

# Safe Ice Roads for Alaska (SIRA) Program

## ICE ROAD INSPECTION LOG



Operator Name (Please print):		Date:	Time AM/PM:
Equipment:		Odometer/GPS In:	
Total Hours:		Odometer/GPS In:	
Number of Dry Cracks:		Max. Penetration in Inches:	
Number of Wet Cracks:		Max Width in Inches:	
Ice Color: (Please select)	<input type="checkbox"/> Clear <input type="checkbox"/> Blue <input type="checkbox"/> Black	Thickness in Inches:	
	<input type="checkbox"/> White	Thickness in Inches:	
	<input type="checkbox"/> Other:	Thickness in Inches:	
Snow Cover/Drifts:	Depth in Inches:	Number of Drifts:	
Ice Condition: (Please describe)			
Water on Ice/Overflow (Please select)	<input type="checkbox"/> Yes	If yes, where:	
	<input type="checkbox"/> No		
Comments:			

**Description**

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<b>Cracks</b>	<b>Wet or Dry</b>	Wet cracks extend completely through the ice thickness and liquid water is visible at the surface. Dry cracks can be of any depth.
	<b>Quantity</b>	Density of cracks per unity surface area.
	<b>Length and Width</b>	Cracking across the expanse of the water body could indicate a preferred failure point and should be marked and noted.
<b>Ice Color</b>	Clear, blue generally indicators of favorable ice.	
	White, milky generally indicators of snow ice or ice with more air bubbles which can be less favorable though still satisfactory.	
	Brown, grey, or other off colors generally indicate frozen objects within ice such as sticks, rocks, or other organics which can decrease the load bearing capacity of an ice sheet.	
<b>Ice Conditions</b>	<b>Openings</b>	If there are no openings, inspectors should determine if the ice sheet has been undercut and, if so, to what extent. Undercut or overhanging sections of ice are generally unfavorable.
	<b>Rough Ice</b>	If there are jagged or uneven sections of ice, it may indicate a rock or other larger frozen object below.
<b>Standing Water</b>	If possible, determine the source of the water.	