

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PAVEMENT EVALUATION CORING AND CONDITION DATA**

Cored By: TESTLAB INC

Coring Completion Date: 3/20/2024

Typical Section: 1

W.P.I. No.:	Name: SR 45 / US 41	Lanes: 2
Fin. Proj. ID: 447935-1	From: S of County Line Road	Shoulder Type and Condition:
F.A. Project No.:	Roadway ID: 14010000	Inside: N/A
County: Pasco	SR No.: 45	Beg MP: 19.675
Overall Pavement Condition (from DMO field review): Fair	End MP: 19.811	Length: 0.136
	Median Curbed (Y/N): N	Paved
	Lawn	Other:
		Outside: LWN, GOOD
		Curb & Gutter (Y/N): N

**All Cores**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE			STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC9.5	SP12.5	S											LR		CONC	ABC-2	DEPTH (IN.)	TYPE			CLASS
1	19.676	ML	R1	N	1.1		2.4								3.5		UNK		0.0	3.5	B	II	S	P		
2	19.676	S	OR	N	0.8		1.8								2.6			2.2		2.6	B	II	S	P		
3	19.740	TL	RL	Y	0.9	2.5	1.6								5.0	6.0				4.2	C	III	S	P	RAVELLING	
<b>AVERAGE</b>					<b>0.93</b>	<b>2.50</b>	<b>1.93</b>								<b>3.70</b>	<b>6.00</b>		<b>2.20</b>		<b>0.00</b>	<b>3.43</b>					
<b>MAX</b>					<b>1.10</b>	<b>2.50</b>	<b>2.40</b>								<b>5.00</b>	<b>6.00</b>		<b>2.20</b>		<b>0.00</b>	<b>4.20</b>					
<b>MIN</b>					<b>0.80</b>	<b>2.50</b>	<b>1.60</b>								<b>2.60</b>	<b>6.00</b>		<b>2.20</b>		<b>0.00</b>	<b>2.60</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.25</b>									<b>0.18</b>	<b>UNKW</b>	<b>0.16</b>		<b>0.08</b>						

Notes:

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
4. The cross slope is approximate and measured in the center of the lane.
5. A blank cell indicates measurement was not recorded.
6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

<u>Lane Designations - Decreasing MP</u>	<u>Lane Designations - Increasing MP</u>	<u>Lane Type</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>
OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	A - Alligator B - Block C - Combination	Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	L - Light M - Moderate S - Severe	G - Good F - Fair P - Poor

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Typical Section: 2

W.P.I. No.:		Name: SR 45 / US 41		Lanes: 4	
Fin. Proj. ID: 447935-1		From: S of County Line Road		Shoulder Type and Condition:	
F.A. Project No.:		To: S of Powell Road		Inside: N/A	
County: Hernando		SR No.: 45		Outside: LWN, GOOD	
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): N		Curb & Gutter (Y/N): N	
		Beg MP: 0.000		End MP: 4.168	
		Paved		Lawn X	
		Length: 4.168		Other:	

**Roadway 08010000 - Mainline Cores (ML)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC12.5	FC9.5	FC2	SP12.5	ARMI	S	S1	T1	LR	ABC-2		SAHM	CONC	RAP	DEPTH (IN.)	TYPE		CLASS	EXTENT					
4	0.213	ML	R1	Y		1.1		1.9	0.7	3.0					6.7			1.8					6.7	B	II	M	P	TRANSVERSE CRACK (LEFT)
5	0.213	ML	R1	N		1.1		2.3	0.2	1.4				5.0				UNK			0.0	5.0	B	II	M	P	TRANSVERSE CRACK (CENTER)	
6	0.213	ML	R1	Y		1.0		1.5	0.3	1.8				4.6				UNK				4.6	B	II	M	P	TRANSVERSE CRACK (RIGHT)	
7	0.359	ML	R1	Y		0.7		1.3	0.4	2.4				4.8				UNK				4.8	B	II	M	P		
9	0.591	ML	R1	Y	0.8					3.2		0.8		4.8	9.5							4.8	C	III	S	P	BLOCK CRACKING (DOWN MP)	
10	0.596	ML	R1	Y	0.9					2.9		0.5		4.3	5.5							4.3	C	III	S	P	BLOCK CRACKING (CENTER)	
11	0.600	ML	R1	Y	1.0					3.5				4.5	7.3							4.5	C	III	S	P	BLOCK CRACKING (UP MP)	
12	0.844	ML	R1	Y		1.0		1.4	0.6	2.5				5.5				UNK				4.5	B	II	M	F		
14	0.930	ML	R1	Y		1.5			0.8	2.4				4.7				UNK				4.7	B	II	M	P	BLOCK CRACKING	
15	1.575	ML	R2	N	1.4			3.6						5.0	11.0							5.0	B	IB	L	F		
17	1.900	ML	R2	N	1.7			3.7						5.4	10.3							5.4	B	IB	M	F		
19	2.227	ML	R2	Y	1.8			3.4						5.2	11.3							2.8	A	IB	M	F		
21	2.546	ML	R2	Y	1.7			3.1						4.8	11.8							2.4	B	IB	L	F		
23	2.871	ML	R2	Y	1.5			3.2						4.7	13.3					13.0						F		
25	3.201	ML	R2	Y	1.3			2.9						4.2	11.0							4.2	B	IB	L	F		
27	3.522	ML	R2	Y	1.4			3.1						4.5	10.5							1.9	B	IB	L	F		
29	3.841	ML	R2	Y	1.2			3.1						4.3	10.3							1.2	B	IB	L	F		
31	4.120	ML	R3	Y	1.1					4.1				5.2	10.3					14.5		5.2	B	IB	L	F		
33	4.091	ML	L2	Y	1.0					4.4				5.4	6.8							3.3	B	III	S	P	PATCHED AREA, RAVELLING	
35	3.770	ML	L2	Y	1.5			3.2						4.7	5.3							3.2	C	II	M	F		
38	3.438	ML	L2	Y	1.2			2.9						4.1	9.5							4.1	C	II	M	F		
40	3.051	ML	L2	Y	1.7			3.1						4.8	10.3							4.8	B	II	M	F		
42	2.763	ML	L2	Y	1.5			3.7						5.2	10.5							4.2	C	II	M	F		
44	2.448	ML	L2	Y	1.5			3.2						4.7	11.0							4.7	C	IB	M	F		
46	1.969	ML	L2	Y	1.3			3.2						4.5	10.3					15.0		4.5	C	IB	M	F		
48	1.762	ML	L2	Y	1.3			3.2						4.5	10.8							4.5	C	II	M	F		
49	1.428	ML	L2	Y	1.5					3.2				4.7	9.3											F	BOTTOM UP CRACK	
51	0.991	ML	L1	Y	1.2					2.1				3.3	17.5					20.0		3.3	B	III	S	P	BLOCK CRACKING	
52	0.722	ML	L1	Y	1.3					3.3				4.6				UNK				1.2	A	II	M	F		
54	0.488	ML	L1	Y	0.9					2.3				3.2				UNK				3.2	B	III	M	P		
56	0.237	ML	L1	Y	0.8					4.1				4.9				UNK				4.9	C	II	M	F		
59	1.436	ML	R1	Y	1.3			3.5						4.8	16.8							1.9	C	II	M	F		
62	1.783	ML	R1	Y	1.2			3.4						4.6	11.8							2.1	C	II	S	P		
64	2.083	ML	R1	Y	1.4			11.8						13.2	6.5							0.7	B	IB	L	F		
67	2.428	ML	R1	N	1.6			3.5						5.1	9.8							2.2	B	II	M	F		
69	2.749	ML	R1	Y	1.7			1.6		1.7				5.0	10.8							2.6	C	II	S	P		
72	3.033	ML	R1	Y	1.7			1.5		1.3				4.5	11.0							1.5	C	IB	L	F		

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Coring Completion Date: 3/20/2024

Typical Section: 2

W.P.I. No.:		Name: SR 45 / US 41		Lanes: 4	
Fin. Proj. ID: 447935-1		From: S of County Line Road		Shoulder Type and Condition:	
F.A. Project No.:		To: S of Powell Road		Inside: N/A	
County: Hernando		SR No.: 45		Beg MP: 0.000 End MP: 4.168 Length: 4.168	
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): N		Paved Lawn X Other:	
				Outside: LWN, GOOD	
				Curb & Gutter (Y/N): N	

**Roadway 08010000 - Mainline Cores (ML)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS	
					FC12.5	FC9.5	FC2	SP12.5	ARMI	S	S1	T1						LR	ABC-2	SAHM		CONC	RAP	DEPTH (IN.)	TYPE			CLASS
75	3.419	ML	R1	Y	1.2				1.2		1.6				4.0	10.0							4.0	B	IB	M	F	
77	3.746	ML	R1	Y	1.2				1.4		1.4				4.0	9.8											F	
80	4.027	ML	R1	Y	1.5						3.9				5.4	10.8							1.5	C	II	M	F	
82	4.165	ML	R2	N				1.2	0.6		2.3				4.1	9.0											F	
83	4.075	ML	L1	Y	1.4						3.6				5.0	7.5							5.0	B	II	S	P	LONG CRACK, BEFORE PATCH
84	4.071	ML	L1	Y	1.5						3.5				5.0	7.5							2.9	B	II	S	P	LONG CRACK, ON PATCH
88	3.717	ML	L1	Y	0.8				1.6		1.6				4.0	7.3										P	PATCH, FC AND SP LAYERS SEPARATING	
89	3.536	ML	L1	N	2.0				1.5		1.3				4.8	11.0										F	PLANNED IL - MOVED TO L1 (CONC SHLDR)	
90	3.208	ML	L1	Y	1.4				1.9		1.7				5.0	10.0							1.9	B	IB	L	F	SLIPPAGE
93	2.562	ML	L1	Y	2.0						3.0				5.0	10.0							5.0	B	II	M	P	LONG CRACK, BEFORE PATCH
94	2.558	ML	L1	Y	1.8				1.7		1.6				5.1	12.0							3.8	B	II	M	P	LONG CRACK, ON PATCH
96	2.149	ML	L1	N	2.2						2.6				4.8								1.3	B	II	S	P	
99	1.865	ML	L1	Y	1.2				1.5		1.8				4.5	11.5							1.4	B	IB	M	F	
103	1.328	ML	L1	Y	1.3				0.7		2.5				4.5	10.0							4.5	B	IB	M	F	
<b>AVERAGE</b>					<b>1.38</b>	<b>1.07</b>	<b>1.20</b>	<b>2.70</b>	<b>0.50</b>	<b>2.61</b>	<b>2.30</b>	<b>0.65</b>		<b>4.89</b>	<b>10.13</b>	<b>9.30</b>	<b>1.75</b>					<b>12.50</b>	<b>3.56</b>					
<b>MAX</b>					<b>2.20</b>	<b>1.50</b>	<b>1.20</b>	<b>11.80</b>	<b>0.80</b>	<b>4.40</b>	<b>3.00</b>	<b>0.80</b>		<b>13.20</b>	<b>17.50</b>	<b>9.30</b>	<b>1.75</b>					<b>20.00</b>	<b>6.70</b>					
<b>MIN</b>					<b>0.80</b>	<b>0.70</b>	<b>1.20</b>	<b>0.60</b>	<b>0.20</b>	<b>1.30</b>	<b>1.60</b>	<b>0.50</b>		<b>3.20</b>	<b>5.25</b>	<b>9.30</b>	<b>1.75</b>					<b>0.00</b>	<b>0.70</b>					
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>			<b>0.18</b>	<b>0.16</b>	<b>0.11</b>	<b>UNKW</b>	<b>UNKW</b>			<b>0.08</b>						

Notes:

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
4. The cross slope is approximate and measured in the center of the lane.
5. A blank cell indicates measurement was not recorded.
6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

<u>Lane Designations - Decreasing MP</u> OL/IL - Outside/Inside Shoulder L1 - 1st Lane Left of Centerline LL/LR - Left/Right Turn Lane	<u>Lane Designations - Increasing MP</u> OR/IR - Outside/Inside Shoulder R1 - 1st Lane Right of Centerline RL/RR - Left/Right Turn Lane	<u>Lane Type</u> ML - Mainline TL - Turn Lane CO - Crossover S - Shoulder SS - Side Street BR - Bridge Approach/Departure	<u>Crack Type</u> A - Alligator B - Block C - Combination	<u>Crack Rating</u> Class IB - Hairline cracks that are ≤ 1/8 inch wide Class II - Cracks > than 1/8 inch and ≤ 1/4 inch Class III - Cracks > 1/4 inch	<u>Extent</u> L - Light M - Moderate S - Severe	<u>Pavement Condition</u> G - Good F - Fair P - Poor
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**PAVEMENT EVALUATION CORING AND CONDITION DATA**

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Coring Completion Date: 3/20/2024

Typical Section: 2

W.P.I. No.:		Name: SR 45 / US 41		Lanes: 4	
Fin. Proj. ID: 447935-1		From: S of County Line Road		Shoulder Type and Condition:	
F.A. Project No.:		To: S of Powell Road		Inside: N/A	
County: Hernando		SR No.: 45		Beg MP: 0.000 End MP: 4.168 Length: 4.168	
Overall Pavement Condition (from DMO field review): Fair		Median Curbed (Y/N): N		Paved Lawn X Other:	
				Outside: LWN, GOOD	
				Curb & Gutter (Y/N): N	

**Roadway 08010000 - Turn Lane Cores (TL)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS			
					FC12.5	FC9.5	FC2	SP12.5	ARMI	S	S1	T1						LR	ABC-2	SAHM		CONC	RAP	DEPTH (IN.)	TYPE			CLASS	EXTENT	
37	3.666	TL	LR	Y	1.8				3.6							5.4	9.8							1.1	C	II	M	P		
58	1.345	TL	RL	N	1.3				3.4							4.7	16.8												F	
61	1.701	TL	RL	Y	1.6				3.4							5.0	11.3												F	
66	2.210	TL	RL	N	1.8				2.6							4.4	10.0												F	
71	2.960	TL	RL	N	1.2				3.6							4.8	9.5												F	
74	3.385	TL	RL	N	1.7				2.1		1.6					5.4	6.3					20.0	5.4	B	IB	M	F			
81	4.063	TL	RL	N	1.8						4.4					6.2	10.8						1.3	C	II	M	F			
86	3.822	TL	LL	Y	1.5				2.0		1.8					5.3	8.5						2.5	C	II	S	P			
92	2.617	TL	LL	Y	1.8				2.2			1.8				5.8	10.0						0.8	A	IB	L	F			
98	2.065	TL	LL	N	1.1				1.6			2.0				4.7	10.5						4.7	B	II	S	P			
101	1.787	TL	LL	N	1.5				0.8			2.6				4.9	10.8												F	
102	1.441	TL	LL	Y	1.5				0.7			2.6				4.8	10.0					15.0	4.8	B	II	S	P			
<b>AVERAGE</b>					<b>1.55</b>				<b>2.36</b>		<b>2.60</b>	<b>2.25</b>			<b>5.12</b>	<b>10.33</b>						<b>17.50</b>	<b>2.94</b>							
<b>MAX</b>					<b>1.80</b>				<b>3.60</b>		<b>4.40</b>	<b>2.60</b>			<b>6.20</b>	<b>16.75</b>						<b>20.00</b>	<b>5.40</b>							
<b>MIN</b>					<b>1.10</b>				<b>0.70</b>		<b>1.60</b>	<b>1.80</b>			<b>4.40</b>	<b>6.25</b>						<b>15.00</b>	<b>0.80</b>							
<b>LAYER COEF.</b>					<b>0.25</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>			<b>0.18</b>	<b>0.16</b>	<b>0.11</b>	<b>UNKW</b>	<b>UNKW</b>	<b>0.08</b>										

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Typical Section: 2

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Fin. Proj. ID: 447935-1	From: S of County Line Road	Shoulder Type and Condition:
F.A. Project No.:	To: S of Powell Road	Inside: N/A
County: Hernando	Beg MP: 0.000	End MP: 4.168
Roadway ID: 08010000	Length: 4.168	Outside: LWN, GOOD
SR No.: 45	Median Curbed (Y/N): N	Paved
Overall Pavement Condition (from DMO field review): Fair	Lawn X	Other:
		Curb & Gutter (Y/N): N

**Roadway 08010000 - Shoulder and GORE Cores (S/GO)**

CORE NO.	MILE POST <sup>2</sup>	LANE TYPE	LANE	WP (Y/N)	PAVEMENT LAYER (IN.)										TOTAL ASPHALT THICKNESS (IN.)	BASE					STABILIZED SUBGRADE <sup>3</sup>	CRACK				PAVEMENT CONDITION	COMMENTS
					FC12.5	FC9.5	FC2	SP12.5	ARMI	S	S1	T1						LR	ABC-2	SAHM		CONC	RAP	DEPTH (IN.)	TYPE		
<b>AVERAGE</b>					1.53	0.90		3.61	0.50	2.60	1.67				4.52	9.56	8.50			1.60	10.50	2.03					
<b>MAX</b>					2.20	0.90		11.70	0.50	4.10	2.20				13.00	12.00	8.50			1.70	15.00	5.80					
<b>MIN</b>					0.90	0.90		1.40	0.50	1.30	1.20				1.20	6.00	8.50			1.50	0.00	0.40					
<b>LAYER COEF.</b>					0.25	0.25	0.00	0.25	0.00	0.25	0.25	0.23			0.18	0.16	0.11	UNKW	UNKW	0.08							

Notes:

1. The data presented on this table is specific only at the locations cored at the time of the investigation. Should questions arise regarding the pavement composition, it is incumbent upon those raising the question to perform additional exploration as necessary.
2. Mile posts are approximate based on field recorded measurements using a Distance Measuring Instrument (DMI) or a GPS unit.
3. Stabilization thickness was checked on 10% of the coring locations. For pavement design, assume 12 inches of thickness for stabilization.
4. The cross slope is approximate and measured in the center of the lane.
5. A blank cell indicates measurement was not recorded.
6. A value of "UNK" indicates material was encountered but the total thickness was not determined.

<u>Lane Designations - Decreasing MP</u>	<u>Lane Designations - Increasing MP</u>	<u>Lane Type</u>	<u>Crack Type</u>	<u>Crack Rating</u>	<u>Extent</u>	<u>Pavement Condition</u>
OL/IL - Outside/Inside Shoulder	OR/IR - Outside/Inside Shoulder	ML - Mainline	A - Alligator	Class IB - Hairline cracks that are ≤ 1/8 inch wide	L - Light	G - Good
L1 - 1st Lane Left of Centerline	R1 - 1st Lane Right of Centerline	TL - Turn Lane	B - Block	Class II - Cracks > than 1/8 inch and ≤ 1/4 inch	M - Moderate	F - Fair
LL/LR - Left/Right Turn Lane	RL/RR - Left/Right Turn Lane	CO - Crossover	C - Combination	Class III - Cracks > 1/4 inch	S - Severe	P - Poor
		S - Shoulder				
		SS - Side Street				
		BR - Bridge Approach/Departure				