



Meeting of the Board of Directors

October 26, 2026 - 1:30 p.m.

**THEA Headquarters
1104 E. Twiggs Street
First Floor Board Room
Tampa, FL 33602**

For any person who wishes to address the Board, a sign-up sheet is provided at the Board Room entrance. Presentations are limited to three (3) minutes. When addressing the Board, please state your name and address and speak clearly into the microphone. If distributing backup materials, please provide ten (10) copies for the Authority Board members and staff. Any person who decides to appeal any decisions of the Authority concerning any matter considered at its meeting or public hearing will need a record of the proceedings and, for such purpose, may need to hire a court reporter to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which an appeal is to be based.

I. Call to Order and Pledge of Allegiance – *Vince Cassidy, Chairman*

II. Public Input/Public Presentations – *Vince Cassidy, Chairman*

III. Invocation – *Cody Powell, Secretary*

IV. Consent Agenda

1. Approval of the Minutes of the September 28, 2026, Board Meeting

V. Discussion/Action Items

A. Office of Infrastructure – *Greg Deese, Director*

1. US 301 RITIS/INRIX - University of Maryland CATT Lab

Purpose: Provide comprehensive traffic and travel pattern data from RITIS/INRIX for use in the US 301 study to evaluate existing and future corridor operations, travel demand forecasts, and potential tolling scenarios.

Funding: Capital Budget - \$325,600

Action: Authorize the Executive Director to execute an agreement with University of Maryland in the amount of \$325,600 to provide access to RITIS and INRIX traffic data.

**2. South Selmon Capacity Project (SSCP) Road Ranger in Construction
Zone - AutoBase**

Purpose: Provide dedicated Road Ranger service to the SSCP during the afternoon peak traffic with the ability to tow disabled vehicles out of the traffic lanes.

Funding: Capital Budget- \$57,188

Action: Authorize the Executive Director to execute an agreement with AutoBase through the end of FY27 in the amount of \$57,188 to provide dedicated Road Ranger services within the SSCP limits.

3. Whiting Street Level II Assessment - APTIM

Purpose: Perform a Level II Assessment for the Whiting Street Improvements project.

Funding: Capital Budget- \$78,500

Action: Authorize the Executive Director to execute an agreement with APTIM in the amount of \$78,500 to perform a Level II Assessment for the Whiting Street Improvements project.

B. Legal – Amy Lettelleir, Chief Legal Officer

1. Approval of the Evaluation Committee’s recommended rankings for the Real Estate Services RFP

Purpose: To approve the Evaluation Committee’s three highest ranked real estate development firms responding to THEA’s RFQ for potential developments for the Meridian parcel.

Firm	Ranking
Gotham	271
Hines	279
SPP	289

Action: Request the Board to approve the Evaluation Committee’s three highest ranked firms, Gotham, Hines, and SPP, and to authorize and direct staff to move into the RFP phase.

2. Approval of the Evaluation Committee’s Rankings and Recommended Contract Award for General Toll Consultant Services

Purpose: To approve the Evaluation Committee’s rankings for General Toll Consultant Services.

Firm	Ranking
Atkins	93.67
RK&K	95.00
RS&H	88.67
Stantec	93.33

Action: Request the Board to prove the Evaluation Committee’s rankings and recommended award of continuing contracts to RK&K, Atkins, Stantec, and RS&H.

VI. Staff Reports

- A.** Office of Infrastructure – *Brian McElroy, Operations Project Manager, Laura Crouch, Public Information Officer, and Anna Quiñones, GIS Manager*
- B.** Toll Technology & Customer Experience – *Raul Rosario, Director*
- C.** Communications – *Sally Dee, Playbook Public Relations*

VII. Executive Reports

- A.** Executive Director – *Greg Slater, Executive Director*
 - 1. Director’s Report
- B.** Chief Legal Officer – *Amy Lettelleir, Esq.*
 - 1. Board Elections
 - Chairman
 - Vice Chairman
 - Secretary
- C.** Chairman – *Vince Cassidy*
 - 1. Upcoming Meetings
 - Board Meeting – November 16, 2026
 - Board Meeting – December 14, 2026

VIII. Old Business

IX. New Business

X. Adjournment

Tampa-Hillsborough County Expressway Authority
Minutes of the September 28, 2026, Board Meeting
1104 E. Twiggs Street
Tampa, FL 33602

The Tampa-Hillsborough County Expressway Authority held a public meeting at 1:30 p.m. on September 28, 2026, at THEA Headquarters, 1104 E. Twiggs Street in Tampa Florida. The following were present:

BOARD:

Vincent Cassidy, Chairman
Bennett Barrow, Vice Chairman
Justin Hall, FDOT District 7 Secretary

Commissioner Boles, Member
Mayor Castor, Member

STAFF:

Greg Slater
Amy Lettelleir
Jeff Seward
Raul Rosario
Greg Deese
Shari Callahan
Bob Frey
Charlene Varian
Chaketa Mister

Anna Quinones
Szabina Szenassy
Kim Listemann
Krishna Rentala
Manny Flores
Brian McElroy
Emma Antolinez
Pedro Leon
Krishna Rentala

OTHERS:

Sharlene Lairesey, Quest
John Generalli, Wells Fargo
Michael Garau, Kimley-Horn
Hida Hilferding, DRMP
Billy Hattaway, ETM
Rick Wester, ETM
Rick Patterson, Raymond James
Len Becker, HNTB
David Hubbard, EXP
Kevin Daugherty, EXP
Lori Buck, Quest
Morgan Bouchard, Prime AE
Michael Simon, KCI
Andrew Devenbech, RBC
Alex Bourne, RS&H
Brian Kirkpatrick, RS&H
Erin Lawson, KCA

Brannan Anderson, KCA
Todd Popelka, Atkins
Randall LoCicero, Atkins
Sally Dee, Playbook
Sarah Lesch, Playbook
Jason Dahlvik, Lochner
Frank Leto, JP Morgan
Mason Holce, Kimley-Horn
Christina Matthews, WSP
Scarlett Sharpe, WSP
Hiren Patel, PGA
Cody Bayer, DRMP
Cory Bloxam, DRMP
Stefanie McQueen, HDR
Hope Garuhreaux, HDR
Swapnil Chogle, Volkert

I. Call to Order and Pledge of Allegiance – Chairman Cassidy called the meeting to order at 1:30 pm followed by the Pledge of Allegiance.

II. Public Input/Public Presentations – There were no presentations and no public input.

III. Consent Agenda

1. Approval of the Minutes of the August 24, 2026, Board Meeting

Chairman Cassidy requested a motion to approve the consent agenda. Mr. Barrow moved approval, seconded by Commissioner Boles. The motion passed unanimously.

IV. Discussion/Action Items

A. Office of Infrastructure – Greg Deese, Director

1. Reversible Express Lanes (REL) Control Software - SwRI

Mr. Deese presented an item for software development services for the implementation of a new system to control the operation of THEA's Reversible Express Lanes and associated devices through SunGuide, THEA's Advanced Traffic Management System.

He requested the Board to authorize the Executive Director to execute an agreement with Southwest Research Institute (SwRI) for the development of the REL control software necessary to support the on-going operation of the REL for \$630,000 from the capital budget.

Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by District 7 Secretary Hall. The motion passed unanimously.

2. East Mainline Toll Gantry Construction Contract Award

Mr. Deese presented the contractor selection for the construction of the East Mainline Toll Gantry project.

Firm	Bid Amount
Cone & Graham	\$7,763,500.00
Nelson Construction	\$8,640,786.20
Gosalia Concrete Constructors	\$8,745,901.15
Preferred Materials, Inc.	\$9,303,626.00
Granite Construction	\$9,364,632.67

He requested the Board to approve the award of the East Mainline Toll Gantry project to Cone & Graham, in the amount of \$7,763,500.00 from the capital budget, and to authorize and direct the Executive Director to execute a contract. The contract is subject to review and approval of THEA Chief Legal Officer.

Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by FDOT District 7 Secretary Hall.

Chairman Cassidy pointed out the 20% difference between the lowest bid and the highest bid. Mr. Deese noted that is a typical range for ITBs of this type. The Chairman expressed concern that there may be some misunderstanding of the scope. Mr. Deese added that they called the low bidder to confirm each of their items and we are confident the number is good.

The motion passed unanimously.

B. Legal – Amy Lettelleir, Chief Legal Officer

1. Approval of Tampa-Hillsborough County Expressway Authority Interlocal Agreement with the Broward County Tax Collector’s Office

Ms. Lettelleir presented an Interlocal Agreement with the Broward County Tax Collector’s Office to allow customers to pay THEA tolls to the Broward County Tax Collector’s office for the release of registration holds and to provide the procedures for remittance and reporting between parties.

She requested the Board to authorize THEA’s Chairman to execute an Interlocal Agreement with the Broward County Tax Collector’s Office.

Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by FDOT District 7 Secretary Hall.

2. Approval of the Evaluation Committee’s Recommended Shortlist for General Tolling Consultant Services

Ms. Lettelleir presented the Evaluation Committee’s recommended shortlist of General Tolling consultants.

Firm	Ranking
RKK	96.33
Atkins	95.33
RS&H	91.00
Milligan	88.33
Stantec	86.33

She requested the Board to approve the Evaluation Committee’s recommended shortlist and to authorize and direct staff to begin the interview process with the five highest-ranked firms.

Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by FDOT District 7 Secretary Hall.

3. Approval of General Engineering Contractor (GEC) Award

Ms. Lettelleir presented the Evaluation Committee’s final rankings for the General Engineering Services consultants.

Firm	Ranking
HNTB	93.67
KCA	80.00
Kimley Horn	79.67

She requested the Board to approve the Evaluation Committee’s final rankings for GEC services, and to authorize and direct the Executive Director to execute a contract with the number one ranked firm, HNTB, and to execute continuing services contracts with the number two and number three ranked firms, KCA and Kimley Horn. Contracts are subject to review and approval of THEA Chief Legal Officer.

Chairman Cassidy requested a motion. Mr. Barrow moved approval, seconded by FDOT District 7 Secretary Hall.

V. Staff Reports

A. Toll Technology & Customer Experience – *Raul Rosario, Director*

Mr. Rosario presented the toll statistics for August. He reported nearly 7M total transactions for the month, remaining relatively flat for the overall year-to-year monthly transactions. Our prepaid and postpaid transactions remain the same at 67% and 33%, respectively.

Chairman Cassidy requested a five-year lookback for the next meeting to give a better picture of how we are trending. Mr. Rosario will include that information in future presentations.

B. Communications – *Sally Dee, Playbook Public Relations*

Ms. Dee gave an update on THEA’s communication efforts to engage with local media to lay the groundwork for FY27 and beyond. As an example of the engagement efforts, she pointed to an interview with TBBJ, the announcement of the Moody’s rating upgrade and the announcement on THEA’s economic impact on the region – both of which also published in the TBBJ. By telling these stories together we are helping the business community understand the investments THEA is making to the future of the region.

Another target is the trade publications, and local TV news. She gave some recent examples of THEA making headlines.

Next, Ms. Dee reviewed publicity metrics from June 1 – September 15, with 60 media mentions, 44,739,308 audience reach, and a \$1,147,165 publicity value.

She announced that the FY 27-32 Work Program is now online and gave Quest due credit for their work on putting it together.

Finally, Ms. Dee briefly touched on THEA in the community. Being a good neighbor is fundamental to THEA's philosophy – and that starts with listening and proactively engaging with the communities it serves. She pointed to some activities that support this effort, such as Mr. Slater did two presentations, one to the Brandon Riverview Chamber of Commerce and the other to the Hillsborough County Board of County Commissioners on the U.S. 301 PD&E. He also spoke with the South Tampa Chamber of Commerce about the South Selmon Capacity Project and what lies ahead. All these activities put a face to the agency and allow the community to hear directly from THEA's leadership, ask questions, and better understand how these projects connect their neighborhoods, businesses, and their daily lives.

VI. Executive Reports

A. Executive Director – *Greg Slater, Executive Director*

1. Contract Extensions and Expirations

Mr. Slater reported one expiring contract with Millennium Floor Care for janitorial services.

2. Director's Report

Mr. Slater touched on the recent Moody's rating upgrade to A1, noting that this puts THEA in a small group of single asset toll authorities that have achieved that milestone and something of which we are extremely proud.

He reported that the November Board meeting is the target date for the final approval of the SSC ASAP items. He pointed out that, as of right now, we are looking in the \$10-\$15M range, with a variety of additions from safety, to adding concrete lining to our CSX ditch for better maintenance efficiency and flow, to community enhancements, like our final bridge plans.

Mr. Slater updated the Board on some of his recent and upcoming activities:

- Presented an update on US 301 to the Brandon-Riverview Chamber of Commerce and the Hillsborough County Board of County Commissioners.
- Attending the Tampa Bay Chamber's annual benchmarking trip in Phoenix
- Accepted Vice Chairmanship for the Tampa Downtown Partnership – mobility and connectivity are a key focus area.

Moving on to the team THEA update, Mr. Slater announced two new additions to the team.

Brian Ngyen comes to us as the new IT Manager. Brian brings more than 17 years of technology leadership experience across the financial services, healthcare, government, and consulting sectors. Most recently, he served as Director of Enterprise Technology & AI Transformation, where he led initiatives involving cloud modernization, cybersecurity, business process automation, and artificial intelligence. He also spent nearly nine years with VyStar Credit Union, supporting enterprise technology operations and modernization efforts. Brian holds a bachelor's degree in computer and information sciences and a master's degree in organizational leadership, with a concentration in Technology and Data Analytics.

Kris Carson will be joining THEA in October as the new communications manager. She comes to us from the Florida Department of Transportation (FDOT) and brings with her extensive public sector communications experience. Kris has served for many years as the Public Information Director for the FDOT, District Seven, where she led communications and public outreach efforts for transportation projects throughout the Tampa Bay region. In this role, she worked closely with transportation professionals, elected officials, community stakeholders, media outlets, and the public to communicate complex transportation initiatives and keep the public informed on projects impacting our region.

B. Chief Legal Officer – *Amy Lettelleir, Esq.*

No report.

C. Chairman – *Vince Cassidy*

1. Upcoming Meetings

- Board Workshop – October 12, 2026
- Board Meeting – October 26, 2026
- Board Meeting – November 16, 2026

VII. Old Business

VIII. New Business

Chairman Cassidy reported that he and Ms. Lettelleir recently attended the IBTTA Tolling Summit and will have a report next month.

IX. Adjournment

With no further discussion, the meeting adjourned at 1:47 p.m.

APPROVED: _____ ATTEST: _____
Chairman: Vincent J. Cassidy Vice Chairman: Bennett Barrow

DATED THIS 26TH DAY OF OCTOBER 2026.



-DRAFT-



Scope of Work

Tampa Hillsborough Expressway Authority

RITIS Trips Analytics + INRIX XD Speed Data Expansion

Background

Since 2012, the Regional Integrated Transportation Information System (RITIS), has been available to government agencies in Florida through funding from the Florida Department of Transportation (FDOT). As part of this program, the CATT Laboratory has been integrating FDOT ITS sensor data, probe data from HERE Technologies, and work zone and incident data from SunGuide into the RITIS platform—including the Detector Tools and the Probe Data Analytics Suite. As part of this ongoing relationship, Tampa Hillsborough Expressway Authority (THEA) is authorized to leverage many of the RITIS services already paid for by FDOT, and they have been doing so for the last year. However, there is now a need to expand capabilities and increase access to higher geographic fidelity speed data on THEA and THEA-adjacent roadways.

Problem Statement

THEA has a continued need for historic trips/waypoint data that shows the origins, destinations, and waypoint (breadcrumb trails) of vehicles using THEA operated roadways. These data will be purchased from a 3rd party data provider and made visible through the “Trip Analytics” RITIS add-on tool. THEA is also investing in finer granularity probe-based speed data that will shed more light onto local roadway performance that is not currently achievable from the data being provided by FDOT.

Project Goals and Objectives

The objectives of this project are to provide additional insights into people movement like changes to the pattern of life of travelers using THEA roadways, and to provide additional insights into performance of THEA operated roadways through the acquisition of XD segmented probe data and related analytics. This will be accomplished through the following:

1. Acquiring one year’s worth of INRIX Trips data from the start of this contract moving forward.
2. Processing and loading INRIX Trips data into the RITIS Trip Analytics tool
3. Providing access to Trip Analytics to THEA and THEA partners for one year
4. Acquiring, processing and integrating INRIX XD speed data into the RITIS Probe Data Analytics (PDA) Suite for a period of one year.

Project Tasks

The following work will be performed to achieve the objectives listed above.

Task 1: Acquire 12 months of Trips Data from INRIX & Load into RITIS Trip Analytics

The CATT Lab will work with INRIX to acquire Trips Data covering 12 months for all of Hillsborough County. The data set will include trips that began or ended outside of the county so long as a portion of the trip touched Hillsborough County. Data is typically delivered from INRIX to the CATT Lab monthly.

Task 2: Process and load INRIX Trips data into the RITIS Trip Analytics tool

The CATT Lab will take the raw Trips data from INRIX and clean and process it before inserting it into the Trip Analytics tool. This loading process can take several days to load a month’s worth of data.

Task 3: Provide access to Trip Analytics to THEA and THEA partners for one year.

The CATT Lab will provide access to the Trip Analytics to THEA and THEA partners for a full year.

This includes O&M, technical support, training, and access to new features and functionality that are developed and deployed during the period of performance. *Trip Analytics (TA)* leverages databases with anonymous samplings of hundreds of thousands — even millions — of real-world trips taken by travelling vehicles. TA provides insights about the trips that people take: where they begin, where they end, and how these patterns change over time. TA provides dynamic in-app spatial filtering and temporal filtering tools that allow you to customize queries to show you the trips you care about.

TA lets you visualize drivers' routes, plus a range of travel time metrics, and an understanding of how these patterns change over time or in response to events.

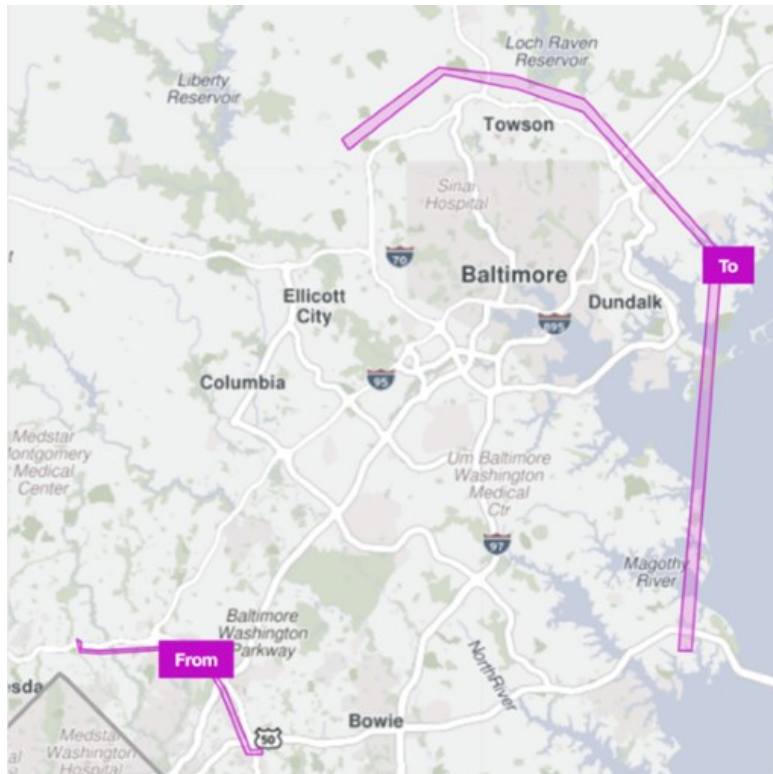


Figure 1: A user draws a "From" and "To" filter to see how drivers traveled between DC and Baltimore.



Figure 2: A user is specifying a study area (gray outlined region) and "to" and "from" spatial filters to see which routes individuals took to get between these two locations.

Set Spatial Filter(s)
Use a custom area as a Spatial Filter: Woodstock GA CBD.geojson
Include trips that: Started Outside and Ended Inside

Set Temporal Filter(s)
Choose a time range to analyze data in.
☒ Use precise temporal filtering.

☐ Times ☐ Dates ☒ Months ☐ Year

Start Month
February 2022

End Month
April 2022

3 months

Time of Day:
07:00 AM - to - 09:00 AM

Days of Week:
Sun Mon Tue Wed Thu Fri Sat

DONE

Figure 3: users can specify date ranges, time ranges, day-of-week filters, and even vehicle type (heavy, medium, and light) within TA.

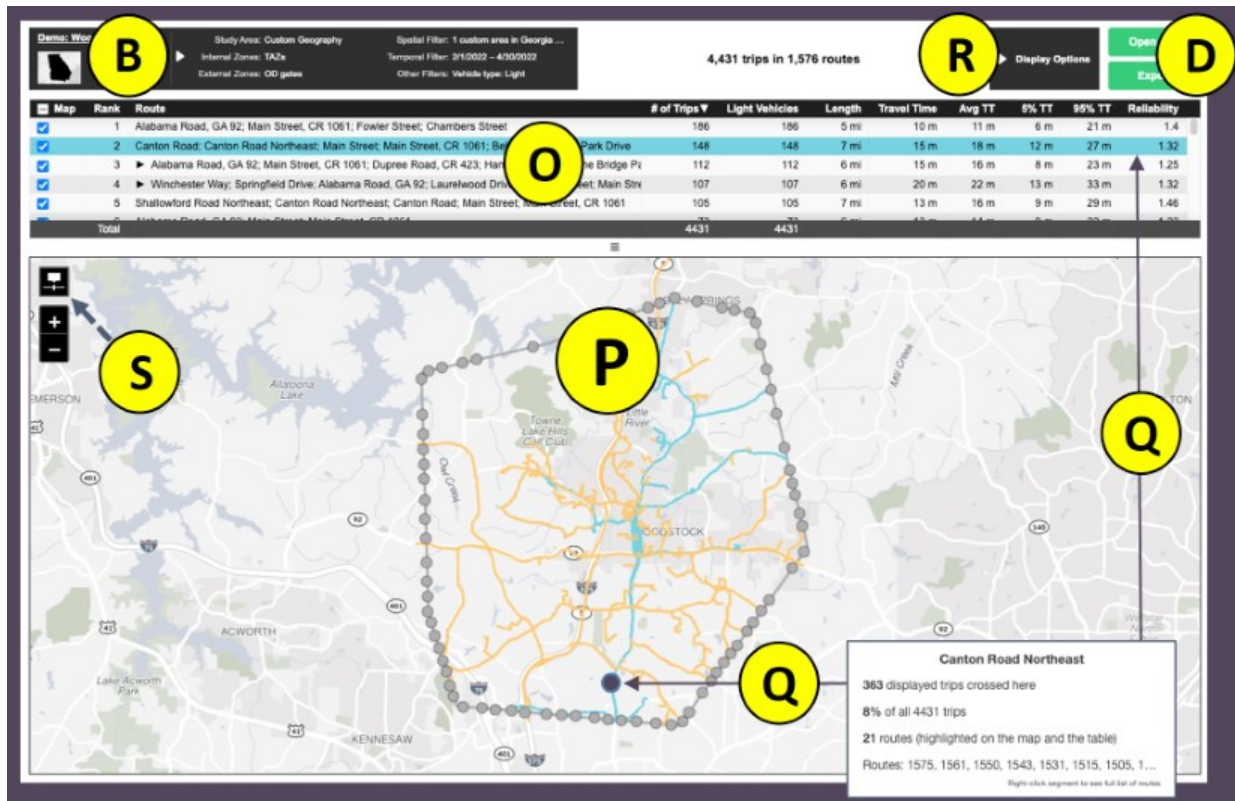


Figure 4: The results of a query can be in the form of an OD matrix (not shown), and OD map (not shown), or a route-map (shown above). The table above the map (letter 'O') depicts unique routes, travel times, reliability of the route, etc.

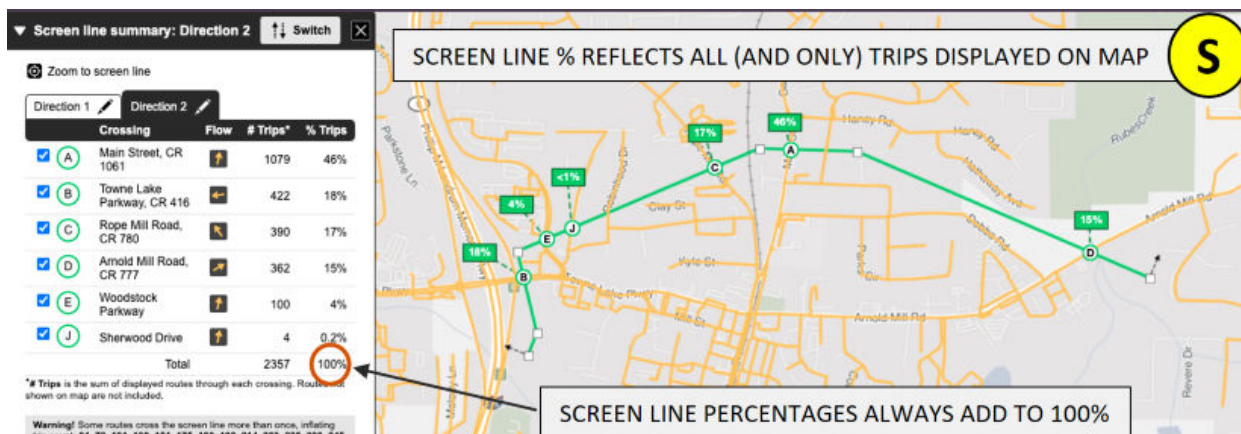


Figure 5: Screen Lines (shown in green on the map) can be drawn and analyzed to see what percent of traffic take one route vs. another.

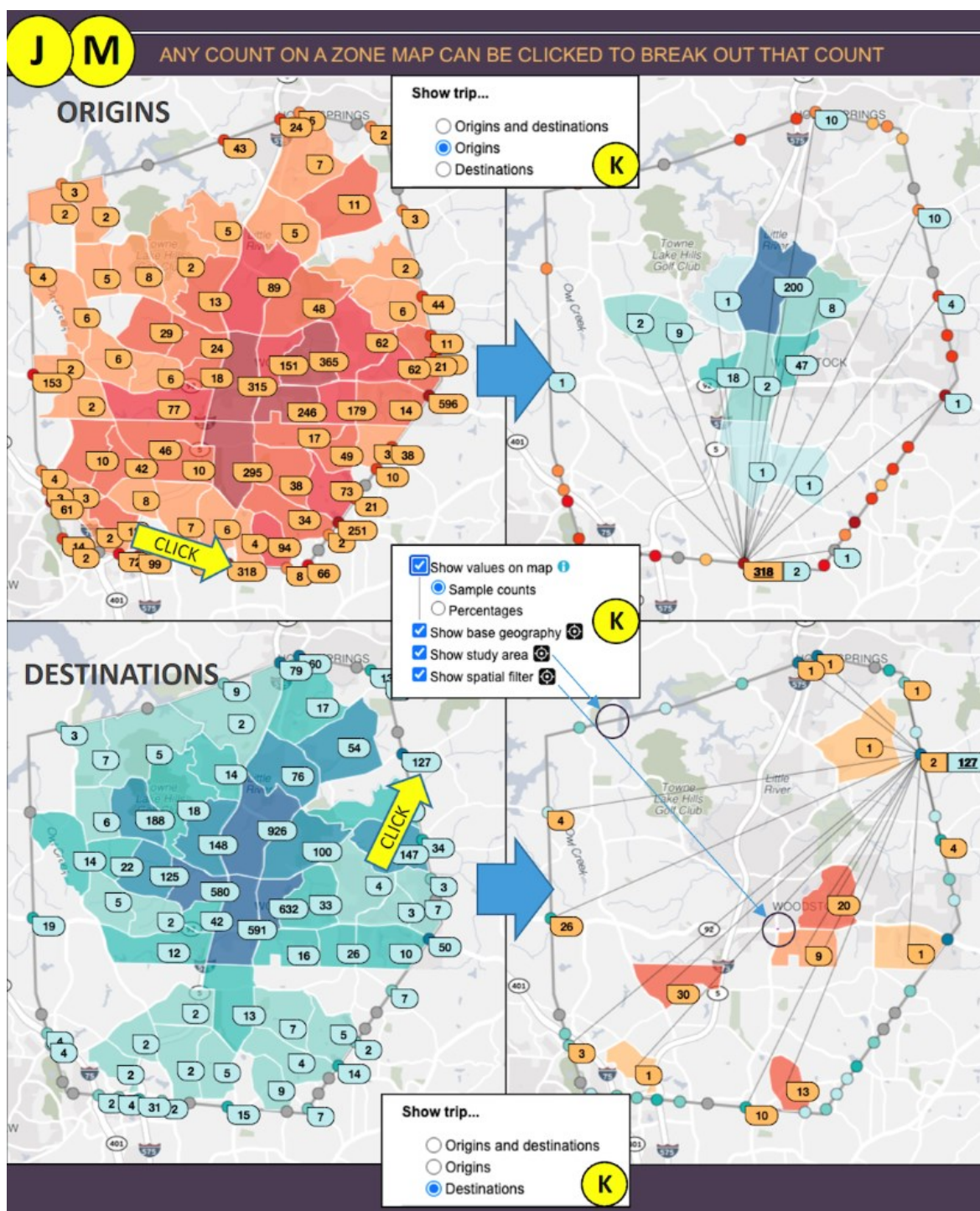


Figure 6: Interactive O-D maps show both origins and destinations of trips within a given study area, date range, and time range. Zone structures can be customized.

The University shall include THEA staff and consultants in all RITIS, Trip Analytics, and Probe Data Analytics User Group meetings which occur on a quarterly basis. The focus of these webinars and/or in-person meetings is to allow for Users to share their experiences (both positive and negative) with their use of the tools, and to provide guidance to developers on needed functionality and/or the prioritization of the building out of new functionality dependent on availability of funds.

Task 4: Acquiring, processing and integrating INRIX XD speed data into the RITIS Probe Data Analytics (PDA) Suite for a period of one year.

Under task four, the CATT lab will acquire real-time INRIX XD data for a period of one-year moving forward for all of Hillsborough County. Historic data covering 2019 will also be procured. These data will be made available within the real-time RITIS website, but also made available within the PDA suite for use in all relevant XD analytics tools. The data will be archived for the entirety of this contract and subsequent contracts.

The RITIS platform's Probe Data Analytics Suite add-on, allows agencies to support real-time operations, undertake planning activities, perform analysis and research activities, develop performance measurement reports, and respond to Federal PM3 reporting requirements. In Florida, the Probe Data Analytics Suite leverages 3rd party probe data from HERE Technologies fused with other agency event, incident, and weather data in a true "big data" analytics platform. For this task, however, the HERE data will be replaced for the finer granular INRIX XD data.

RITIS consists of a collection of data visualization and retrieval tools. These web-based tools allow users to maintain situational awareness, coordinate with operations and planning partners, download reports, visualize data on maps or in other interactive graphics, and download raw data for off-line analysis.

Intended uses of the RITIS with the PDA Suite include:

- Responding to MAP-21 reporting requirements
- Developing system performance reports
- Identifying problems
- Prioritizing projects
- Performing After Action Incident Review
- Conducting Before & After Studies
- Making informed, real-time operations decisions
- Travel time and reliability analysis
- Work zone monitoring
- Developing and publishing press releases for public and media consumption
- Measuring the economic and environmental impacts of passenger and commercial vehicle user delay
- Maintaining situational awareness
- Coordinating operations among agencies
- Sharing information across borders

Because of the existing funding relationship with FDOT, the CATT Lab will continue to provide access to (and agency data integration and archival support for) the RITIS Platform which is the backbone of the Probe Data Analytics Suite, Work Zone Performance Monitoring, and other advanced analytics and collaboration tools. RITIS will archive agency incident/event data from SunGuide feeds, integrate agency sensor and ITS device data, and provide access to relevant coordination, situational awareness tools, after-action review tools, interactive maps, incident timelines, ATMS query tools, CCTV viewers, the TrafficView website and API, RITIS meeting, RITIS Chat, and other relevant RITIS tools (assuming the required data is provided by FDOT or THEA). Access shall be given to THEA and any additional users that THEA deems a partner in operations, planning, and/or other DOT functions. Examples could include MPOs, contractors, and/or Universities so long as they abide by the terms of the 3rd party data providers acceptable use policies.

The CATT Lab will continue to archive real-time TMC-based vehicle probe data purchased by FDOT from HERE Technologies, but will also add the INRIX XD data for Hillsborough County. We will provide access to this archive through the PDA Suite.

Tools made available through the Probe Data Analytics Modules include:

- a. The Region Explorer
- b. Massive Data Downloader
- c. Congestion Scan
- d. Corridor Speed Bins
- e. Corridor Time Comparison
- f. Causes of Congestion Graphs (if THEA and/or FDOT provides TMC-based volume profiles for all TMC segments)
- g. Animated Trend Map
- h. Performance Charts (which includes these performance measures):
 - i. Speed
 - ii. Historic Average Speed
 - iii. Comparative Speed
 - iv. Congestion %
 - v. Historic Average Congestion %
 - vi. Buffer Time (minutes)
 - vii. Buffer Index
 - viii. Planning Time (minutes)
 - ix. Planning Time Index
 - x. Travel Time (minutes)
 - xi. Travel Time Index
- i. Performance Summaries
- j. Bottleneck Ranking for TMC segments
- k. User Delay Cost Analysis (if THEA or FDOT provides volume profiles for each TMC segment)
- l. Temporal Comparison Map
- m. Two arterial performance measures modules (if XD data is integrated):
 1. Travel Time Comparisons Module (CDF Plots)
 2. Travel Time Delta Ranking: (normalization and comparison of multiple arterials and how performance is changing over time)
- n. Dashboards that cover the following:
 - i. Real-time dashboards display:
 - A. Current top X bottleneck locations
 - B. Current speeds & travel times (compared to historic) for user-defined corridors
 - ii. Historic performance dashboards that show comparative information on:
 - A. User Delay – based on posted speed instead of free-flow speed
 - B. Reliability – based on posted speed instead of free-flow speed
 - C. MAP-21 PM3 metrics
 - D. Top X bottlenecks
- o. NPMRDS MAP-21 Federal Reporting Modules
- p. Historic Probe Data API:
(ability to programmatically run TMC-based historic queries related to the above-mentioned functionality. This allows agencies to build their own internal applications based off of historical data and performance measures).
- q. My History
(shows individual user's past queries, and makes it easier to re-run/access past queries)

Project Contacts

Technical Contract / CATT Lab RITIS Contact

Michael Pack, Director, CATT Laboratory

240.676.4060, PackML@umd.edu

CATT Lab Business Contact

Monique Prince, Financial Coordinator, CATT Laboratory

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UMD Contract Manager

Catherine Parker, CRA, UMD Office of Research Administration

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Schedule and Budget

This project is expected to last 12 months with an estimated cost of \$325,600. The budget includes:

Item	Unit Cost
INRIX Real-time XD Data & Trips Data	\$242,000
5% Overhead on INRIX Data	\$12,100
CATT Lab Trips Analytics Tool & XD Data Storage	\$71,500
Total =	\$325,600

11/1/2026 – 6/30/2027 Monday – Friday 2pm – 6pm	
4 hrs/day x 20 hrs/week	= 700 hours TOTAL
700 hrs x \$74.27/hr	= \$51,989
+10% Overtime x \$51,989	= \$5,199
\$5,199 + \$51,989	= \$57,187.90

DocuSign Envelope ID: EBEF3C4-F9B4-48CF-B908-B3796E2CD1E8

DOT-RFP-24-8003-RM
FPID: 411451-1-82-01

EXHIBIT "C"
PRICE PROPOSAL
ROAD RANGER SAFETY SERVICE PATROL
FLORIDA'S TURNPIKE ENTERPRISE

INITIAL CONTRACT TERM

FORMULA (FOR FILLING IN PRICE PROPOSAL PAY ITEM): ESTIMATED ANNUAL QUANTITY OF UNIT X (times) PER UNIT RATE (\$) = TOTAL AMOUNT OF PAY ITEM(\$)

PAY ITEM NO.	PAY ITEM	UNIT	ESTIMATED ANNUAL QUANTITY OF UNIT	PER UNIT RATE (\$)	TOTAL AMOUNT OF PAY ITEM
1.	RRSSP Pickup Truck, including operator and all associated costs	Hour	17,800	\$ <u>73.27</u>	\$1,304,206.00
2.	RRSSP Tow Truck, including operator and all associated costs	Hour	91,300	\$ <u>74.27</u>	\$6,780,851.00
3.	RRSSP Incident Response Truck, including operator and all associated costs	Hour	18,000	\$ <u>79.57</u>	\$1,432,260.00

Name of Proposer AutoBase Inc.

Sum of Total Amount of Pay Item Nos. 1 – 3 \$ 9,517,317.00



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September 28, 2026

APTIM Project No. 631048928

Mr. Manuel Flores
Project Manager II
Tampa Hillsborough Expressway Authority (THEA)
1104 East Twiggs Street, Suite 300
Tampa, Florida 33602

**Re: Scope of Services for
Level II Contamination Assessment
Whiting Street Improvement Project
Tampa, Hillsborough County, Florida
THEA Project No: HI-0141
THEA Contract Number O-1422**

Dear Mr. Flores:

Aptim Environmental & Infrastructure, LLC (APTIM) is pleased to present this scope of work and cost proposal for an Additional Level II Contamination Assessment along the Whiting Street Improvement Project in Tampa, Hillsborough County, Florida. A description of assigned costs is provided as **Attachment A**.

APTIM completed the update to the 2024 approved Project Development and Environment (PD&E) study CSER as part of THEA's Whiting Street Project (THEA No. HI-0141). APTIM was provided with preliminary concept plans by Kisinger Campo and Associates (KCA) in September 2026 for review. APTIM, THEA's Contamination Assessment and Remediation (CAR) Contractor, recommends performing a Level II Contamination Assessment for THEA's Whiting Street Project under THEA's CAR continuing services contract, O-1422.

Based on a review of the documents to date, sites with medium or high-risk ratings for potential contamination impacts to construction were identified for further assessment along the corridor. These sites are recommended for soil screening, and soil and groundwater sampling to confirm the presence of contamination that may impact roadway construction activities and are the subject of this Level II contamination assessment. The proposed contamination assessments at these sites are listed in the **Contamination Assessment Sampling Plan** provided in **Attachment B**.

As part of the proposed Level II, APTIM will identify, evaluate, and prepare recommendations for THEA concerning potential hazardous waste and pollutants associated with the proposed transportation improvement project per Part 2, Chapter 20 of the FDOT PD&E Manual. The Level II assessment services at the locations along the corridor listed in **Attachment B** will include, but will not be limited to, the following tasks:

- Prepare a site-specific health and safety plan to ensure a safe working environment. Provide 40-hr Occupational Safety and Health Administration (OSHA)-trained personnel for performance of all field activities. Field personnel working within 25 ft of railroad tracks will have Roadway Worker Training (RWT) for CSX.

- Request utility mark-outs (i.e., setbacks, stations, and vertical and horizontal elevations) from the prime contractor or arrange with a utility locator service to identify and adequately mark all underground utilities in the areas where subsurface investigation will occur, when necessary.
- Coordinate site activities with THEA, Construction Engineering Inspector (CEI), and/or General Engineering Contractor (GEC) as needed to obtain the necessary site access in order to complete assessment tasks. Coordinate and plan Maintenance of Traffic as needed to complete assessment tasks. Conduct site visits as needed for assessment preparation.
- At the sites along the project corridor listed in the Sampling Plan (**Attachment B**), advance up to fifty-four (54) borings at field-determined locations along the proposed corridor in the vicinity of the sites determined to have potential contaminant concerns based on the current proposed construction plans. These boring locations may be at or adjacent to proposed structure, ITS, pipe, or utility locations; along proposed ROW lines; at suspect onsite locations; adjacent to stormwater management facilities or in other locations as determined by the onsite geologist. The approximate locations of the samples to be collected along the corridor are shown in **Attachment B**. The locations of these borings may be adjusted during the field work by the onsite scientist/geologist as needed based on site conditions and/or observed visual signs of potential contamination.
- Utilizing direct-push technology (DPT) and hand augers, advance each boring to 1 foot below the water table or up to 15 feet below land surface (ft bls). As required for utility clearance, hand auger each boring to at least 5 ft bls prior to using machinery.
- Screen the soil at each boring location at 12-inch (in) depth intervals with an organic vapor analyzer/photo-ionization (OVA/PID) detector to 1 foot below the water table or up to up to 15 ft bls in accordance with Rule 62-780.200(17), Florida Administrative Code (FAC). Record the net resultant vapor measurement as the hydrocarbon vapor concentration.
- Collect soil samples for laboratory analyses of parameters consistent with known or suspected contaminants of concern as specified for each site in **Attachment B** as listed in Rule 62-780, FAC:
 - Up to seventeen (17) soil samples for Used Oil Group (Table D)
 - Up to two (2) soil samples for Organochlorine Pesticides
 - Up to two (2) soil samples for Herbicides

Laboratory soil sample depth will be field-determined and representative of soils exhibiting elevated hydrocarbon vapor concentration based on field-screening results, soil staining or odor, contact with buried solid waste, suspect spills, or other surface soil impacts.

- Construct up to thirteen (13) temporary wells in the soil borings at depths up to 15 ft bls at field-determined locations. Collect groundwater samples from the temporary wells for laboratory analyses of parameters consistent with known or suspected contaminants of concern as specified for each site in **Attachment B** as listed in Rule 62-780, FAC:
 - Up to thirteen (13) groundwater samples for Used Oil Group (Table D)
 - Up to thirteen (13) for Hardness as CaCO_3

Purge the wells in accordance with Florida Department of Environmental Protection (FDEP) Standard Operation Procedures (DEP-SOP-01/001), Jan 2017. The samples will be collected by low-flow sampling techniques.

- Record latitude and longitude of the soil and groundwater sample locations with a hand-held GPS survey unit.
- Properly decontaminate tools and equipment before use and between all boring and drilling locations in accordance with the DEP-SOP-01/001.
- Perform work in compliance with Chapter 62-780, FAC, "Petroleum Contamination Site Cleanup Criteria" and related or relevant chapters and in compliance with the "FDOT Standard Specifications for Road and Bridge Construction."
- The field sampling work is estimated to be performed in up to one (1) weeks [five (5) days] with two (2) personnel, and driller crew with DPT.
- As requested by THEA, review construction plans and previous contamination assessments for the referenced corridor. Provide recommendations for additional evaluations, investigations, or remediation activities to be completed prior to or during construction, should they be necessary.
- Submit a Level II Report to THEA. The report will be technically concise and will include data collected, analyses, graphics, tables, and appendices to completely illustrate the assessment effort. Provide recommendations for additional evaluations, investigations, or remediation activities to be completed prior to or during construction, should they be necessary. Submit one draft report and upon approval, submit one (1) final hard copy and one (1) final electronic copy of the report.

APTIM proposes to complete the services described upon project or contract completion, whichever occurs first, following receipt of authorization by THEA. The total lump sum amount to complete these services is **\$78,500.00**. A description of assigned costs is provided as **Attachment A**. The services will be provided in accordance with the terms and conditions of Contract No. O-1422 between APTIM Environmental & Infrastructure, LLC and THEA dated February 16, 2026.

APTIM appreciates the opportunity to provide these assessment services on behalf of THEA. Should you have any questions or need additional information, please contact me at (813) 612-3660.

Sincerely,

APTIM Environmental & Infrastructure, Inc.



Kristin M. Dobbins, P.E.
Contract Manager

Attachments: Attachment A – Cost Proposal
Attachment B –Level II Contamination Assessment Sampling Plan

pc: LaPamela Bradshaw, APTIM
APTIM Project File TBD

Attachment A
Cost Proposal

ATTACHMENT A

Cost Proposal - Lump Sum
Level II Contamination Assessment
Whiting Street Improvement Project
Tampa, Hillsborough County, Florida
THEA Project No: HI-0141
THEA Contract Number O-1422

Category	Quantity	Unit	Unit Rate (\$)	Total (\$)
Personnel				
Project Manager (sampling plans, coordination, document reviews)	80 hours		125.00	10,000.00
Senior Geologist / Engineer (utility plan, report)	80 hours		95.00	7,600.00
Project Geologist (10h x 5 days + prep - 10 hours)	60 hours		65.00	3,900.00
Staff Geologist/Scientist (10h x 5 days + 9 hrs utility mark out)	59 hours		65.00	3,835.00
Senior Technician (2 x 5 days)	100 hours		50.00	5,000.00
Technical Illustrator	8 hours		60.00	480.00
Clerical	16 hours		55.00	880.00
Field Clerk/Typist	8 hours		55.00	440.00
Safety Engineer	4 hours		60.00	240.00
Subtotal - Personnel				\$32,375.00
Reproduction				
Letter Size Paper (8-1/2" x 11")	2,000 sheets		0.15	300.00
B Size Paper (11" x 17")	100 sheets		0.35	35.00
Subtotal - Reproduction				\$335.00
Travel				
Mileage (including fuel costs for equipment & personnel mobilization)	400 miles		0.445	178.00
Subtotal - Travel				\$178.00
Drilling				
Drill Rig - Mob/ DeMobe	4 ea		500.00	2,000.00
Soil Borings (54 borings up to 15 feet: 6 to 2 ft, 42 to 15 ft, 6 to 6 ft)	678 foot		15.00	10,170.00
Geoprobe 66DT Drilling Rig or equivalent	5 day		1,800.00	9,000.00
Well Development	13 each		65.00	845.00
Subtotal - Drilling				\$22,015.00
Equipment				
Truck, Pickup (3 x 5 days)	3 week		300.00	900.00
Truck, pickup (utility locates mark-out, site visit)	2 day		75.00	150.00
Hand Augers (2 x 1 week)	2 week		60.00	120.00
Portable Eye Wash (2 x 1 week)	2 week		40.00	80.00
Barricades - Type III (MOT equipment x 1 week)	50 weeks		4.00	200.00
Photoionization Detector (PID)	1 week		184.00	184.00
GPS Survey Unit, Hand-held	1 week		200.00	200.00
Communication Devices / Portable Radio (3 x 2 weeks)	6 week		80.00	480.00
Cooler (Water) (2 x 2 week)	4 week		20.00	80.00
Water Level Indicator	2 week		80.00	160.00
Low-flow Purge & Sampling Apparatus	2 week		640.00	1,280.00
2" Peristaltic Pump	2 week		24.00	48.00
Subtotal - Equipment				\$3,882.00

ATTACHMENT A

Cost Proposal - Lump Sum
Level II Contamination Assessment
Whiting Street Improvement Project
Tampa, Hillsborough County, Florida
THEA Project No: HI-0141
THEA Contract Number O-1422

Category	Quantity	Unit	Unit Rate (\$)	Total (\$)
Expendables and Miscellaneous (E&M)				
16-Ounce Sample Jars	500	each	2.50	1,250.00
2-inch diameter PVC well Casing (5 ft section x 13 wells)	13	each	12.00	156.00
2-inch diameter PVC well Screen (5 ft section x 2 x 13 wells)	26	each	18.00	468.00
Portland Cement (Grout/asphalt patch)	50	lbs	0.40	20.00
Safety Goggles	4	pairs	5.00	20.00
Gloves, Sample (125 pair/box x 2 to 3 boxes)	300	pairs	0.75	225.00
Dry ice (wet ice) (5 lb bags sample cooler + water cooler)	120	lb	5.00	600.00
Dry ice (water - 16 oz bottles - 24 bottles/case x 5 day)	120	lb	5.00	600.00
Fungicide/Sanitizer (SkockWave or equiv.)	2	pint	10.00	20.00
Duct Tape (Aluminum foil)	2	rolls	7.00	14.00
Trash Bags	2	box	10.00	20.00
Subtotal - E&M				\$3,393.00
Analytical				
Soils - Rapid Turnaround				
Used Oil Group	17	each	515.00	8,755.00
Herbicides	2	each	132.00	264.00
Organochlorine Pesticides	2	each	109.00	218.00
Groundwater - Rapid Turnaround				
Used Oil Group	13	each	515.00	6,695.00
Hardness (CaCO3)	13	each	30.00	390.00
Subtotal - Analytical				\$16,322.00
TOTAL LUMP SUM AMOUNT				\$78,500.00

Attachment B

Level II Contamination Assessment Sampling Plan

Level II Contamination Assessment – SAMPLING PLAN

SR 618 (Selmon Expressway) - Whiting Street Improvement Project (THEA Project No: HI-0141)

SEPTEMBER 28, 2026

Site Name	2026 CSER Risk Rating	Contaminant Concerns	Site Info	Proposed Construction	Proposed Level II Assessment
Site 3: Tampa Convention Center 327-333 S Franklin Street	HIGH	Petroleum Haz Waste Used Oil	FDEP Contamination Locator Map: Petroleum Cleanup Site Nine regulated sites within current site footprint. Storage tanks (29/9810663 and 29/8838723), hazardous waste generator (FLT080080120, FLT990064487, FLT990062044, and FLT980059422), and former auto repair shops. Open petroleum contamination	Over 500 ft south of Bridge piers	none
Site 7: Former Drycleaners (Various) 212 – 228 S Franklin St 290 S Tampa St	MED	Drycleaning Solvents Petroleum Used Oil	Five regulated sites within current site footprint. Historic dry cleaners and one auto repair shop. Former asbestos site. Not on FDEP's Contamination Locator Map. No soil or groundwater assessments have been conducted.	Over 500 ft south of Bridge piers	none
Site 9: Jefferson Thos Service Station 200 S Franklin St 305 – 311 S Florida Ave	MED	Petroleum Used Oil	Four regulated sites within current site footprint. Hist auto repair shops and one hazardous waste generator (114836). No discharges. Not on FDEP's Contamination Locator map. No soil or groundwater assessments have been conducted.	500 ft southwest of Bridge piers	none
Site 12: USF Health CAMLS/USF Downtown Research Center 102 & 124 S Franklin St 211 S Florida Ave	HIGH	Petroleum Haz Waste	Two regulated sites within current site footprint. Currently a medical facility (RCRA = FLR000269506). Former UST site (29/9812529). Soil contamination onsite under Restrictive Covenant (ERIC_13937). No GW contamination. Not on FDEP's Contamination Locator Map.	Over 500 ft southwest of Bridge piers.	none
Site 13: Baughman Brake Service 405 E Brorain St	MED	Petroleum Used Oil	Historic auto repair shop. No discharges. No soil or groundwater assessment have been conducted. Not on FDEP's Contamination Locator Map.	Approx 300 ft southwest of Bridge pier	See sampling for Site 17 and Site 14
Site 14: Tampa City Parking S Regional Parking Facility 301 Channelside Drive	MED	Petroleum Drycleaning Solvents	Five regulated sites within current site footprint. Storage tanks and multiple historic dry cleaners. No discharges. Not on FDEP's Contamination Locator map. No soil or groundwater assessments have been conducted.	Approx 75 ft south of Channelside Drive off-ramp, 450 ft south of bridge pier. Milling & Resurfacing, Pavement removal	6 soil borings at ramp and pavement removal -2 soil samples (1 – 2 ft bls): UOG
Site 17: Former Morris BT Auto Alignment 601 E Cumberland Ave 105 S Morgan St	MED	Petroleum Used Oil	Four regulated sites within current site footprint. Hist auto repair shops. No discharges. Not on FDEP's Contamination Locator map. No soil or groundwater assessments have been conducted.	Approx 150 ft north of bridge piers.	3 soil borings at proposed bridge piers -1 soil sample: UOG -1 GW sample: UOG, hardness
Site 20: Former National Cleaners & Dyers 400 Channelside Dr	MED	Drycleaning Solvents Petroleum Used Oil	Seven regulated sites within current site footprint. Hist dry cleaners and auto repair shops. Two asbestos listings. Not on FDEP's Contamination Locator map. No soil or groundwater assessments have been conducted.	Bridge, bridge piers and ramp adjacent to property to North	6 soil borings at proposed bridge piers -2 soil sample: UOG -2 GW sample: UOG, hardness
Site 23: Jos Castellano/Formal Auto Repair 710 E Whiting St	MED	Petroleum Used Oil	Historic auto repair shop. No discharges. No soil or groundwater assessment have been conducted. Not on FDEP's Contamination Locator Map.	Approx 200 ft west of proposed asphalt pavement, sidewalk, drainage	See sampling for Site 30.
Site 24: Bayshore Four Seasons Ltd/McDowell Garage102 N Jefferson St	MED	Petroleum Used Oil	Two regulated sites within current site footprint. Storage tank (29/9807787) and historic auto repair shop. One petroleum discharge with completed cleanup. Not on FDEP's Contamination Locator Map.	Approx 40 ft west of proposed asphalt pavement, sidewalk, drainage.	See sampling for Site 30.

Site Name	2026 CSER Risk Rating	Contaminant Concerns	Site Info	Proposed Construction	Proposed Level II Assessment
Site 25: JS Tumblin Co., Inc./ John H Ireland Co. 317 S Jefferson St 307 – 319 S Jefferson St	MED	Petroleum Used Oil	Two historic auto repair shops. No discharges. Not on FDEP's Contamination Locator Map. No soil or groundwater assessments have been conducted.	Bridge, bridge piers and ramp across northern portion of the site	6 soil borings at proposed bridge piers -2 soil sample: UOG -2 GW sample: UOG, hardness
Site 26: Benchmark International Arena/Amalie Arena 401 Channelside Dr	HIGH	Petroleum	FDEP Contamination Locator Map: Petroleum Cleanup Site Nine regulated sites within current site footprint. Storage tanks at Tampa Bay Arena site (29/9102527) with open cleanup. Based on the most recent groundwater sampling, conducted in August 2025, groundwater contamination exists in only two monitoring wells, located in the northeast portion of the site, approximately 60 feet south of Channelside Drive. Additional storage tank registration (29/9601591) and haz waste listings. ERIC Waste Cleanup listing improperly mapped (occurred east of the site at the former East Parking Lot site, located more than 500 feet from the project corridor limits).	Just over 500 ft southeast of proposed bridge piers.	See sampling for Sites 14 and 20.
Site 27: K & F Carburetor & Ignition Service 301 S Jefferson St 701 E Bell St	MED	Petroleum Used Oil	Historic auto repair shop. No discharges. Not on FDEP's Contamination Locator Map. No soil or groundwater assessments have been conducted.	Roadway pavement proposed across center of site. Bridge piers proposed adjacent to the west side of the site	6 soil borings at proposed bridge piers -1 soil sample: UOG -1 GW sample: UOG, hardness 5 soil borings at proposed asphalt pavement & drainage -1 soil sample: UOG -1 GW sample: UOG, hardness
Site 28: Former Eli Whit Co 609 E Cumberland Ave (400 - 410 S Jefferson St)	HIGH	Petroleum Used Oil Haz Waste	FDEP Contamination Locator Map: Petroleum Cleanup Site Four regulated sites within current site footprint. Storage tank facility (29/9101430) with open contamination. One hist auto repair shop, one hazardous waste generator, and one ERNS spill.	Approx 200 ft east of proposed Bridge piers	See sampling for Site 25.
Site 30: R&J Garage 104 S Jefferson St	MED	Petroleum Used Oil	Historic auto repair shop. No discharges. Not on FDEP's Contamination Locator Map. No soil or groundwater assessments have been conducted.	Adjacent to proposed roadway, sidewalk, and drainage north side of site. Approx 250 ft west of proposed utilities.	3 soil borings south side Whiting St -1 soil sample: UOG -1 GW sample: UOG, hardness
Site 32: Washington Square Parking Garage 1001 E Washington St	MED	Petroleum	Former storage tank facility (29/9807222). One petroleum discharge; cleanup complete. Not on FDEP's Contamination Locator Map.	Adjacent to proposed roadway, sidewalk, and drainage south side of site. Approx 200 ft northeast of proposed utilities.	3 soil borings north side of Whiting St -1 soil sample: UOG -1 GW sample: UOG, hardness
Site 33: Con Agra, Inc./Con Agra Foods 110 – 113 S Nebraska Ave	MED	Petroleum Used Oil	Four regulated sites within current site footprint. Former storage tank facility (29/8627167 and ERIC_18006) with rail spur. One petroleum discharge; cleanup complete. Also former auto repair shop. Not on FDEP's Contamination Locator Map.	Adjacent to proposed roadway, sidewalk, and drainage north side of site. Approx 250 ft west of proposed utilities. Excavate and fill existing pond to the east of the site	3 soil borings south side of Whiting St -1 soil sample: UOG -1 GW sample: UOG, hardness 2 borings on west side of Nebraska Ave -1 soil sample: UOG -1 GW sample: UOG, hardness

Site Name	2026 CSER Risk Rating	Contaminant Concerns	Site Info	Proposed Construction	Proposed Level II Assessment
Site 34: Former Lang Motor Co. 200 S Nebraska Ave	MED	Petroleum Used Oil	Historic auto repair shop. No discharges. Not on FDEP's Contamination Locator Map. No soil or groundwater assessments have been conducted.	Proposed roadway pavement adjacent to the west of the site. Bridge piers proposed 250 ft west side of the site	See sampling for Site 27 and Site 33
Site 35: Former Anthony Distributors, Inc. 201 S Caesar St 200 S Nebraska Ave	MED	Petroleum Haz Waste	Former storage tank facility (29/9401349) and haz waste facility (FLD032761389). Contamination found during Phase II (not considered a discharge). soil concentrations were re-evaluated using alternative SCTL, per the EPA's Integrated Risk Information System. Based on the alternative SCTLs, the soil concentrations were no longer considered exceedances. An SRCO was issued on April 14, 2017. The site is not on the FDEP Contamination Locator Map.	Proposed roadway pavement approx. 300 ft to the west of the site. Bridge piers proposed 500 ft west side of the site. Excavate and fill existing pond to the northeast of the site	See sampling for Site 27 and Site 33
Site 43: Seaboard Cold Storage/ Cross Creek Shell, LLC. 109 N Brush St	MED	Petroleum Used Oil Haz Waste	Two regulated sites within current site footprint. One former storage tank facility (29/8624930) and haz waste site (FLTMP9203904). One petroleum discharge; cleanup complete. Also former auto repair shop. Not on FDEP's Contamination Locator Map.	Adjacent to proposed roadway, sidewalk, and drainage south side of site.	2 soil borings on north side Whiting St -1 soil sample: UOG -1 GW sample: UOG, hardness 3 soil borings north side of pond -1 soil sample: UOG -1 GW sample: UOG, hardness
Site 45: Paul's Auto Alignment 1201 - 1205 E Jackston St	MED	Petroleum Used Oil Haz Waste	Four regulated sites within current site footprint. Three auto repair shops (hazardous waste generator, ERIC_13843) and one hazardous waste generator (FLT050075829). Contamination found during Phase II. Cleanup completed. Not on FDEP's Contamination Locator Map.	Approx 300 ft north of proposed drainage and asphalt pavement	See sampling for Site 57 and Site 43
Site 48: Birdwell Equipment Co./ Waste Away Systems 202-206 N 11th St 201 N Meridian Ave	MED	Petroleum Haz Waste	Two regulated sites within current site footprint. One former storage tank facility (29/8625698) and two hazardous waste generator listings. One petroleum discharge; cleanup complete. Not on FDEP's Contamination Locator Map.	Pavement removal to the southwest	See sampling for Site 57
Site 57: Former Railroad YardWest of N Meridian Ave and South of E Jackson St	HIGH	Arsenic Creosote Herbicides PAHs	Soil contamination (metals, pesticides, VOCs, PAHs, and TRPH) confirmed at former RR tracks to 6 inches bls at several sample locations. Fill laid in area of former RR tracks. Sample below fill graded during track removal project.	Pavement removal along S Meridian Ave Drainage, asphalt pavement, sidewalk	6 soil borings (2 ft to water table) proposed drainage, sidewalks, pavement Whiting St extension -2 soil sample (2 ft to water table): UOG (w/ Pest/Herbicides)

UOG – Used Oil Group (Table D Ch 62-780, FAC)

FDEP CONTAMINATION LOCATOR MAP <https://prodapps.dep.state.fl.us/dep-clnup>

MapDirect: <https://ca.dep.state.fl.us/mapdirect/?map=ebe3370f04aa472188878e8426647aca>

- 6 soil screening borings for pavement/asphalt to 1 – 2 ft
- 42 soil screening borings for piers, drainage to 15 ft bls
- 6 soil screening borings to 2 ft – 6 ft bls at former tracks
- 17 soil samples – UOG
 - 2 soil – pesticides/herbicides
- 13 groundwater samples – UOG, hardness

- Soil screening borings - collect soil samples for labs at 1 -2 ft bls
- Soil screening borings - collect soil and groundwater samples
- Soil screening borings - collect soil samples for labs at 2 ft to water table in area of former railroad tracks below replacement fill used for grading
- ▭ sampling area for each site for the purposes of this assessment

