



\*\*\*\* NOTE: ALL CROSS SECTIONS ARE AT 5M INTERVALS FOR RAMPS AND HWY \*\*\*\*

TYPICAL SURVEY POINTS (INCLUDING ALL CHAMFERED EDGES) ON TOP OF BRIDGE DECK @ 5M INTERVALS

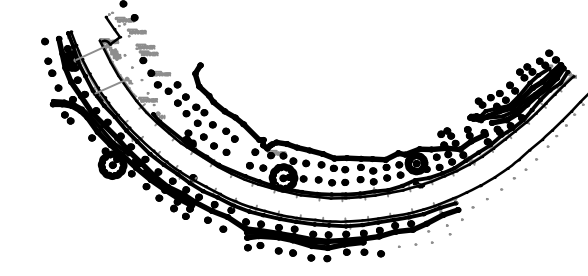
ALL CHAMFERED EDGES OF ENTIRE PIER CAP SURVEYED TO DETERMINE CENTER LINE OF PIERS AND BEARING THICKNESS

TYPICAL UNDERSIDE OF GIRDER, TOP OF GIRDER, UNDERSIDE OF BRIDGE DECK SURVEYED TO DETERMINE MIN. VERT. CLEARANCE

TYPICAL SURVEY POINTS AT TOP OF ARMORING ANGLES

TYPICAL FOR APPROACH SLAB

WB DUNDAS TO EB 407 ON RAMP



TYPICAL SURVEY POINTS AT THE UTMOST EDGE OF TOP OF WING WALLS (INCLUDING ALL CHAMFERED EDGES)

WB 407 TO EB/WB DUNDAS OFF RAMP

WB DUNDAS TO WB 407 ON RAMP

EXISTING ASPHALT EB TIME OF SURVEY

EB 407 TO EB/WB DUNDAS OFF RAMP

EB DUNDAS TO EB 407 ON RAMP

TYPICAL UNDERSIDE OF GIRDER, TOP OF GIRDER, UNDERSIDE OF BRIDGE DECK SURVEYED TO DETERMINE MIN. VERT. CLEARANCE

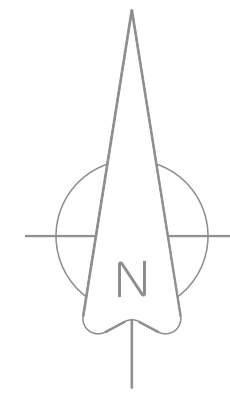
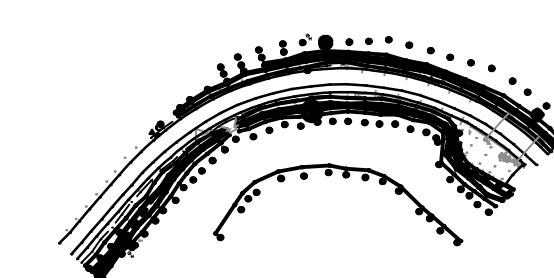
TYPICAL BEARING THICKNESS TO BE DETERMINED FROM UTMOST EDGE OF ABUTMENT/TOP OF BEARING PAD SURVEY INFO (ALL CHAMFERED EDGES INCLUDED)

WB PAVED SHOULDER WAS GRINDED AT TIME OF SURVEY

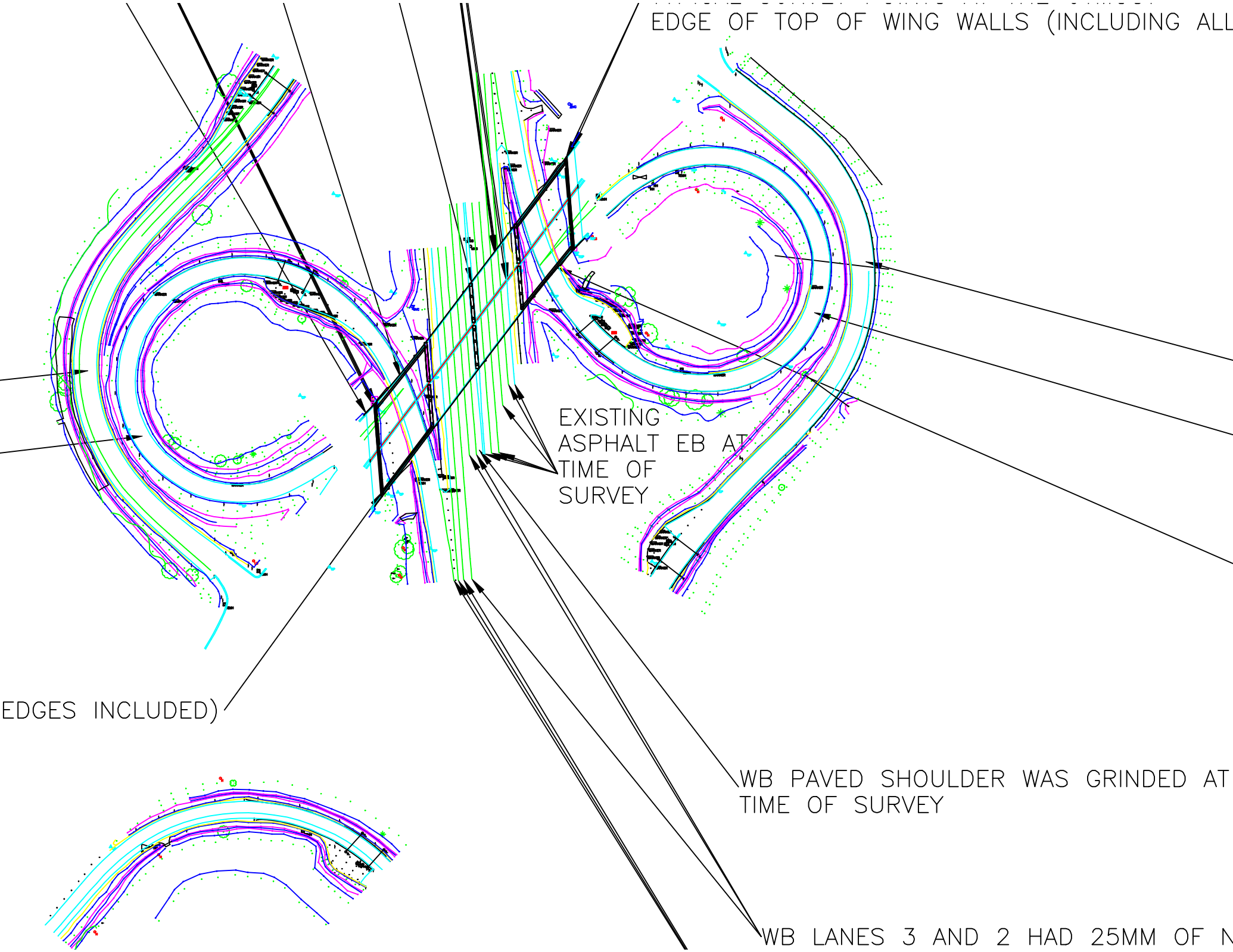
WB LANES 3 AND 2 HAD 25MM OF NEW ASPHALT ABOVE EXISTING AT TIME OF SURVEY

WB PAVED SHOULDER AND LANE 1 AT EXISTING ASPHALT CONDITIONS AT TIME OF SURVEY

EB DUNDAS TO WB 407 ON RAMP



EDGE OF TOP OF WING WALLS (INCLUDING ALL



EXISTING ASPHALT EB AT TIME OF SURVEY

EDGES INCLUDED)

WB PAVED SHOULDER WAS GRINDED AT TIME OF SURVEY

WB LANES 3 AND 2 HAD 25MM OF N