State of Florida Department of Transportation
PAVEMENT EVALUATION AND CONDITION DATA SHEET

Project No.: 437341-1	**Cored By:** Elipsis Engineering and Consulting	**Date:** 1/8/17 to 1/11/17	**Page No.:** 1 of 8
County: Orange	**Highway Sect. No:** 75270	**From:** N. of SR 482 (Sand Lake Rd)	**To:** S. of SR 408 (E-W Expressway)
Road No.: SR 435 (Kirkman Rd)	**Begin MP:** 0.177 / 3.013	**End MP:** 0.897 / 6.740	**Length:** 0.720 & 3.723

Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)						Base		Crack				Pavt Cond.	Rut Depth (in)	Cross Slope (%)	Comments
					FC-6	FC-5	Type S/SP	Type I	Binder		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent			
1	6.263	9.0	L3	X	1.7		2.8				4.5	LR	11.5	–	–	–	–	F			
2	5.969	8.0	L3	X		0.5	2.4	4.0	2.1		9.0	LR	10.0	5.1	SL	III	S	P			
3	5.969	3.0	OL			1.0	5.7				6.7	LR	N/A	–	–	–	–	F			
4	5.299	9.0	L3	X		0.7	2.0	2.1	1.2		6.0	LR	N/A	2.0	ST	II	M	P			
5	5.299	3.0	OL			1.1	1.4	0.3			2.8	LR	8.3	–	–	–	–	F			
6	4.270	3.0	L3	X		0.7	1.4	4.0	1.7		7.8	LR	6.2	–	–	–	–	F			
7	4.270	2.0	OL			0.8	3.9				4.7	SC	4.0	–	–	–	–	F			
8	3.736	5.5	L3			0.6	1.4	2.2	1.5		5.7	LR	9.3	2.0	SL	II	L	F			
9	3.736	3.0	OL			0.8	2.1				4.7	ABC	1.8	–	–	–	–	F			
10	3.213	8.0	L3	X		0.7	6.3	3.3			10.3	LR	N/A	B	SL	III	S	P			Core factured during extraction
11	3.213	2.0	OL			0.9	1.6				14.7	ABC	12.2	–	–	–	–	F			
12	3.089	9.0	R3	X		0.8	2.0				2.8	LR	N/A	B	Al	II	S	P			
13	3.320	3.5	R3	X		0.8	2.9				3.7	LR	9.3	B	ST	III	M	P			
14	3.320	2.5	OR			0.6	3.0				3.6	LR	N/A	–	–	–	–	F			
15	3.681	3.0	R3	X		0.8	1.7	1.1			3.6	LR	N/A	–	–	–	–	F			
16	3.681	2.0	OR			0.7	3.7				4.4	LR	9.6	–	–	–	–	F			

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement

Crack Extent: L= Light; M= Moderate; S= Severe Pavement Condition: G= Good; F= Fair; P= Poor Crack Types: A= Alligator; Bl= Block; Br= Branch

SL= Single Longitudinal; ST= Single Transverse; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack

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Road No.: SR 435 (Kirkman Rd)	**Begin MP:** 0.177 3.013	**End MP:** 0.897 6.740	**Length:** 0.720 & 3.723

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					FC-6	FC-5	Type S/SP	Type I	Binder		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent			
17	4.453	9.0	R3	X		0.9	1.6	1.1			3.6	LR	7.4	B	ST	III	M	P			
18	4.453	3.0	OR			0.7	4.3				5.0	LR	N/A	–	–	–	–	F			
19	4.840	3.0	R3	X		0.6	1.9	1.0			3.5	LR	N/A	B	ST	III	L	F			
20	4.840	2.0	OR			0.8	1.7				2.5	LR	12.8	–	–	–	–	F			
21	5.063	9.0	R3	X		1.0	1.4	2.8			5.2	LR	N/A	–	–	–	–	F			
22	5.063	2.5	OR			0.8	3.8				4.6	SC	15.4	–	–	–	–	F			
23	5.839	9.0	R3	X		1.0	1.7				2.7	LR	7.2	B	ST	II	L	P			
24	5.839	2.5	OR			1.4	7.7				9.1	LR	N/A	–	–	–	–	F			
25	6.140	2.5	R3	X	0.9		3.4				4.3	LR	N/A	–	–	–	–	F			
26	6.562	3.5	L1	X	0.9		4.2				5.1	LR	13.4	1.3	SL	I	S	F			Central Blvd
27	6.189	8.0	L1	X	1.1		3.0				4.1	LR	12.0	–	–	–	–	F			
28	5.841	2.0	IL			1.1	1.5				2.6	LR	6.4	–	–	–	–	F			
29	5.841	2.5	L1	X		0.9	5.4				6.3	LR	N/A	–	–	–	–	G			Patch Area
30	5.498	10.0	LLTL	X		1.2	2.8				19.1	ABC	15.1	–	–	–	–	P			To Raleigh St. ; Core Fractured during removal
31A	5.498	9.5	L1	X		0.9	1.8				2.7	LR	N/A	B	SL	III	S	F			A = IL Side B = L2 Side/Split Core
31B	5.498	9.5	L1	X		0.9	9.1				10.0	LR	N/A	B	SL	III	S	F			A = IL Side B = L2 Side/Split Core

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Road No.: SR 435 (Kirkman Rd)	**Begin MP:** 0.177 3.013	**End MP:** 0.897 6.740	**Length:** 0.720 & 3.723

Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)						Base		Crack				Pavt Cond.	Rut Depth (in)	Cross Slope (%)	Comments
					FC-6	FC-5	Type S/SP	Type I	Binder		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent			
32	5.120	2.0	L1	X		1.2	5.0				6.2	LR	11.3	–	–	–	–	F		
33	4.871	2.0	IL			1.6	2.5				4.1	LR	5.4	–	–	–	–	F		
34	4.871	3.0	L1	X		0.8	5.0				5.8	LR	N/A	2.3	SL	II	L	F		
35	4.338	2.0	IL			1.5	1.8				3.3	LR	N/A	–	–	–	–	F		
36	4.338	9.0	L1	X		0.8	5.3				6.1	LR	11.4	–	–	–	–	F		
37	3.687	2.5	IL			1.4	2.2				3.6	LR	5.9	–	–	–	–	F		
38	3.687	4.5	L1			1.1	4.4				5.5	LR	N/A	3.0	ST	II	S	P		
39	3.312	9.0	L1	X		0.9	5.5				14.2	ABC	7.8	1.5	ST	II	L	F		
40	3.120	3.0	IR			0.9	2.9				3.8	LR	N/A	1.9	ST	II	S	F		
41	3.120	3.0	R1	X		0.7	3.0				3.7	LR	10.3	B	SL	II	S	F		
42	3.920	2.5	IR			1.6	2.6				4.2	LR	5.1	–	–	–	–	F		
43	3.920	9.0	R1	X		0.5	4.6				5.1	LR	N/A	–	–	–	–	F		
44	4.471	2.5	IR			1.2	2.1				3.3	LR	N/A	–	–	–	–	F		
45	4.471	2.5	R1	X		0.8	4.1				4.9	LR	10.1	–	–	–	–	F		
46	4.963	2.5	IR			1.1	2.0				3.1	LR	5.9	–	–	–	–	F		
47	4.963	9.0	R1	X		0.7	4.6				5.3	LR	N/A	–	–	–	–	F		

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County: Orange	**Highway Sect. No:** 75270	**From:** N. of SR 482 (Sand Lake Rd)	**To:** S. of SR 408 (E-W Expressway)
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Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)						Base		Crack				Pavt Cond.	Rut Depth (in)	Cross Slope (%)	Comments
					FC-6	FC-5	Type S/SP	Type I	Binder		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent			
48A	5.063	7.0	R1			0.9	1.2				2.1	LR	11.9	B	SL	III	S	P			A = IR Side B = R2 Side/Split Core
48B	5.063	7.0	R1			0.9	4.1				5.0	LR	9.0	B	SL	III	S	P			A = IR Side B = R2 Side/Split Core
49	5.738	2.0	IR		1.3		1.7				3.0	LR	N/A	–	–	–	–	F			
50	5.738	2.0	R1	X	0.9		4.6				5.5	LR	N/A	2.5	SL	II	L	P			
51	6.210	8.0	R1	X	0.3		4.2				4.5	LR	9.8	–	–	–	–	F			
52	6.292	2.0	RLTL	X	1.8		3.3				5.1	LR	8.0	–	–	–	–	F			Moved the MP per Tim Keefe
53	6.619	8.0	R1	X	0.8		3.7				4.5	LR	N/A	–	–	–	–	F			
54	6.141	2.5	LRTL	X	1.2		3.5				4.7	LR	12.3	–	–	–	–	F			To CR 526/Old Winter Garden Rd
55	5.761	9.0	LRTL	X		0.8	3.8				4.6	LR	6.9	–	–	–	–	P			To Westgate Drive
56	5.761	2.0	OL			1.4	2.7				4.1	LR	N/A	–	–	–	–	P			To Westgate Drive
57	5.481	6.5	LRTL			0.5	2.7				3.2	LR	N/A	1.9	Br	III	S	P			To Raleigh St. ; Severe Cracking & Raveling
58	4.590	6.0	LRTL			1.0	3.9				4.9	LR	N/A	2.5	Br	I	M	F			To MetroWest
59	4.590	2.0	OL			0.9	4.7				5.6	LR	6.4	–	–	–	–	F			To MetroWest
60	4.471	4.0	LRTL	X		0.8	1.5				2.3	SC	11.7	B	ST	II	M	P			To Metro West Blvd
61	4.163	4.5	LRTL		1.4		2.1				13.9	ABC	10.4	–	–	–	–	F			To Chase Bank ; Area of Flushing
62	3.122	6.5	LRTL			1.4	2.3				3.7	LR	7.8	B	SL	III	S	P			To Conroy Road

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					FC-6	FC-5	Type S/SP	Type I	Binder		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent			
63	3.122	2.0	OL			1.7	2.4				4.1	LR	14.7	–	–	–	–	F			To Conroy Road
64A	3.732	7.0	RRTL			1.3	2.6				3.9	LR	8.6	3.8	Br	III	S	P			To L B Mcleod Road ; Moved MP per Tim Keefe ; A = R3 Side B = OR Side/Split Core
64B	3.732	7.0	RRTL			1.3	4.8				6.1	LR	6.4	3.8	Br	III	S	P			To L B Mcleod Road ; Moved MP per Tim Keefe ; A = R3 Side B = OR Side/Split Core
65	3.732	3.0	OR			1.8	3.0				4.8	LR	N/A	–	–	–	–	F			To L B Mcleod Road ; Moved MP per Tim Keefe
66	5.315	3.0	RRTL	X		1.4	4.6				6.0	LR	11.0	1.8	Br	III	S	P			To Raleigh St. ; Severe Cracking
67	5.315	2.5	OR			0.9	2.5				3.4	LR	8.1	–	–	–	–	F			To Raleigh St.
68	5.620	3.0	RRTL	X		1.3	4.3				5.6	LR	N/A	–	–	–	–	P			To Westgate Drive
69	5.620	2.5	OR			1.3	2.5				10.2	ABC	6.4	–	–	–	–	P			To Westgate Drive
70	6.369	8.0	LLTL	X	1.3		2.9				4.2	LR	5.8	–	–	–	–	F			To Central ; Moved MP Per Tim Keefe
71	5.763	6.0	LLTL			0.9	5.7				6.6	LR	9.4	2.7	Br	III	S	P			To Westgate Drive
72	5.320	2.5	IL			1.1	1.9				3.0	LR	N/A	–	–	–	–	F			
73	4.963	7.0	LLTL			1.2	5.3				6.5	LR	8.8	3.1	SL	III	S	P			To Valencia CC Drive
74	3.886	6.5	LLTL-1			1.0	5.0				6.0	LR	N/A	2.6	SL	III	S	P			To L B Mcleod Road ; Moved MP per Tim Keefe
75	3.886	3.0	LLTL-2	X		0.9	4.5				5.4	LR	N/A	–	–	–	–	F			To L B Mcleod Road ; Moved MP per Tim Keefe
76	3.438	2.0	IL			1.1	1.7				2.8	LR	N/A	–	–	–	–	F			
77	3.164	9.0	LLTL-1	X		1.0	4.6				5.6	LR	19.9	–	–	–	–	F			To Conroy Road

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					FC-6	FC-5	Type S/SP	Type I	Binder		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent			
78	3.164	2.5	LLTL-2	X		0.7	5.3				6.0	LR	14.0	–	–	–	–	F			To Conroy Road
79	3.240	4.5	RLTL			1.0	4.9				5.9	LR	11.1	2.5	Br	III	S	P			At White Pines Avenue, 1.6" Crack traveling up from the base
80	3.714	9.0	RLTL	X		0.9	5.6				6.5	LR	N/A	–	–	–	–	F			At L B Mcleod Road
81	4.127	9.5	RLTL-1	X		1.4	4.7				6.1	LR	12.9	1.8	SL	I	M	P			To Arnold Palmer Drive ; Moved MP per Time Keefe
82A	4.127	8.0	RLTL-2	X		1.2	3.8				5.0	LR	9.0	1.7	SL	II	S	P			To Arnold Palmer Drive ; Moved MP per Time Keefe ; A = RLTL-1 Side / B = R1 Side/Split Core
82B	4.127	8.0	RLTL-2	X		1.2	5.8				7.0	SC	8.5	1.7	SL	II	S	P			To Arnold Palmer Drive ; Moved MP per Time Keefe ; A = RLTL-1 Side / B = R1 Side/Split Core
83	4.844	2.0	RLTL-1	X		1.0	4.5				5.5	LR	N/A	–	–	–	–	F			To Valencia CC Drive ; Moved MP per Time Keefe
84	4.844	2.5	RLTL-2	X		0.8	3.4				4.2	LR	N/A	2.3	Br	III	S	P			To Valencia CC Drive ; Moved MP per Time Keefe
85	5.188	3.0	IR			1.0	1.9				2.9	LR	5.6	–	–	–	–	F			
86	5.342	6.5	RLTL-1			0.6	5.9				6.5	LR	11.7	2.2	Br	III	S	P			To Raleigh St. ; Moved MP per Tim Keefe
87A	5.342	2.0	RLTL-2	X		0.5	1.7				2.2	LR	11.3	1.5	SL	II	L	P			To Raleigh St. ; Moved MP per Tim Keefe ; A = R3 Side B = RLTL-1 Side/Split Core
87B	5.342	2.0	RLTL-2	X		0.5	4.0				4.5	LR	8.7	1.5	SL	II	L	P			To Raleigh St. ; Moved MP per Tim Keefe ; A = R3 Side B = RLTL-1 Side/Split Core
88	0.753	3.0	L2	X		0.9	1.5	1.6	1.4		5.4	LR	8.4	–	–	–	–	G			
89	0.574	2.0	LRTL	X		0.9	2.5				3.4	LR	10.1	–	–	–	–	F			To Carrier Drive
90	0.381	8.0	L3	X		0.8	1.2	0.7	1.7		4.4	LR	7.1	B	Br	III	S	P			Severe IWP & OWP Branch Cracking
91	0.381	2.0	OL			0.8	1.6				2.4	LR	8.1	–	–	–	–	F			

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					FC-6	FC-5	Type S/SP	Type I	Binder		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent			
92	(+/-) 233 From Core	14.0	RAMP		1.3		1.2	0.5	1.3		4.3	LR	8.2	–	–	–	–	F			NB SR 435 to Lockheed Martin ; LH Curve
93	0.252	2.0	IR		1.4		2.8				11.2	ABC	7.0	–	–	–	–	F			EB SR 482 to NB SR 435
94	0.252	2.5	R1	X	1.5		1.2		1.3		4.0	LR	7.9	–	–	–	–	F			EB SR 482 to NB SR 435
95	(+/-) 727 From Core	13.5	R1		1.2		1.1		0.9		3.2	LR	7.8	B	SL	II	M	F			EB SR 482 to NB SR 435
96	(+/-) 862 From Core	3.0	R1	X		1.0	1.7	0.5	1.5		4.7	LR	9.3	2.1	SL	II	S	P			NB SR 435
97	1767' From	11.5	RAMP			0.8	1.3	1.5	1.6		5.2	LR	8.8	–	–	–	–	G			WB SR 482 to NB SR 435
98	0.576	3.0	R3	X		0.5	2.1				2.6	LR	10.7	0.5	Br	I	L	F			
99	0.576	2.0	OR			0.8	1.3				2.1	LR	6.4	–	–	–	–	F			
100	0.655	10.0	RRTL	X		0.7	3.6				4.3	LR	9.6	–	–	–	–	G			To Kirkman Point ; Moved MP per Tim Keefe
101	0.725	2.5	LLTL	X		1.1	2.7				3.8	LR	11.2	–	–	–	–	G			To Kirkman Point
102	0.459	7.0	L1			0.9	1.9	1.4	1.6		5.8	LR	9.8	2.5	ST	III	S	P			
103	0.725	2.5	R1	X		0.7	1.9	2.1			4.7	LR	9.1	–	–	–	–	F			
104	0.824	9.0	RLTL	X		0.7	3.7				4.4	LR	N/A	–	–	–	–	G			To International Drive
105	2.923	2.5	R2	X		0.6	2.9				3.5	LR	8.2	–	–	–	–	F			
106	3.254	2.0	Bus Way			1.0	2.8				3.8	LR	8.2	B	ST	I	L	F			Core taken in bus lane for information
107	6.040	8.0	L1	X	0.8		3.1		1.6		5.5	LR	7.4	3.1	Br	II	S	P			

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement

Crack Extent: L= Light; M= Moderate; S= Severe Pavement Condition: G= Good; F= Fair; P= Poor Crack Types: A= Alligator; Bl= Block; Br= Branch

SL= Single Longitudinal; ST= Single Transverse; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack

Base Types: LR= Limerock; COQ= Coquina; SC= Soil Cement; ABC= Asphalt Base; SAHM= Sand Asphalt Hot Mix; NB= No Base

State of Florida Department of Transportation
PAVEMENT EVALUATION AND CONDITION DATA SHEET

Project No.: 437341-1	**Cored By:** Elipsis Engineering and Consulting	**Date:** 1/8/17 to 1/11/17	**Page No.:** 8 of 8
County: Orange	**Highway Sect. No:** 75270	**From:** N. of SR 482 (Sand Lake Rd)	**To:** S. of SR 408 (E-W Expressway)
Road No.: SR 435 (Kirkman Rd)	**Begin MP:** 0.177 3.013	**End MP:** 0.897 6.740	**Length:** 0.720 & 3.723

Core No.	MP	Distance from left edge of lane (ft)	Lane	Wheel Path	Pavement Layer (in.)						Base		Crack				Pavt Cond.	Rut Depth (in)	Cross Slope (%)	Comments
					FC-6	FC-5	Type S/SP	Type I	Binder		Core Length (in)	Type	Thick-ness (in)	Depth (in)	Type	Class	Extent			
108	6.029	9.0	L1	X		0.9	1.1	2.5	1.6		6.1	LR	8.4	–	–	–	–	G		
109	6.014	2.0	L1	X		0.9	1.6	2.0	1.1		5.6	LR	8.7	–	–	–	–	G		
110	2.923	9.0	L2	X		0.4	4.5				4.9	LR	10.3	–	–	–	–	F		

Remarks: Crack Depth of "B" indicates full depth crack to the base. EOP = Edge of Pavement

Crack Extent: L= Light; M= Moderate; S= Severe Pavement Condition: G= Good; F= Fair; P= Poor Crack Types: A= Alligator; Bl= Block; Br= Branch

SL= Single Longitudinal; ST= Single Transverse; R= Reflective; J= Joint; OGFC= Open-Graded FC Stress Crack

Base Types: LR= Limerock; COQ= Coquina; SC= Soil Cement; ABC= Asphalt Base; SAHM= Sand Asphalt Hot Mix; NB= No Base

Supplemental Data to PECD

(GPS Coordinates for Each Locations Cored)

SR 435 (Kirkman Rd) FPN 437341-1 County: Orange

Core #	GPS Coordinates
1	28.540369 ° -81.458318 °
2	28.536106 ° -81.458366 °
3	28.536105 ° -81.458372 °
4	28.526487 ° -81.459407 °
5	28.526486 ° -81.459407 °
6	28.511597 ° -81.459223 °
7	28.511597 ° -81.459219 °
8	28.503743 ° -81.459167 °
9	28.503744 ° -81.45917 °
10	28.496142 ° -81.459111 °
11	28.496138 ° -81.459116 °
12	28.49428 ° -81.458825 °
13	28.497641 ° -81.458838 °
14	28.497645 ° -81.458838 °
15	28.503046 ° -81.458859 °
16	28.503048 ° -81.458857 °
17	28.514176 ° -81.458988 °
18	28.514171 ° -81.458989 °
19	28.5198 ° -81.459042 °
20	28.519801 ° -81.459043 °

Core #	GPS Coordinates
21	28.523054 ° -81.459059 °
22	28.523048 ° -81.459057 °
23	28.534239 ° -81.458476 °
24	28.534242 ° -81.458479 °
25	28.538573 ° -81.458057 °
26	28.544741 ° -81.458418 °
27	28.539306 ° -81.458228 °
28	28.534327 ° -81.458709 °
29	28.534327 ° -81.458709 °
30	28.529384 ° -81.459376 °
31	28.529379 ° -81.459368 °
32	28.523869 ° -81.459296 °
33	28.520306 ° -81.459253 °
34	28.520304 ° -81.459253 °
35	28.512614 ° -81.459184 °
36	28.512614 ° -81.459184 °
37	28.503043 ° -81.459098 °
38	28.503043 ° -81.459098 °
39	28.497531 ° -81.45907 °
40	28.494755 ° -81.458903 °

Supplemental Data to PECD

(GPS Coordinates for Each Locations Cored)

SR 435 (Kirkman Rd) FPN 437341-1 County: Orange

Core #	GPS Coordinates
41	28.494755 ° -81.458902 °
42	28.506456 ° -81.458964 °
43	28.506452 ° -81.458954 °
44	28.514471 ° -81.459057 °
45	28.514471 ° -81.459056 °
46	28.521571 ° -81.459134 °
47	28.521571 ° -81.459134 °
48	28.523038 ° -81.459123 °
49	28.53283 ° -81.45901 °
50	28.532831 ° -81.459011 °
51	28.539588 ° -81.458128 °
52	28.540783 ° -81.458168 °
53	28.545553 ° -81.458235 °
54	28.538568 ° -81.458324 °
55	28.533165 ° -81.459206 °
56	28.533165 ° -81.459206 °
57	28.529121 ° -81.459509 °
58	28.516137 ° -81.459374 °
59	28.516136 ° -81.45938 °
60	28.51452 ° -81.459338 °

Core #	GPS Coordinates
61	28.509899 ° -81.459245 °
62	28.494787 ° -81.45918 °
63	28.494789 ° -81.459178 °
64	28.503767 ° -81.458811 °
65	28.503765 ° -81.458811 °
66	28.526744 ° -81.459067 °
67	28.526744 ° -81.459067 °
68	28.53122 ° -81.459124 °
69	28.53122 ° -81.459124 °
70	28.541945 ° -81.458196 °
71	28.533147 ° -81.459069 °
72	28.526845 ° -81.459341 °
73	28.521581 ° -81.459219 °
74	28.506356 ° -81.459048 °
75	28.50635 ° -81.459054 °
76	28.499519 ° -81.459069 °
77	28.495418 ° -81.459 °
78	28.495418 ° -81.459 °
79	28.496473 ° -81.458931 °
80	28.503486 ° -81.458964 °

Supplemental Data to PECD

(GPS Coordinates for Each Locations Cored)

SR 435 (Kirkman Rd) FPN 437341-1 County: Orange

Core #	GPS Coordinates
81	28.509438 ° -81.45901 °
82	28.509436 ° -81.459007 °
83	28.519831 ° -81.459172 °
84	28.519831 ° -81.459172 °
85	28.524823 ° -81.45916 °
86	28.527058 ° -81.459239 °
87	28.527058 ° -81.459239 °
88	28.460419 ° -81.458796 °
89	28.4578 ° -81.45887 °
90	28.454949 ° -81.458814 °
91	28.454951 ° -81.458812 °
92	28.452161 ° -81.458312 °
93	28.453314 ° -81.458302 °
94	28.453314 ° -81.458302 °
95	28.45388 ° -81.458425 °
96	28.453959 ° -81.458338 °
97	28.454245 ° -81.457808 °
98	28.457821 ° -81.458458 °
99	28.457821 ° -81.458458 °
100	28.458954 ° -81.458419 °

Core #	GPS Coordinates
101	28.460021 ° -81.458742 °
102	28.456142 ° -81.458757 °
103	28.46006 ° -81.458562 °
104	28.46151 ° -81.458606 °
105	28.491949 ° -81.458832 °
106	28.496767 ° -81.458772 °
107	28.537114 ° -81.458212 °
108	28.53694 ° -81.458222 °
109	28.536716 ° -81.458216 °
110	28.491931 ° -81.459073 °