOS WRONG ON DVD
0H6A1B                      AZ
0D10000   000.0  ST
0D1       000.0  MH  303-30-292
0D1       000.0  WL  05
0D1       004.1  GO  UNCHRT MH30-293A
0D1       005.6  DC  600
0D1       006.9S1DE  10 RUBBLE
0D1       006.9  WL  35
0D1       015.0  JN  30010 LIVE
0D1       015.7  JN  30001 LIVE
0D1       015.7  WL  50
0D1       020.8  JN  30001 LIVE
0D1       028.5F1DE  10 RUBBLE
0D1       028.5  MH  303-30-049
0D10084   028.5  FH

0H1C33986/AN  303-30-293X    58
0H2301007    RUE MCTAVISH
CITY OF MONTREAL
0H3303-30-292              303-30-293
0H4CU 900 600EBR       0208Z
0H50011
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-30-292
0D1       000.0  WL  10
0D1       001.4S1DE  05 RUBBLE
0D1       004.1C1DE  10 BRICKS
0D1       005.8  CXI 15008  0050
0D1       005.9  CXI 15008  0050
0D1       016.9  CX  22502
0D1       020.8F1DE  10 RUBBLE
0D1       020.8  MH  303-30-293
0D10085   020.8  FH

0H1C33986/AN  303-30-294X    59
a1=MPEG_A_10302007_0124_62_1460i.mp2
0H23010070122 RUE MCTAVISH
CITY OF MONTREAL
0H3303-30-293              303-30-294
0H4CU 900 600EBR       0033Z
0H50011
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-30-293
0D1       000.0  WL  15
0D1       000.3S1DE  10 RUBBLE
0D1       003.3C1DE  15 RUBBLE
0D1       003.3F1DE  15 RUBBLE
0D10035   003.3  SA  DUE TO OVERLAP
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0H1C33986/AN R-407     X     60
0H23010070247 RUE SAINT-JEAN-BAPTISTE
CITY OF MONTREAL
0H3R-407                    R-408
0H4CD 900 600EBR       0249Z
0H50011
0H6A1C                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-407
0D1       000.0  WL  05
0D1       001.4S1DE  15 STONES
0D1       003.0  DE  10 BRICKS
0D1       004.8F1DE  15 STONES
0D1       009.9  CN  30010
0D1       010.1  CN  30010
0D1       010.1  DE  10 BRICKS
0D1       011.8  CNI 22503 0050LIVE
0D1       013.1  CN  22509 SEALED
0D1       013.1  CN  22511 LIVE
0D1       013.8  CNI 22510 0050
0D1       015.6  CNI 22510 0050
0D1       015.6  CNI 22503 0075
0D1       021.4  CN  30010 SEALED OFF
0D1       024.6  SA  DE 10% CONCRETE
0D1       024.9  CNI 22510 0050
0D10124   024.9  DE  10  CONCRETE

0H1C33986/AN R-411     X      61
0H2301007    RUE SAINT-JEAN-BAPTISTE
CITY OF MONTREAL
0H3R-412                    R-411
0H4CU 900 600EBR       0158Z
0H50011
0H6A1C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-412
0D1       000.0  WL  05
0D1       001.4S1DE  25 RUBBLE
0D1       001.4  CNI 22510  0050
0D1       001.4S2FL  12
0D1       002.6  CN  22503
0D1       015.8F1DE  25 RUBBLE
0D1       015.8F2FL  12
0D1       015.8  MH  R-411
0D10042   015.8  FH

0H1C33986/AN R-412     X     62
0H23010070346 RUE SAINT-JEAN-BAPTISTE
CITY OF MONTREAL
0H3R-412                    R-MAIN
0H4CD 900 600EBR       0063Z
0H50011
0H6A1C                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-412
0D1       000.0  WL  05
0D1       001.4S1DES 15
0D1       006.3F1DES 15
0D1       006.3  MH  R-MAIN
0D10023   006.3  FH

0H1C33986/AN R-409     X     63
0H23010070412 RUE SAINT-JEAN-BAPTISTE
CITY OF MONTREAL
0H3R-409                    R-410
0H4CD 600    CCO    2500062Z
0H50012
0H6A1C                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-409
0D1       000.0  WL  05
0D1       003.2  CN  22501
0D1       004.7  CN  22510
0D1       004.7  WL  30
0D1       006.2  MH  R-410
0D10031   006.2  FH

0H1C33986/AN R-408     X     64
0H23010070432 RUE SAINT-JEAN-BAPTISTE
CITY OF MONTREAL
0H3R-409                    R-408
0H4CU 900600 EBR       0362Z
0H50012
0H6A1C                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-409
0D1       000.0  WL  05
0D1       001.4  DE  10 RUBBLE
0D1       001.7  CNI 22511 0025
0D1       001.7  CX  30001
0D1       004.7  GO  NARROW INVERT
0D1       004.7  CN  22510 SEALED OFF
0D1       004.7  CN  22502 SEALED OFF
0D1       008.5  CN  22510 LIVE
0D1       016.4  CN  22510 LIVE
0D1       022.3  CNI 15001 0075LIVE
0D1       022.3S1EL  0705
0D1       030.2  CN  22510 SEALED OFF
0D1       032.9  CN  22510 SEALED OFF
0D1       035.7S2DE  10 RUBBLE
0D1       036.2F1EL  0705
0D1       036.2F2DE  10 RUBBLE
0D10124   036.2  SA  DE 10% RUBBLE
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0H1C33986/AN R-408     X        65
0H23010070451 RUE SAINT-JEAN-BAPTISTE
CITY OF MONTREAL
0H3R-408                    R-409
0H4CD 900600 EBR       0000Z
0H5  UNABLE TO LOCATE R-408
0H6A1C                         AZ
0D10000   000.0  ST
0D1       000.0  MH  R-408
0D1       000.0  WL  05
0D10000   000.0  SA  NOT LOCATE R-408

0H1C33986/AN   R-407     X    66
0H23010070454 RUE SAINT-JEAN-BAPTISTE
CITY OF MONTREAL
0H3R-408                    R-407
0H4CU 900600 EBR       0000Z
0H5   UNABLE TO LOCATE R-408
0H6A1C                         AZ
0D10000   000.0  ST
0D1       000.0  MH  R-408
0D1       000.0  WL  05
0D10000   000.0  SA  NOT LOCATE R-408

0H1C33986/AN R-147     X      67
0H20511072250 RUE SAINT-MAURICE
CITY OF MONTREAL
0H3R-147                    R-146
0H4CD 750    CCO    2500917Z
0H50013
0H6A1C                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-147
0D1       000.0  WL  05
0D1       000.1  GO  NOSONAR LOWWATER
0D1       002.8S1DE  05 RUBBLE
0D1       004.7  CX  15004
0D1       007.3F1DE  05 RUBBLE
0D1       018.0  CX  15002 SEALED OFF
0D1       030.6  CN  22503 LIVE
0D1       036.0S2DES 05
0D1       038.0  CN  22510 LIVE
0D1       038.0F2DES 05
0D1       047.7  CN  22503 LIVE
0D1       060.6  CNI 15001 0050
0D1       065.6  CN  22510
0D1       065.6S3DES 05
0D1       070.1F3DES 05
0D1       070.1S4DE  10 RUBBLE
0D1       074.7  CN  15010
0D1       074.7F4DE  05 RUBBLE
0D1       081.0S5DE  05 RUBBLE
0D1       091.7F5DE  05 RUBBLE
0D1       091.7  MH  R-146
0D10134   091.7  FH

0H1C33986/AN R-146     X     68
0H20511072307 RUE SAINT-MAURICE
CITY OF MONTREAL
0H3R-146                    R-145
0H4CD 750    CCO    2500130Z
0H50013
0H6A1C                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-146
0D1       000.0  WL  05
0D1       000.1  GO  NOSONAR LOWWATER
0D1       005.1  CN  22503
0D1       005.9  CN  22510
0D1       013.0  MH  R-145
0D10034   013.0  FH

0H1C33986/AN R-147     X   69
0H20511072317 RUE SAINT-MAURICE
CITY OF MONTREAL
0H3R-147                    R-148
0H4CD 750    CCO    2500525Z
0H50013
0H6A1C                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-147
0D1       000.0  WL  00
0D1       000.1  GO  NOSONAR LOWWATER
0D1       004.0  CN  15009
0D1       004.0S1DES 05
0D1       008.0  CN  22510
0D1       013.6  CN  15003
0D1       013.9  CN  22510
0D1       022.3  CN  22503
0D1       023.3  DE  10CONCRETE+BRICK
0D1       023.9  CXI 15011 0050SEALED
0D1       023.9C1DES 10
0D1       032.4  CN  15010
0D1       039.3  DE  10  RUBBLE
0D1       041.9  CN  25010
0D1       041.9  WL  20
0D1       048.6  CX  15010
0D1       052.5C1DES 45
0D1       052.5F1DES 45
0D10124   052.5  SA  DES 45%
```

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0H1C33986/AN R-147     X      70
a1=MPEG_A_11052007_2351_73_1595i.mp2
0H2051107    RUE SAINT-MAURICE
CITY OF MONTREAL
0H3R-148                    R-147
0H4CU 750    CCO    2500172Z
0H50013
0H6A1C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-148
0D1       000.0  WL  05
0D1       000.1  GO  NOSONAR LOWWATER
0D1       001.3S1DES 20
0D1       001.8  CXI 15002 0025
0D1       005.0  CX  15003 SEALED OFF
0D1       005.0C1DES 25
0D1       013.4  CN  22503
0D1       013.4C1DES 30
0D1       015.9  CNI 22502 0050LIVE
0D1       017.2  CN  15001
0D1       017.2C1DES 45
0D1       017.2F1DES 45
0D10053   017.2  SA  DUE TO DES 45%

0H1C33986/AN R-148     X     71
0H20511070000 RUE SAINT-MAURICE
CITY OF MONTREAL
0H3R-148                    R-149
0H4CD 750    CCO    2500398Z
0H50013
0H6A1C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-148
0D1       000.0  WL  05
0D1       000.1  GO  NOSONAR LOWWATER
0D1       001.3S1DES 10
0D1       003.0  CN  15010
0D1       019.1  CX  15010 LIVE
0D1       025.3  CN  22510
0D1       027.6  CN  22502
0D1       027.6C1DES 05
0D1       032.7C1DES 10
0D1       036.4  CN 15001 BLOCKSTONES
0D1       036.4  DE 10  SMALL STONES
0D1       039.8F1DES 10
0D1       039.8  MH  R-149
0D10073   039.8  FH

0H1C33986/AN R-119     X   72
0H20611070043 RUE SAINT-MAURICE
CITY OF MONTREAL
0H3R-120                    R-119
0H4CU 750    CCO    2500094Z
0H50013
0H6A1C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-120
0D1       000.0  WL  05
0D1       000.1  GO  NOSONAR NOWATER
0D1       001.3S1DES 10
0D1       007.2  CN  22511 LIVE
0D1       009.4F1DES 10
0D1       009.4  MH  R-119
0D10032   009.4  FH

0H1C33986/AN R-120     X    73
0H20611070051 RUE SAINT-MAURICE
CITY OF MONTREAL
0H3R-120                    R-121
0H4CD 750    CCO    2500374Z
0H50013
0H6A1C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-120
0D1       000.0  WL  05
0D1       000.1  GO  NOSONAR LOWWATER
0D1       001.3S1DES 05
0D1       002.7  CN  22510
0D1       011.3F1DES 05
0D1       020.7  CN  22511
0D1       032.5  DES 10
0D1       034.9  CN  22510 LIVE
0D1       035.7  CN  22502 LIVE
0D1       037.4  MH  R-121
0D10053   037.4  FH

0H1C33986/AN R-121     X   74
0H20611070100 RUE SAINT-MAURICE
CITY OF MONTREAL
0H3R-121                    R-122
0H4CD 750    CCO    2500148Z
0H50013
0H6A1C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-121
0D1       000.0  WL  05
0D1       000.1  GO  NOSONAR LOWWATER
0D1       008.4  WL  25
0D1       011.2  WL  30
0D1       011.2S1DES 25
0D1       014.8F1DES 25
0D1       014.8  MH  R-122
0D10043   014.8  FH
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```
0H1C33986/AN R-118     X     75
0H20611070124 RUE SAINT-MAURICE
CITY OF MONTREAL
0H3R-119                    R-118
0H4CU 900 600EBR       0049Z
0H50013
0H6A1C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-119
0D1       000.0  WL  05
0D1       000.1  GO  NOSONAR NOWATER
0D1       001.3S1MS  0705
0D1       002.6  CXI 22508 0075
0D1       002.6  LR  MARGINAL
0D1       002.6S2DES 10
0D1       004.9C2DES 15
0D1       004.9F2DES 05
0D1       004.9F1MS  0705
0D10044   004.9  SA  DES 15%

0H1C33986/AN R-118     X   76
a1=MPEG_A_11072007_0206_79_1667i.mp2
0H20711070158 RUE SAINT-MAURICE
CITY OF MONTREAL
0H3R-118                    R-119
0H4CD 900 600EBR       0348Z
0H50013
0H6A1C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-118
0D1       000.0  WL  05
0D1       001.4  LL  SLIGHT
0D1       001.4S1DES 15
0D1       001.4S2MS  0804
0D1       034.8F1DES 15
0D1       034.8F2MS  0804
0D10042   034.8  SA  DUE TO OVERLAP
```

```
0H1C33986/AN R-145     X   77
0H20711070240 RUE DUKE
CITY OF MONTREAL
0H3R-159                    R-145
0H4CU 900    CCO    2500780Z
0H50013 MH NOs WRONG ON DVD
0H6A1C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-159
0D1       000.0  WL  05
0D1       001.4  GO  NOSONAR LOWWATER
0D1       001.4S1DE  05 RUBBLE
0D1       004.9F1DE  05 RUBBLE
0D1       033.7  CN  22511 LIVE
0D1       033.7  CN  22501 LIVE
0D1       055.5  DE  05 RUBBLE
0D1       065.0  CN  30001
0D1       065.0S2DE  05 RUBBLE
0D1       072.6C2DE  10 RUBBLE
0D1       074.3  CN  15002
0D1       078.0F2DE  10 RUBBLE
0D1       078.0  MH  R-145
0D10101   078.0  FH

0H1C33986/AN  R-159     X  78
a1=MPEG_A_11072007_0311_81_1701i.mp2
0H2071107    RUE DUKE
CITY OF MONTREAL
0H3R-159                    R-160
0H4CD 900    CCO    2500839Z
0H50013 MH NOs WRONG ON DVD
0H6A1C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-159
0D1       000.0  WL  05
0D1       001.4  GO  NOSONAR LOWWATER
0D1       054.7  CN  22501 LIVE
0D1       054.7  WL  15
0D1       054.7S1DES 10
0D1       059.9C1DES 20
0D1       073.2C1DES 10
0D1       080.0F1DES 10
0D1       082.8  CX  15001
0D1       083.9  MH  R-160
0D10085   083.9  FH
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```
0H1C33986/AN  R-160     X  79
0H20711070328 RUE DUKE
CITY OF MONTREAL
0H3R-160                    R-161
0H4CD 900    CCO    2500068Z
0H50013
0H6A3C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-160
0D1       000.0  WL  05
0D1       006.8  MH  R-161
0D10015   006.8  FH

0H1C33986/AN R-158     X   80
0H20711070338 RUE DUKE
CITY OF MONTREAL
0H3R-145                    R-158
0H4CU 900    CCO    2500092Z
0H50013
0H6A2C                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-145
0D1       000.0  WL  05
0D1       004.6  LU  SLIGHT
0D1       009.2  MH  R-158
0D10021   009.2  FH

0H1C33986/AN   R-141     X   81
a1=MPEG_A_11072007_0349_84_1727i.mp2
0H20711070349 RUE DUKE
CITY OF MONTREAL
0H3R-158                    R-141
0H4CU 900    CCO    2500592Z
0H50013
0H6A2C                     AZ
0D10000   000.0  ST
0D1       000.0  MH
0D1       000.0  WL  05
0D1       002.9  CN  22511 LIVE
0D1       002.9  CN  22501 LIVE
0D1       004.3  CN  15002 LIVE
0D1       030.2S1DES 10
0D1       038.2  CL  12
0D1       038.2C1DES 15
0D1       046.9  CX  22512 LIVE
0D1       046.9C1DES 25
0D1       047.9C1DES 30
0D1       059.2F1DES 00
0D1       059.2  MH  R-141
0D10075   059.2  FH

0H1C33986/AN  R-142     X     82
0H20711072225 RUE-NORTE-DAME
CITY OF MONTREAL
0H3R-142                    R-141
0H4CD 900 600EBR       0132Z
0H50014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-142
0D1       000.0  WL  05
0D1       000.1  GO  NOSONAR LOWWATER
0D1       001.4S1DES 15
0D1       001.4S2MS  0705
0D1       005.9  CX  22502 SEALED OFF
0D1       005.9  RF  FROM SEALED CX
0D1       008.7  CX  22510 SEALED OFF
0D1       013.2  DH  15
0D1       013.2F1DES 05
0D1       013.2F2MS  0705
0D10061   013.2  SA  DUE TO DH 15%

0H1C33986/AN R-143     X           83
a1=MPEG_A_11072007_2245_86_1757i.mp2
0H20711072242 RUE-NORTE-DAME
CITY OF MONTREAL
0H3R-142                    R-143
0H4CU 900 600EBR       0059Z
0H50014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-142
0D1       000.0  WL  05
0D1       000.1  GO  NOSONAR LOWWATER
0D1       001.4S1DES 35
0D1       001.4S2MS  0804
0D1       002.9  MB  02
0D1       003.9  CX  22510
0D1       003.9  DB  1011
0D1       004.9  CN  15003
0D1       005.9C1DES 40
0D1       005.9F1DES 40
0D1       005.9F2MS  0804
0D10043   005.9  SA  DUE TO DES 40%
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```
0H1C33986/AN R-142     X  84
0H20711072305 RUE-NORTE-DAME
CITY OF MONTREAL
0H3R-143                   R-142
0H4CU 900 600EBR       0042Z
0H50014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-143
0D1       000.0  WL  10
0D1       000.1  GO  NOSONAR LOWWATER
0D1       001.4S1DES 15
0D1       001.4S2MS  0804
0D1       001.4S3EL  0804
0D1       004.2F3EL  0804
0D1       004.2  EM  010510
0D1       004.2F1DES 15
0D1       004.2F2MS  0804
0D10041   004.2  SA  DUE TO EM 10%
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```
0H1C33986/AN R-143     X  85
0H20711072316 RUE-NORTE-DAME
CITY OF MONTREAL
0H3R-143                   R-144
0H4CD 900 600EBR       0630Z
0H50014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-143
0D1       000.0  WL  10
0D1       000.1  GO  NOSONAR LOWWATER
0D1       001.4S1DES 15
0D1       001.4S2MS  0804
0D1       001.4S3EL  0804
0D1       002.7  CX  22502 SEALED OFF
0D1       002.7S4DV  10
0D1       005.0  CXI 22510 0050LIVE
0D1       009.3  CXI 22502 0015SEALED
0D1       014.7  CXI 25002 0015LIVE
0D1       022.6  CX  22502 SEALED OFF
0D1       025.3F4DV  10
0D1       025.3S5DH  05
0D1       025.3  DB  0105
0D1       030.1  CNI 30010 0025LIVE
0D1       035.1  CX  15011 LIVE
0D1       035.6  DB  0709
0D1       035.6  MT  0105
0D1       035.6  CX  22501 LIVE
0D1       036.7  CNI 30010 0050LIVE
0D1       041.6S6FL  12
0D1       043.2  CN  22510 LIVE
0D1       043.2  MM  0205
0D1       045.0  CX  22502 LIVE
0D1       049.1  CX  15001
0D1       049.1  MB  04
0D1       055.9  CXI 22510 0050LIVE
0D1       055.9  CNI 30010 0050LIVE
0D1       056.5  CNI 15001 0001SEALED
0D1       056.5F6FL  12
0D1       059.7  CNI 22511  0025
0D1       061.9  DB  0105
0D1       062.8  DB  0709
0D1       063.0F1DES 15
0D1       063.0F2MS  0804
0D1       063.0F3EL  0804
0D1       063.0F5DH  05
0D10193   063.0  SA  DUE TO DB
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```
0H1C33986/AN R-143     X    86
a1=MPEG_A_11072007_2359_89_1822i.mp2
0H2071107    RUE-NORTE-DAME
CITY OF MONTREAL
0H3R-144                    R-143
0H4CU 900 600EBR       0195Z
0H50014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-144
0D1       000.0  WL  05
0D1       000.1  GO  NOSONAR LOWWATER
0D1       001.4  CX  22503
0D1       001.4S1DES 15
0D1       001.4S2MS  0804
0D1       001.6  CXI 22502 0050SEALED
0D1       003.0  CXI 22502 0075SEALED
0D1       009.6  DB  0708
0D1       009.6  CNI 22510 0075SEALED
0D1       010.2  CNI 22502 0050SEALED
0D1       013.0  CX  15011
0D1       013.0  CXI 15001 0050SEALED
0D1       014.9  BR  900X600
0D1       018.9  CNI 30002 0050LIVE
0D1       018.9  RM  25 FROM CNI
0D1       019.5F1DES 15
0D1       019.5F2MS  0804
0D10105   019.5  SA  RM 25% FROM CNI

0H1C33986/AN R-144     X  87
0H20711070018 RUE-NORTE-DAME
CITY OF MONTREAL
0H3R-144                    RACCORDEM
0H4CD 900 600EBR       0088Z
0H50014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-144
0D1       000.0  WL  10
0D1       000.1  GO  NOSONAR LOWWATER
0D1       001.4S1DES 15
0D1       001.4S2MS  0804
0D1       002.3  CNI 22510 0050SEALED
0D1       002.9  CNI 30009 0050LIVE
0D1       002.9  MB  1101 POSS REPIAR
0D1       008.0  CXI 30003 0100LIVE
0D1       008.8F1DES 05
0D1       008.8F2MS  0804
0D10053   008.8  SA  DUE TO CXI

0H1C33986/AN  R-144     X  88
0H20711070034 RUE-NORTE-DAME
CITY OF MONTREAL
0H3RACCORDEM                R-144
0H4CU 900 600EBR       0000Z
0H5         NO CAMERA ACCESS
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  RACCORDEM
0D1       000.0  WL  10
0D10000   000.0  SA  NO CAMERA ACCESS

0H1C33986/AN  R-115     X  89
a1=MPEG_A_11082007_0110_92_1859i.mp2
0H20811070101 RUE-NORTE-DAME
CITY OF MONTREAL
0H3R-116                    R-115
0H4CU 900 600EBR       0076Z
0H500014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-116
0D1       000.0  WL  05
0D1       001.4S1DES 10
0D1       001.4S2EL  0804
0D1       001.4S3MS  0705
0D1       001.6S4DV  10
0D1       005.9S5FL  12
0D1       007.3  CX  22503 SEALED OFF
0D1       007.3C1DES 15
0D1       007.5F3MS  0705
0D1       007.6F1DES 15
0D1       007.6F2EL  0804
0D1       007.6F4DV  10
0D1       007.6F5FL  12
0D10053   007.6  SA  DUE TO DES 15%
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```
0H1C33986/AN R-116     X  90
0H20811070118 RUE-NORTE-DAME
CITY OF MONTREAL
0H3R-116                   R-117
0H4CD 900 600EBR       0127Z
0H500014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-116
0D1       000.0  WL  05
0D1       001.4S1MS  0705
0D1       001.4S2DES 10
0D1       002.8  CXI 22511 0050
0D1       004.8  CX  22502 SEALED OFF
0D1       004.8S3DV  05
0D1       005.7S4FL  12
0D1       005.7C2DES 15
0D1       008.6  CXI 22511 0050
0D1       009.4  CX  22502 SEALED OFF
0D1       011.9  CNI 22503 0050SEALED
0D1       012.7C2DES 20
0D1       012.7F1MS  0705
0D1       012.7F2DES 20
0D1       012.7F3DV  05
0D1       012.7F4FL  12
0D10061   012.7  SA  DUE TO DES 20%

0H1C33986/AN R-116     X  91
0H20811070204 RUE-NORTE-DAME
CITY OF MONTREAL
0H3R-117                   R-116
0H4CU 900 600EBR       0000Z
0H5        NO CAMERA ACCESS
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-117
0D1       000.0  WL  05
0D10000   000.0  SA  NO CAMERA ACCESS
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```
0H1C33986/AN  R-123     X    92
0H20811070238 DE L,INSPECTEUR
CITY OF MONTREAL
0H3R-123                   R-122
0H4CD1200 900EBR       0849Z
0H500014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-123
0D1       000.0  WL  45
0D1       000.0S1MS  0903
0D1       001.5S2DES 30
0D1       001.5S3EL  0903
0D1       007.3  CX  30002
0D1       007.3  CXI 22509 0050SEALED
0D1       010.6  BR  900X600
0D1       011.9  CN  22510 SEALED OFF
0D1       012.9  BR  900X600
0D1       015.9  CN  15011
0D1       021.6  MB  1011 POSS CX
0D1       033.8  CX  30010 SEALED OFF
0D1       039.5  MT  03
0D1       046.9  CX  30011 SEALED OFF
0D1       048.9  CN  22503
0D1       052.3  CX  30010 SEALED OFF
0D1       054.8  CX  22510
0D1       054.8  RF
0D1       057.7  CX  22502 SEALED
0D1       057.9  CXI 30009 0075SEALED
0D1       060.8  CX  22503 LIVE
0D1       064.3  CX  22501 SEALED OFF
0D1       066.8  CXI 30009 0100SEALED
0D1       066.8  IG  10
0D1       068.2  ID  10
0D1       070.0  IG  02
0D1       070.0S4DV  10
0D1       070.0S5FL  12
0D1       074.1  CX  30003 SEALED OFF
0D1       074.1  CX  22501 SEALED OFF
0D1       081.7  CN  15001 SEALED OFF
0D1       081.7  RF
0D1       082.5  CX  15011 LIVE
0D1       083.6  CN  15011 SEALED OFF
0D1       084.9F1MS  0903
0D1       084.9F2DES 30
0D1       084.9F4DV  10
0D1       084.9F5FL  02
0D1       084.9F3EL  0903
0D1       084.9  MH  R-122
0D10325   084.9  FH
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0H1C33986/AN R-117     X  93
a1=MPEG_A_11082007_0334_97_1954i.mp2
0H20811070329 DE-L,INSPECTEUR
CITY OF MONTREAL
0H3R -122                  R-117
0H4CU1200 900EBR       0071Z
0H500014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  E-122
0D1       000.0  WL  20
0D1       000.1S1MM  0903
0D1       000.1S2DES 40
0D1       003.3  CNI 30011 0050SEALED
0D1       003.3  CN  30002 SEALED OFF
0D1       007.1C2DES 45
0D1       007.1F1MM  0903
0D1       007.1  BR  900X600
0D1       007.1F2DES 40
0D10054   007.1  SA  DUE TO BRANCH

0H1C33986/AN R-123     X  94
a1=MPEG_A_11082007_0404_98_1968i.mp2
0H2081107    DE-L,INSPECTEUR
CITY OF MONTREAL
0H3R-123                   RACCORDEM
0H4CD1200 900EBR       0102Z
0H500014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-123
0D1       000.0  WL  40
0D1       001.4S1MS  0903
0D1       001.4S2DES 40
0D1       002.1  MB  11
0D1       006.6  DB  09
0D1       006.6  CX  30009
0D1       006.6S3EL  0903
0D1       010.2C2DES 45
0D1       010.2F1MS  0903
0D1       010.2F2DES 45
0D1       010.2F3EL  0903
0D10074   010.2  SA  DUE TO DES 45%

0H1C33986/AN R-123     X   95
0H20811070415 DE-L,INSPECTEUR
CITY OF MONTREAL
0H3RACCORDEM               R-123
0H4CU1200 900EBR       0000Z
0H5    NO CAMERA ACCESS MAIN SEWER
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH RACCORDEM
0D1       000.0  WL 45
0D10000   000.0  SA NOACC. MAINSEWER

0H1C33986/AN R-170     X   96
0H20811070502 RUE-NAZARETH
CITY OF MONTREAL
0H3R-171                   R-170
0H4CU 750    CCO       0014Z
0H50014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-171
0D1       000.0  WL  35
0D1       001.4  DES 30
0D10010   001.4  SA  DUE TO DES 30%

0H1C33986/AN R-171     X  97
0H20811070510 RUE-NAZARETH
CITY OF MONTREAL
0H3R-171                   R-173
0H4CD 750    CCO    2500034Z
0H50014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-171
0D1       000.0  WL  40
0D1       000.1S1DES 30
0D1       003.4C1DES 35
0D1       003.4F1DES 35
0D10023   003.4  SA  DUE TO DES 35%

0H1C33986/AN  R-172     X  98
0H20811070514 RUE-NAZARETH
CITY OF MONTREAL
0H3R-171                   R-172
0H4CU 300    CCO    2500001Z
0H50014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-171
0D1       000.0  WL  05
0D1       000.1  DE  25 RUBBLE
0D10011   000.1  SA  DE 25% RUBBLE
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```
0H1C33986/AN R-156     X  99
0H20811072228 RUE-SAINT HENRI
CITY OF MONTREAL
0H3R-156                    RACCORDEM
0H4CD 600    BBR       0001Z
0H50014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-156
0D1       000.0  WL  00
0D1       000.1  DES 85
0D10025   000.1  SA  DUE TO DES 85%

0H1C33986/AN R-156     X  100
a1=MPEG_A_11082007_2238_104_2008i.mp2
0H20811072238 RUE-SAINT HENRI
CITY OF MONTREAL
0H3R-156                    R-157
0H4CD 600    BBR       0001Z
0H50014
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH
0D1       000.0  WL  00
0D1       000.1  DES 85
0D10015   000.1  SA  DUE TO DES 85%
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```
0H1C33986/AN R-156     X  101
0H20811072304 RUE-SAINT HENRI
CITY OF MONTREAL
0H3R-157                    R-156
0H4CU 600    BBR       0322Z
0H50015
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-157
0D1       000.0  WL  05
0D1       001.4S1DES 15
0D1       001.4S2MM  0804
0D1       001.4S3DV  10
0D1       001.4S4DB  1002
0D1       001.4S5FL  12
0D1       002.0C1DES 25
0D1       002.0F5FL  12
0D1       012.9  MB  1011
0D1       012.9F1DES 25
0D1       015.4  DE  05 BRICK
0D1       019.3S6DE  15 RUBBLE
0D1       019.8  MB  1202
0D1       021.4  CX  22509
0D1       022.7F4DB  1002
0D1       022.7F6DE  15 RUBBLE
0D1       022.7S7DES 15
0D1       024.9  CX  22502 BLOCKED
0D1       029.4  DB  1101
0D1       031.4  DB  0809
0D1       032.2  CXI 30009 0300
0D1       032.2F2MM  0804
0D1       032.2F3DV  10
0D1       032.2F7DES 15
0D10142   032.2  SA  DUE TO CXI

0H1C33986/AN R-157     X   102
0H20811072329 RUE-SAINT HENRI
CITY OF MONTREAL
0H3R-157                    RACCORDEM
0H4CD 600    BBR       0030Z
0H50015
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-157
0D1       000.0  WL  05
0D1       000.0S1MM  0804
0D1       000.1  MB  0508
0D1       001.4  LL  SLIGHT
0D1       003.0  MC  Vitrified clay
0D1       003.0  SC  CIRCULAR
0D1       003.0F1MM  0804
0D1       003.0  DC  300
0D10071   003.0  SA  DUE TO DC
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0H1C33986/AN R-157     X  103
0H20811070004 RUE-SAINT HENRI
CITY OF MONTREAL
0H3RACCORDEM               R-157
0H4CU 600    BBR       0000Z
0H5          NO CAMERA ACCESS
0H6A2B                    AZ
0D10000   000.0  ST
0D1       000.0  MH  RACCORDEM
0D1       000.0  WL  05
0D10000   000.0  SA  NOACC FROM MAIN

0H1C33986/AN R-153     X  104
0H20911070008 RUE-SAINT PAUL
CITY OF MONTREAL
0H3R-153                   R-154
0H4CD 900 600EBR       0042Z
0H50015
0H6A2B                    AZ
0D10000   000.0  ST
0D1       000.0  MH  R-153
0D1       000.0  WL  10
0D1       001.4S1DES 20
0D1       001.4S2MS  0804
0D1       001.4  CN  15011
0D1       002.5  CN  22502 SEALED OFF
0D1       004.2C1DES 25
0D1       004.2F1DES 25
0D1       004.2F2MS  0804
0D1       004.2  SA  DUE TO DES 25%

0H1C33986/AN R-152     X    105
a1=MPEG_A_11092007_0020_109_2072i.mp2
0H20911070015 RUE-SAINT PAUL
CITY OF MONTREAL
0H3R-153                   R-152
0H4CU 900 600EBR       0039Z
0H50015
0H6A2B                    AZ
0D10000   000.0  ST
0D1       000.0  MH  R-153
0D1       000.0  WL  10
0D1       001.4S1DES 20
0D1       001.4S2MS  0804
0D1       001.4  CX  22501 LIVE
0D1       001.9  CX  22508
0D1       003.9C1DES 25
0D1       003.9F1DES 25
0D1       003.9F2MS  0804
0D10032   003.9  SA  DUE TO DES 25%

0H1C33986/AN R-153     X  106
0H20911070042 RUE-SAINT PAUL
CITY OF MONTREAL
0H3R-154                   R-153
0H4CU 900 600EBR       0706Z
0H50015
0H6A2B                    AZ
0D10000   000.0  ST
0D1       000.0  MH  R-154
0D1       000.0  WL  10
0D1       001.4S1DES 15
0D1       001.4S2MS  0804
0D1       004.7  CN  22504 SEALED OFF
0D1       004.7  CN  22508 SEALED OFF
0D1       015.1  CN  22503 SEALED OFF
0D1       016.0  CN  22502 LIVE
0D1       016.0C1DES 20
0D1       022.9S3FL  12
0D1       022.9S4DV  05
0D1       026.1  CXI 22504 0100
0D1       029.1  DB  0103
0D1       029.8  CN  22510
0D1       031.4  CX  30002 LIVE
0D1       031.4  CN  30008 SEALED OFF
0D1       033.7  CN  15011
0D1       035.9  CX  22501 LIVE
0D1       037.5  CNI 22510 0050
0D1       038.0  CXI 22510 0050LIVE
0D1       038.0S5EL  0804 CLOCKS VARY
0D1       041.8  CX  22508
0D1       043.4F3FL  12
0D1       043.4F4DV  05
0D1       045.4  LL  SLIGHT
0D1       050.0  CN  22502
0D1       052.8  CN  30010
0D1       054.3  CN  22508 SEALED OFF
0D1       054.3F5EL  0804 CLOCKS VARY
0D1       054.3S6EL  1204
0D1       057.6  CX  30009
0D1       062.3  CN  15002 LIVE
0D1       062.3C1DES 00
0D1       070.0  CX  22510 LIVE
0D1       070.6S7MB  0711
0D1       070.6  GOLGVOIDPOSSCOLLAPSE
0D1       070.6  DE  30 RUBBLE BRICKS
0D1       070.6F1DES 30
0D1       070.6F2MS  0804
0D1       070.6F6EL  1204
0D1       070.6F7MB  0711
0D10273   070.6  SA LGVOID COLLAPSING
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0H1C33986/AN R-152    X   107
0H20911070136 RUE-SAINT PAUL
CITY OF MONTREAL
0H3 R-152                  R-153
0H4CD 900 600EBR       0226Z
0H50015
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-152
0D1       000.0  WL  10
0D1       000.0  DES 30  10.6
0D1       001.4S1MS  0804
0D1       001.4S2DES 25
0D1       001.4  CX  15010
0D1       004.3  CN  22511 LIVE
0D1       008.6  CXI 22501 0050SEALED
0D1       009.8  CXI 30009 0075SEALED
0D1       010.6S3EL  0804 CLOCKS VARY
0D1       010.6C2DES 30
0D1       018.6  WL  45
0D1       018.6  CX  30002
0D1       022.6  MB  1205
0D1       022.6  GO  LGVOID COLLPSING
0D1       022.6F1MS  0804
0D1       022.6F2DES 30
0D1       022.6F3EL  0804 CLOCKS VARY
0D10140   022.6  DE  40 FROM COLLAPSE

0H1C33986/AN R-151     X   108
0H20911070200 RUE-SAINT PAUL
CITY OF MONTREAL
0H3R-152                   R-151
0H4CU 900 600EBR       0036Z
0H50015
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-152
0D1       000.0  WL  15
0D1       001.4S1MS  0804
0D1       001.4S2DES 25
0D1       002.3  CN  22510 SEALED OFF
0D1       003.6C2DES 30
0D1       003.6F1MS  0804
0D1       003.6F2DES 30
0D10035   003.6  SA  DUE TO DES 30%

0H1C33986/AN R-151     X  109
0H20911070226 RUE-SAINT PAUL
CITY OF MONTREAL
0H3R-151                   R-152
0H4CD 900 600EBR       0081Z
0H50015
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-151
0D1       000.0  WL  05
0D1       001.4S1DES 25
0D1       001.4S2MS  0804
0D1       002.0  CN  22501
0D1       003.1  MB  10
0D1       003.2  CXI 22502 0050
0D1       005.4S3LL  SLIGHT
0D1       008.1C1DES 30
0D1       008.1F1DES 30
0D1       008.1F2MS  0804
0D1       008.1F3LL  SLIGHT
0D10042   008.1  SA  DUE TO DES 30%
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```
0H1C33986/AN R-150     X  110
0H20911070237 RUE-SAINT PAUL
CITY OF MONTREAL
0H3R-151                   R-150
0H4CU 900 600EBR       0401Z
0H50015
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-151
0D1       000.0  WL  05
0D1       001.4S1DES 25
0D1       001.4S2MS  0804
0D1       001.4S3LL  SLIGHT
0D1       001.4  CN  22510 SEALED OFF
0D1       004.9  CXI 15011  0150
0D1       006.9S4EL  0804
0D1       006.9F3LL  SLIGHT
0D1       013.9  CNI 30001 0025LIVE
0D1       013.9C1DES 35
0D1       015.1  CN  22508 LIVE
0D1       015.9  CXI 22502 0050SEALED
0D1       016.9  CXI 30002 0050SEALED
0D1       017.9  CNI 22502 0050
0D1       021.3  CNI 22503 050BLOCKED
0D1       022.5  CNI 30009 0050SEALED
0D1       025.6  CXI 22502 0050
0D1       028.1  CNI 22510 0050
0D1       028.1  RF
0D1       028.9  CX  22503 SEALED OFF
0D1       030.6  CX  15001 LIVE
0D1       034.0  GO POSS OLD MH SHAFT
0D1       037.9  MB  1202
0D1       038.5  CN  60002
0D1       039.9  CNI 15009 0050LIVE
0D1       040.0C1DES 45
0D1       040.0F1DES 40
0D1       040.0F2MS  0804
0D1       040.0F4EL  0804
0D10212   040.0  SA  DUE TO DES 40%
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```
0H1C33986/AN R-150     X  111
0H20911070325 RUE-SAINT PAUL
CITY OF MONTREAL
0H3R-150                   R-151
0H4CD 900 600EBR       0026Z
0H50015
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-150
0D1       000.0  WL  10
0D1       001.4S1DES 30
0D1       001.4S2MS  0804
0D1       001.4  CN  22503 SEALED OFF
0D1       001.4  CN  22509 SEALED OFF
0D1       002.6C1DES 40
0D1       002.6F1DES 40
0D1       002.6F2MS  0804
0D10030   002.6  SA  DUE TO DES 40%

0H1C33986/AN R-155     X    112
0H20911070441 RUE-SAINT-HENRI
CITY OF MONTREAL
0H3R-155                   RACCORDEM
0H4CD 900 600EBR       0171Z
0H50015
0H6A2B                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-155
0D1       000.0  WL  05
0D1       001.4S1DES 10
0D1       001.4S2MS  0705
0D1       013.3F1DES 10
0D1       013.3S3LD  SLIGHT
0D1       017.1F2MS  0705
0D1       017.1F3LD
0D10044   017.1  SA CAM STUCK IN INVT

0H1C33986/AN R-155     X  113
0H20911070509 RUE-SAINT-HENRI
CITY OF MONTREAL
0H3R-155                   R-155A
0H4CD 900 600EBR       0091Z
0H50015
0H6A2B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-155
0D1       000.0  WL  00
0D1       001.4S1DES 10
0D1       001.4S2MS  0705
0D1       007.1  CX  22501 SEALED OFF
0D1       009.1  GO  NARROW INVERT
0D1       009.1F1DES 10
0D1       009.1F2MS  0705
0D10059   091.0  SACAMSTUCKNARROWINVT
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```
0H1C33986/AN 303-40-239X   114
a1=MPEG_A_11092007_2147_118_2239i.mp2
0H20911072146 RUE-GAUVIN
CITY OF MONTREAL
0H3303-40-239              RACCORDEM
0H4CD 900 600EBR       0585Z
0H50015
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-40-239
0D1       000.0  WL  05
0D1       001.4S1DES 05
0D1       001.4S2MS  0705
0D1       027.9C1DES 10
0D1       039.8S3FL  12
0D1       039.8S4DV  05
0D1       039.8F1DES 10
0D1       039.8S5MT  12
0D1       049.4F3FL  02
0D1       049.4F4DV  05
0D1       049.4F5MT  12
0D1       056.0S6DES 15
0D1       058.5  MB  1203
0D1       058.5  DES 60 FROM MB
0D1       058.5  DE  10 ROD
0D1       058.5F2MS  0705
0D1       058.5F6DES 15
0D1       058.5  DES 65
0D10155   058.5  SA  DUE TO DES 65%

0H1C33986/AN 303-40-239X  115
0H20911072209 RUE-GAUVIN
CITY OF MONTREAL
0H3RACCORDEM               303-40-239
0H4CU 900 600EBR       0000Z
0H5   NO ACCESS FROM MAIN SEWER
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  RACCORDEM
0D1       000.0  WL  05
0D10000   000.0  SA  NOACC MAIN SEWER

0H1C33986/AN R-136     X   116
0H20911072249 RUE-PRINCE
CITY OF MONTREAL
0H3R-136                   R-137
0H4CD 900    CPP       0345Z
0H500016 FINISH MH NO WRONG ON DVD
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-136
0D1       000.0  WL  05
0D1       001.3S1DV  05
0D1       001.4S2FL  12
0D1       001.4  SC  EGG
0D1       001.4  DC  900900X600
0D1       001.4  MC  Brick
0D1       001.4S3DES 25
0D1       001.4S4EL  0804
0D1       001.4S5MS  0804
0D1       007.1  CN  22510
0D1       018.2  CNI 30003 0050
0D1       018.2F2FL  12
0D1       018.2F1DV  05
0D1       021.1  CNI 30003 0050
0D1       023.1  CNI 30003 0050
0D1       023.1  WL  25
0D1       029.2S6FL  02
0D1       031.3  CNI 30009 0025
0D1       033.4  CNI 30003 0050SEALED
0D1       034.5C3DES 30
0D1       034.5F3DES 00
0D1       034.5F4EL  0804
0D1       034.5F5MS  0804
0D1       034.5F6FL  12
0D10173   034.5  SA  DUE TO DES 30%

0H1C33986/AN R-128     X   117
0H20911072355 RUE-DALHOUSIE
CITY OF MONTREAL
0H3R-129                   R-128
0H4CU 900 600EBR       0039Z
0H500016 FINISH MH NO WRONG ON DVD
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-129
0D1       000.0  WL  05
0D1       001.4S1MS  0804
0D1       001.4S2DES 35
0D1       001.4S3FL  12
0D1       001.4S4DV  05
0D1       002.5  CX  30008 SEALED OFF
0D1       002.9  CNI 22511 0050
0D1       003.3  CN  22502
0D1       003.9F1MS  0804
0D1       003.9F2DES 35
0D1       003.9F3FL  12
0D1       003.9F4DV  05
0D10043   003.9  SA  DUE TO DES 35%
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0H1C33986/AN R-129     X   118
0H2091107    RUE-DALHOUSIE
CITY OF MONTREAL
0H3R-129                   R-130
0H4CD 900 600EBR       0016Z
0H500016
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-129
0D1       000.0  WL  05
0D1       001.4S1DES 30
0D1       001.4S2MS  0804
0D1       001.4S3FL  12
0D1       001.4S4DV  05
0D1       001.4  CXI 30002 0050
0D1       001.6C1DES 35
0D1       001.6F1DES 35
0D1       001.6F2MS  0804
0D1       001.6F3FL  12
0D1       001.6F4DV  05
0D10025   001.6  SA  DUE TO DES 35%

0H1C33986/AN R-128     X   119
0H20911070014 RUE-DALHOUSIE
CITY OF MONTREAL
0H3R-128                   R-129
0H4CD 900 600EBR       0000Z
0H5  DUE TO PARKED CAR ON R-128
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-128
0D1       000.0  WL  05
0D10000   000.0  SA PARKEDCARON R-128

0H1C33986/AN R-127     X   120
0H20911070016 RUE-DALHOUSIE
CITY OF MONTREAL
0H3R-128                   R-127
0H4CU 900 600EBR       0000Z
0H5        PARKED CARS
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-128
0D1       000.0  WL  05
0D10000   000.0  SA PARKEDCARSONR-128

0H1C33986/AN R-127     X   121
0H20911070018 RUE-DALHOUSIE
CITY OF MONTREAL
0H3R-127                   R-128
0H4CD 900 600EBR       0000Z
0H5      R-127 PARKED CAR
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-127
0D1       000.0  WL  05
0D10000   000.0  SA  PARKEDCARONR-127
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0H1C33986/AN R-129     X   122
0H2091107    RUE-DALHOUSIE
CITY OF MONTREAL
0H3R-130                   R-129
0H4CU 900 600EBR       0134Z
0H500016
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-130
0D1       000.0  WL  05
0D1       001.4S1DES 05
0D1       001.4S2MS  0705
0D1       001.4S3EL  0804
0D1       010.3  CXI 22510 0050LIVE
0D1       010.3  CNI 22503 050SEALED
0D1       012.2  CXI 22509 0050SEALED
0D1       013.4C1DES 15
0D1       013.4F1DES 15
0D1       013.4F2MS  0804
0D1       013.4F3EL  0804
0D10053   013.4  SA  DUE TO DES 15%

0H1C33986/AN R-130     X     123
0H21011070052 RUE-DALHOUSIE
CITY OF MONTREAL
0H3R-130                   R-131
0H4CD 900 600EBR       0163Z
0H500016
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-130
0D1       000.0  WL  05
0D1       001.4S1DES 10
0D1       001.4S2MS  0804
0D1       001.4S3EL  0804
0D1       003.5S4LR  SLIGHT
0D1       008.5  CN  22510
0D1       012.1F4LR  SLIGHT
0D1       016.3F1DES 10
0D1       016.3F2MS  0804
0D1       016.3F3EL  0804
0D1       016.3  MH  R-131
0D10085   016.3  FH
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0H1C33986/AN R-132     X   124
0H21011070209 RUE-OTTAWA
CITY OF MONTREAL
0H3R-132                   MUR
0H4CD 900 600EBR       0289Z
0H500016
0H6A1B                    AZ
0D10000   000.0  ST
0D1       000.0  MH  R-132
0D1       000.0  WL  05
0D1       001.4S1DES 15
0D1       001.4S2MS  0804
0D1       001.4S3EL  0804
0D1       002.5  CXI 30002 0050
0D1       021.3F1DES 15
0D1       021.3  CN  22501
0D1       021.3  CN  22511 LIVE
0D1       022.5  MB  03
0D1       028.9F2MS  0804
0D1       028.9F3EL  0804
0D1       028.9  MH  MUR
0D10062   028.9  FH

0H1C33986/AN R-132     X 125
0H21011070228 RUE-OTTAWA
CITY OF MONTREAL
0H3R-132                   R-133
0H4CD 900 600EBR       0312Z
0H500016
0H6A1B                    AZ
0D10000   000.0  ST
0D1       000.0  MH  R-132
0D1       000.0  WL  05
0D1       001.4S1DES 25
0D1       001.4S2MS  0804
0D1       001.4S3FL  12
0D1       001.5S4DV  05
0D1       005.9F3FL  12
0D1       005.9F4DV  05
0D1       024.9  CX  22501
0D1       029.7  CX  22502
0D1       030.5  CXI 30010 0050LIVE
0D1       031.1  MB  1101
0D1       031.1  CXI 22503 0075
0D1       031.1  CXI 22509 0075
0D1       031.1  DC  450
0D1       031.1F1DES 25
0D1       031.1F2MS  0804
0D10091   031.1  SA  DES 45% AND DC
0D1       031.2  DES 45

0H1C33986/AN R-133     X  126
a1=MPEG_A_11102007_0308_130_2403i.mp2
0H2101107    RUE-OTTAWA
CITY OF MONTREAL
0H3R-133                   R-134
0H4CD 900 600EBR       0345Z
0H500016
0H6A1B                    AZ
0D10000   000.0  ST
0D1       000.0  MH  R-133
0D1       000.0  WL  05
0D1       001.4S1MS  0705
0D1       001.4  CNI 15010 0075
0D1       001.4S2EL  0205
0D1       006.3  CX  22511 SEALED OFF
0D1       006.3  CX  22501 SEALED OFF
0D1       006.3S3DE  10 RUBBLE
0D1       008.5  CN  22510
0D1       015.5  CXI 22511 0050SEALED
0D1       017.5  CXI 22511 0050SEALED
0D1       026.3  CX  22510 SEALED OFF
0D1       029.0S4FL  12
0D1       029.0S5MT  12
0D1       029.0S6DV  05
0D1       029.0  CXI 22502  0050
0D1       029.9  CNI 22511  0050
0D1       034.5F1MS  0705
0D1       034.5F3DE  10
0D1       034.5F2EL  0205
0D1       034.5F4FL  12
0D1       034.5F5MT  12
0D1       034.5F6DV  05
0D1       034.5  MH  R-134
0D10110   034.5  FH

0H1C33986/AN R-134     X    127
0H21011070324RUE-OTTAWA
CITY OF MONTREAL
0H3R-134                   R-135
0H4CD 900 600EBR       0002Z
0H500016
0H6A1B                    AZ
0D10000   000.0  ST
0D1       000.0  MH  R-134
0D1       000.0  WL  00
0D1       000.2  DES 40
0D1       000.2  MS  0804
0D10014   000.2  SA  DUE TO DES 40%
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0H1C33986/AN R-132     X     128
0H21011070329RUE-OTTAWA
CITY OF MONTREAL
0H3R-133                   R-132
0H4CU 900 600EBR       0000Z
0H5        NO CAMERA ACCESS
0H6A1B                   AZ
0D10000   000.0  ST
0D1       000.0  MH  R-133
0D1       000.0  WL  05
0D10000   000.0  SA NO CAMERA ACCESS

0H1C33986/AN R-176     X     129
0H21011070338 RUE-NAZERETH
CITY OF MONTREAL
0H3R-133                   R-176
0H4CU 900 600EBR       0079Z
0H500016
0H6A1B                   AZ
0D10000   000.0  ST
0D1       000.0  MH  R-133
0D1       000.0  WL  10
0D1       001.4S1MS  0804
0D1       001.4S2DES 30
0D1       004.5  CN  22501
0D1       004.5  CX  15011
0D1       005.8C2DES 40
0D1       007.9  CX  30002
0D1       007.9  DB  0204
0D1       007.9F1MS  0804
0D1       007.9F2DES 40
0D10065   007.9  SA  DUE TO DES 40%

0H1C33986/AN R-133     X    130
0H21011070348 RUE-NAZERETH
CITY OF MONTREAL
0H3R-133                   R-177
0H4CD 900 600EBR       0034Z
0H500016
0H6A1B                   AZ
0D10000   000.0  ST
0D1       000.0  MH  R-133
0D1       000.0  WL  15
0D1       001.4S1MS  0804
0D1       001.4S2DES 30
0D1       003.3C2DES 35
0D1       003.3F1MS  0804
0D1       003.3F2DES 35
0D10025   003.4  SA  DUE TO DES 35%

0H1C33986/AN R-155     X     131
0H21011070423 RUE-HENRI
CITY OF MONTREAL
0H3R-155A                  R-155
0H4CU 900 600EBR       0408Z
0H500017
0H6A1B                   AZ
0D10000   000.0  ST
0D1       000.0  MH  R-155A
0D1       000.0  WL  05
0D1       001.4S1MS  07
0D1       015.4S2DES 05
0D1       027.3  CX  22511
0D1       027.3F2DES 05
0D1       027.3S3DE  10 RUBBLE
0D1       029.0  CX  15011
0D1       029.4  CX  15011
0D1       034.3  CX  15011
0D1       036.0  LL  SLIGHT
0D1       038.7  LR  SLIGHT
0D1       040.6  DE  10 BRICK
0D1       040.8F1MS  0705
0D1       040.8F3DE  00 RUBBLE
0D10104   040.8  SA  DE 10% BRICK

0H1C33986/AN  R-155A    X    132
0H21011070441 RUE-HENRI
CITY OF MONTREAL
0H3R-155A                  R-148
0H4CD 600    CCO    2500150Z
0H500016
0H6A1B                   AZ
0D10000   000.0  ST
0D1       000.0  MH  R-155A
0D1       000.0  WL  05
0D1       001.4S1DE  10 CONCRETE
0D1       002.0  CX  22511 SEALED OFF
0D1       005.2  CX  22511
0D1       006.9  JN  15011
0D1       006.9F1DE  10 CONCRETE
0D1       015.0  MH  R-148
0D10052   015.0  FH
```

```
0H1C33986/AN R-164     X     133
a1=MPEG_A_11102007_2152_137_2493i.mp2
0H21011072118 RUE-DUKE
CITY OF MONTREAL
0H3R-164                    R-163
0H4CD 900    EBR       0568Z
0H500017
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-164
0D1       000.0  WL  05
0D1       001.4S1MS  0804
0D1       001.4S2DES 25
0D1       001.4  CNI 15009 0075
0D1       006.9  CNI 22509 0050
0D1       020.5  CN  22503
0D1       023.0  CN  15009 SEALED OFF
0D1       027.5  CNI 22502 0050LIVE
0D1       027.5  V
0D1       032.2  CX  22510 SEALED OFF
0D1       033.4  CN  22503
0D1       034.8S3FL  12
0D1       034.8  CN  22503
0D1       034.8S4DV  05
0D1       036.4  CN  22510
0D1       036.4  DE  30 RUBBLE
0D1       042.4F3FL  12
0D1       042.4F4DV  05
0D1       047.3  CN  22503 SEALED OFF
0D1       047.7  CX  15011
0D1       050.1  CN  22501 SEALED OFF
0D1       050.1  CN  15011
0D1       051.9  CN  22502 BLOCKED
0D1       056.8  CN  22511
0D1       056.8F1MS  0804
0D1       056.8F2DES 25
0D1       056.8  DES 30
0D10193   056.8  SA  DUE TO DES 30%
```

```
0H1C33986/AN R-164     X     134
0H21011072231 RUE-DUKE
CITY OF MONTREAL
0H3R-163                    R-164
0H4CU 900    EBR       0198Z
0H500017
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-163
0D1       000.0  WL  10
0D1       001.4S1MS  0804
0D1       001.4S2DES 20
0D1       001.4S3EL  0804
0D1       003.3  CNI 15009 0050
0D1       007.8  CX  22503 SEALED OFF
0D1       008.7  CXI 15011 0075SEALED
0D1       015.5  CN  22511 LIVE
0D1       017.1  CN  22501
0D1       017.8  CX  22511
0D1       017.8  CXI 15011 0075SEALED
0D1       019.2  CNI 22502 0025
0D1       019.2C2DES 25
0D1       019.8F1MS  0804
0D1       019.8C2DES 25
0D1       019.8F2DES 25
0D1       019.8F3EL  0804
0D10095   019.8  SA  DUE TO DES 25%

0H1C33986/AN R-163     X  135
0H21011072244 RUE-DUKE
CITY OF MONTREAL
0H3R-163                    R-162
0H4CD 900    EBR       0059Z
0H500017
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-163
0D1       000.0  WL  10
0D1       001.4S1MS  0804
0D1       001.4S2DES 15
0D1       001.4S3FL  12
0D1       004.0  CXI 22503 0025SEALED
0D1       005.2  CN  22502 LIVE
0D1       005.2  DE  10 CONCRETE
0D1       005.9F1MS  0804
0D1       005.9F2DES 15
0D1       005.9F3FL  02
0D10073   005.9  SA  DE 10% CONCRETE
```

```
0H1C33986/AN R-163     X     136
a1=MPEG_A_11102007_2318_140_2563i.mp2
0H2101107    RUE-DUKE
CITY OF MONTREAL
0H3R-162                    R-163
0H4CU 900    EBR       0932Z
0H500017
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-162
0D1       000.0  WL  05
0D1       001.4S1MS  0804
0D1       001.4S2DES 15
0D1       001.4S3EL  0804
0D1       003.2  CNI 22501 0050LIVE
0D1       006.9S4FL  12
0D1       006.9S5DV  05
0D1       008.1  CX  15011
0D1       011.5  CN  22503 SEALED OFF
0D1       011.6  CX  30010 LIVE
0D1       012.5  CN  15011
0D1       012.5F4FL  12
0D1       012.5F5DV  05
0D1       016.3  CN  22509
0D1       027.0  CN  22502 SEALED OFF
0D1       030.1  CN  22510 SEALED OFF
0D1       031.4  CN  15011 LIVE
0D1       031.4S6MM  12
0D1       037.0  CN  15011
0D1       038.9  CN  22510
0D1       039.6  CN  22501
0D1       042.0  CNI 22511 0075
0D1       044.2  CN  15010
0D1       044.6  CN  15010
0D1       044.6F6MM  12
0D1       048.5S7FL  12
0D1       048.5S8DV  05
0D1       049.1  CNI 30010 0050LIVE
0D1       049.1  CNI 22501 0025
0D1       053.2  MB  1202 POSS REPIAR
0D1       053.2C2DES 30
0D1       056.2  CXI 22511  0050LIVE
0D1       056.2  CX  22502
0D1       058.7F7FL  12
0D1       058.7F8DV  05
0D1       065.4S9FL  02
0D1       065.4SADV  05
0D1       066.9  CN  15003
0D1       066.9  CNI 22510 0050
0D1       068.9  CN  22510
0D1       072.8F9FL  12
0D1       072.8FADV  05
0D1       077.5SBFL  12
0D1       077.5SCDV  05
0D1       078.8  CXI 15002 0050SEALED
0D1       079.0  CNI 15003 0050SEALED
0D1       079.0C2DES 30
0D1       081.3  CX  22501
0D1       083.7FBFL  12
0D1       083.7FCDV  05
0D1       088.9  CNI 22509  0025
0D1       093.2  CNI 22510  0050LIVE
0D1       093.2  DE  10  CONCRETE
0D1       093.2F1MS  0804
0D1       093.2F2DES 30
0D1       093.2F3EL  0804
0D10324   093.2  SA  DUE TO OVERLAP
```

```
0H1C33986/AN R-162     X   137
0H2101107    RUE-DUKE
CITY OF MONTREAL
0H3R-162                    RACCORDEM
0H4CD 900    EBR       0529Z
0H500017
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-162
0D1       000.0  WL  05
0D1       000.0F4FL  12
0D1       001.4S1MS  0804
0D1       001.4S2DES 15
0D1       001.4S3EL  0804
0D1       004.3  CN  22501
0D1       004.3  IR  01
0D1       005.8  CX  22511 SEALED OFF
0D1       010.1  CN  22511 SEALED OFF
0D1       011.6  CNI 15011 0050
0D1       011.6  CN  15001
0D1       013.9  CN  22510 SEALED OFF
0D1       013.9S4FL  12
0D1       013.9S5DV  10
0D1       013.9C2DES 25
0D1       021.8  CN  22502
0D1       023.9  CN  22502
0D1       026.8  CX  30009 SEALED OFF
0D1       029.5  CX  15010 LIVE
0D1       031.6  CNI 15003 0100LIVE
0D1       032.0  CX  22502 SEALEDLIVE
0D1       035.6  CNI 22503 0025LIVE
0D1       035.6F5DV  10
0D1       035.6F3EL  0804
0D1       035.6S6EM  080410
0D1       035.6F4FL  02
0D1       036.9  CX  22511 LIVE
0D1       037.8  CNI 22511 0025
0D1       039.4S7FL  12
0D1       039.4S8DV  05
0D1       041.9  CX  22510
0D1       041.9C2DES 35
0D1       052.9C2DES 40
0D1       052.9F1MS  0804
0D1       052.9F2DES 15
0D1       052.9F7FL  12
0D1       052.9F6EM  080410
0D1       052.9F8DV  05
0D10175   052.9  SA  DUE TO DES 40%
```

```
0H1C33986/AN R-162     X     138
0H21011070032 RUE-DUKE
CITY OF MONTREAL
0H3RACCORDEM                R-162
0H4CU 900    EBR       0000Z
0H5   NO CAMERA ACCESS FROM MAIN
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  RACCORDEM
0D1       000.0  WL  05
0D10000   000.0  SA NOACCFROM MNSEWER

0H1C33986/AN  R-178     X  139
a1=MPEG_A_11112007_0142_143_2670i.mp2
0H21011070126 RUE-NAZARETH
CITY OF MONTREAL
0H3R-178                    RACCORDEM
0H4CD 900    EBR       0105Z
0H500017
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-178
0D1       000.0  WL  05
0D1       001.4S1MS  0705
0D1       002.4  CX  22511 SEALED OFF
0D1       002.4  CNI 22501 0050
0D1       002.4S2LR  SLIGHT
0D1       008.3F2LR  SLIGHT
0D1       010.5F1MS  0804
0D1       010.5  MH  RACCORDEM
0D10040   010.5  FH
```

```
0H1C33986/AN R-177     X     140
0H21011070150 RUE-NAZARETH
CITY OF MONTREAL
0H3R-178                    R-177
0H4CU 900    EBR       0337Z
0H500017
0H6A1B                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-178
0D1       000.0  WL  05
0D1       001.4S1MS  0705
0D10000   001.4S2EL  0705
0D1       002.5  CN  22501 LIVE
0D1       004.7  CX  15011
0D1       004.7  EM  091110
0D1       006.8  CNI 22511 0050LIVE
0D1       011.7  CNI 15001 0050LIVE
0D1       015.5S3DES 10
0D1       027.7  DE  10 RUBBLE
0D1       032.9  CXI 22501 0050
0D1       032.9  EM  010510
0D1       033.7  EH  071130
0D1       033.7F1MS  0705
0D1       033.7F2EL  0705
0D1       033.7F3DES 10
0D10094   033.7  SA  DUE TO EH 30%

0H1C33986/AN R-177     X    141
a1=MPEG_A_11112007_0243_145_2702i.mp2
0H2101107    RUE-NAZARETH
CITY OF MONTREAL
0H3R-177                    R-178
0H4CD 900    EBR       0014Z
0H500017
0H6A1B                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-177
0D1       000.0  WL  10
0D1       001.4  DES 30
0D10010   001.4  SA  DUE TO DES 30%

0H1C33986/AN R-133-    X    142
0H21011070246 RUE-NAZARETH
CITY OF MONTREAL
0H3R-177                    R-133-
0H4CU 900    EBR       0014Z
0H500017
0H6A1B                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-177
0D1       000.0  WL  35
0D1       001.4  DES 40
0D10010   001.4  SA  DUE TO DES 45%
```

```
0H1C33986/AN R-176     X    143
0H21011070307 RUE-NAZARETH
CITY OF MONTREAL
0H3R-176                    R-133
0H4CD 900    EBR       0834Z
0H500017
0H6A1B                      AZ
0D10000   000.0  ST
0D1       000.0  MH  R-176
0D1       000.0  WL  10
0D1       001.4S1MS  0804
0D1       001.4S2DES 40
0D1       003.8  CXI 22511 0075
0D1       025.8  CX  30003
0D1       031.7  CX  22502 SEALED OFF
0D1       032.4  CX  30010
0D1       035.9  CN  22508
0D1       037.1  CX  22510
0D1       038.1  CX  22502
0D1       039.0  CN  22511
0D1       039.0C2DES 30
0D1       053.6  CX  22502 BLOCKED
0D1       059.9  CN  15011
0D1       067.8  CX  22502
0D1       074.4  CN  22502
0D1       075.1  CX  22510
0D1       078.9  MB  01
0D1       078.9  CN  22510 BLOCKED
0D1       083.4F1MS  0804
0D1       083.4F2DES 30
0D1       083.4  MH  R-133
0D10163   083.4  FH
```

```
0H1C33986/AN R-175     X    144
0H21011070334 RUE-NAZARETH
CITY OF MONTREAL
0H3R-176                    R-175
0H4CU 900    EBR       0668Z
0H500017
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-176
0D1       000.0  WL  10
0D1       001.4S1MS  0804
0D1       001.4S2DES 35
0D1       005.1  CX  22510 SEALED OFF
0D1       005.8  CN  22503 BLOCKED
0D1       013.9  CNI 25010 0050
0D1       015.8  CX  22510 SEALED OFF
0D1       015.8  CX  15001
0D1       029.6  CX  22510 SEALED OFF
0D1       032.0  CX  20001
0D1       034.4  CX  22510 SEALED OFF
0D1       056.2  CX  22510 SEALED OFF
0D1       063.4  CX  15010
0D1       064.3  CN  15001
0D1       066.8F1MS  0804
0D1       066.8F2DES 35
0D1       066.8  MH  R-175
0D10095   066.8  FH

0H1C33986/AN R-174     X     145
0H21011070352 RUE-NAZARETH
CITY OF MONTREAL
0H3R-175                    R-174
0H4CU 900    EBR       0104Z
0H500017
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-175
0D1       000.0  WL  10
0D1       000.1S1MS  0804
0D1       000.1S2DES 35
0D1       001.5  CN  22511
0D1       002.9  CX  22501
0D1       004.7  CX  30003 SEALED OFF
0D1       005.9  CX  22509
0D1       005.9S3LR  MARGINAL
0D1       008.3  CN  22509
0D1       010.4F1MS  0804
0D1       010.4F2DES 35
0D1       010.4F3LR  MARGINAL
0D1       010.4  MH R-174
0D10064   010.4  FH

0H1C33986/AN R-201     X     146
0H21011070447 RUE-WELLINGTON
CITY OF MONTREAL
0H3R-174                    R-201
0H4CU 900    EBR       0423Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-174
0D1       000.0  WL  10
0D1       001.4S1MS  0804
0D1       001.4S2DES 35
0D1       002.6S3LR  SLIGHT
0D1       006.5F3LR  SLIGHT
0D1       009.3  CX  30003
0D1       012.5S4LR  SLIGHT
0D1       015.3F4LR  SLIGHT
0D1       037.8  CN  30003 BLOCKED
0D1       040.2  CN  30003 LIVE
0D1       042.3C2DES 00
0D1       042.3F1MS  0804
0D1       042.3F2DES 40
0D10113   042.3  SA  DUE TO DES 40%

0H1C33986/AN R-201     X    147
a1=MPEG_A_11112007_0523_151_2790i.mp2
0H21011070503 RUE WELLINGTON
CITY OF MONTREAL
0H3R-201                    R-174
0H4CD 900    EBR       0245Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-174
0D1       000.0  WL  05
0D1       001.4S1MS  0804
0D1       001.4S2DES 30
0D1       004.8  CX  22503
0D1       007.2  CX  22509 BLOCKED
0D1       007.7  CX  15011 LIVE
0D1       007.7  DB  11
0D1       019.0  CN  15011
0D1       024.5F1MS  0804
0D1       024.5F2DES 30
0D10045   024.5  SA  DUE TO OVERLAP
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```
0H1C33986/AN R-181     X     148
0H21011070531 RUE WELLINGTON
CITY OF MONTREAL
0H3R-201                   R-181
0H4CU 900    EBR       0029Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-201
0D1       000.0  WL  10
0D1       001.4S1MS  0804
0D1       001.4S2DES 30
0D1       002.9F1MS  0804
0D1       002.9F2DES 30
0D1       002.9  MH  R-181
0D10034   002.9  FH

0H1C33986/AN R-180     X     149
0H21011070543 RUE DALHOUSIE
CITY OF MONTREAL
0H3R-181                   R-180
0H4CU 900    EBR       0116Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-181
0D1       000.0  WL  10
0D1       000.1S1MS  0804
0D1       000.1S2DES 30
0D1       006.9  CN  30008 BLOCKED
0D1       009.3  CNI 22503 0050LIVE
0D1       010.2  CX  30008 SEALED OFF
0D1       011.6  GO  UNCHARTED MH
0D1       011.6  SC  CIRCULAR
0D1       011.6  DC  600
0D1       011.6  MC  CONCRETE
0D1       011.6F1MS  0804
0D1       011.6C2DES 55
0D1       011.6F2DES 55
0D10075   011.6  SA  DUE TO DES 55%

0H1C33986/AN R-180     X     150
0H21011070556 RUE DALHOUSIE
CITY OF MONTREAL
0H3R-180                   R-181
0H4CD 900    EBR       0000Z
0H5        NO ACCESS TO R-180
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-180
0D1       000.0  WL  00
0D10000   000.0  SA  NO ACCESS R-180

0H1C33986/AN R-179     X     151
0H21011070559 RUE DALHOUSIE
CITY OF MONTREAL
0H3R-179                   R-180
0H4CD 900    EBR       0000Z
0H5              NO ACCESS TO R-179
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-179
0D1       000.0  WL  00
0D10000   000.0  SA  NO ACCESS R-179

0H1C33986/AN R-196     X     152
a1=MPEG_A_11102007_2125_156_2836i.mp2
0H21011072115 RUE  WELLINGTON
CITY OF MONTREAL
0H3R-199                   R-196
0H4CU 900    EBR       0019Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-199
0D1       000.0  WL  05
0D1       001.4S1MS  0804
0D1       001.4S2DES 35
0D1       001.9F1MS  0804
0D1       001.9F2DES 35
0D10035   001.9  SA  DUE TO DES 35%

0H1C33986/AN R-199     X     153
0H21011072132 RUE  WELLINGTON
CITY OF MONTREAL
0H3R-199                   R-200
0H4CD 900    EBR       0019Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-199
0D1       000.0  WL  05
0D1       001.4S1MS  0804
0D1       001.4S2DES 35
0D1       001.4S3FL  12
0D1       001.4S4DV  05
0D1       001.9F1MS  0804
0D1       001.9F2DES 35
0D1       001.9F3FL  12
0D1       001.9F4DV  05
0D10033   001.9  SA  DUE TO DES 35%
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0H1C33986/AN R-196     X     154
0H21011072214 RUE  WELLINGTON
CITY OF MONTREAL
0H3R-196                    R-199
0H4CD 900    EBR       0000Z
0H5         PARKED CARS
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-196
0D1       000.0  WL  00
0D10000   000.0  SA PARKCARS ON R-196

0H1C33986/AN R-197     X     155
0H21011072216 RUE  WELLINGTON
CITY OF MONTREAL
0H3R-197                    R-196
0H4CD 900    EBR       0244Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-197
0D1       000.0  WL  05
0D1       001.4S1MS  0705
0D1       001.4S2DES 30
0D1       001.4S3EL  0804
0D1       003.9  MB  09
0D1       009.3  MB  12
0D1       009.3  DV  10
0D1       014.0  DB  1101
0D1       014.0  DV  10
0D1       014.9  CX  22501
0D1       021.6  CXI 22502 0025SEALED
0D1       021.6F3EL  0804
0D1       024.4  CXI 22504 0050SEALED
0D1       024.4F1MS  0804
0D1       024.4F2DES 30
0D10082   024.4  SA  DUE TO CXI

0H1C33986/AN R-197     X     156
0H21011072233 RUE  WELLINGTON
CITY OF MONTREAL
0H3R-197                    R-198
0H4CD 900    EBR       0058Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-197
0D1       000.0  WL  05
0D1       001.4S1MS  0804
0D1       001.4S2DES 30
0D1       004.2  MB  01
0D1       005.8C2DES 40
0D1       005.8F1MS  0804
0D1       005.8F2DES 40
0D10033   005.8  SA  DUE TO DES 40%

0H1C33986/AN R-197     X     157
a1=MPEG_A_11102007_2252_161_2891i.mp2
0H2101107    RUE  WELLINGTON
CITY OF MONTREAL
0H3R-198                    R-197
0H4CU 900    EBR       0069Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-198
0D1       000.0  WL  05
0D1       001.4S1MS  0804
0D1       001.4S2DES 15
0D1       001.4S3FL  12
0D1       001.4S4DV  05
0D1       003.1  CNI 22511 0075
0D1       006.9  CNI 22501 0050LIVE
0D1       006.9S5LL  MARGINAL
0D1       006.9F1MS  0804
0D1       006.9F2DES 05
0D1       006.9F3FL  02
0D1       006.9F4DV  05
0D1       006.9F5LL  MARGINAL
0D10053   006.9  SA SILTFINNARROWINVT

0H1C33986/AN r-199     X     158
0H21011072331 RUE  WELLINGTON
CITY OF MONTREAL
0H3R-200                    R-199
0H4CU 900    EBR       0000Z
0H5        BLOCKING TRAFFIC 4 WAYS
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-200
0D1       000.0  WL  00
0D10000   000.0  SA BLOCKTRAFF 4 WAYS

0H1C33986/AN R-173     X    159
0H21011072333 RUE NAZARETH
CITY OF MONTREAL
0H3R-174                    R-173
0H4CU 900    EBR       0000Z
0H5 NO CAMERA ACCESS FROM MAIN
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-174
0D1       000.0  WL  00
0D10000   000.0  SA
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0H1C33986/AN R-168     X     160
0H21011072339 RUE NAZARETH
CITY OF MONTREAL
0H3R-167                   R-168
0H4CU 900 600EBR       0001Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-167
0D1       000.0  WL  10
0D1       000.1  DES 90
0D10024   000.1  SA  DUE TO DES 90%

0H1C33986/AN R-166     X     161
0H21011072345 RUE NAZARETH
CITY OF MONTREAL
0H3R-167                   R-166
0H4CU 900 600EBR       0001Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-167
0D1       000.0  WL  00
0D1       000.1  DES 90
0D10010   000.1  SA  DUE TO DES 90%

0H1C33986/AN R-167     X     162
a1=MPEG_A_11102007_2349_166_2925i.mp2
0H21011072349 RUE NAZARETH
CITY OF MONTREAL
0H3R-168                   R-167
0H4CU 900 600EBR       0001Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH
0D1       000.0  WL  05
0D1       000.1  DES 90
0D10010   000.1  SA  DUE TO DES 90%

0H1C33986/AN R-168     X     163
0H21011072352 RUE NAZARETH
CITY OF MONTREAL
0H3R-168                   R-169
0H4CD 500    CCO    2500001Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-168
0D1       000.0  WL  10
0D1       000.1  DES 95
0D10012   000.1  SA  DUE TO DES 95%

0H1C33986/AN R-182     X     164
0H21111070000 RUE BONNAVENTURE
CITY OF MONTREAL
0H3R-182                   R-183
0H4CD 500    CCO    2500000Z
0H5
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-182
0D1       000.0  WL  00
0D10000   000.0  SA  MHR-182ONOFFRAMP

0H1C33986/AN R-183     X     165
0H21111070002 RUE BONNAVENTURE
CITY OF MONTREAL
0H3R-183                   R-184
0H4CD 500    CCO    2500000Z
0H5                MH ON OFF RAMP
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-183
0D1       000.0  WL  00
0D1       000.0  SA  MHR-183ONOFFRAMP

0H1C33986/AN R-183     X     166
0H21111070003 RUE BONNAVENTURE
CITY OF MONTREAL
0H3R-184                   R-183
0H4CU 500    CCO    2500000Z
0H5   UNABLE TO LOCATE IN MH R-184
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-184
0D1       000.0  WL  00
0D10000   000.0  SA UNABLETOFIND LINE

0H1C33986/AN 303-40-022X     167
0H21111070109 SAINT ANTOINE
CITY OF MONTREAL
0H3303-40-021              303-40-022
0H4CU1500 750EBR    2500319Z
0H500018
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  303-40-021
0D1       000.0  WL  10
0D1       001.5  GO  STEEL LINED
0D1       009.8  CN  30001 LIVE
0D1       021.4  LL  SLIGHT
0D1       031.8  DES 25
0D10075   031.8  SA  DUE TO DES 25%
0D1       031.9  GO UNCHARTMH CARPARK
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0H1C33986/AN 303-40-022X  168
0H21111070134 SAINT ANTOINE
CITY OF MONTREAL
0H3303-40-022              303-40-021
0H4CD1500 750EBR    2500000Z
0H5
0H6A1B                    AZ
0D10000   000.0  ST
0D1       000.0  MH  303-40-022
0D1       000.0  WL  40
0D10000   000.0  SA  NEEDS CLEANING

0H1C33986/AN R-102     X     169
0H21111070159 SAINT ANTOINE
CITY OF MONTREAL
0H3R-101                  R-102
0H4CU750     CCO    2500248Z
0H500018
0H6A1B                    AZ
0D10000   000.0  ST
0D1       000.0  MH  R-101
0D1       000.0  WL  10
0D1       001.5S1DE  05 RUBBLE
0D1       012.2  CX  22510 LIVE
0D1       012.7  CX  22511
0D1       015.5F1DE  05 RUBBLE
0D1       020.2  CNI 15002 0075LIVE
0D1       022.1  CNI 30010 0050LIVE
0D1       024.8  MH  R-102
0D10044   024.8  FH

0H1C33986/AN R-100     X    170
0H21111070222 SAINT ANTOINE
CITY OF MONTREAL
0H3R-101                  R-100
0H4CU750     CCO    2500000Z
0H5      NO ACCESS FROM MH R-101
0H6A1B                     AZ
0D10000   000.0  ST
0D1       000.0  MH  R-101
0D1       000.0  WL  05
0D10000   000.0  SA  NOACC HIGHINWALL

0H1C33986/AN R-100     X     171
0H21111070223 SAINT ANTOINE
CITY OF MONTREAL
0H3R-100                  R-101
0H4CD750     CCO    2500000Z
0H5
0H6A1B                    AZ
0D10000   000.0  ST
0D1       000.0  MH  R-100
0D1       000.0  WL  05
0D10000   000.0  SA  PARKCARONMHR-100
ZZZ
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