



CITY OF ST. AUGUSTINE CORRIDOR REVIEW COMMITTEE

A G E N D A

THURSDAY, APRIL 3, 2025 - 2:00 PM

ALCAZAR ROOM

1. Roll Call
2. General Public Comments for Items not on the Agenda
3. Approval of Minutes
4. Modification and approval of Agenda
5. New Business
 - a) HP2025-0022 Boat Drinks - Applicant
123 San Marco LLC - Owner
123 San Marco Avenue
To modify neon signage previously approved by the CRC.
 - b) HP2025-0021 City of St. Augustine - Applicant and Owner

Various addresses throughout the city, including but not limited to areas within/adjacent to the existing right-of-way of and intersecting streets with Entry Corridors: King and West King Streets, San Marco Avenue, and Anastasia Boulevard.
To install intelligent transportation systems improvements as part of the SMART St. Augustine project in St. Johns County. Proposed elements include new roadside units to existing mast arms, power service poles, pull boxes, pole mount cabinets, digital kiosks, arterial dynamic messaging signs, rapid flashing beacons, mobility hubs, parking information signs, electric vehicle charging stations, flood sensors, cell modems, bicycle racks, and information kiosks; and open trench and directional bore conduit installation.
6. Other Business
 - a) Annual reorganization: Selection of new Chair and Vice-chair
7. Next Tentative Meeting Date(s):

a) May 1, 2025 - Regular Meeting

8. Adjournment

Notices: In accordance with Florida Statute 286.0105: "If any person decides to appeal any decision made by the Historic Architectural Review Board with respect to any matter considered at this scheduled meeting or hearing, the person will need a record of the proceedings, and for such purpose the person may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." In accordance with the Americans with Disabilities Act, persons needing a special accommodation to participate in this proceeding should contact the individual or agency sending notice not later than seven days prior to the proceeding at the address given on the notice. Telephone: (904) 825-1007 or 1-800-955-8771 (TDD).

Please note that one or more members of the City Commission or its appointed boards or committees may attend this meeting and participate, however they may not engage in a discussion or debate amongst themselves on any issue that will likely come before their respective elected or appointed body.

The materials prepared and presented are part of the City's ongoing Florida Public Records and Government in the Sunshine compliance, and are not intended to be relied upon or to reach investors or the trading markets.

CITY OF ST. AUGUSTINE

Corridor Review Committee Meeting November 7, 2024

The Corridor Review Committee met in formal session at 2:00 P.M., Thursday, November 7, 2024, in the Alcazar Room at City Hall, St. Augustine, Florida. Michael Dixon, Chair, called the regular meeting to order, and the following were present:

1. ROLL CALL:

Michael Dixon, Chair
Vaughn Cochran, Vice-Chair

Absent:

Lorna MacDonald

City Staff:

Julie Courtney, Historic Preservation Officer
Candice Seymour, Historic Preservation Planner
Isabelle Lopez, City Attorney
Elyse Wiemann, Recording Secretary

2. General Public Comments for Items not on the agenda

(None)

3. Approval of Minutes

MOTION

Mr. Cochran **MOVED** to **APPROVE** the September 5, 2024, meeting minutes as presented. The motion was **SECONDED** by Mr. Dixon and **APPROVED BY UNANIMOUS VOICE VOTE**.

4. Modification and approval of Agenda

Ms. Seymor advised that there was an addition item for discussion, which was approval of the 2025 meeting dates.

MOTION

Mr. Dixon **MOVED** to **APPROVE** the modifications to the agenda. The motion was **SECONDED** by Mr. Cochran and **APPROVED BY UNANIMOUS VOICE VOTE**.

5. New Business

5. (a) HP2024-0068 Hornskis LLC – Applicant Anastasia Boulevard Building, LLC – Owner 100 Anastasia Boulevard

To request a Modification to the Standards for surface graphic signage.

Ms. Seymour read the staff report and said based on a review of the Anastasia Boulevard Design Standards for Entry Corridors, and without evidence to the contrary, the CRC may approve the modification if the CRC can make the following finding under the review criteria in section 3.7.5:

Criteria 1: Strict application of the Standards is not warranted and granting a modification will fulfill the intent of the standards. Staff has found the following criteria to be justified:

Criteria 2: The Modification is not a prohibited type of modification listed in Section 3.7.4.

Criteria 3: The Modification is consistent with the Comprehensive Plan and generally consistent with the purpose of the city's

Land Development Regulations and the Standards.

Criteria 4: The Modification will not have a material negative impact on adjacent uses, or the applicant proposes to mitigate the negative impact to be created by the modification. All findings must be proven by the applicant and accepted by the CRC in order to grant a modification. In doing so, the CRC recognizes that the approval is unique to this property and its conditions and does not establish any precedent. If these findings cannot be made based upon this application and any additional testimony, the Modification can be denied, and the applicant may seek an appeal before the City Commission.

Andrew Horne was sworn and had no comments to add to the staff presentation.

Ex Parte Communication:

(None)

Public hearing was opened; however, there was no response.

Board discussion:

- One less sign on the highway and thought it was a good proposal
- Simple and straight forward
- Questioned if it was a brewing company as stated on the signage

Mr. Horne replied that it was a brewing company similar to others in the City.

MOTION

Mr. Cochran MOVED to APPROVE modification to the standard, application HP2024-0068 for surface graphic signage finding that the strict application to the standard was not warranted and granting the modification would fulfill the intent of the standards. The motion was SECONDED by Mr. Dixon.
VOTE ON MOTION:

AYES: Cochran, Dixon
NAYES: NONE
MOTION CARRIED UNANIMOUSLY

6. Other Business

a) Information and discussion related to the update of the 2014 Vision Plan.

Amy Skinner, Planning and Building Director provided the board with an update for the City's Vision Plan. She said there had been several public meetings, which had been well attended. She said a survey was distributed and it was open until December 22, 2024, and encouraged the public to take part. She said the Planning and Zoning Board asked for demographic information and institution information in the City which was provided in the packet if there were any questions. She said they were trying to reach the masses in order to have as much input as possible, and so far, they had received a lot of good feedback. She said they were continuing to work on the Vision Plan, and reminded the Board that the joint meeting would take place on December 11, 2024, at 9:00a.m. She said the date could change as there had been several from the Planning and Zoning Board that were unable to attend, and they wanted to have as many Board members as possible. She said the feedback received had reiterated the Vision Plan that was implemented in 2014; however, there were some updates and accomplishments that needed to be added. She said the update was proposed to be presented to the City Commission in January 2025.

Mr. Dixon asked if the copy of the vision report was online.

Ms. Skinner replied that the Vision Plan was online and in the packet for review.

Mr. Cochran asked what accomplishments had been made and implemented.

Ms. Skinner replied that there were several items that had been accomplished such as

the Mobility goals and objectives, shuttles for Nights of Lights!, parking garages, first phase of the circulator, and the Broudy Parking garage was in review. She said the budget process included the City's Vision Plan into the City's Strategic Plan, which was reviewed annually.

Mr. Cochran felt the Vision Plan should be used as a road map for the City Commission when making decisions, because every decision was based on the four criteria in the Vision Plan.

Ms. Skinner said the City Commission was very purposeful during the budget process.

Mr. Cochran questioned if it was considered during a regular commission meeting.

Ms. Lopez said that the City Commission was very thoughtful when decisions were made and they cross reference the terms used in the Vision Plan. She said some of the cultural programming such as the Film Festival and Sister City's was considered authenticity. She said it was not always explicitly stated; however, it was used when making decisions.

Ms. Skinner said the Historic Preservation Master Plan had been adopted and it outlined tasks on how to maintain heritage and the importance of historic preservation. She said the Historic Architectural Review Board (HARB) helped keep the standards. She said they were continuing to work on the goals and objectives.

Mr. Cochran said it would be good to have a list of the accomplishments to understand what had been achieved.

Ms. Skinner agreed that a summary of the accomplishments would be beneficial.

b) Reminder of the joint CRC meeting scheduled with the HARB and the PZB for Wednesday, December 11, 2024, at 9:00 am.

7. Next Scheduled Meeting Date(s)

a) December 5, 2024 - Regular Meeting

b) December 11, 2024 - Joint Meeting with HARB & PZB to discuss 2014 Vision Plan Update

c) Approval of the Proposed Schedule for FY2025

MOTION

Mr. Cochran MOVED to APPROVE the proposed meeting schedule for FY2025. The motion was SECONDED by Mr. Dixon.

VOTE ON MOTION:

AYES: Cochran, Dixon

NAYES: NONE

MOTION CARRIED UNANIMOUSLY

8. Adjournment

There being no further business, the meeting was adjourned at 2:24 P.M.¹

¹ Transcribed by Elyse Wiemann



**CITY OF ST. AUGUSTINE CORRIDOR REVIEW COMMITTEE
STAFF REPORT AND RECOMMENDATION
Prepared for April 3, 2025 Meeting**



Application HP2025-0022

Address: 123 San Marco Avenue

123 San Marco LLC – Owner and Applicant

Project description: To modify neon signage previously approved by the CRC.

Architectural Style:	Commercial	Florida Master Site File:	N/A
National Register:	N/A	Construction date:	1974
Archaeology Zone:	IIA	Zoning District:	CL-2
Parcel number:	152080 0000	Typology:	Commercial
Agenda Item:	5(a)	Previous Action(s):	HP2024-0051

STAFF SUMMARY AND ANALYSIS:

1. This property is located on the east side of San Marco Avenue between Myrtle and Ocean Avenues and is nearing completion of renovations for a new restaurant use.
2. Modifications are proposed to the neon signage previously approved at the September 4, 2024 meeting under application HP2024-0051. The scope of work below details how the neon signage design has been modified.
3. The previously proposed neon signage included two neon signs of 3' x 16' totaling 48sf each which met the Sign Code and Design Standards for size and location. Use of neon or colored lighting triggered initial CRC review. The proposed neon colors, including yellow lettering with a pink accent in the form of an ocean wave below, remain as previously approved, though the signage sizes have increased by up to 16sf. The new square footage is still within the allowed maximums for size of a single sign and total square footage of signage as required per the Sign Code.
4. A backer unit is proposed for both previously approved neon signs. The purpose of the backer is to screen wiring required for the signage and to increase daytime visibility of the neon signs. The proposed Polo Blue, although not a pre-approved color, was previously approved by the CRC for use on the concrete post pedestals on the west elevation. The CRC should determine whether continued use of this color for the sign backers is appropriate. See the color study provided for comparisons to pre-approved colors. The backer will only project 2" from the building.

SUMMARY SCOPE OF WORK:

1. Install backer for previously approved neon signage:
 - a. 18.33' x 5' x 2" deep
 - b. Color: BM2062-10 (Polo Blue) Previously approved for use on the building, but not a pre-approved color
2. Use of Neon Wall Signage (Previously approved by the CRC at a smaller size):
 - a. Neon Yellow Lettering with Neon Pink wave accent below
 - b. One (1) at the upper-west corner of the south elevation
 - i. 4.04' x 16'. 64sf
 - c. One (1) at the upper-south corner of the west elevation
 - i. 3.88' x 15.29, 59.33sf

Interior layout, changes of use, zoning requirements such as parking standards, stormwater maintenance, and other such city requirements are not in the purview of the CRC unless such requirements alter or conflict with the design requirements addressed in the Standards.

STAFF RECOMMENDATION:

Based on a review of the San Marco Avenue Design Standards for Entry Corridors and without evidence to the contrary the CRC may approve the proposed modifications if the CRC can make the following findings under the review criteria in section 4.7.5:

Criteria 1: Strict application of the Standards is not warranted and granting a modification will fulfill the intent of the standards.

Criteria 3: The Modifications are consistent with the Comprehensive Plan and generally consistent with the purpose of the city's Land Development Regulations and the Standards.

Criteria 4: The Modifications will not have a material negative impact on adjacent uses, or the applicant proposes to mitigate the negative impact to be created by the modification.

All findings must be proven by the applicant and accepted by the CRC in order to grant a modification. In doing so, the CRC recognizes that the approval is unique to this property and its conditions and does not establish any precedent.

*If these findings cannot be made based upon this application and any additional testimony the Modification can be **denied** and the applicant may seek an appeal before the City Commission.*

Candice Seymour

Historic Preservation Planner

EXAMPLE MOTION(S):

TO APPROVE:

"I move to approve application HP2025-0022 for Modifications to the Standards including the use of five a non-preapproved color and neon signage finding that the proposed modifications meet the review criteria under section 4.7.5 of the Design Standards."

TO CONTINUE:

"I move to continue application HP2025-0022 to the [state preferred meeting date] to allow the applicant time to modify and/or add to the application as recommended during discussion."

TO DENY:

"I move to deny application HP2025-0022 because the proposed development does not meet the review criteria under section 4.7.5 of the Design Standards."

CITY CODES/DESIGN GUIDELINES: RELEVANT EXCERPTED SECTIONS ONLY

CITY OF ST. AUGUSTINE CODE OF ORDINANCES

Sec. 28-353. - Design standards for entry corridors.

The Design Standards for Entry Corridors, as originally prepared by Herbert-Halback, Inc., dated January 24, 2000, and subsequently amended by resolution from time to time ("DSEC standards"), are hereby adopted and incorporated herein by reference. All new construction and site development within the entry corridors, excluding work within right-of-way, shall conform to these standards unless a variance is granted pursuant to the criteria enumerated in the DSEC standards. Any change in the use of a parcel of property shall require that the site, excluding buildings and facilities, be developed to conform to these standards, unless technically infeasible. Each element or space of a building or facility that is altered shall comply with these standards, unless technically infeasible. When an alteration to a building or facility that incorporates exterior renovation constitutes fifty (50) percent or more of the assessed value of the building or facility, the entire building or facility shall be made to conform to these standards.

San Marco Avenue Design Standards for Entry Corridors

Section 1. Purpose and Intent

The purpose of the standards contained in this document is to:

- a. Promote the unique characteristics of the San Marco overlay area that distinguish it from the other built environments of the City of St. Augustine.
- b. To facilitate the development of vacant land and the reimagination and repurposing of underutilized properties in this area into a high-quality, multi-modal, mixed-use environment.
- c. To provide standards and criteria by which proposed development in the area will be reviewed.

3.3.1 Activities Requiring Review.

Any of the following items are a triggering event and requires further review by the CRC.

- a. Modification of standards between 10 and 30% of a dimensional requirement of this document and non-dimensional modifications (color, landscape, etc.). Changes over 30% cannot be approved by the CRC, but may be processed through the variance process (Sec. 28-29).
- b. Limits of Construction that exceed one third (1/3) acre in size; NOTE: If trees are to be removed, approval must be granted by the Planning and Zoning Board.
- c. Limits of Construction that exceed 2,500 square feet in gross floor area;
- d. New construction that includes structured parking;
- e. Use of neon or color lighting (non-white lighting, outside of 2700K-3000K range, requires review);
- f. Colors not pre-approved;
- g. Appeals of Planning and Building Department of administrative official.

3.7 Modification of Standards

Due to the individual unique characteristics or circumstances of any given development along San Marco Avenue, flexibility in the application of design standards may be warranted in certain situations. Modifications from the standards may be requested by an applicant as part of the development review process. If an applicant requests multiple modifications, each modification shall be evaluated independently.

3.7.3 CRC Modifications

Modifications of more than ten (10) percent but no more than thirty (30) percent of a dimensional requirement, Modifications of ten (10) percent or less previously denied or referred to the Corridor Review Committee by staff, and Modifications to the non-dimensional requirements contained in this document.

3.7.4 Prohibited Modifications

- a. Use of property as defined in Land Development Regulations.
- b. Maximum levels of density or intensity allowed in comprehensive plan.
- c. Encroachments into the public right-of-way.
- d. A reduction of a setback to less than 5 feet adjacent to a single-family residential district

3.7.5 Review Criteria

A modification of standards may be granted by the approving authority if it finds that strict application of the standards is not warranted and that granting a modification will fulfill the intent of the standards. The approving authority shall apply all the following criteria, when applicable, to determine if the applicant has justified a request for a modification:

- a. The request is within the parameters listed above.
- b. The request is consistent with the Comprehensive Plan and generally consistent with the purpose of the city's Land Development Regulations and this document.
- c. The proposed modification will not have a material negative impact on adjacent uses, or the applicant proposes to mitigate the negative impact to be created by the modification.
- d. Compliance with the requirement is technically infeasible based on-site conditions.

3.7.6 Additional Requirements

- a. The burden of presenting evidence sufficient to satisfy the applicable criteria remains with the applicant seeking the modification.
- b. The applicant may propose conditions to ensure that the use of the property to which the modification applies will be reasonably compatible with the surrounding properties, including visual screening.

4.4.3 Building Color

- a. A minimum combination of three (3) colors and maximum of four (4) colors shall be required per Commercial Type building: one for the main body, another for the trim and the third one for doors or other architectural features. A minimum of two (2) and a maximum of four (4) colors are required for Residential Type buildings. Natural materials such as brick, aluminum, stone, and hardwoods count towards the minimum/maximum. See Appendix C for color palette.
- d. If an applicant wishes to use a non-pre-approved building color, the applicant may submit the color(s) for review and approval by the CRC. If noted as such, approved colors shall apply to all future projects and shall amend the approved colors noted in Appendix C.
- e. Building elevations (secondary/interior side façades) shall have the same color and materials as the façade facing the street.

SECTION 6. SIGNS

The Corridor regulates sign types, attachment points on buildings, and illumination as noted below in Section 6. Existing signs not meeting the requirements of this section are subject to the non-conforming provisions of the Code of Ordinances (see Section 3-23(k)).

6.1 Number and Types of Signs Allowed

1. The number of business identification signs attached to the building per business frontage on a public street shall be per City code.
2. The types of signs allowed are as follows (see Section 7, Definitions): Building Signs • Wall Sign • Canopy Sign • Awning Sign • Projecting Sign • Hanging Sign • Window Sign • Freestanding (only for residential conversions)
3. The use of portable signs, streamers and pennants shall follow sign code.
4. Blinking lights, bulbs facing the road, and electronic message signs are not permitted.

6.2 Building Sign Size

The total area of all building signs may be distributed among the various building signs allowed. The maximum size of any individual building sign shall be per City code.

6.3 Sign Illumination

1. Interior-illuminated cabinet or channel letter signs are not allowed. Signs may only be illuminated from an exterior light fixture or backlit to accentuate opaque raised lettering or images.
2. There shall be no illuminated signs facing a single-family residential use

6.4 Building Signs

1. Wall signs shall be either a panel or individual letters applied to the wall, shall not project from the wall by more than 12 inches, shall not extend above the top of the wall where it is located, and in the case of two story buildings, it shall be placed between the first and second floor windows. Signs painted directly onto the façade are not allowed.

Link to full Comprehensive Plan

https://www.citystaug.com/DocumentCenter/View/2976/2040_Comp_Plan_Update?bidId=

Link to full Land Development Code

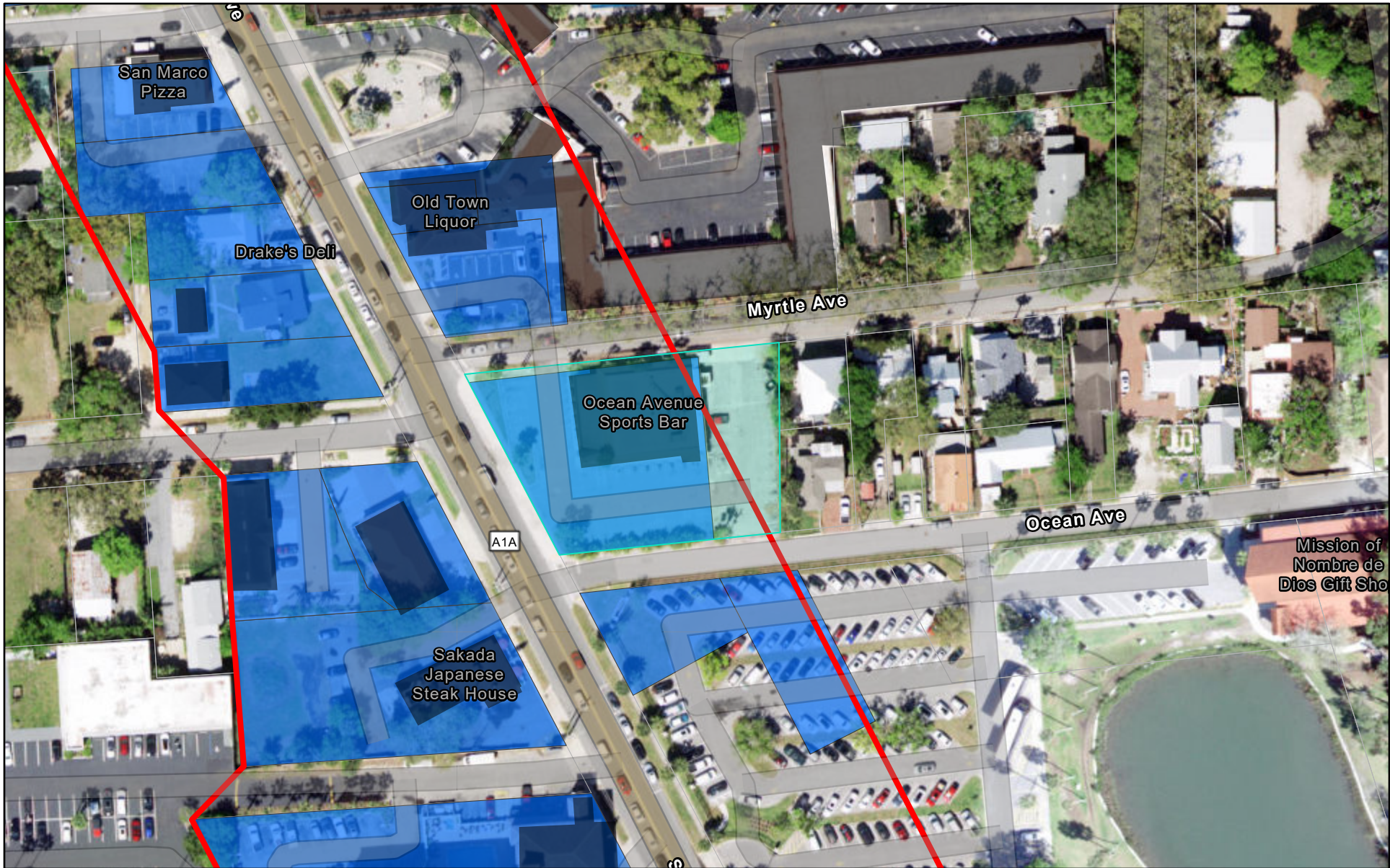
https://library.municode.com/fl/st._augustine/codes/code_of_ordinances?nodeId=THCOSTAUFL

HP2025-0022
123 San Marco Ave
April 3, 2025

LIST OF ATTACHMENTS:

1. Location Map (GIS)
2. Staff photographs
3. Color Study

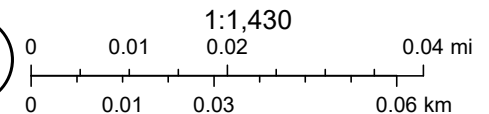
123 San Marco Avenue



8/28/2024

- | | |
|--|---|
|  Entry Corridors |  SJC Parcels |
|  San Marco Avenue Buildings | World Imagery |
|  San Marco Avenue Back Buildings | Low Resolution 15m Imagery |
|  San Marco Avenue Parcels | High Resolution 60cm Imagery |

High Resolution 30cm Imagery
Citations
30cm Resolution Metadata



Esri Community Maps Contributors, FDEP, © OpenStreetMap, Microsoft, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA,

Staff Report pg. 7 CSeymour

**Staff Photographs
123 San Marco Avenue**



Southwest Elevation

Staff Photographs 123 San Marco Avenue



Staff Photographs 123 San Marco Avenue



South Elevation

Staff Photographs
123 San Marco Avenue



Front (west) Elevation

Staff Photographs 123 San Marco Avenue



Front (west) Elevation

Color Study
123 San Marco Avenue

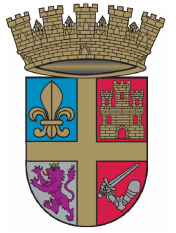
Proposed Color(s)	Closest pre-approved color	Saturation +10%	Saturation -10%	Lightened 10%	Darkened 10%
 BM2062-10	 Darkroom	 #49363d	 #404040	 #5e585a	 #2b2527

Neon Sign with proposed color behind





CITY OF ST. AUGUSTINE
CORRIDOR REVIEW COMMITTEE APPLICATION
MODIFICATION TO THE STANDARDS



Case Number: HP2025-0022

Meeting Date: Thursday, April 3, 2025

1. NAME OF APPLICANT: Rob Crabtree
Business (if applicable): 123 San Marco, LLC
Address: 65 Magnolia Ave
City: St Augustine State: FL Zip Code: 32084
Daytime Telephone: 3054910834 E-Mail Address: captain@boatdrinksbar.com
2. NAME OF PROPERTY OWNER: Whitney Hobbs
Business (if applicable): 123 San Marco, LLC
Address: 65 Magnolia Ave
City: St Augustine State: FL Zip Code: 32084
Daytime Telephone: 7193519494 E-Mail Address: hobbswl@gmail.com
3. PROJECT LOCATION: 123 San Marco Ave, Saint Augustine, FL, 32084
4. LEGAL DESCRIPTION: WILLIAMS ADDN CITY LOTS 1 & 2 BLK A OR5745/408
5. SCOPE OF WORK: To modify neon signage previously approved by the CRC.

Information attached by applicant includes:

- Application Agreement
- Proposed Plans
- Photographs

CRC APPLICATION AGREEMENT

In filling out this application:

- I understand that it becomes part of the Public Record of the City of St. Augustine and hereby certify that all information contained herein is accurate to the best of my knowledge.
- I further understand that if this application is approved, I am required to obtain other development approvals, archaeological review, and a building permit as necessary prior to starting project work.
- Once a hearing date has been set and a legal notice has been published or posted, I, or an authorized representative, must be prepared to present the request at the scheduled hearing date. The cost of subsequent hearings requiring re-noticing due to continuance will be assessed to the applicant.
- I have been made aware that applications must be sufficiently complete at the time of submittal or may be delayed. Relevant information necessary for application review shall include but not be limited to the items referenced in section 3.6 – "Submittal Requirements" of the applicable Design Standards for Entry Corridors (Anastasia Boulevard, San Marco Avenue, or King Street), depending on the scope and scale of the project. The minimum application requirements are marked as required submittal documents in this online application. Contact Planning Staff if the project is unique and needs to be addressed in a different manner. Minor details may be submitted in the portal up to 10 days before the meeting and the CRC will determine if additional materials may be presented at the meeting.

All applicants/owners of record must sign the application agreement. If the property applicant/owner is a governmental agency; licensed business or company; incorporated organization; or an administered estate, an authorized agent may sign. If the applicant is different than the property owner, the application must be signed by both parties. An Authorization Form signed by the property owner(s) and notarized, must be submitted only in the absence of the property owner's signature.

Project Address: 123 SAN MARCO AVE, ST. AUGUSTINE, 32084

Applicant's Name: WHITNEY HOBBS Applicant's Signature: [Signature]

Owner's Name: WHITNEY HOBBS Owner's Signature: [Signature]
(123 SAN MARCO LLC.)

Owner's Name: _____ Owner's Signature: _____

Owner's Name: _____ Owner's Signature: _____

(Can add additional signature page if needed)

Florida Statute 286.0105 states that a person appealing any decision by this board at any meeting regarding this application may need a verbatim record of the proceedings which includes testimony and evidence upon which the appeal is to be based.

Logo: 48.5" x 192



Logo: 46.5" x 183.5"



B&S Signs
2764 S. Collins Ave.
St. Augustine, FL 32084
904.824.3323
www.bnssigns.com
State Certified ES 0000312



Boat Drinks

Contact: Rob Crabtree
Phone: 305-491-0834
Email: captain@boatdrinksbar.com

Address:
525 FL-16, Unit 130
St. Augustine, FL 32084

Date: 2/25/25
Proof # 250183
Zoning:
Saved as:

Sales Person: Laura Stevens
Project Manager: Shauna Mayer
Designer: Shauna Mayer

This design is protected under copyright law and is the property of B&S Signs, Inc. Use of any part of this drawing, either by concept or duplication, outside of your organization is prohibited without written consent.

This sign meets or exceeds 132 mph wind zone requirements as per 2020 Florida Building Code.

Please ensure all colors, dimensions, verbiage, layout, etc. are correct before approving rendering. B&S Signs, Inc. will not be held responsible for errors in content after the proof has been approved in writing or digitally. Colors portrayed in this proof may not match final product due to the difference between digital and physical colors.

Approved by: _____ Date: _____

Application: _____





Prepared by and return to:

Jason M. Trager, Esq.
Ansbacher, Schneider & Trager, P.A.
5150 Belfort Road, Building 100
Jacksonville, FL 32256

SPECIAL WARRANTY DEED

1. **Grantor's** name and address is:

SouthState Bank, N.A., a national banking association,
formerly known as CenterState Bank, N.A.

1101 First Street South
Winter Haven, Florida 33880

2. **Grantee's** name and address is:

123 San Marco LLC, a Florida limited liability company

220 N. Serenata Drive, Unit 631
Ponte Vedra Beach, FL 32082

The terms Grantor and Grantee shall be non-gender specific, singular or plural, as the context permits or requires, and include heirs, personal representatives, successors or assigns where applicable and permitted.

3. The real property ("Property") conveyed hereby is described as follows:

See Exhibit A attached hereto and by reference made a part hereof,
together with all appurtenances belonging to or benefiting such
property.

The Property Appraiser's Parcel Identification Number is: 190760-0000.

4. Grantor for good and valuable consideration plus the sum of \$10.00 the receipt whereof is hereby acknowledged, hereby grants, bargains, sells and conveys to Grantee the Property to have and to hold in fee simple forever.

5. Grantor fully warrants title to the Property and will defend the same against the lawful claims of all persons whomsoever claiming by, through or under Grantor, but not otherwise, except for (i) real property taxes subsequent to December 31, 2022 which are not yet due and payable, and (ii) covenants, reservations, restrictions and easements of record, if any, with reference thereto not serving to reimpose same.

EXCEPT AS EXPRESSLY SET FORTH IN THIS DEED, GRANTOR HAS MADE NO, AND EXPRESSLY DISCLAIMS ALL, REPRESENTATIONS, WARRANTIES, COVENANTS AND CONTRACTS OF EVERY KIND AND CHARACTER, EXPRESS OR IMPLIED OR ARISING BY OPERATION OF LAW, WITH RESPECT TO THE PROPERTY, INCLUDING, BUT NOT LIMITED TO, REPRESENTATIONS OR WARRANTIES AS TO MATTERS OF TITLE (OTHER THAN AS SPECIFICALLY SET FORTH ABOVE), ZONING, TAX CONSEQUENCES, PHYSICAL OR ENVIRONMENTAL CONDITIONS, AVAILABILITY OF ACCESS, INGRESS OR EGRESS, OPERATING HISTORY OR PROJECTIONS, VALUATION, GOVERNMENTAL APPROVALS, GOVERNMENTAL REGULATIONS OR ANY OTHER MATTER OR THING RELATING TO OR

AFFECTING THE PROPERTY, INCLUDING, WITHOUT LIMITATION: (i) THE VALUE, CONDITION, MERCHANTABILITY, MARKETABILITY, PROFITABILITY, HABITABILITY, SUITABILITY OR FITNESS OF THE PROPERTY FOR A PARTICULAR PURPOSE OR USE; (ii) THE MANNER OR QUALITY OF THE CONSTRUCTION OR MATERIALS INCORPORATED INTO ANY OF THE PROPERTY; (iii) THE AVAILABILITY OR EXISTENCE OF ANY WATER, SEWER OR UTILITIES (PUBLIC OR PRIVATE); (iv) THE MANNER, QUALITY, STATE OF REPAIR OR LACK OF REPAIR OF THE PROPERTY; OR (v) THE EXISTENCE OF ANY HAZARDOUS SUBSTANCE AT, IN, ON, UNDER OR ABOUT THE PROPERTY. THE TERMS OF THIS DISCLAIMER SHALL SURVIVE DELIVERY OF THIS DEED.

Effective as of April 20, 2023.

1st Witness:

Print Name:

Jason Trager

SouthState Bank, N.A., a national banking association, formerly known as CenterState Bank, N.A.

2nd Witness:

Print Name:

LAWRENCE V. ANSBACHER

By:

Matthew T. Maynor, Its Vice President

STATE OF FLORIDA
COUNTY OF DUVAL

The foregoing instrument was witnessed and acknowledged before me by means of (☒) physical presence or () online notarization this 19 day of April, 2023 by Matthew T. Maynor, as Vice President of SouthState Bank N.A., a national banking association, on behalf of said association (☒) who is personally known to me or () who has produced _____ (Florida Driver's License) as identification.

Notary Public, State of Florida
My Commission Expires

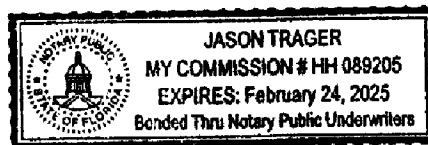


EXHIBIT A

Lots 1 and 2 of Block "A" of the WILLIAMS ADDITION OF THE CITY OF ST. AUGUSTINE, FLORIDA, according to the Official Map of The City of St. Augustine, Florida, on file in the Office of the Clerk of the Circuit Court of St. Johns County, Florida.

Said property being more particularly described as follows:

PARCEL I:

In the City of St. Augustine and designated as Lot One (1) of Block "A" of the Williams Addition, according to the Official Plat of said City of St. Augustine, as made by Robert Ranson and dated January 1, 1905, said Lot is bounded on the North by Myrtle Avenue, on the East by Lot 2 of said Block "A", and measures thereon 140 feet, more or less, on the South by Ocean Street and on the West by San Marco Avenue, and measures thereon 150 feet, more or less.

PARCEL II:

In the City of St. Augustine, being Lot Two (2) of Block "A", Williams Addition, according to the Official Map of said City of St. Augustine, Florida, on file in the Office of the Clerk of the Circuit Court, St. Johns County, Florida, more particularly described as follows: Beginning at the Southwest corner of the property of Hinch, formerly Whitney, and running in a Westerly direction, 50 feet along the line of Ocean Avenue, thence Northwardly to Myrtle Avenue, thence Eastwardly 50 feet along the line of Myrtle Avenue, thence to Point of Beginning, bounded on the North by Myrtle, on the East by Hinch, on the South by Ocean Avenue and on the West by Rante.

St. Johns County, FL

Apply for Exemptions

Apply for Exemptions

Homestead Compliance

This form is not a Homestead Exemption application. To apply online for homestead and related exemptions, please click [here](#).

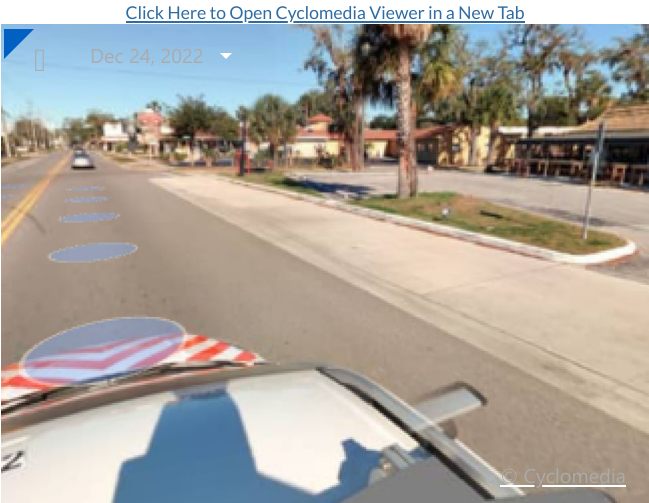
Homestead Compliance

2024 TRIM Notice

2024 TRIM Notice (PDF)

Summary

Parcel ID	1907600000
Location Address	123 SAN MARCO AVE SAINT AUGUSTINE 32084-0000
Neighborhood	San Marco Ave Uptown (COM) (602.52)
Tax Description*	WILLIAMS ADDN CITY LOTS 1 & 2 BLK A OR5745/408 <i>*The Description above is not to be used on legal documents.</i>
Property Use Code	Restaurants & Cafeterias (2100)
Subdivision	Williams Addition
Sec/Twp/Rng	7-7-30
District	City of St Augustine (District 452)
Millage Rate	18.72
Acreage	0.650
Homestead	N



Owner Information

Owner Name	123 San Marco LLC 100%
Mailing Address	65 MAGNOLIA AVE SAINT AUGUSTINE, FL 32084-0000

Map



Valuation Information

	2025
Building Value	\$38,361
Extra Features Value	\$26,088
Total Land Value	\$1,126,520
Agricultural (Assessed) Value	\$0
Agricultural (Market) Value	\$0
Just (Market) Value	\$1,190,969
Total Deferred	\$0
Assessed Value	\$1,190,969
Total Exemptions	\$0
Taxable Value	\$1,190,969

Values listed are from our working tax roll and are subject to change.

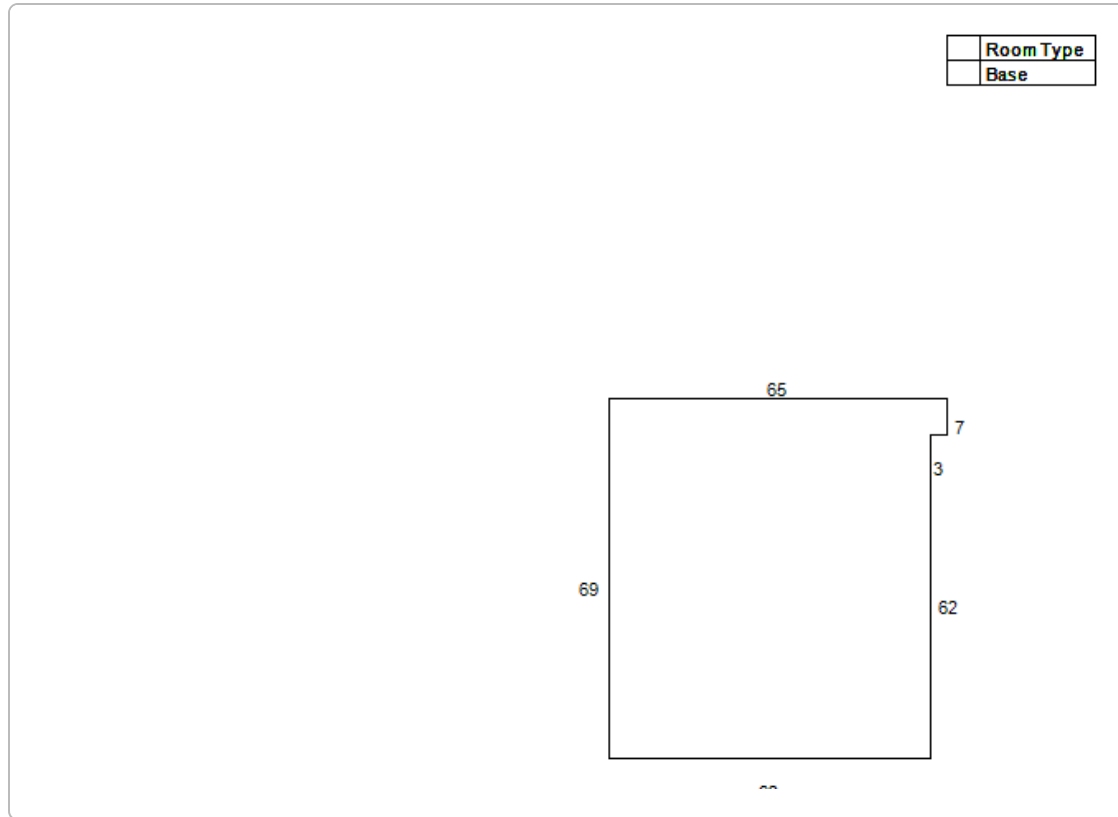
Historical Assessment Information

Year	Building Value	Extra Feature Value	Total Land Value	Ag (Market) Value	Ag (Assessed) Value	Just (Market) Value	Assessed Value	Exempt Value	Taxable Value
2024	\$36,495	\$27,791	\$1,126,520	\$0	\$0	\$1,190,806	\$1,190,806	\$0	\$1,190,806
2023	\$831,107	\$38,786	\$1,126,520	\$0	\$0	\$1,996,413	\$1,218,086	\$778,327	\$1,218,086
2022	\$515,334	\$28,757	\$563,260	\$0	\$0	\$1,107,351	\$1,107,351	\$0	\$1,107,351
2021	\$529,112	\$28,757	\$563,260	\$0	\$0	\$1,121,129	\$1,121,129	\$0	\$1,121,129
2020	\$543,608	\$28,757	\$563,260	\$0	\$0	\$1,135,625	\$1,135,625	\$0	\$1,135,625
2019	\$539,417	\$28,757	\$563,260	\$0	\$0	\$1,131,434	\$1,131,434	\$0	\$1,131,434
2018	\$553,427	\$28,757	\$563,260	\$0	\$0	\$1,145,444	\$1,145,444	\$0	\$1,145,444
2017	\$353,177	\$16,287	\$422,445	\$0	\$0	\$791,909	\$791,909	\$0	\$791,909
2016	\$363,414	\$16,287	\$422,445	\$0	\$0	\$802,146	\$802,146	\$0	\$802,146
2015	\$402,728	\$12,905	\$422,445	\$0	\$0	\$838,078	\$838,078	\$0	\$838,078
2014	\$408,362	\$12,905	\$368,935	\$0	\$0	\$790,202	\$790,202	\$0	\$790,202

Building Information

Building	1	Roof Cover	
Building Value	\$38,361	Roof Structure	
Year Built	1974	Interior Flooring	Blank Field
Actual Area	4299	Interior Wall	None
Conditioned Area	4299	Heating Type	None
Use	Nightclubs, Cocktail Lounges & Bars	Air Conditioning	Central
Style	04	Bedrooms	
Exterior Wall	Concrete Stucco	Baths	
Description	Square Footage		
BASE AREA	4299		
Total SqFt	4299		

Sketch Information



Extra Feature Information

Code Description	Status	Value
Asphalt Paving (COM)		21076
Curb (COM)		2419
Pole Light (COM)		2593

Land Information

Use Description	Front	Depth	Total Land Units	Unit Type	Land Value
Restaurants & Cafeterias	152	151	28163	SF	\$1,126,520

Sale Information

Recording Date	Sale Date	Sale Price	Instrument Type	Book	Page	Qualification	Vacant/Improved	Grantor	Grantee
4/25/2023	4/20/2023	\$2,300,000.00	WARRANTY DEED	5745	408	Q	I	CENTERSTATE BANK NA	123 SAN MARCO LLC
1/25/2023	1/12/2023	\$0.00	CERTIFICATE OF TITLE	5698	1765	U	I	OCEAN AVENUE SPORTS BAR AND GRILL ENTERPRISES LLC	CENTERSTATE BANK NA
11/1/2017	10/31/2017	\$1,407,000.00	WARRANTY DEED	4457	163	Q	I	CLOPAT LLC	OCEAN AVENUE SPORTS BAR AND GRILL ENTERPRISES LLC
7/11/2013	7/10/2013	\$1,060,000.00	WARRANTY DEED	3760	844	Q	I	123 SAN MARCO AVENUE LLC	CLOPAT LLC
	2/12/2008	\$100.00	WARRANTY DEED	3044	96	U	I	LEDUC HENRY N,MARY A	123 SAN MARCO AVENUE LLC
	9/7/2007	\$1,270,700.00	WARRANTY DEED	2978	1711	Q	I	DANET INVESTMENTS LLC	LEDUC HENRY N,MARY A
	1/3/2007	\$1,500,000.00	WARRANTY DEED	2845	1326	U	I	LEDUC HENRY N,MARY A	DANET INVESTMENTS LLC
	1/6/2000	\$515,000.00	WARRANTY DEED	1466	1764	Q	I	SAN MARCO VENTURE LLC	LEDUC HENRY N & MARY A
	8/7/1996	\$400,000.00	WARRANTY DEED	1191	1096	Q	I	KONSTANTINOU HANNELORE G ETAL	SAN MARCO VENTURE LLC
	1/30/1996	\$100.00	CERTIFICATE OF TITLE	1154	1355	U	I	A & G HOLDING INC	KONSTANTINOU HANNELORE G ETAL
	11/1/1985	\$0.00		688	1917	U	I		A & G HOLDING INC
	10/1/1985	\$0.00		688	1918	U	I		

No data available for the following modules: Exemption Information.

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Detail by Entity Name

Florida Limited Liability Company
123 SAN MARCO LLC

Filing Information

Document Number L23000152797
FEI/EIN Number 46-4265381
Date Filed 03/27/2023
Effective Date 03/26/2023
State FL
Status ACTIVE

Principal Address

65 Magnolia Ave.
St. Augustine, FL 32084

Changed: 10/19/2023

Mailing Address

65 Magnolia Ave.
St. Augustine, FL 32084

Changed: 10/19/2023

Registered Agent Name & Address

Hobbs, Whitney L
65 Magnolia Ave.
St. Augustine, FL 32084

Name Changed: 02/13/2024

Address Changed: 02/13/2024

Authorized Person(s) Detail

Name & Address

Title MGR

HOBBS, CHARLES S
123 SAN MARCO
ST. AUGUSTINE, FL 32084 UN

Title MGR

HOBBS, WHITNEY L
65 MAGNOLIA AVE
ST. AUGUSTINE, FL 32084

Annual Reports

Report Year	Filed Date
2024	02/13/2024

Document Images

02/13/2024 -- ANNUAL REPORT	View image in PDF format
03/27/2023 -- Florida Limited Liability	View image in PDF format



For the April 3, 2025 Corridor Review Committee (CRC) Meeting

Application:	HP2025-0021
Agenda Item:	5(b)
Address:	Various addresses throughout the city, including but not limited to areas within/adjacent to the existing right-of-way of and intersecting streets with Entry Corridors: King and West King Streets, San Marco Avenue, and Anastasia Boulevard.
Applicant & Owner:	City of St. Augustine
Project description:	To install intelligent transportation systems improvements as part of the SMART St. Augustine project in St. Johns County. Proposed elements include new roadside units to existing mast arms, power service poles, pull boxes, pole mount cabinets, digital kiosks, arterial dynamic messaging signs, rapid flashing beacons, mobility hubs, parking information signs, electric vehicle charging stations, flood sensors, cell modems, bicycle racks, and information kiosks; and open trench and directional bore conduit installation.
Entry Corridors:	King Street (including West King Street), San Marco Avenue, and Anastasia Boulevard
National Register:	Near Entry Corridor Areas: Model Land Company NRHD, and Abbott Tract NRHD Other areas: Town Plan National Historic Landmark (NHL) area, the St. Augustine National Register Historic District (NRHD)
Archaeology Zones:	Various, including: IIH, IIIA, IIIB (within Entry Corridor areas); IA, IB, ID, IIA, IIB in other areas

Grant funding was awarded for the proposed SMART St. Augustine project which expands along King Street into the downtown across the Bridge of Lions and along Anastasia Boulevard, and westward along the A1A and Ponce de Leon Boulevard, into locations within St. Johns County. The large packet of documents attached detail the proposed work, including a presentation with photo renderings for the proposed project scope at the various locations within the city limits, a summary of the SMART project, details on the EV charging stations (with plans of exact locations) and digital kiosks, and engineer plan sheets at the back of the packet for the locations that are within CRC's purview. Full sets of plans are available upon request. **Please see the attached maps to reference boundaries of each of the three entry corridors with approximate location of some of the proposed elements, with more specific location details in the application packet.**

According to Section 2 Design Standards for the Entry Corridors, areas within the right-of-way (ROW) are not under the standards. Most of the proposed project area is within a public right-of-way (ROW); however, some of the mobility hubs (with EV charging stations and digital kiosks) will be placed on public property. Design Standards for each of the Entry Corridors are included below. Government signs are not under the sign code.

Since Federal funds are being used for this project, Section 106 Review was initiated and a Cultural Resource Assessment Survey (CRAS) was completed in December 2024. The purpose of the survey was "to locate, identify, and bound archaeological resources, historic buildings or structures, and potential historic districts within the project's Area of Potential Effect (APE) and assess their potential for listing in the National Register of Historic Places (NRHP)." The Executive Summary is attached, with the recommendation that the proposed project "will

result in ***No Adverse Effect to historic properties*** (within the Area of Potential Effect (APE)). ***No further architectural history work is recommended; however, archaeological monitoring during construction is recommended.***

Since St. Augustine is a Certified Local Government (CLG), the CLG was consulted and is to be given the opportunity to provide comments or concurrence with the findings of the CRAS. The Florida State Historic Preservation Office (SHPO) has withheld their concurrence until the Historic Architectural Review Board (HARB) and Corridor Review Committee (CRC) has completed their review. The HARB reviewed this project at their March 20, 2025 meeting and approved with conditions that included modifications to details and elements of the proposed design. The HARB order is attached for the CRC's reference.

STAFF DOES NOT MAKE RECOMMENDATIONS REGARDING CITY PROJECTS. THE HARB SHOULD MAKE A DETERMINATION BASED ON EVIDENCE PROVIDED.

Julie Courtney

Julie Courtney, Historic Preservation Officer

Historic Preservation Officer

E jcourtney@citystaug.com | P 904.209.4283 | W www.CityStAug.com

Planning & Building Department

75 King Street, Lobby B / 4th Floor

P 904.825.1065

King Street Design Standards

SECTION 1. PURPOSE & INTENT

The purpose of the standards contained in this document is to:

- a. Promote the unique characteristics of the King Street overlay area that distinguish it from the other built environments of the City of St. Augustine.*
- b. To facilitate the development of vacant land and the reimagination and repurposing of underutilized properties in this area into a high-quality, multi-modal, mixed-use environment.*
- c. To provide standards and criteria by which proposed development in the area will be reviewed.*

1.1 Historic Background

The King Street Entry Corridor stretches from the western terminus of the City (marked by the Florida East Coast (F.E.C.) Railroad crossing) and ends at Granada Street, west of City Hall. The corridor was developed, in part, due to the construction of two F.E.C railway depots, located near the San Sebastian River. The West Augustine neighborhood was also the home to the Florida Normal and Industrial Memorial College, the precursor to Florida Memorial University, a historic black college whose students participated in numerous sit-ins and demonstrations throughout the Civil Rights Movement in St. Augustine.

The mission of the Design Standards is to honor the history of the area and its connections to Downtown St. Augustine as well as to provide and plan for the future evolution of King Street.

1.3 Two Districts: West and East

Two major districts within the corridor have emerged, loosely delineated by the intersection of King Street with Ponce de Leon Boulevard (US-1). **See map in Section 1 for these districts.**

West King (F.E.C. Railroad Crossing to U.S. Route 1)

The West King area is a unique neighborhood from East King, marking the entrance to “New Augustine”, as the area was once called, or “West Augustine,” as many now refer to the area. Architecture includes traditional commercial structures, many of which engage with the street front, along with residential typologies further west. This portion of the corridor also includes the entrance into the Ravenswood neighborhood.

East King (U.S. Route 1 to Granada Street)

East King showcases numerous views towards the San Sebastian River and is defined by its context and relationship with the Flagler Model Land neighborhoods and development. A range of institutional and traditional commercial styles are intermixed with residential typologies. This area also presents many of the more exotic architectural stylings along the corridor. Given that the terminus of this district transitions into the historic core of downtown St. Augustine, additional care should be shown in this area relating to its historic context

1.2 Neighborhood Context

King Street bisects numerous neighborhoods and residential areas. The western portion of the corridor, West King, also serves as a local commercial hub serving the neighborhoods surrounding it (Ravenswood to the north, and the Pellicer area to the south). The eastern portions of the corridor located near the St. Augustine historic district, serve as a commercial corridor and the home of numerous attractions.

1.4 Building Design

The King Street corridor contains a diversity of architectural styles and building typologies. Most buildings currently feature styles such as Frame and Masonry Vernacular, but there are also a few Mid-Century Modern, Bungalow and Spanish influenced styles.

The typology along the corridor also varies. There are single family homes still used for that purpose, and there are also single-family homes that have been converted to non-residential use. Some residential buildings have been enlarged and modified to the point that the residential appearance is not evident from the street. Although there are some traditional commercial buildings in the eastern portion of the district, the western portion of the district contains a more consistent pattern of traditional commercial storefronts. These buildings are situated very close to the street and have some parking

in the rear. The commercial establishments east of the San Sebastian River have adopted a suburban character, with deeper setbacks and parking in the front, adjacent to the street.

The standards contained in this document are intended to protect the diverse architectural character of the area and guide new development and redevelopment toward the creation of a pedestrian-scaled environment, with uses easily accessible by foot and by car. The safety of pedestrians along this stretch is particularly important considering the amount of traffic that circulates along the eastern segment of the district.

Note, although Spanish Colonial architectural styles may NOT be replicated, there are NO specific requirements regulated within this document. For additional information see the segment on *Architecture* within Section 4: SITE & BUILDING DESIGN.

SECTION 2. WHEN THE KING STREET ENTRY CORRIDOR DESIGN STANDARDS APPLY

The King Street Design Standards shall **apply to new development and redevelopment** on sites abutting King Street between the Florida East Coast Railway crossing and Granada Street, including Malaga Street (see Section 1.5). The following subsections specify the level of compliance required based on the development activity proposed.

The standards are in addition to the requirements of the City's comprehensive plan, zoning, and land development regulations found in the City's code of ordinances. When there is a conflict the Standards will apply when legally applicable.

These standards apply to parcels fronting the King Street and Malaga Street corridor. Some parcels are quite deep and/or extend beyond adjacent sites; when noted on Section 1.5, only the first 150' measured from the front property line is regulated by these standards. **The public right of way (ROW) is not included in these standards.**

The standards herein are based on the *existing conditions* of the public right-of-way on the date of adoption. In the event that the public right-of-way changes, standards shall still be applicable unless technically infeasible, as presented by the Applicant and determined by the CRC.

5.8 Mechanical Equipment

For the purpose of this section, mechanical equipment shall include, but is not limited to, a heating, ventilation, or air conditioning unit placed outside of a building; vehicular/parking equipment (except for gate arms, if applicable); and any utility-related equipment such as pumps, meters, transformers and similar equipment required to be installed on a development site. **Mechanical equipment shall be located so that noise and visual impacts upon abutting residential property are minimized.**

1. Mechanical equipment shall not be permitted within any required building setback unless the utility company determines this to be the only possible location.

2. Mechanical equipment shall not be located between the building and the street, unless technically infeasible. On corner lots, the location of mechanical equipment along a secondary street may be permitted through the modification of standards process (see Section 4.7) subject to the screening requirements stated below.

3. **Screening** (by wall, solid fence or vegetative matter) that **exceeds the height of the equipment** shall be **required if the equipment is visible from the street** or adjacent properties. Certain equipment, such as, but not limited to rain barrels or cisterns, shall not require screening provided they are designed to blend with the building and are constructed with the same materials and colors.

San Marco Avenue Design Standards

SECTION 1. PURPOSE & INTENT

The purpose of the standards contained in this document is to:

- a. Promote the unique characteristics of the San Marco overlay area that distinguish it from the other built environments of the City of St. Augustine.*
- b. To facilitate the development of vacant land and the reimagination and repurposing of underutilized properties in this area into a high-quality, multi-modal, mixed-use environment.*
- c. To provide standards and criteria by which proposed development in the area will be reviewed.*

1.1 Historic Background

The San Marco Avenue Entry Corridor is a unique, neighborhood-oriented shopping, retail, and dining district that extends the pedestrian core from downtown St. Augustine. San Marco Avenue primarily developed between the 1890s and 1930s and stretches from US-1 on the north to West Castillo Drive on the south. The development boom was spurred by the introduction of a street trolley system that ran from Downtown St. Augustine to the Florida School for the Deaf and the Blind, creating a major commercial district just outside of the downtown area.

The mission of the Design Standards is to honor the history of the area and its connections to Downtown St. Augustine as well as to provide and plan for the future evolution of San Marco Avenue.

1.2 Neighborhood Context

Although San Marco Avenue is a commercial corridor, the roadway bisects historic neighborhoods, including Nelmar Terrace, Fullerwood, and the Abbott Tract. As the area developed, the residential character once prevalent along San Marco Avenue remains in some areas. Numerous single-family residences dot the Avenue, converted to more contemporary business offerings while maintaining their residential scale and feel.

1.3 Two Districts: North and South

Two major districts within the corridor have emerged, loosely delineated by the Picolata Road (North/South). **See map in Section 1 for these districts.** Each district contains various defining elements and structures:

North District (North of Picolata Road)

The north district is a commercial district filled with numerous local eateries and attractions.

The standards contained herein do not address the public right-of-way, but engagement with the pedestrian sidewalks is a critical element that is addressed.

South District (West Castillo to Picolata Road)

The South District is home to a concentrated retail and dining area. This district, the closest to Downtown St. Augustine, exhibits the densest development, with most traditional commercial structures sitting at the sidewalk edge with little to no side separation. The district is also defined by Frame Vernacul

1.4 Building Design

Traditional commercial and residential typologies define the corridor. The standards that follow herein allow for infill of these two architectural typologies, which will help bring more attention to the iconic pieces of architecture defining the main Institutional users: the Florida School for the Deaf and Blind, the Mission Nombre de Dios Shrine, the City of St. Augustine Waterworks building, and the Mark Lance Armory (Florida National Guard).

SECTION 2. WHEN THE SAN MARCO AVENUE ENTRY CORRIDOR DESIGN STANDARDS APPLY

The San Marco Avenue Design Standards **shall apply to new development and redevelopment** on sites abutting San Marco Avenue between West Castillo Drive and the Highway US 1 Interchange and the northern portion of US-1 (see *Section 1.5*). The following subsections specify the level of compliance required based on the development activity proposed.

The standards are in addition to the requirements of the City's comprehensive plan, zoning, and land development regulations found in the City's code of ordinances. When there is a conflict the Standards will apply when legally applicable.

These standards apply to parcels fronting the San Marco Avenue corridor. Some parcels are quite deep and/or extend beyond adjacent sites; when noted on Section 1.5, only the first 150' measured from the front property line is regulated by these standards. **The public right of way (ROW) is not included in these standards.**

The standards herein are based on the *existing conditions* of the public right-of-way on the date of adoption. In the event that the public right-of-way changes, standards shall still be applicable unless technically infeasible, as presented by the Applicant and determined by the CRC.

5.8 Mechanical Equipment

For the purpose of this section, mechanical equipment shall include, but is not limited to, a heating, ventilation, or air conditioning unit placed outside of a building; vehicular/parking equipment (except for gate arms, if applicable); and any utility-related equipment such as pumps, meters, transformers and similar equipment required to be installed on a development site. **Mechanical equipment shall be located so that noise and visual impacts upon abutting residential property are minimized.**

1. Mechanical equipment shall not be permitted within any required building setback unless the utility company determines this to be the only possible location.
2. Mechanical equipment shall not be located between the building and the street, unless technically infeasible. On corner lots, the location of mechanical equipment along a secondary street may be permitted through the modification of standards process (see *Section 3.7*) subject to the screening requirements stated below.
3. **Screening** (by wall, solid fence or vegetative matter) that **exceeds the height of the equipment** shall be **required if the equipment is visible from the street** or adjacent properties. Certain equipment, such as, but not limited to rain barrels or cisterns, shall not require screening provided they are designed to blend with the building and are constructed with the same materials and colors.

Anastasia Boulevard Design Standards

SECTION 1. PURPOSE & INTENT

The purpose of the standards contained in this document is to:

- a. Promote the unique characteristics of the Anastasia Boulevard overlay area, which features many of the characteristic of mid-century American architecture;*
- b. To facilitate the development of vacant land and the reimagination and repurposing of underutilized properties in this area into a high-quality, multi-modal, mixed-use environment.*
- c. To provide standards and criteria by which proposed development in the area will be reviewed.*

1.1 Historic Background

Davis Shores, located just north of Anastasia Boulevard, was originally designed as an extravagant planned community. Davis Shores, originally platted in 1925, during the real estate boom in Florida, was to include luxury hotels, a yacht club and marina, and two 18-hole golf courses. Due to a major economic bust, the majority of development was put on hold until the 1950s. The original gridded layout of the subdivision, which follows the undulating forms of the island's coastline, is still evident today.

Pedestrian and vehicular connectivity is achieved by limiting the size of blocks. The Anastasia Boulevard overlay area generally displays a gridded network, which shall be maintained and improved. If existing streets or alleys are vacated to allow the aggregation of smaller blocks into mega-blocks, alternative vehicular and pedestrian connections shall be provided.

1.2 Neighborhood Context

Anastasia Boulevard (SRA1A) is the main commercial spine between the Bridge of Lions and St. Augustine Beach. Originally platted in the mid-1920s as part of the Davis Shores neighborhood, the Boulevard primarily developed in the 1940s through the 1960s with a low, horizontal, vehicle-centric development pattern. The character of the development along the boulevard is unique and contributes to the character of Anastasia Island, Davis Shores, Lighthouse Park, and the overall City of St. Augustine.

1.3 Two Districts: North and South

There are two (2) main districts/zones, north and south, which define the Anastasia Boulevard corridor, with Comares Avenue separating these. The defining characteristic differentiating these is primarily landscape: palms in the north zone, oaks in the south zone. See Section 5 for more particulars.

See map in *Section 1* for these districts.

1.4 Building Design

Traditional commercial buildings define the corridor, many with a mid-century or more modern style. Attributes of these structures may include:

- The commercial properties lining up the boulevard function as a buffer between the roadway and the residential neighborhoods.
- The corridor has a strong presence of "neighborhood commercial" uses serving the area residents, in addition to the tourist/roadside uses serving visitors.
- Over half of the buildings (55%) along the boulevard were constructed in the 1940s and 1950s.
- The predominant architectural styles along the corridor include Mid-Century Modern and Masonry Vernacular.
- What is not desired may be just as, if not more, important. Specifically, faux 'historic downtown' re-creations are not appropriate.
- The tree canopy transitions from palms and sparse tree coverage north / west of Comares Avenue. As the roadway turns south, much more of the coastal oak hammock defines the corridor.
- Parking spaces directly accessed from the street are common along the boulevard. Off street parking with access from internal driveways, is more desired as it is safer and helps better define pedestrian and vehicle zones.

SECTION 2. WHEN THE ANASTASIA BOULEVARD ENTRY CORRIDOR DESIGN STANDARDS APPLY

The Anastasia Boulevard Design Standards shall **apply to new development and redevelopment** on sites abutting Anastasia Boulevard between the Bridge of Lions and Casanova Road (see Figure 2). The following subsections specify the level of compliance required based on the development activity proposed.

The standards are in addition to the requirements of the City's comprehensive plan, zoning, and land development regulations found in the City's code of ordinances. When there is a conflict the Standards will apply when legally applicable.

These standards apply to parcels fronting the Anastasia corridor. Some parcels are quite deep and/or extend beyond adjacent sites; when noted on Section 1.5, only the first 150' measured from the front property line is regulated by these standards. **The public right of way (ROW) is not included in these standards.**

The standards herein are based on the *existing conditions* of the public right-of-way on the date of adoption. In the event that the public right-of-way changes, standards shall still be applicable unless technically infeasible, as presented by the Applicant and determined by the CRC.

5.8 Mechanical Equipment

For the purpose of this section, mechanical equipment shall include, but is not limited to, a heating, ventilation, or air conditioning unit placed outside of a building; vehicular/parking equipment (except for gate arms, if applicable); and any utility-related equipment such as pumps, meters, transformers and similar equipment required to be installed on a development site. **Mechanical equipment shall be located so that noise and visual impacts upon abutting residential property are minimized.**

1. Mechanical equipment shall not be permitted within any required building setback unless the utility company determines this to be the only possible location.
2. Mechanical equipment shall not be located between the building and the street, unless technically infeasible. On corner lots, the location of mechanical equipment along a secondary street may be permitted through the modification of standards process (see *Section 3.7*) subject to the screening requirements stated below.
3. **Screening** (by wall, solid fence or vegetative matter) that **exceeds the height of the equipment** shall be **required if the equipment is visible from the street** or adjacent properties. Certain equipment, such as, but not limited to rain barrels or cisterns, shall not require screening provided they are designed to blend with the building and are constructed with the same materials and colors.

BEFORE THE
HISTORIC ARCHITECTURAL REVIEW BOARD FOR THE
CITY OF ST. AUGUSTINE, FLORIDA

TYPE OF REQUEST:

- | | |
|--|--|
| ☒ Certificate of Appropriateness | ☐ Certificate of Completeness and |
| ☐ Certificate of Demolition | Recommendation for Historic Property Tax |
| ☐ Certificate of Relocation | Exemption |
| ☐ Certificate of Appropriateness for
Preservation Approach for Ad Valorem
Tax Exemption | ☐ Opinion of Appropriateness |

IN THE MATTER OF:

Case No.: HP2025-0020
Applicant: Reuben Franklin
Owner: Reuben C Franklin
Address: The project is citywide
Parcel Number: Public Right-of-Way

Re: Certificate of Appropriateness, pursuant to Section 28-89, City of St. Augustine Code, Various addresses throughout the city, including areas but not limited to HP-1 to HP-5, and within/adjacent to the existing right-of-way (PID 961500001 and 1960400001) along/at King, Aviles, Charlotte, Cuna, Cordova, and Granada Streets, Cathedral Place, Castillo Drive, the A1A, the VIC, Castillo de San Marcos parking lot, and City parking garage.

To install intelligent transportation systems improvements as part of the SMART St. Augustine project in St. Johns County. Proposed elements include new roadside units to existing mast arms, power service poles, pull boxes, pole mount cabinets, digital kiosks, arterial dynamic messaging signs, rapid flashing beacons, mobility hubs, parking information signs, electric vehicle charging stations, flood sensors, cell modems, bicycle racks, and information kiosks; and open trench and directional bore conduit installation.

THE HISTORIC ARCHITECTURAL REVIEW BOARD HAS HEARD TESTIMONY AND EXAMINED EVIDENCE AT A PUBLIC HEARING HELD ON THURSDAY, MARCH 20, 2025, AND BASED ON THE TESTIMONY AND EVIDENCE, THE BOARD HAS DETERMINED AS FOLLOWS:

FINDINGS OF FACT AND CONCLUSIONS OF LAW:

1. Applicant is the legal owner, occupant, and/or representative of the owner/occupant of the subject property and duly submitted an application with the owner's knowledge, and was duly notified of the hearing, in accordance with Chapter 28 of the Code of the City of St. Augustine. The applicant or representative ☒ was present at the Thursday, March 20, 2025, Historic Architectural Review Board meeting and testified under oath, or ☐ was not present.
2. A public hearing was held, with notice given as required by law, and ☒ members of the public testified under oath, or ☐ no members of the public spoke on this issue.
3. The subject property has a zoning classification of
4. The above-described Certificate of Appropriateness is subject to Section 28-89 of the Code of the City of St. Augustine.

ORDER:

Based upon the evidence presented, the Historic Architectural Review Board determined that the requested action MEETS / DOES NOT MEET the requirements of Section 28-89, City of St. Augustine Code, and APPROVES / DENIES / CONTINUES the Applicant's request Various addresses throughout the city, including areas but not limited to HP-1 to HP-5, and within/adjacent to the existing right-of-way (PID 961500001 and 1960400001) along/at King, Aviles, Charlotte, Cuna, Cordova, and Granada Streets, Cathedral Place, Castillo Drive, the A1A, the VIC, Castillo de San Marcos parking lot, and City parking garage.

To install intelligent transportation systems improvements as part of the SMART St. Augustine project in St. Johns County. Proposed elements include new roadside units to existing mast arms, power service poles, pull boxes, pole mount cabinets, digital kiosks, arterial dynamic messaging signs, rapid flashing beacons, mobility hubs, parking information signs, electric vehicle charging stations, flood sensors, cell modems, bicycle racks, and information kiosks; and open trench and directional bore conduit installation.

Subject to the following conditions:

- - Concurrence w/ CRAS Findings
- - MD signage be chestnut brown (Digital Kiosks)
- - Main Signage out on State Roads be black (Digital Kiosks)
- - Blue Parking Sign include city logo w/ band of chestnut brown
- - Charging Stations removed from Cathedral Place
- - Charging stations in historic districts and on streets be black, white in garage
- - Bike Racks be black

DONE AND ORDERED, at a public hearing on the 20th day of March, A.D., 2025, in the Alcazar Room, 75 King Street, St. Augustine, Florida.

Case No. HP2025-0020

REQUEST

APPROVED / DENIED / CONTINUED

Sign Name

Gabe MacDonald

Print Name

HISTORIC ARCHITECTURAL REVIEW BOARD
CITY OF ST. AUGUSTINE, FLORIDA

STATE OF FLORIDA, COUNTY OF ST. JOHNS

I HEREBY CERTIFY that on this day, personally appeared before me, an officer duly authorized to administer oaths and take acknowledgments, Gabe MacDonald, by means of [☒] physical presence or [☐] online notarization, who is personally known to me and who is the person described in and who executed the foregoing instrument and acknowledged before me that he executed the same for the purposes therein expressed.

Witness my hand and official seal, this 20th day of March, A.D., 2025.



Michele Fudo
Notary Public, State of Florida

Applications for building permits will be required and must be submitted electronically with formalized digital signature. HARB documents are not accepted for issuance of a building permit and must meet all city standards prior to issuance.

Executive Summary, Table of Contents, Introduction portions
are included in this packet copy

**CULTURAL RESOURCE ASSESSMENT SURVEY
FOR THE SMART ST. AUGUSTINE
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY,
ST. JOHNS COUNTY, FLORIDA**

**FINANCIAL MANAGEMENT No. 448653-3-28-01
SEARCH PROJECT No. 240058**

PREPARED FOR

**METRIC ENGINEERING, INC.
AND
CITY OF ST. AUGUSTINE, FLORIDA**

BY

SEARCH

DECEMBER 2024

THE ENVIRONMENTAL REVIEW, CONSULTATION, AND OTHER ACTIONS REQUIRED BY APPLICABLE FEDERAL ENVIRONMENTAL LAWS FOR THIS PROJECT ARE BEING, OR HAVE BEEN, CARRIED OUT BY THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) PURSUANT TO 23 U.S.C. §327 AND A MEMORANDUM OF UNDERSTANDING DATED MAY 26, 2022, AND EXECUTED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND FDOT.

**CULTURAL RESOURCE ASSESSMENT SURVEY
FOR THE SMART ST. AUGUSTINE
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY,
ST. JOHNS COUNTY, FLORIDA**

**FINANCIAL MANAGEMENT NO. 448653-3-28-01
SEARCH PROJECT NO. 240058**

PREPARED FOR

**METRIC ENGINEERING, INC. AND
CITY OF ST. AUGUSTINE, FLORIDA**

PREPARED BY

SEARCH

KRISTINA ALTES, ALYSSA COSTAS, SHELBY FOY, AND MARY BONATAKIS



**KRISTINA ALTES, PhD, RPA
PRINCIPAL INVESTIGATOR, ARCHAEOLOGY**



**KATE WILLIS, MPS
PRINCIPAL INVESTIGATOR, ARCHITECTURAL HISTORY**

WWW.SEARCHINC.COM

DECEMBER 2024

EXECUTIVE SUMMARY

This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of the SMART St. Augustine project in St. Johns County, Florida. The City of St. Augustine is proposing intelligent transportation systems (ITS) improvements throughout the city and is completing a project development and environment (PD&E) study in advance of construction. Proposed improvements include installation of over 100 individual elements including new roadside units (RSU) to existing mast arms; installation of power service poles, pull boxes, pole mount cabinets, arterial dynamic messaging signs (ADMS), Rectangular Rapid Flashing Beacons (RRFB), mobility hubs, parking information signs, electric vehicle (EV) charging stations, flood sensors, cell modems, bicycle racks, and information kiosks; and open trench and directional bore conduit installation. The proposed work will occur within and adjacent to the existing right-of-way (ROW). This project is a local agency program (LAP) project using federal funds administered by the Florida Department of Transportation (FDOT), District 2, and is funded for construction in 2025.

The area of potential effects (APE) defines the area within which the roadway improvements and subsequent maintenance may cause visual, audible, and atmospheric effects to historic properties. The archaeological APE includes the construction footprint and existing ROW where work is proposed. The architectural history APE is discontinuous and includes the archaeological APE, extended to the lesser distance of the back or side property lines or no more than 150 ft of properties adjacent to proposed new poles, RRFB, mobility hubs, bicycle racks, and information kiosks where similar infrastructure is not currently present. In this document, the "APE" refers to the combined archaeological APE and architectural history APE.

The archaeological survey consisted of pedestrian survey within the project ROW, because field conditions precluded the excavation of subsurface tests. No artifacts were recovered, and no archaeological sites or occurrences were identified within the APE. SEARCH recommends no further archaeological survey in support of the proposed project. However, archaeological monitoring of ground disturbing work is recommended at 12 sites within the APE [REDACTED]

[REDACTED] or proposed open trench conduit installation within the limits of an NRHP-listed site [REDACTED]. Monitoring is also recommended during ground-disturbing work adjacent to historic cemetery [REDACTED]

The architectural history survey resulted in the identification and evaluation of 151 historic resources within the APE, including 135 previously recorded resources and 16 newly recorded resources. The previously recorded resources include four historic linear resources, one historic bridge, 14 historic objects or monuments, 13 historic districts or resource groups, one cemetery, and 102 historic buildings. The newly recorded resources include 16 historic buildings. Of the newly recorded resources, one is eligible for individual listing in the NRHP, and the remaining 15 are ineligible. Of the previously recorded resources, 18 resources are currently listed in the NRHP, including two NHLs (8SJ00010 and 8SJ00080) and one National Monument (8SJ00009), 24

resources are eligible for individual listing in the NRHP, 10 resources have insufficient information to determine eligibility for listing in the NRHP, and the remaining 83 resources lack the historical significance and architectural or engineering distinction necessary for individual listing in the NRHP and are therefore ineligible for listing in the NRHP.

This project will result in *No Adverse Effect* to historic properties. No further architectural history work is recommended; however, archaeological monitoring during construction is recommended.

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Appendix A:	June 2024 Plans
Appendix B:	Previously Recorded Resources within the APE
Appendix C:	FMSF Resource Forms
Appendix D:	FDHR Survey Log
Appendix E:	Demolition Letter

INTRODUCTION

This report presents the findings of a cultural resource assessment survey (CRAS) conducted in support of the SMART St. Augustine project in St. Johns County, Florida (**Figure 1**). The City of St. Augustine is proposing intelligent transportation systems (ITS) improvements throughout the city and is completing a project development and environment (PD&E) study in advance of construction. Proposed improvements include installation of over 100 individual elements including new roadside units (RSU) to existing mast arms; installation of power service poles, pull boxes, pole mount cabinets, arterial dynamic messaging signs (ADMS), RRFB beacons (RRFB), mobility hubs, parking information signs, electric vehicle (EV) charging stations, flood sensors, cell modems, bicycle racks, and information kiosks; and open trench and directional bore conduit installation. The proposed work will occur within and adjacent to the existing ROW. Select pages from the June 2024 project plans are provided in **Appendix A**. These plans include diagrams of proposed units. SEARCH received a verbal description of the proposed mobility hubs, which were described as two-dimensional signs with maps and information that would stand approximately 8 feet tall. The specific mobility hub design has not been finalized; the FDOT, District 2, City of St. Augustine, and SHPO will be provided the opportunity to comment on the final mobility hub design as plans advance. This project is a local agency program (LAP) project using federal funds administered by the Florida Department of Transportation (FDOT), District 2, and is funded for construction in 2025.

The area of potential effects (APE) defines the area within which the roadway improvements and subsequent maintenance may cause visual, audible, and atmospheric effects to historic properties. The archaeological APE includes the construction footprint and existing ROW where work is proposed, as shown on plans received from Metric Engineering, Inc. in June 2024. The architectural history APE is discontinuous and includes the archaeological APE, extended to the lesser distance of the back or side property lines or no more than 150 ft of properties adjacent to proposed new poles, RRFB, mobility hubs, bicycle racks, and information kiosks where similar infrastructure is not currently present (**Figure 2**). In this document, the term “APE” refers to the combined archaeological APE and architectural history APE.

The purpose of the survey was to locate, identify, and bound archaeological resources, historic buildings or structures, and potential historic districts within the project’s APE and assess their potential for listing in the National Register of Historic Places (NRHP). This study was conducted to comply with Public Law 113-287 (Title 54 U.S.C.), which incorporates the provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Archeological and Historic Preservation Act of 1974, as amended. The study also meets the regulations for implementing NHPA Section 106 found in 36 CFR Part 800 (*Protection of Historic Properties*). This study also complies with Chapter 267 of the Florida Statutes and Rule Chapter 1A-46, Florida Administrative Code. The work was performed in accordance with Part 2, Chapter 8 of the FDOT’s Project Development & Environment (PD&E) Manual (revised July 2023) as well as the Florida Division of Historical Resources’ (FDHR) recommendations for such projects as stipulated in the FDHR’s *Cultural Resource Management Standards & Operations Manual, Module Three: Guidelines for Use by Historic Preservation Professionals*. The principal investigator for this project meets the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation (48 FR 44716-42).

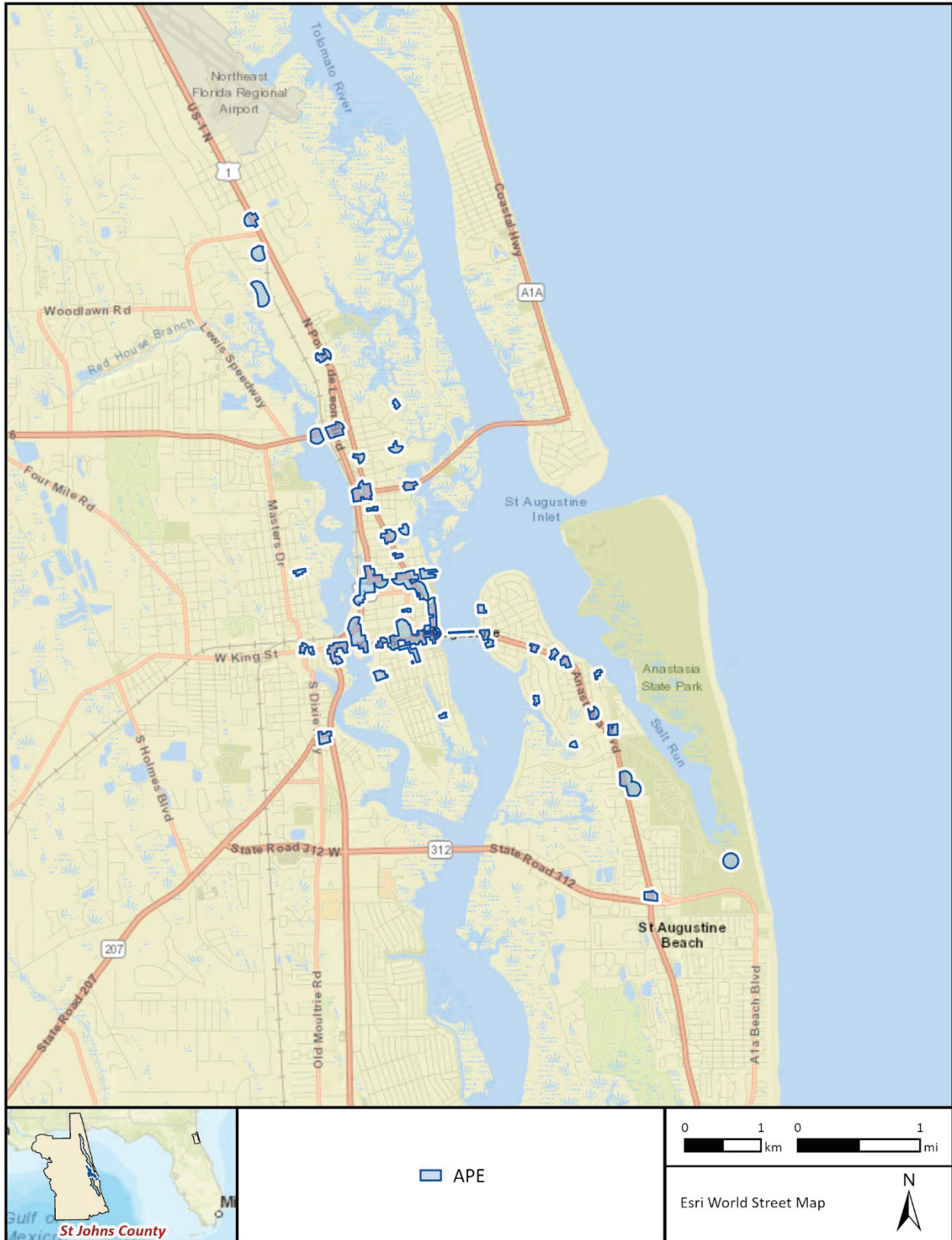


Figure 1. Location of the project in St. Johns County, Florida.

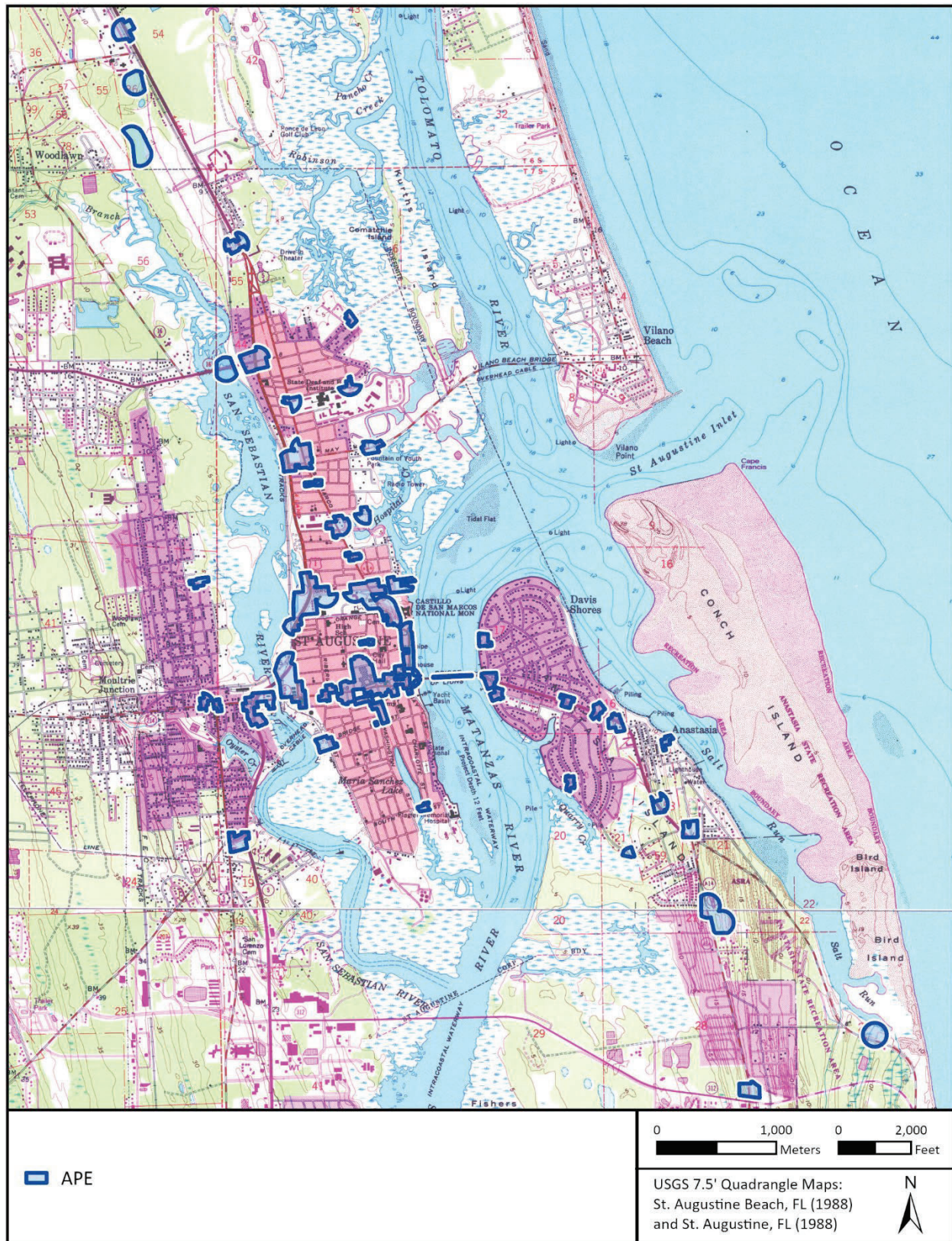


Figure 2. Topographic map of the APE.

Kristina Altes, PhD, RPA, served as the archaeology principal investigator for this project and Kate Willis, MPS, served as architectural history principal investigator. The report was written by Dr. Altes, Alyssa Costas, MHP, Shelby Foy, BS, Mary Bonatakis, BS, Brittaney London, MA, and Ashley Parham, PhD. The fieldwork was conducted by Ms. Costas, Ms. Foy, and Ms. Bonatakis. Angelica Costa, MA, produced the field maps and report figures. Elizabeth Chambless, MS, RPA, conducted the quality control review.

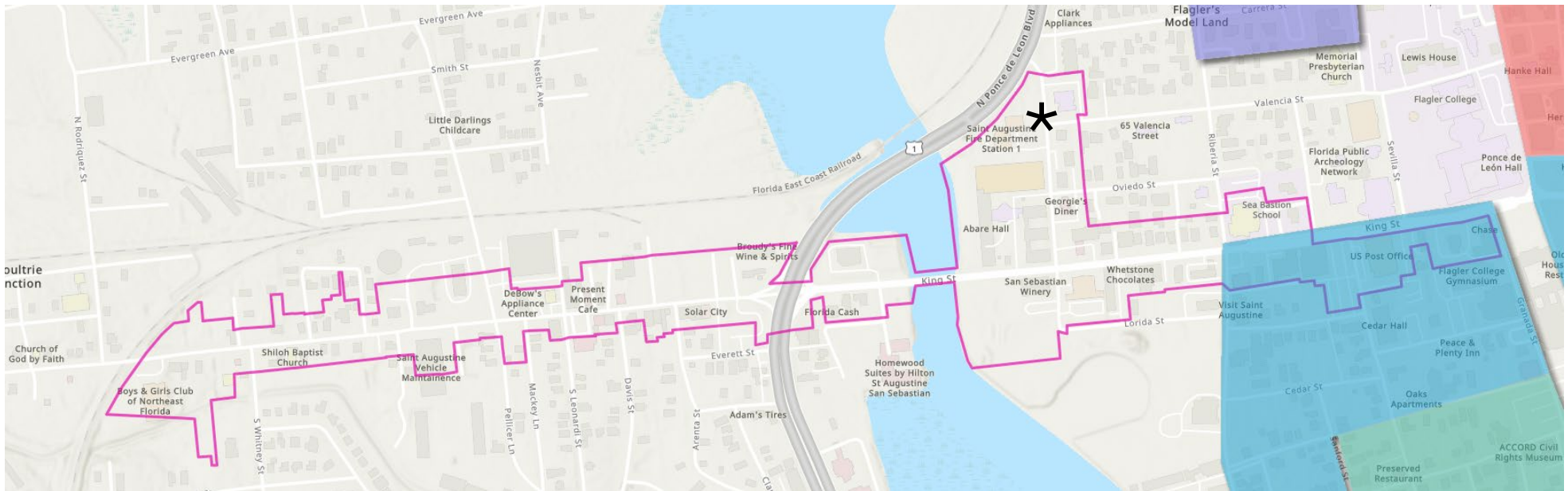
ENTRY CORRIDOR BOUNDARIES

(Archaeology Zones showing as color layers)

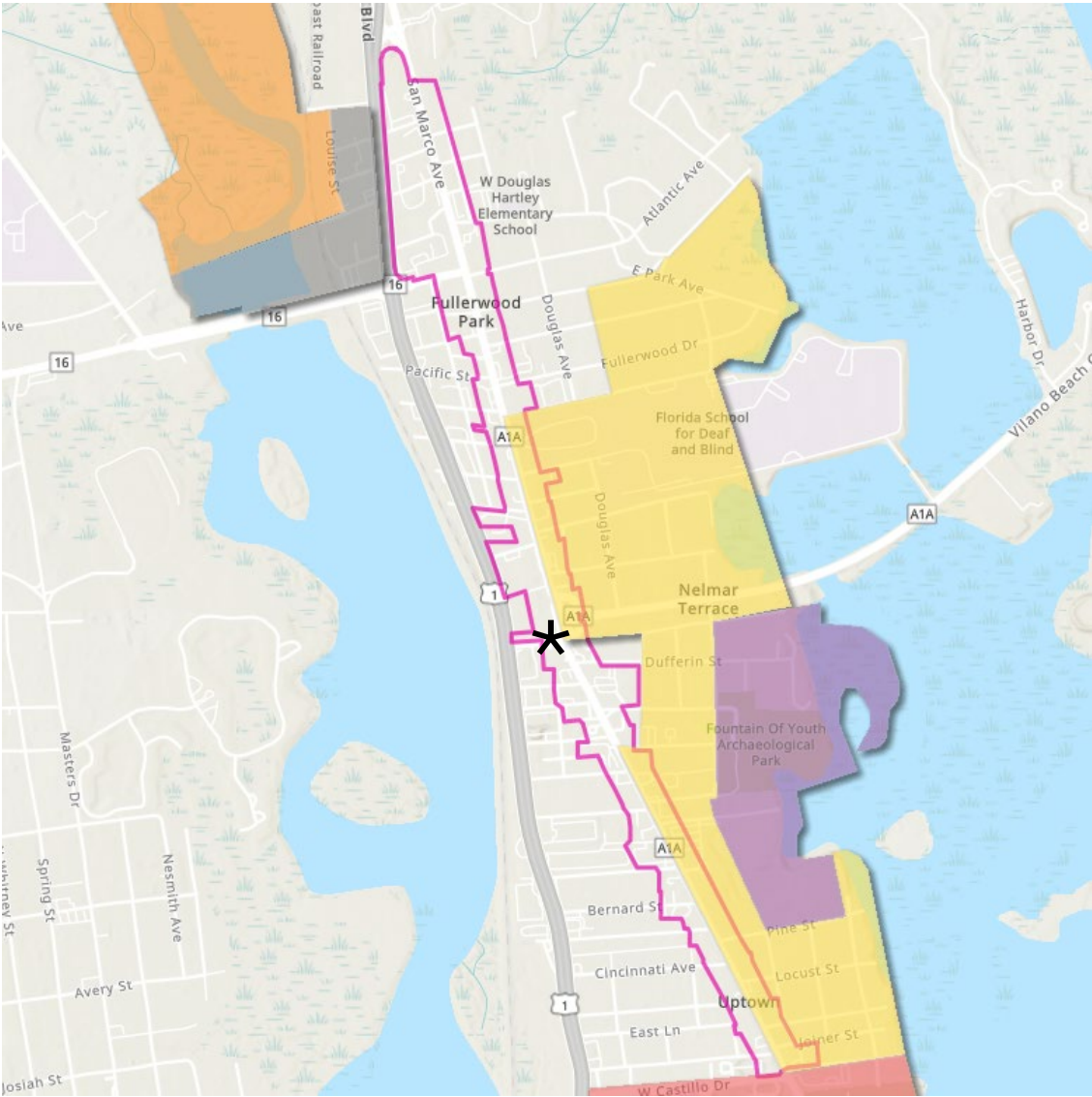
*Locations of proposed mobility hubs (EV charging stations with digital kiosks).

Large digital Arterial Dynamic Message Signs (ADMS) and Parking Message Signs (PMS) are also proposed within the entry corridors, as denoted in the application packet.

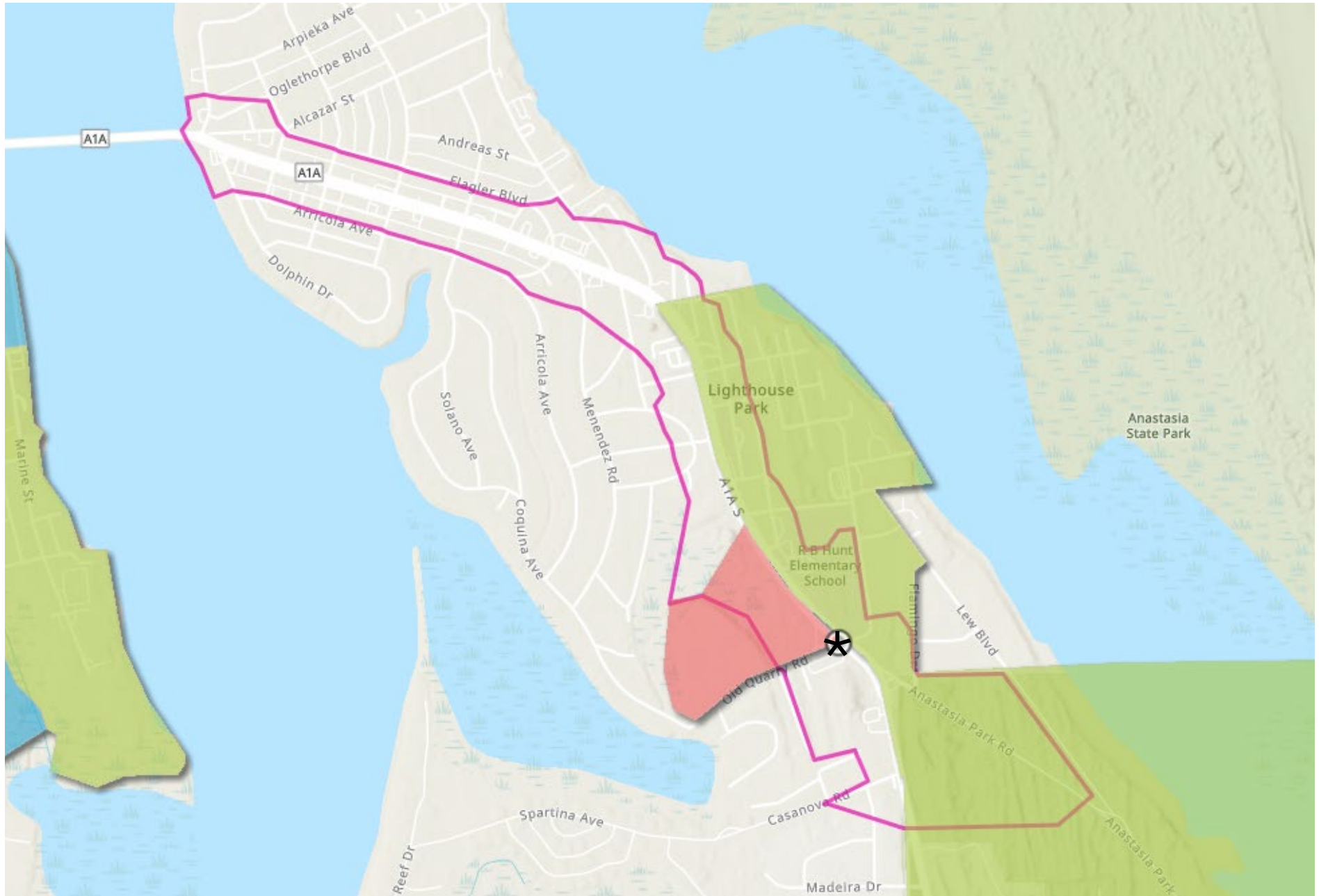
KING STREET ENTRY CORRIDOR



SAN MARCO AVENUE ENTRY CORRIDOR



ANASTASIA BOULEVARD ENTRY CORRIDOR



- Mobility hub locations for the general Alligator Farm and Red Cox Drive areas are denoted by the * to show placement within the entry corridor.
- The St. Augustine Amphitheatre project area is south of the Anastasia Blvd Entry Corridor boundary.
- Large digital Arterial Dynamic Message Signs (ADMS) and Parking Message Signs (PMS) will also be placed within Anastasia Blvd Entry Corridor.



CITY OF ST. AUGUSTINE
CORRIDOR REVIEW COMMITTEE APPLICATION



Design Review

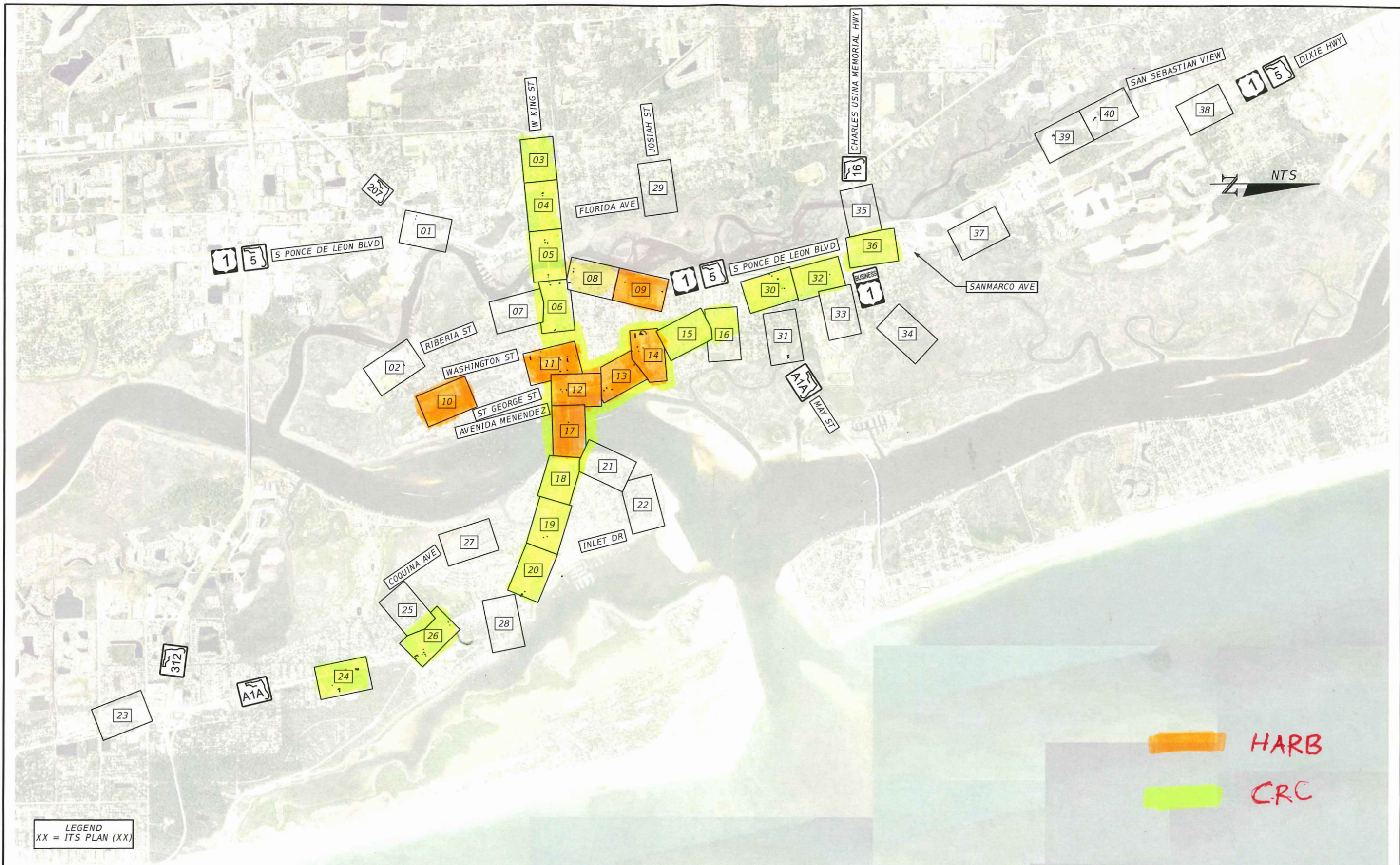
Case Number: HP2025-0021

Meeting Date: April 3, 2025

1. NAME OF APPLICANT: Reuben C Franklin
Business (if applicable):
Address: PO Box 210
City: St. Augustine State: FL Zip Code: 32080
Daytime Telephone: 9044661192 E-Mail Address: rfranklin@citystaug.com
2. NAME OF PROPERTY OWNER: Reuben C Franklin
Business (if applicable):
Address: PO Box 210
City: St. Augustine State: FL Zip Code: 32080
Daytime Telephone: 9044661192 E-Mail Address: rfranklin@citystaug.com
3. PROJECT LOCATION: 75 KING ST, Saint Augustine, FL, 32084
4. LEGAL DESCRIPTION: Various addresses throughout the city, including but not limited to areas within/ adjacent to the existing right-of-way of and intersecting streets with Entry Corridors: King and West King Streets, San Marco Avenue, and Anastasia Boulevard.
5. SCOPE OF WORK: To install intelligent transportation systems improvements as part of the SMART St. Augustine project in St. Johns County. Proposed elements include new roadside units to existing mast arms, power service poles, pull boxes, pole mount cabinets, digital kiosks, arterial dynamic messaging signs, rapid flashing beacons, mobility hubs, parking information signs, electric vehicle charging stations, flood sensors, cell modems, bicycle racks, and information kiosks; and open trench and directional bore conduit installation.

Information attached by applicant includes:

- CRC Presentation
- EV Charging Station Plans
- Mobility Hub Design Memo
- FINALConstruction Plans



LEGEND
XX = ITS PLAN (XX)

HARB
CRC

REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
			JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	DISTRICT WIDE	ST. JOHNS	448653-3-52-01	IT-10

PROJECT LAYOUT

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



CITY OF
ST AUGUSTINE
EST. 1565

March 20

HISTORIC ARCHITECTURAL REVIEW BOARD (HARB)

SMART Technology – Intelligent Transportation Systems (ITS)

P. DE L. 1513. ST. AUGUSTINE 1924
Application Packet, page 3



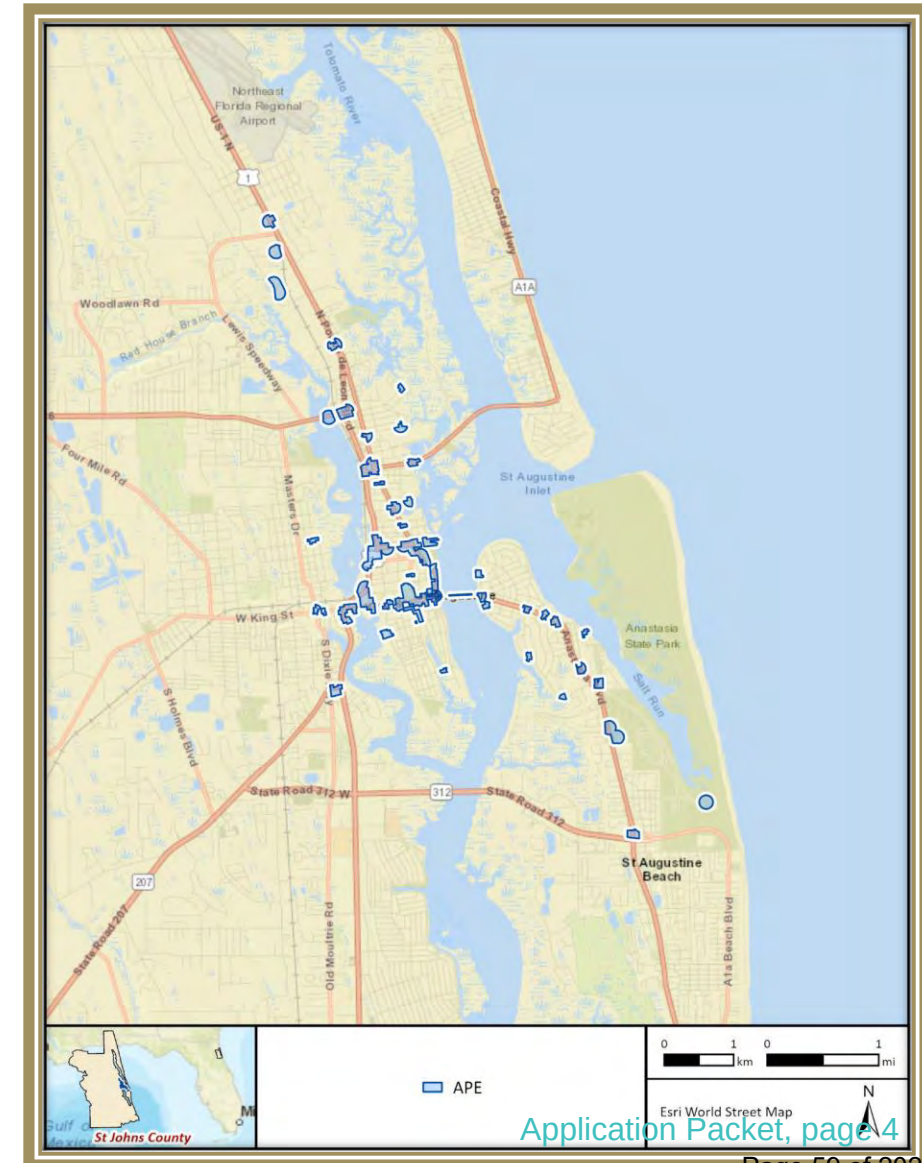
Cultural Resource Assessment Survey (CRAS)

151 historic resources identified within the Area
of Potential Effects (APE):

- **135** previously recorded resources
- **16** newly recorded resources

The previously recorded resources:

- 4 Historic Linear Resources
- 1 Historic Bridge
- 14 Historic Objects or Monuments
- 13 Historic Districts or Resource Groups
- 1 Cemetery
- 102 Historic Buildings





Cultural Resource Assessment Survey (CRAS) **Cont'd.**

The newly recorded resources:

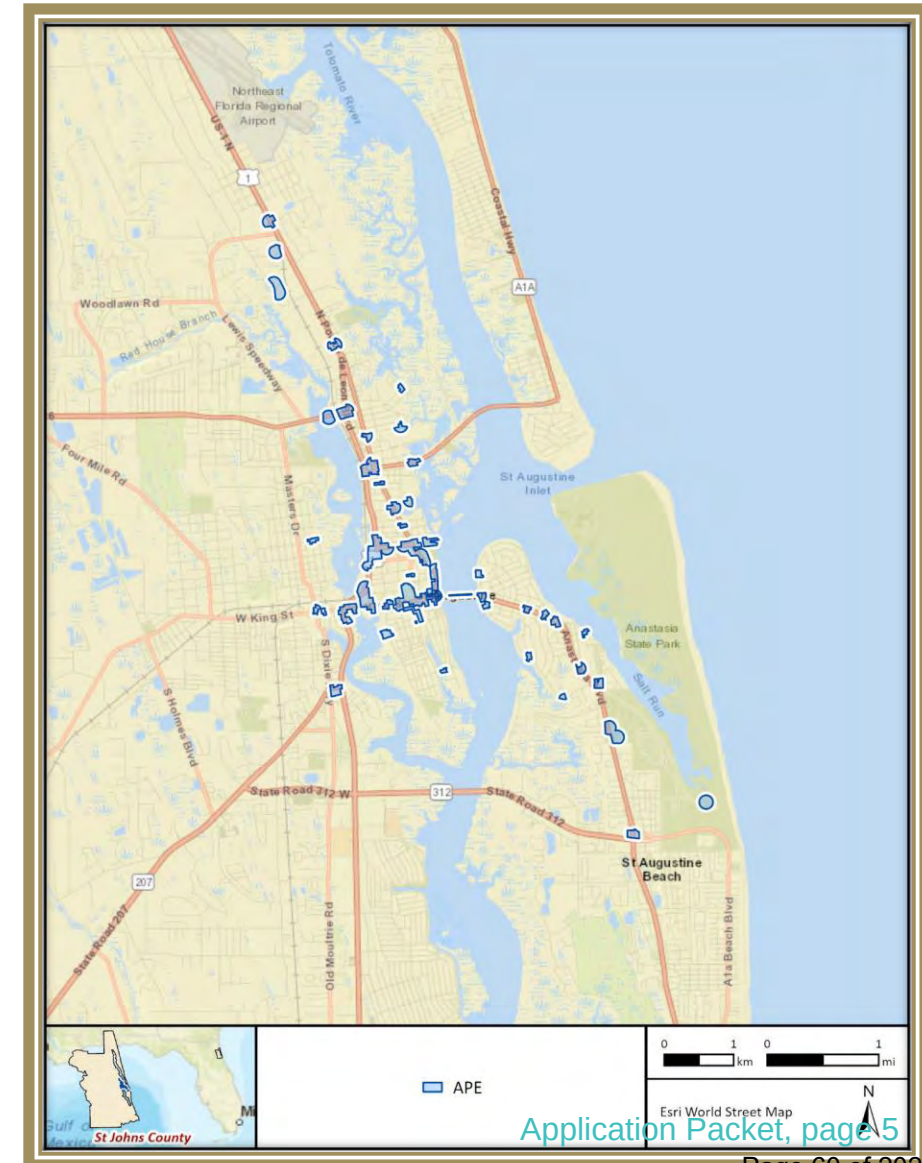
- 16 Historic Buildings

Of the newly recorded resources

- 1 is eligible for individual listing in the NRHP
- 15 are ineligible

Of the previously recorded resources:

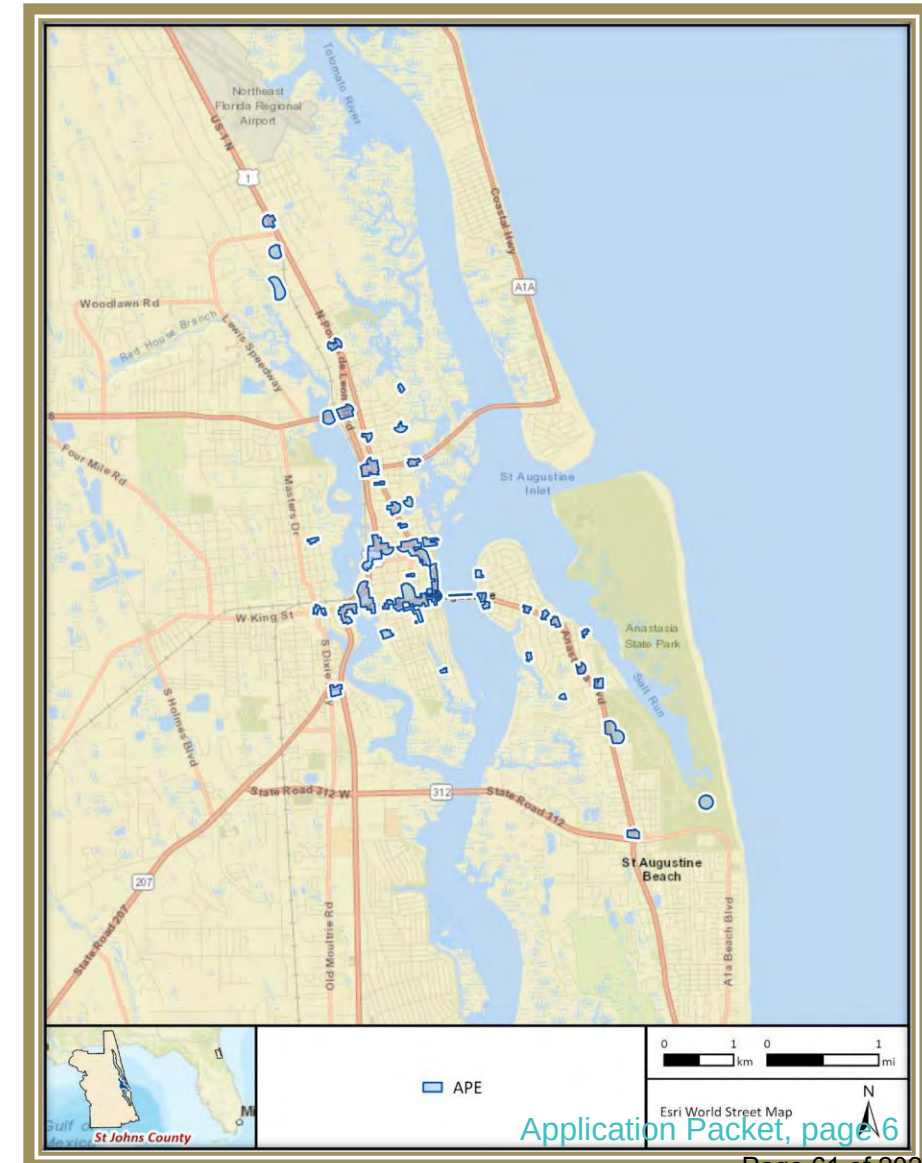
- 18 resources are currently listed in the NRHP
 - 2 NHLs (8SJ00010 and 8SJ00080)
 - 1 National Monument (8SJ00009)
- 24 resources eligible for individual listing in the NRHP
- 10 resources have insufficient information to determine eligibility for listing in the NRHP
- 83 resources are ineligible for listing in the NRHP





Cultural Resource Assessment Survey (CRAS) Cont'd.

- The project will result in **No Adverse Effect** to historic properties.
- Archaeological monitoring is recommended at **12 locations**, as well as adjacent to the cemetery.

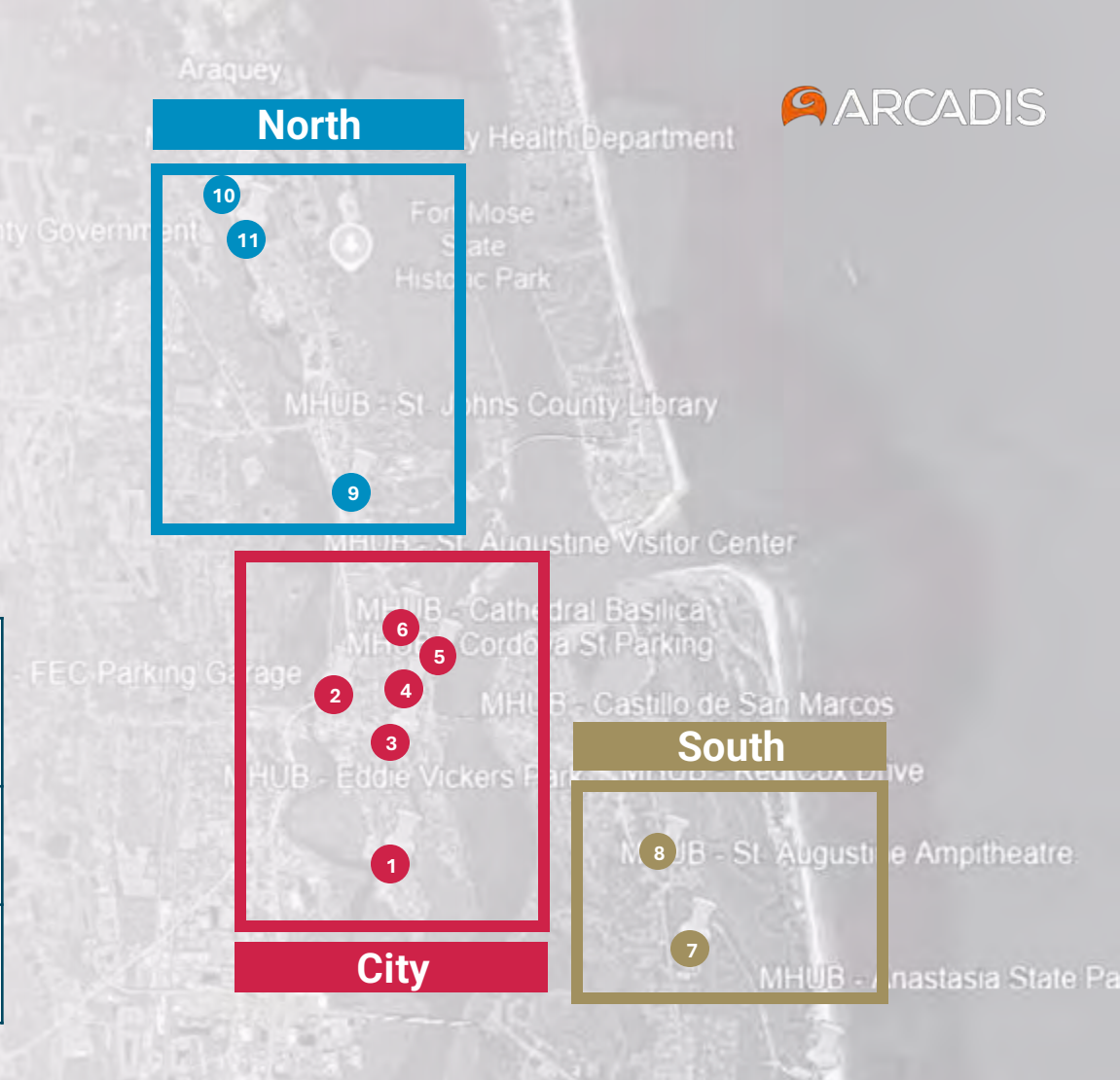


Mobility Hub Locations

As part of the **SMART St. Augustine** project, **Arcadis** (*sub-consultant to Metric*), was retained to specify the mobility hub components for the project.

The project consists of **11 locations** across St. Augustine including:

City	6 hubs in the historic center serving shuttle bus stops, tourist attractions, parking garages and other uses
North	3 hubs in the northern part of the city serving institutions (County Hall, Library, Health Center)
South	2 hubs in the southern area serving recreational facilities like a park and an amphitheater





Meridian: Pulse

Meridian Pulse would best suit St. Augustine's wants and needs for a digital kiosk program for these reasons:

- Competitive hardware features that allow for **brand customization**.
- USA-made hardware with **local servicing** and support.
- **Easy to work with** and responsive customer service.
- **Long-term cost for value** across both capital and operations and maintenance costs.

One-Sided Option



Two-Sided Option

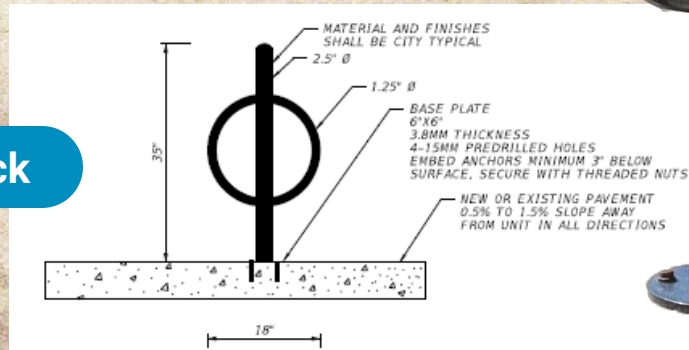


Chestnut Brown Color Code
RAL 8016

[Application Packet, page 8](#)

Mobility Hub Components

Post & Ring Bike Rack



EV Charging Station

Option for color to match
Chestnut Brown





Mobility Hub Component Inventory

MH ID/ No.	Location/Name	Digital Kiosk	Bike Rack		Transit	ITS PLAN	EV Charging
			New	Existing			
1	Galimore Community Center	One Sided	1x4 Post & Ring	-	-	2	6
2	FEC Parking Garage	One Sided	1x4 Post & Ring	-	-	8	4
3	Granada St. Parking	One Sided	1x4 Post & Ring	-	Blue Line Nearby	11	N/A
4	Cathedral Pl. Parking	One Sided	1x5 Post & Ring	-	STAR Shuttle Integrated	11	4
5	Castillo de San Marcos Parking	Two Sided	-	1x Inverted U	STAR Shuttle Nearby	13	6
6	St. Augustine Visitor Center Parking	Two Sided	-	2x5 Post & Ring	Red Line & STAR Shuttle Integrated	14	10
7	St. Augustine Amphitheatre	One Sided	1x Corral	-	-	24	6
8	Hamilton Upchurch Park	One Sided	-	2x5 Post & Ring	-	26	2
9	Library Parking	One Sided	1x Corral	1x Corral	Blue & Red Line Nearby	30	6

*Proposed bike rack locations shown in the table match what already exists at each site. The project will consist of supplementing with additional bike racks.

**Highlighted locations are within HARB purview.

Mobility Hub

Location	Cathedral Basilica
Description	Meridian-Pulse
Digital Kiosk	One-Sided
Bike Rack	1x5 Post & Ring (New)
EV Charging	4

Adjacent Historic Resources:

- **8SJ05597** – Plaza De La Constitucion
- **8SJ00010** – St. Augustine Historic District
- **8SJ05567** – St. Augustine Town Plan NHL District
- **8SJ00063** – Cathedral of St. Augustine
- **8SJ00400** – Atlantic Bank Building
- **8SJ02504** – Espinosa-Sanchez House

No Adverse Effect





Mobility Hub

Location	Cathedral Basilica
Description	Meridian-Pulse
Digital Kiosk	One-Sided
Bike Rack	1x5 Post & Ring (New)
EV Charging	4

Adjacent Historic Resources:

- **8SJ05597** – Plaza De La Constitucion
- **8SJ00010** – St. Augustine Historic District
- **8SJ05567** – St. Augustine Town Plan NHL District
- **8SJ00063** – Cathedral of St. Augustine
- **8SJ00400** – Atlantic Bank Building
- **8SJ02504** – Espinosa-Sanchez House

No Adverse Effect

Mobility Hub

Location	Visitor Center
Description	Meridian-Pulse
Digital Kiosk	Two-Sided
Bike Rack	2x5 Post & Ring (Existing)
EV Charging	10 (placed on roof of parking garage, not visible from surrounding area)

Adjacent Historic Resources:

- 8SJ00396 – St. Augustine Civic Center
- 8SJ02480 – Zero Milestone Marker

No Adverse Effect



Front View



Mobility Hub

Location	Visitor Center
Description	Meridian-Pulse
Digital Kiosk	Two-Sided
Bike Rack	2x5 Post & Ring (Existing)
EV Charging	10 (placed on roof of parking garage, not visible from surrounding area)

Adjacent Historic Resources:

- 8SJ00396 – St. Augustine Civic Center
- 8SJ02480 – Zero Milestone Marker

No Adverse Effect



Back View

Application Packet, page 14

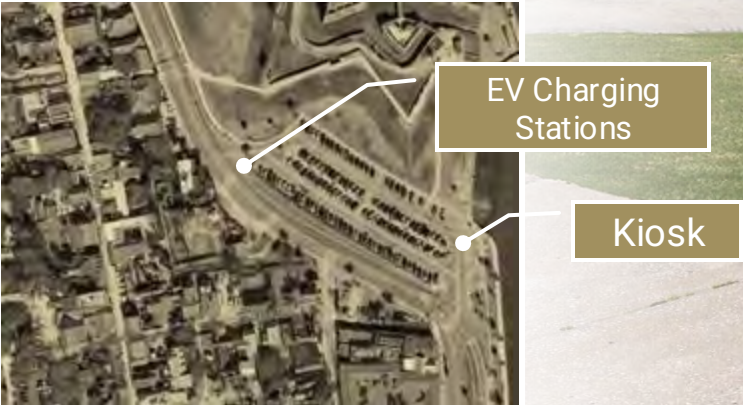
Mobility Hub

Location	Castillo De San Marcos
Description	Meridian-Pulse
Digital Kiosk	Two-Sided
Bike Rack	1x Inverted U (Existing)
EV Charging	6

Adjacent Historic Resources:

- **8SJ00009** – Castillo de San Marcos National Monument
- **8SJ00010** – St. Augustine Historic District

No Adverse Effect



Street View

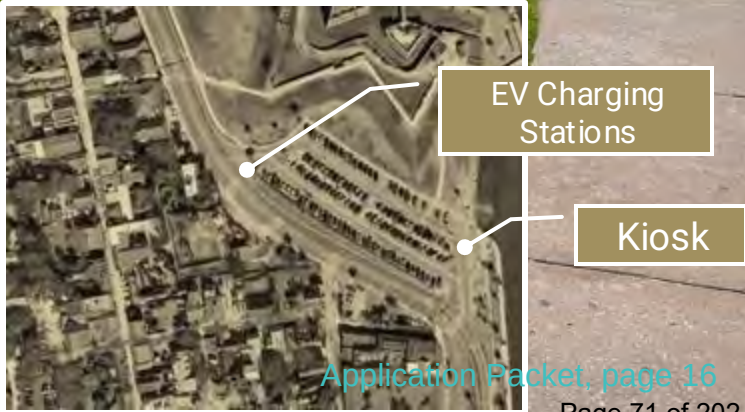
Mobility Hub

Location	Castillo De San Marcos
Description	Meridian-Pulse
Digital Kiosk	Two-Sided
Bike Rack	1x Inverted U (Existing)
EV Charging	6

Adjacent Historic Resources:

- **8SJ00009** – Castillo de San Marcos National Monument
- **8SJ00010** – St. Augustine Historic District

No Adverse Effect



Mobility Hub

Location	Castillo De San Marcos
Description	Meridian-Pulse
Digital Kiosk	Two-Sided
Bike Rack	1x Inverted U (Existing)
EV Charging	6

Adjacent Historic Resources:

- 8SJ00009 – Castillo de San Marcos National Monument
- 8SJ00010 – St. Augustine Historic District

No Adverse Effect



i Fence will be relocated in coordination with NPS
[Application Packet, page 17](#)



Mobility Hub

Location	Galimore Community Center
Description	Meridian-Pulse
Digital Kiosk	One-Sided
Bike Rack	1x4 Post & Ring (New)
EV Charging	6

Adjacent Historic Resources:

- 8SJ06526 – Eddie Vickers Park
- 8SJ02200 – 6 South Street (0.35 mi away)

No Adverse Effect



Mobility Hub

Location	FEC Parking Garage
Description	Meridian-Pulse
Digital Kiosk	One-Sided
Bike Rack	1x4 Post & Ring (New)
EV Charging	6

Adjacent Historic Resources:

- **8SJ01263** – FEC Railway Offices
- **8SJ01264** – FEC Railway Power House
- **8SJ2462** – Model Land Company Historic District

No Adverse Effect



Mobility Hub

Location	FEC Parking Garage
Description	Meridian-Pulse
Digital Kiosk	One-Sided
Bike Rack	1x4 Post & Ring (New)
EV Charging	6

Adjacent Historic Resources:

- 8SJ01263 – FEC Railway Offices
- 8SJ01264 – FEC Railway Power House
- 8SJ2462 – Model Land Company Historic District

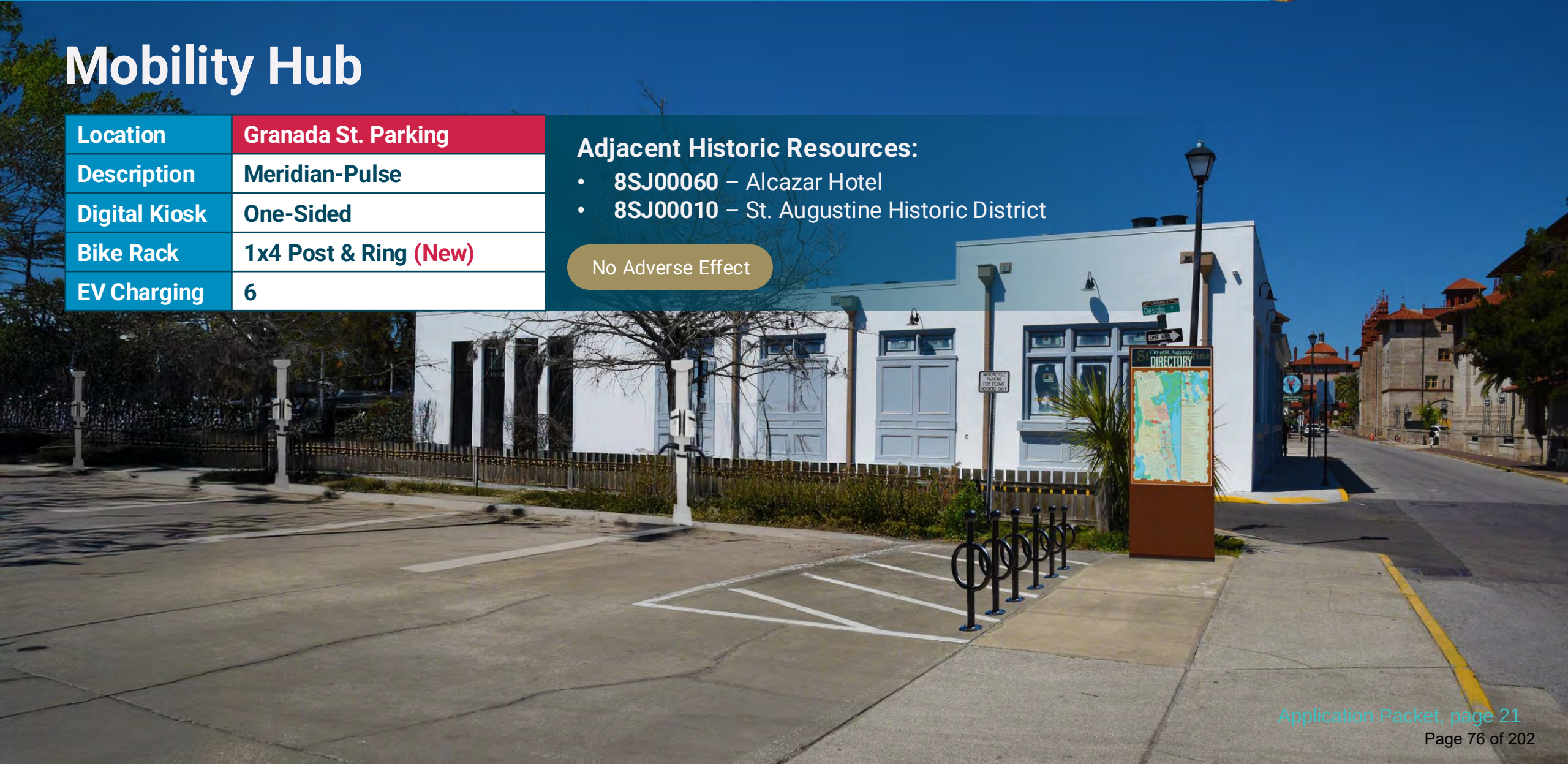
No Adverse Effect



Mobility Hub

Location	Granada St. Parking
Description	Meridian-Pulse
Digital Kiosk	One-Sided
Bike Rack	1x4 Post & Ring (New)
EV Charging	6

- Adjacent Historic Resources:
- 8SJ00060 – Alcazar Hotel
 - 8SJ00010 – St. Augustine Historic District
- No Adverse Effect



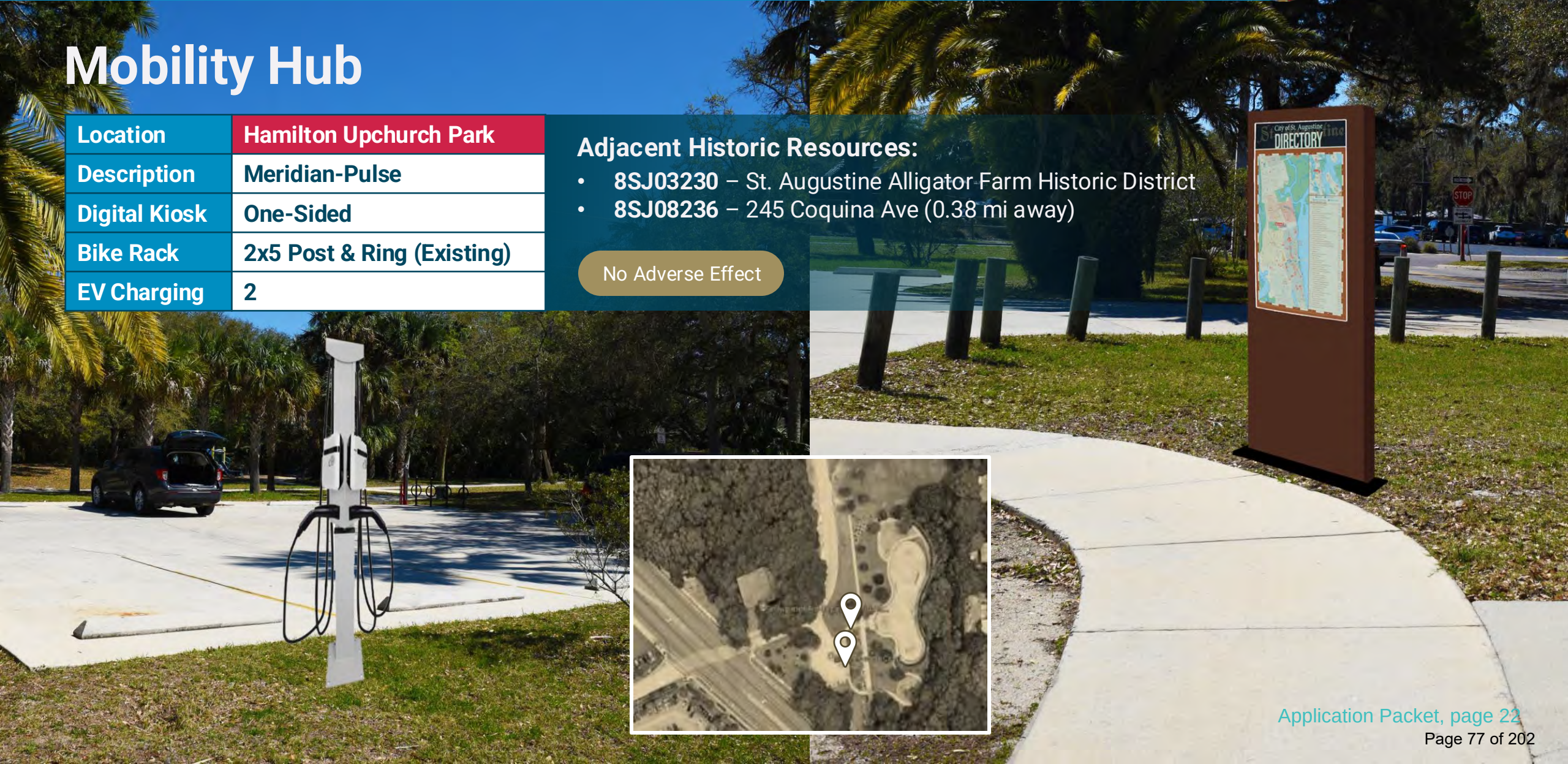
Mobility Hub

Location	Hamilton Upchurch Park
Description	Meridian-Pulse
Digital Kiosk	One-Sided
Bike Rack	2x5 Post & Ring (Existing)
EV Charging	2

Adjacent Historic Resources:

- 8SJ03230 – St. Augustine Alligator Farm Historic District
- 8SJ08236 – 245 Coquina Ave (0.38 mi away)

No Adverse Effect





ADMS

Arterial Dynamic Message Sign



Sign Dimensions

20 ft. Tall x 8 ft. Wide





ADMS

Location

US 1 South of Castillo Drive

Adjacent Historic Resources:

- **8SJ05036** – FEC: St. Augustine and Palatka
- **8SJ05271** – US 1
- **8SJ02462** – Model Land Company Historic District

No Adverse Effect



ADMS

Location

SR A1A East of Bridge of Lions
(Comares Ave)

Adjacent Historic Resources:

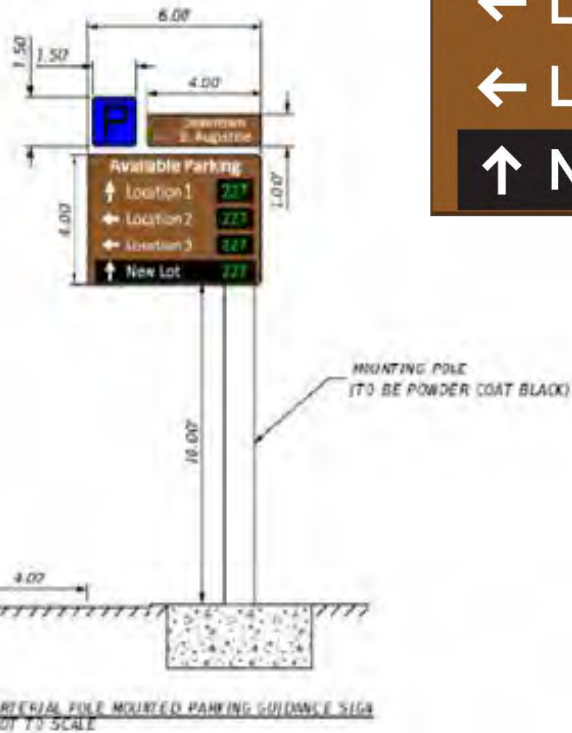
- 8SJ05507 – A1A
- 8SJ08234 – 500 Anastasia Blvd

No Adverse Effect



PMS

Parking Message Sign



Single Post Parking Availability Sign





PMS

Location

King Street East of US 1

Adjacent Historic Resources:

- **8SJ05298** – King Street
- **8SJ02462** – Model Land Company Historic District

No Adverse Effect





PMS

Location

Granada Street South of King Street

Adjacent Historic Resources:

- 8SJ00060 – Alcazar Hotel
- 8SJ00010 – St. Augustine Historic District

No Adverse Effect



PMS

Location

Cordova Street North of King Street

Will remove existing parking sign and will replace with Dynamic Parking Sign.

Adjacent Historic Resources:

- 8SJ00010 – St. Augustine Historic District
- 8SJ01027 – Government House

No Adverse Effect



PMS

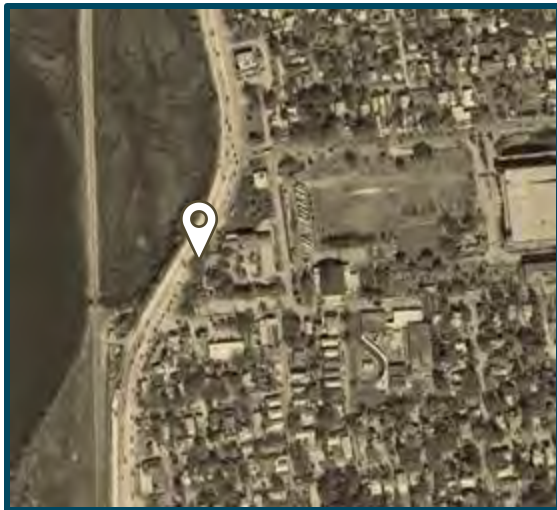
Location

US 1 South of Castillo Drive

Adjacent Historic Resources:

- 8SJ05271 – US 1

No Adverse Effect





PMS

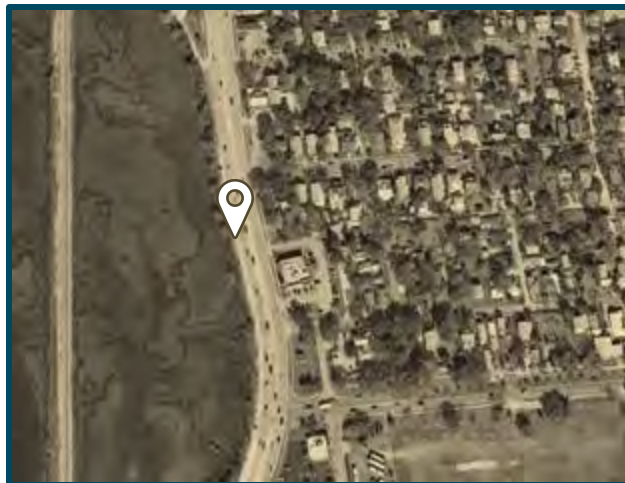
Location

US 1 North of Castillo Drive

Adjacent Historic Resources:

- 8SJ05271 – US 1

No Adverse Effect





PMS

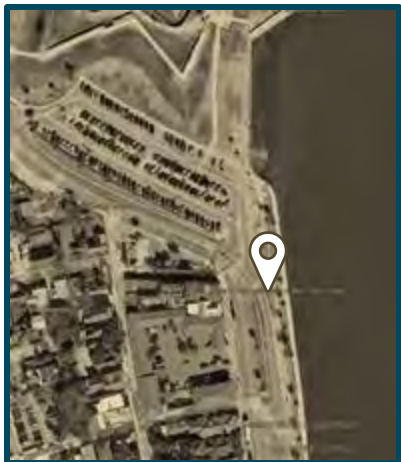
Location

SR A1A South of Cuna Street

Adjacent Historic Resources:

- 8SJ05271 – US 1
- 8SJ00010 – St. Augustine Historic District
- 8SJ05586 – 1 St. George St.
- 8SJ05507 – A1A
- 8SJ05516 – Seawall

No Adverse Effect



PMS

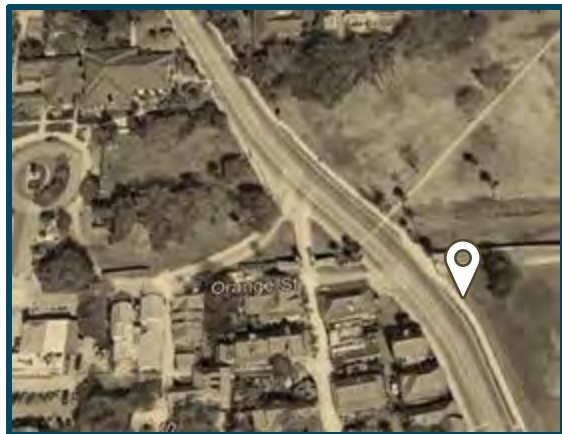
Location

A1A South of Orange Street

Adjacent Historic Resources:

- 8SJ05271 – US 1
- 8SJ00009 – Castillo De San Marcos
- 8SJ05507 – A1A
- 8SJ00010 – St. Augustine Historic District
- 8SJ05567 – St. Augustine Town Plan NHL District

No Adverse Effect





PMS

Location

SR A1A East of Bridge of Lions
(Comares Ave)

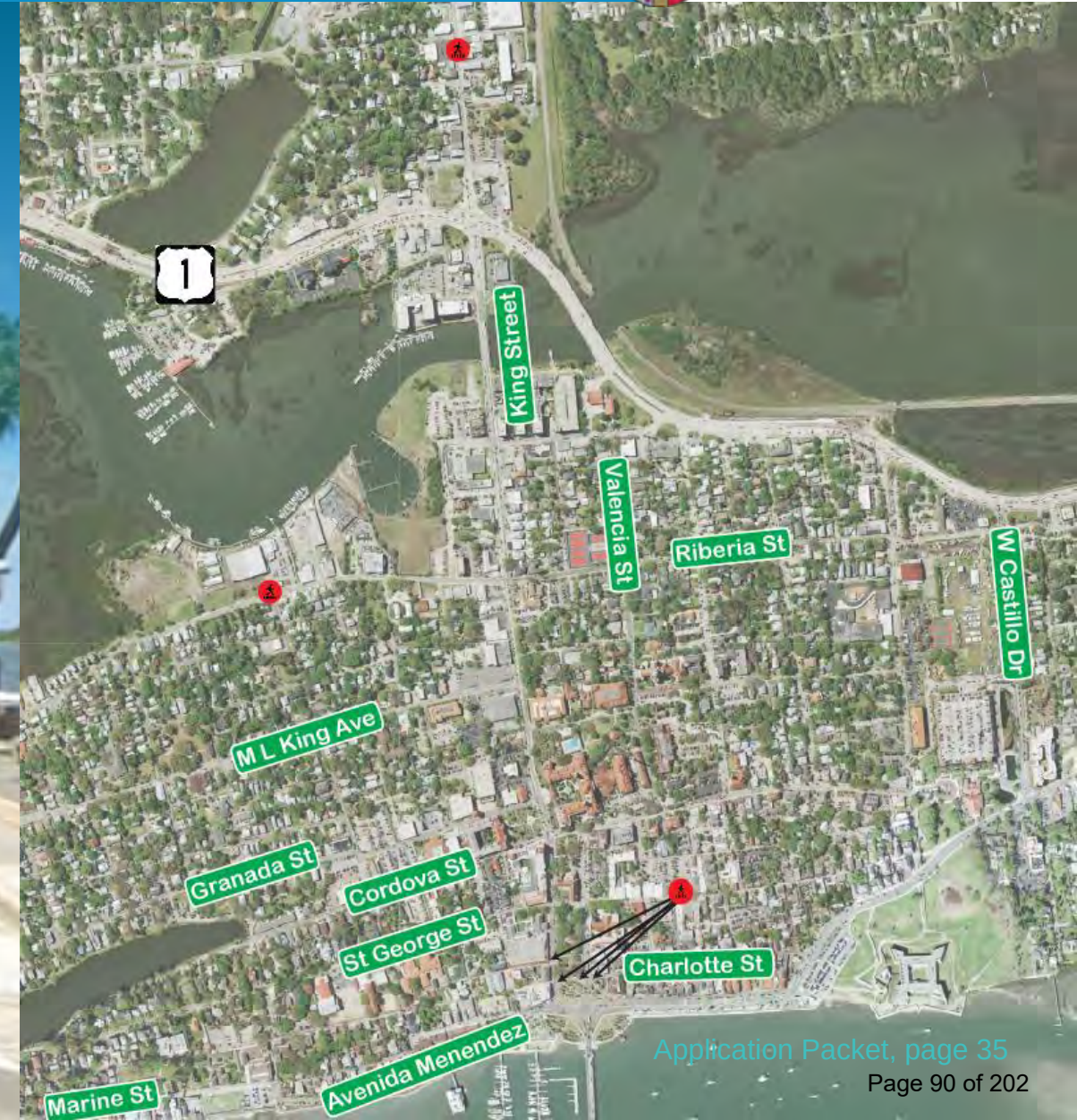
Adjacent Historic Resources:

- None



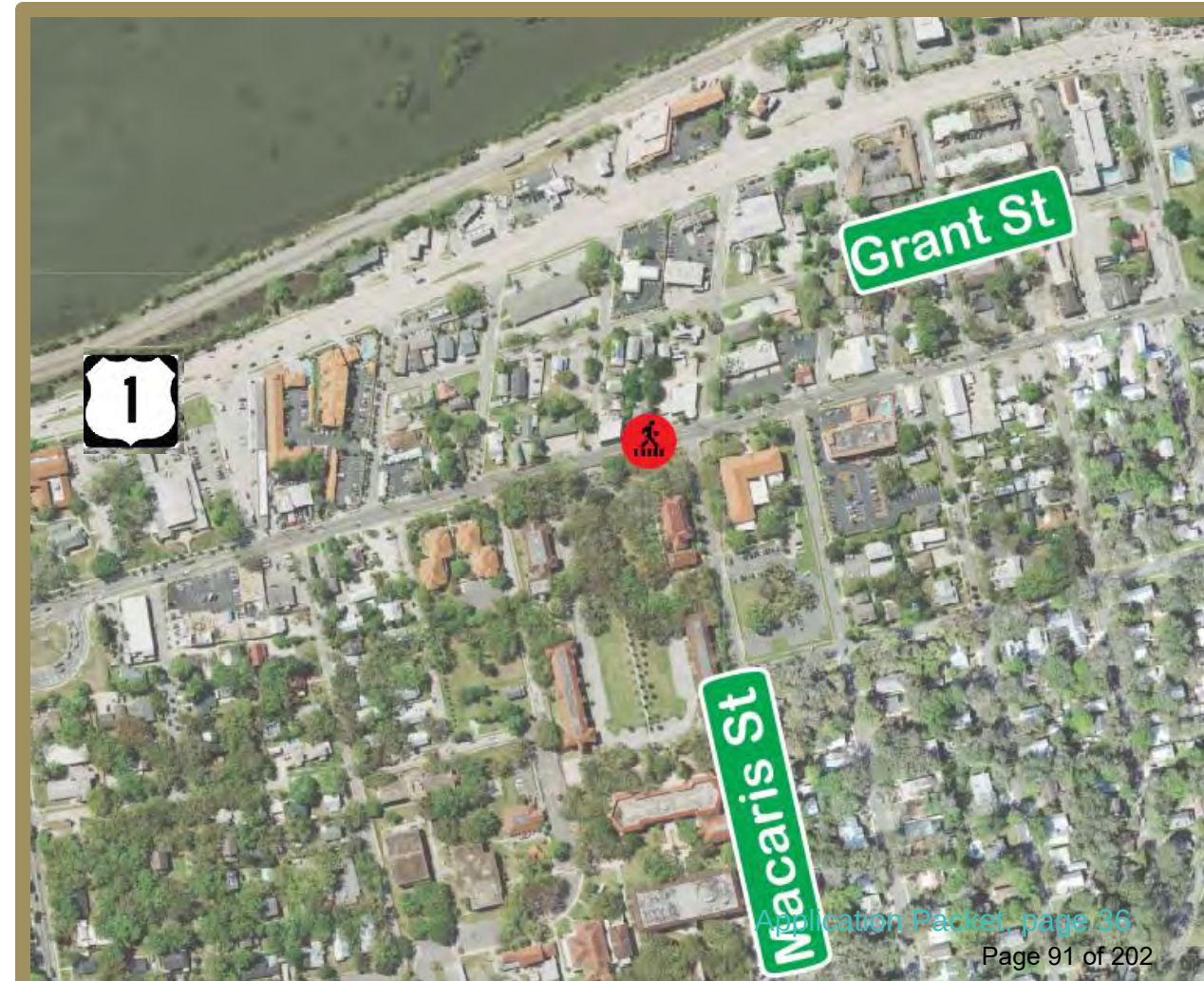


Rectangular Rapid Flashing Beacon





Rectangular Rapid Flashing Beacon



SMART ST. AUGUSTINE

Funding Opportunity for the Department of
Transportation's National Infrastructure Investments
Program (RAISE Grant) for Fiscal Year 2022
NOFO: G4910-9X



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SMART ST. AUGUSTINE

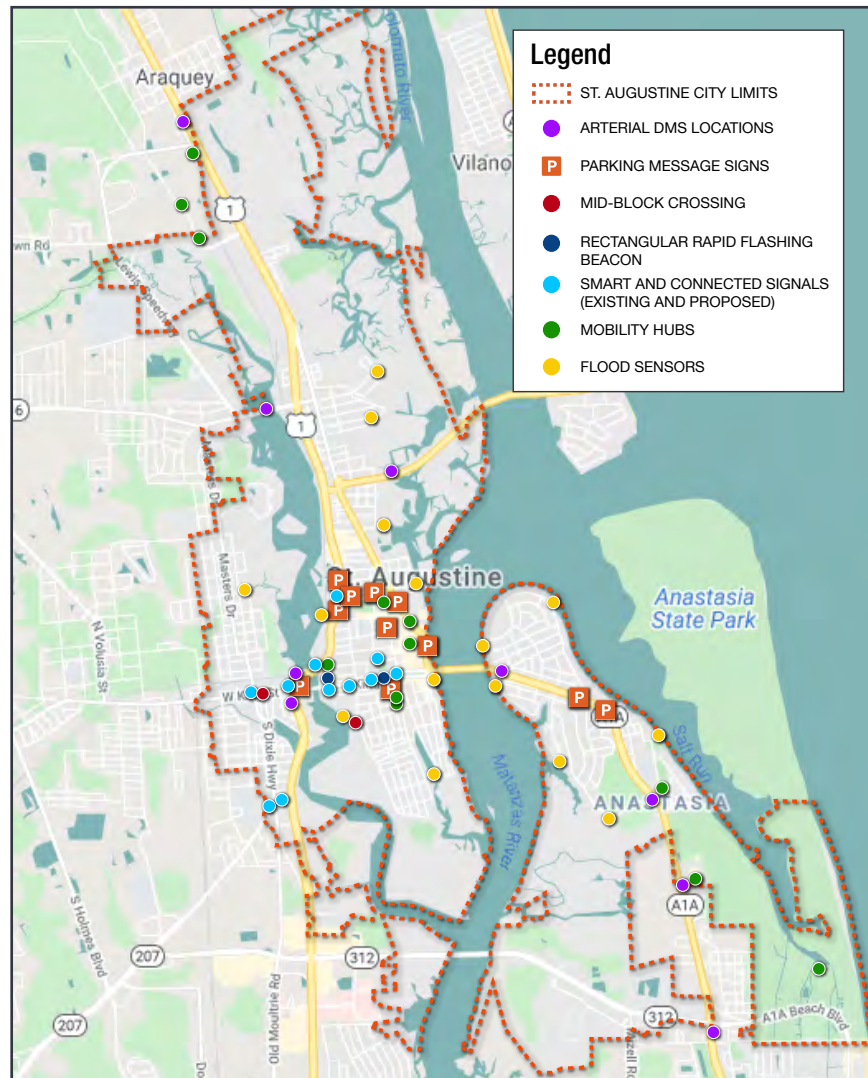
Executive Summary

The Florida Department of Transportation (FDOT), with the City of St. Augustine and the North Florida Transportation Planning Organization (TPO), are pleased to submit this grant application requesting \$12.26 million in RAISE funding for the *SMART St. Augustine* project.

The project includes a citywide deployment of innovative transportation technologies to fulfill the vision of making one of the nation's oldest continuously inhabited cities the nation's smartest city. This vision will be accomplished by deploying innovative transportation technologies to enhance mobility, improve safety, reduce environmental impacts, reduce the costs to operate and maintain infrastructure and provide critical connections for underrepresented groups to social services and jobs.

With a benefit-cost ratio of 2.34, this project is an extremely efficient use of federal resources to improve local and regional safety, sustainability and transportation reliability.

Overall Improvements Map



SMART ST. AUGUSTINE

Growing volumes of vehicles, pedestrians, trucks, and for-hire vehicles are overwhelming the limited parking and street infrastructure downtown. This congestion is a risk to the city's residents, workers, visitors, and historic resources. Pedestrian safety is a major priority for the city, as crashes have increased with higher traffic and pedestrian volumes. Strategies that can improve the lives of residents, workers and visitors are needed. This will provide new economic opportunities for disadvantaged areas such as West St. Augustine.

To address these challenges, the project will implement the following improvements:

- Improvements will result in a **safer and more reliable pedestrian and bicycle environment**, anticipated to reduce vulnerable road user crashes by 25%. **Vehicle crashes will reduce by 5% for all severity classes.**
- Much of the city's traffic congestion is caused by six million visitors searching for parking to reach the 0.5 square mile historic district. Smart parking and traveler information systems are anticipated to **reduce delays by 8%**. "Smart" signals will reduce delay an additional 2%, while investments in alternative travel options will reduce the number of vehicles in the historic district and help manage risks to people walking or on bicycles.
- Investments in EV charging technology at mobility hubs will **reduce transportation-related carbon emissions** and advance the use of sustainable low-carbon travel options.
- The proposed transportation investments are anticipated to **improve travel reliability** throughout the city, **including commute reliability between the city's areas of persistent poverty and job opportunities in Downtown St. Augustine.** Safety improvements are also anticipated to greatly improve bicycle and pedestrian safety for those who rely on public transit and active transportation to access education, health care and jobs.
- Data collection **will improve the risk assessments and strategies identified for infrastructure** improvements to protect \$505 million in city infrastructure and \$2.9 billion of historic resources.

SMART ST. AUGUSTINE

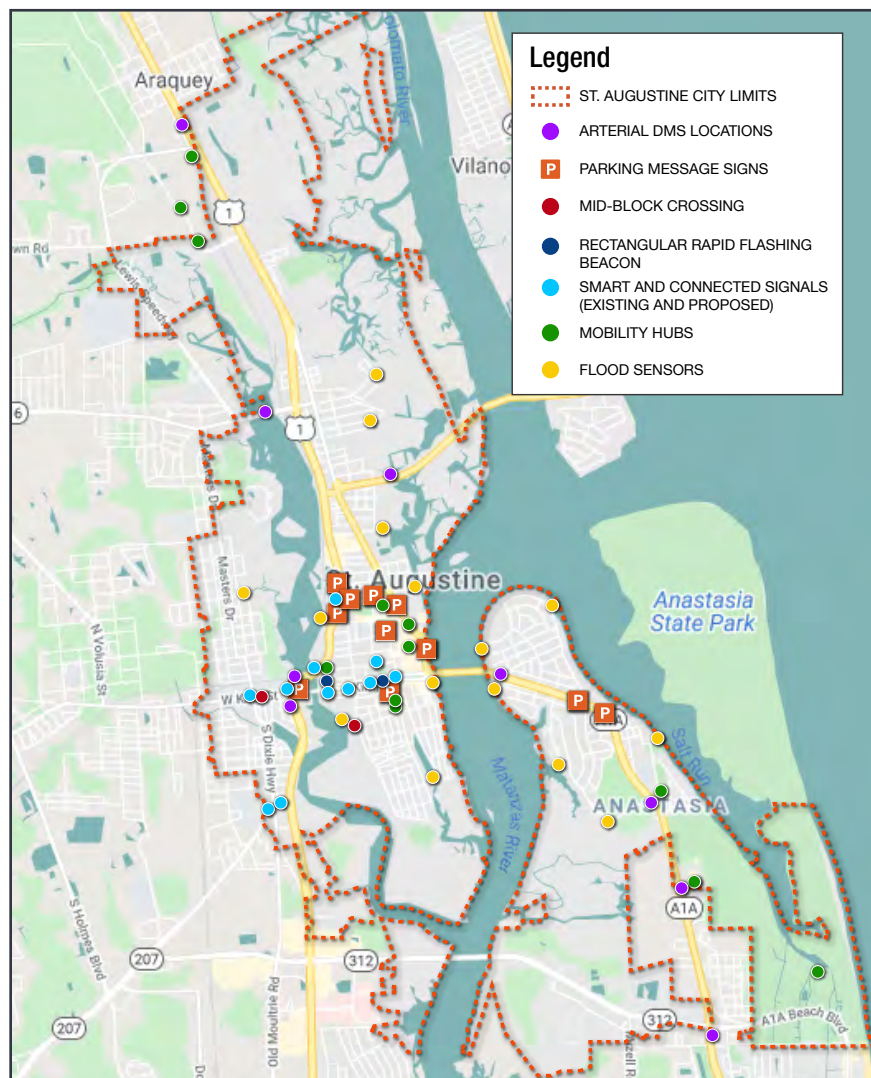
I. Project Description

The Florida Department of Transportation (FDOT), with the City of St. Augustine and the North Florida Transportation Planning Organization (TPO), are pleased to submit this grant application requesting \$12.26 million in RAISE funding for the *SMART St. Augustine* project.

The project includes a citywide deployment of innovative transportation technologies contributing to the vision of making one of the nation's oldest continuously inhabited cities the nation's smartest city. This vision will be fulfilled by deploying innovative transportation technologies to enhance mobility, improve safety, reduce environmental impacts, reduce the costs to operate and maintain infrastructure and provide critical connections for underrepresented groups to social services and jobs.

St. Augustine, dated to 1565, is the nation's oldest continuously occupied settlement of European origin in the continental United States. Six million people visit this 12.9 square mile city by car each year and converge to a historic downtown that is only 0.5 square miles. This creates unique transportation challenges that can only be addressed through this project.

Figure 1: Overall Improvements Map



Project Benefits

Growing volumes of vehicles, pedestrians, trucks, and for-hire vehicles are overwhelming the limited parking and street infrastructure downtown. This congestion is a risk to the city's residents, workers, visitors, and historic resources. Pedestrian safety is a major priority for the city, as crashes have increased with higher traffic and pedestrian volumes. Strategies that can improve the lives of residents, workers and visitors are needed. The project will also tie different parts of the city together. This will provide new economic opportunities for disadvantaged areas such as West St. Augustine.

To address these challenges, the project will implement the improvements summarized in Table 1:

Table 1: Project Improvements and Benefits

Project Improvements	Benefits
Foundational Activities	
• Software integration • Communications infrastructure for field devices • Align data exchange and analytics • Marketing and communications • Strategies to preserve multicultural historic and architectural resources in St. Augustine	Software integration and a comprehensive smart city strategy will improve reliability, reduce maintenance costs, and provide quality-of-life benefits for both residents and visitors.
Improve Safety of Vulnerable Road Users	
• Crosswalk improvements • Automated bicycle and pedestrian sensors • Audible pedestrian count down signals • Bicycle and pedestrian safety app • Smart lighting • Street flood and water level sensors	Improvements are anticipated to reduce vulnerable road user crashes by 25% overall. Vehicle crashes will reduce by 5% for all severity classes.
Enhance Mobility	
• Parking Management System (PMS) • Arterial Dynamic Messaging Signs (DMS) • Parking information signs • Virtual DMS • "Smart" signals and the Connected Vehicle Environment (CVE) • Automated Traffic Signal Performance Measures (ATSPM) and real-time congestion monitoring • Bridge closure notification system • Mobility hubs with information kiosks, parking pay stations, bike racks, and Electric Vehicle (EV) charging stations • Integrated traveler information application	Much of the city's traffic congestion is caused by visitors searching for parking in the historic district or during major events. Smart parking and traveler information systems are anticipated to reduce delays by 8%. "Smart" signals will reduce delay an additional 2%, while investments in alternative travel options will reduce the number of vehicles in the historic district and help manage risks for vulnerable road users.

SMART ST. AUGUSTINE

Project Improvements

Benefits

Provide Sustainable Solutions and Create Resilient Communities

- Street lighting replacement with Light Emitting Diode (LED) luminaries
- EV charging stations at mobility hubs
- Stormwater sensors for resiliency risk assessments and data analytics

Investments in sustainable energy will reduce transportation-related carbon emissions, maintenance costs, and encourage the use of sustainable travel options. Stormwater sensor data collection will improve the city's ability to assess risk and identify strategies for infrastructure improvements to protect \$505 million in city infrastructure and \$2.9 billion of historic resources.

Remove Barriers to Accessing Opportunities

- Transportation Network Companies (TNCs) and Flagler Hospital partnerships

The proposed transportation investments are anticipated to improve travel reliability throughout the city, including commuter reliability between the city's Areas of Persistent Poverty and job opportunities in downtown St. Augustine. Safety improvements will greatly improve bicycle and pedestrian safety for those who rely on public transit, paratransit, and active transportation to access education, health care, and jobs.

Project History and Context

The *Smart Region Master Plan*, prepared by the North Florida TPO for the metropolitan area was adopted by the greater St. Augustine region in 2018. The plan was endorsed by more than 100 stakeholders from government, business and non-government organizations in the region including the City Commission. The plan identified *SMART St. Augustine* as a signature, priority project. The *SMART St. Augustine* project consists of investments to address transportation issues related to safety, mobility, resiliency, energy, ladders of opportunity, and healthcare.

The region moved forward to invest in developing the *SMART St. Augustine Master Plan* (completed in 2019) to refine the vision. Systems engineering for the investments in this grant was completed in 2021. The activities include a systems engineering management plan, concept of operations, digital architecture, preliminary plans for an initial phase of the project that is programmed and system requirements **making this a “shovel-ready” project ready for design-bid-build procurement.**

The project also leverages the following recent investments made by the City, TPO and FDOT:

- Construction of new Rectangular Rapid Flashing Beacon (RRFB) mid-block crossings on SR A1A in the Uptown District on San Marco Avenue
- Adding automated pedestrian detection as a pilot into a new RRFB mid-block crossing near Flagler College
- Implementing a smart parking system consisting of pay stations and on-line payment systems
- Construction of an innovative intersection improvement at May Street and San Marco Avenue (two segments of SR A1A)
- Raising the heights of traffic signal cabinets and other infrastructure to enhance resiliency
- Implementing smart waste receptacles on St. George Street
- Developing a regional Integrated Data Exchange (IDE) where information is shared between agencies and real-time congestion management tools, corridor planning tools and tools to support the needs of organizations preparing grants for underserved communities

An initial phase of this project to install traffic signal controller upgrades and Roadside Units (RSUs) in the CVE along US 1B King Street and Cathedral Street in downtown St. Augustine is funded for \$960,000 as part of the FDOT's Technology Application Partnerships with Local Agencies for Deploying Connected and Automated Vehicle Technologies (TAPS-LA).

II. Project Location

SMART St. Augustine is a transformative project within the City of St. Augustine, Florida. The city is located in St. John's County and is part of the Jacksonville metropolitan statistical area (MSA). According to the 2020 Census, the City of St. Augustine has a population of about 14,300 while the MSA population is approximately 1.6 million. A map of St. Augustine and its larger geographic context is shown in Figure 2.

US 1 is the city's major north-south arterial, which connects the city's historic downtown with rapidly growing municipalities to the north and south. SR A1A is a coastal scenic highway and connects to other coastal cities. The City is located approximately five miles east of I-95 and is connected to the Interstate System by four-lane SR 16 and SR 207. I-95 and US 1 connect the City to the greater Jacksonville area and to other major metropolitan areas on Florida's east coast to the south. **Six million visitors arrive to this 12.9 square mile city by car each year and converge to a historic downtown that is only 0.5 square miles.**

The Northeast Florida Regional Airport, located on US 1 north of the City, is a general aviation airport with limited commercial flights. The Florida East Coast Railway, a Class III railroad, is the primary railroad for freight service on the east coast of Florida running between the Port of Miami and Jacksonville. St. Augustine's Historic District is a major regional tourism destination that draws millions of visitors. It is the city's major job center with a high percentage of local jobs supporting the tourism and service industries.

Figure 2: Project Context Map



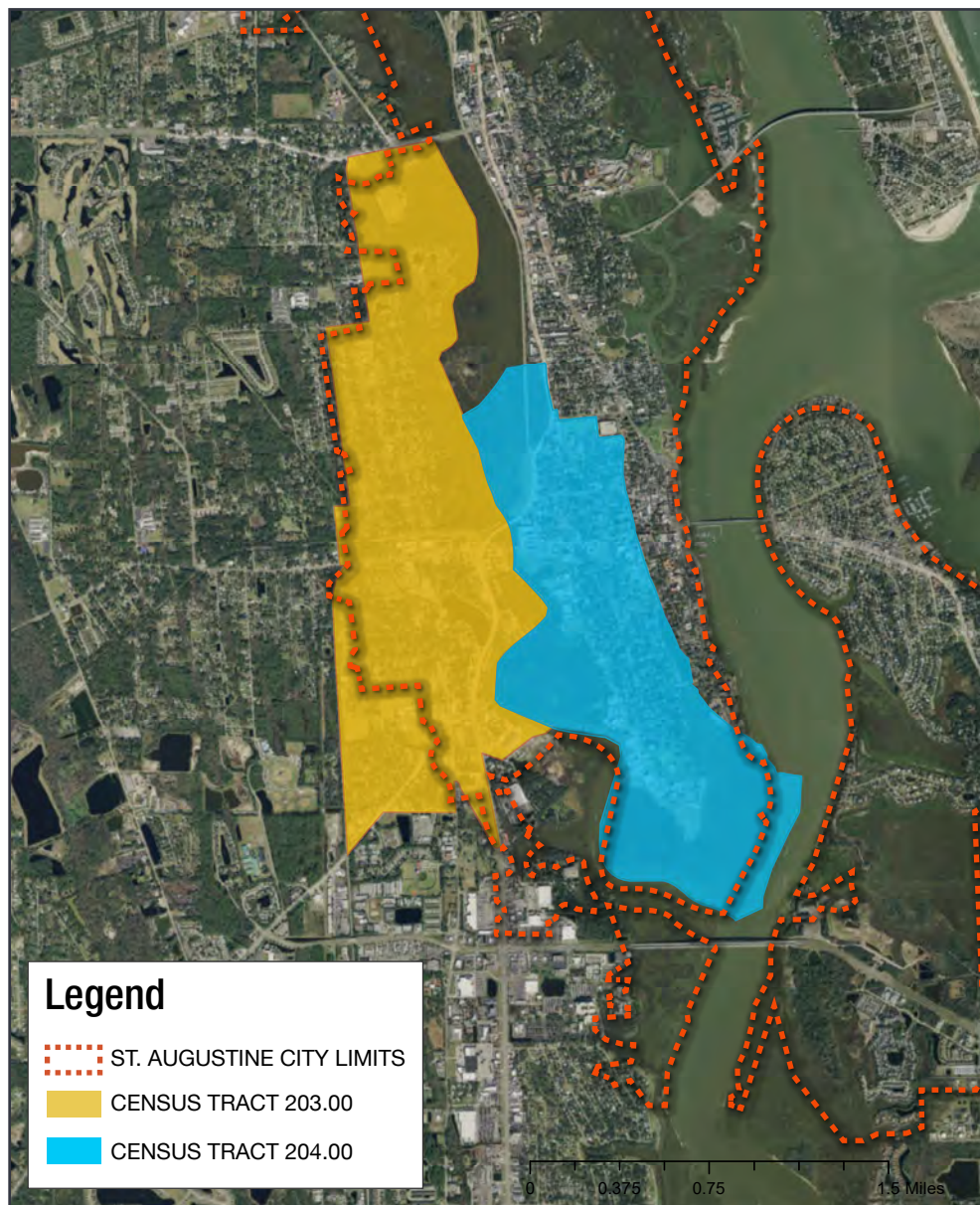
SMART ST. AUGUSTINE

The City includes two census tracts (203 and 204) designated as areas of persistent poverty, with one tract (203) also being designated as a historically disadvantaged community. In addition, the project falls within Federally Designated Opportunity Zone 12109020400, as shown in Figure 3. **Fifty-three percent of the city's population lives in areas designated as having persistent poverty.**

Table 2: Project Location

Location	Urban/Rural	Areas of Persistent Poverty	Historically Disadvantaged Community
City of St. Augustine, FL	Urban	Census Tracts 203, 204	Census Tract 203

Figure 3: Areas of Persistent Poverty



III. Grant Funds, Sources and Uses of all Project Funding

The project budget shown below is based on the *SMART St. Augustine Systems Engineering Report*, most recently updated in February 2022.

Total Project Budget

The total budget for *SMART St. Augustine* is \$15.4 million, which includes the match for the federal funding sources. The total project budget is broken down by project component in Table 3.

Table 3: Project Budget

Project Component	Budget	Percentage
Project Development & Environment (PD&E)	\$305,482	2%
Design	\$1,682,188	11%
Construction	\$11,050,393	72%
Construction Engineering & Inspection (CEI)	\$2,353,819	15%
Total	\$15,391,882	100%

Source of Funds

FDOT requests a RAISE discretionary grant of \$12.26 million for project deployment. This is equal to 80 percent of the total \$15.39 million future eligible project cost, as shown in Table 4. The requested RAISE grant will be the only federal funding in this grant agreement.

Table 4: Source of Funds

Fund Source	Amount	Percentage
Non-Federal Contribution	\$3,128,723	20%
RAISE Grant	\$12,263,159	80%
Total	\$15,391,882	100%

Non-Federal Funding

The non-federal funding commitment of \$3.13 million is comprised of contributions from FDOT and the City as shown in Table 5. FDOT's contribution is programmed in the state's work plan, and a letter committing the City's contribution is provided with the letters of support.

Table 5: Non-Federal Funding Commitments

Organization	Contribution
Florida Department of Transportation	\$2,839,753
City of St. Augustine	\$288,970
Total	\$3,128,723

SMART ST. AUGUSTINE

Other Program Funding

The overall *SMART St. Augustine* program includes approximately \$1.8 million in previously programmed federal and non-federal expenditures to support coordinating projects. An initial phase of this project is funded for construction in fiscal year 21/22 of the FDOT Work Program for \$968,000 as part of the TAPS-LA. This funding is included in the local match.

Other federal funding expenditures include the use of North Florida TPO funds for public involvement and integrated data exchange, and FDOT federal funding for connected vehicle integration upgrades. TPO federal funding was used to complete the *SMART St. Augustine Master Plan* and *Systems Engineering Report*. Previously expended local match was provided through City of St. Augustine local sources.

The total program is anticipated to have a budget of \$17.15 million including previous expenditures. These funding amounts and sources are shown below in Table 6.

Table 6: Other Programmed or Previously Expended Funding Sources

Source of Funds	Contribution
RAISE Grant	\$12,263,159
Other Federal (Programmed)	\$1,058,552
Other Federal (Previously Expended)	\$160,000
Local match (Previously Expended)	\$535,551
Total	\$17,145,985

Use of Funds

SMART St. Augustine is construction ready. Project funding will be used to fund the final design, deployment, construction engineering and inspection and post-project elevation. No right-of-way acquisition or roadway construction is anticipated in association with this grant. The project qualifies as a Programmatic Type 2 Categorical Exclusion and **no environmental phase is needed**. A cultural resource assessment is proposed in the Project Development and Environmental (PD&E) phase below to avoid impacts to the historic resources in the city.

The anticipated use of each funding source is shown in Table 7, broken down by project component and funding sources. Note that project unknowns are included in the construction budget for this project.

Table 7: Use of Funds by Project Component and Source

Project Component	Non-Federal	RAISE	Total
PD&E		\$305,482	\$305,482
Design		\$1,682,188	\$1,682,188
Construction	\$3,128,723	\$7,921,670	\$11,050,393
Construction Inspection & Engineering		\$2,353,819	\$2,353,819
Total	\$ 3,128,723	\$12,263,159	\$15,391,882

IV. Selection Criteria

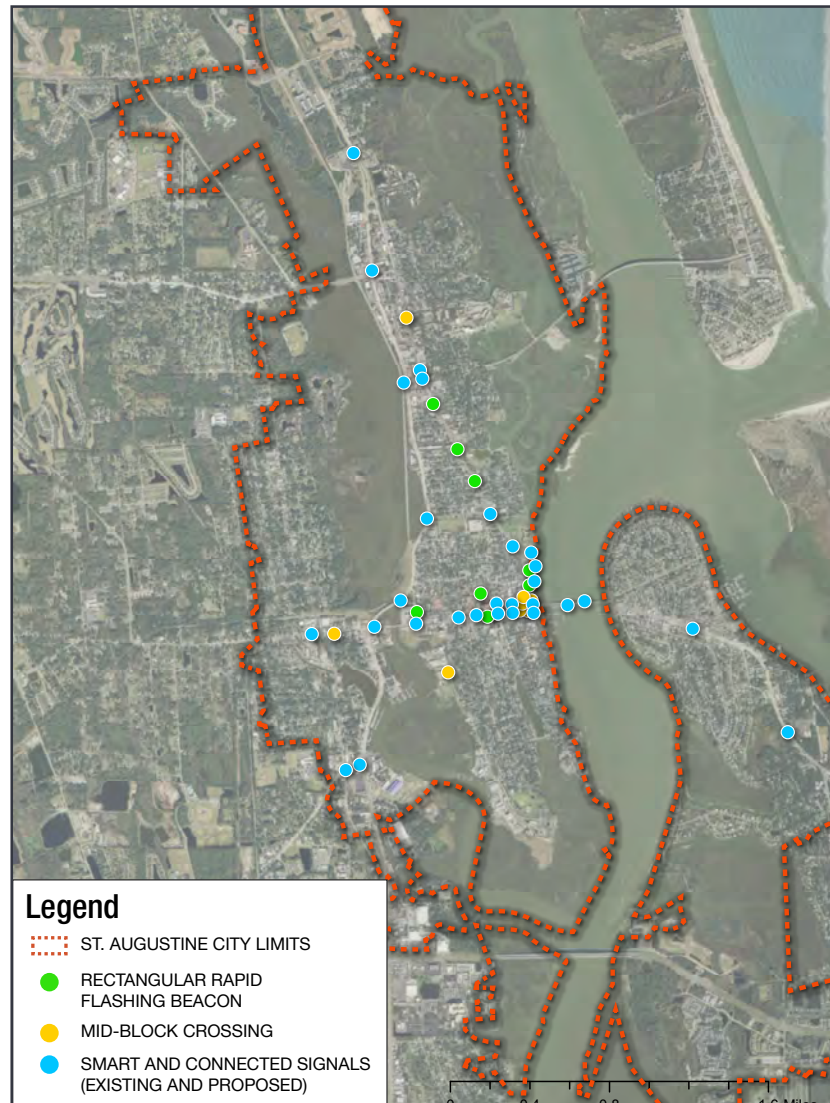
Primary Selection Criteria

Safety

Improving resident, worker, and visitor transportation safety, especially for disadvantaged populations, is one of the key purposes of the *SMART St. Augustine* project. This project will improve safety outcomes within the project area by reducing the number, rate, and severity of transportation-related crashes, particularly for vulnerable road users.

St. Augustine has a high crash rate involving bicyclists and pedestrians. The City experienced four fatalities, 81 serious-injury crashes, and 44 property-damage-only crashes involving bicycles or pedestrians over three years (2017 to 2019). The economic cost of these crashes averages \$28 million per year in lost incomes, medical costs, and other expenses.

Figure 4: Safety Improvement Map



SMART ST. AUGUSTINE

Characteristics of vulnerable road users in St. Augustine include:

- Tourists who are unfamiliar with the area. Some tourists use wheelchairs and other electronic personal assistive devices
- Over 1,000 students and their families who attend the world-renowned Florida School for the Deaf and Blind, which is located just north of downtown St. Augustine
- Local pedestrians, cyclists, transit riders, micromobility device users, automobile drivers, and horse-drawn carriages
- Special event participants such as marathons, parades, or others

The *SMART St. Augustine* project will reduce crash risk and increase safety outcomes for all people, including vulnerable road users, through the following improvements:

- Installation of six mid-block Rectangular Rapid-flashing Beacon (RRFB) in high-pedestrian traffic areas
- Automatic pedestrian and bicycle detection deployed at four signal locations
- Pedestrian walk time extension for low-mobility pedestrians
- Smart lighting sensors and luminaries at three mid-block crossings
- Audible pedestrian countdown signals at 23 locations

Peer reviewed studies show that smart lighting at mid-block crossings reduced vehicle speeds by 19% and reduced crash severity at similar locations.¹

A bicycle and pedestrian safety mobile-device application is also planned to provide accurate bicycle and pedestrian detection. The application recognizes when the cyclist is within a pre-defined detection zone and notifies the traffic controller to extend the green time for the approaching bicycle. The project will also improve pedestrian safety through a smart parking management system (described under Environmental Sustainability) by reducing the number of vehicles circulating while searching for parking in high-bicycle and pedestrian volume areas.

The total annual monetized benefit associated with the reduction in bicycle, pedestrian and vehicle crashes was monetized at \$39.7 million, or \$20.4 million at a 7% discount, over the analysis period of seven years.

Environmental Sustainability

SMART St. Augustine will advance environmental sustainability by implementing EV charging technology to reduce greenhouse gas emissions, addressing sea level rise, coastal flooding, and by improving coastal flooding modeling and early warning systems.

The Florida School for the Deaf and Blind is located in central St. Augustine. It is the largest of its type in the United States, with 47 buildings on 82 acres. It serves 600 students and 400 infants/toddlers (and their parents). The *SMART St. Augustine* project directly supports this population by adding pedestrian countdown signals, extending pedestrian walk times, implementing automatic pedestrian detection at four signals, and constructing other improvements that were identified through extensive conversations with the School.



Figure 5: Street Flooding in St. Augustine Following a September 2020 Rainstorm



SMART ST. AUGUSTINE

The project supports the sustainability goals of the City's 2030 Comprehensive Plan, the 2018 Historic Preservation Plan, Stormwater Master Plan update, the Resiliency Master Plan, and the region's long-range transportation plan.

The project also supports FDOT's Resiliency of State Transportation Infrastructure Policy to consider resiliency of the State's transportation system to support the safety, mobility, quality of life and economic prosperity of Florida's residents and preserve the quality of our environment and communities. Resiliency includes the ability of the transportation system to adapt to changing conditions and prepare for, withstand, and recover from disruption.

Reducing Greenhouse Gas Emissions

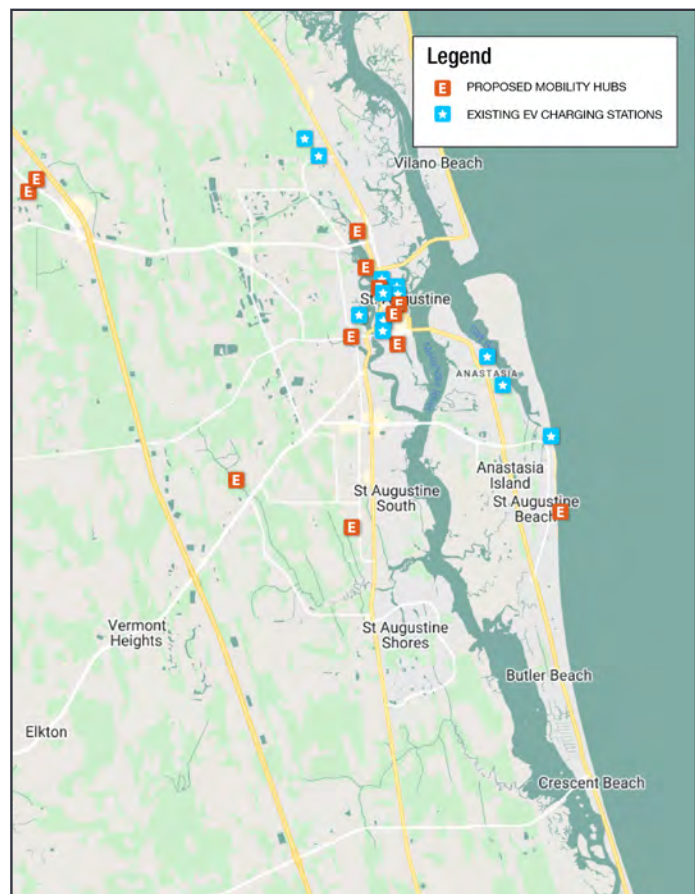
The *SMART St. Augustine* project will reduce citywide greenhouse gas emissions by installing EV charging infrastructure at the project's mobility hubs to encourage the use of EVs and improve traffic operations in the city. Proposed EV charging hubs are shown in Figure 6.

There are currently one public EV charging station and eight private EV charging stations within the city limits. The City's six million annual visitors arrive primary by personal vehicle and *SMART St. Augustine* will install infrastructure to support EV charging stations at mobility hubs located in public parking lots, garages and remote parking lots used during special events when shuttle services are active. These hubs will also include visitor information kiosks and bicycle racks to further incentivize mobility hub use.

Vehicles circulating to find available parking spots currently increase traffic congestion by 30%.² The project will install a smart parking management system consisting of occupancy sensors, license plate readers and a parking and travel information app. DMS and a virtual DMS app will direct visitors to available parking. These information signs will be located along entry corridors to the city to eliminate the need for vehicles to travel downtown. Studies have shown that broadcasting information on the availability of on-street parking spaces reduces delays by up to 43%,³ while reducing traffic volumes by up to 9% and lowering emissions.

The project will install a system of smart and connected signals to proactively manage the street and highway system. Traffic volumes and patterns change regularly in St. Augustine depending on day of the week, hour of the day, current

Figure 6: Proposed and Current EV Charging Hubs



SMART ST. AUGUSTINE

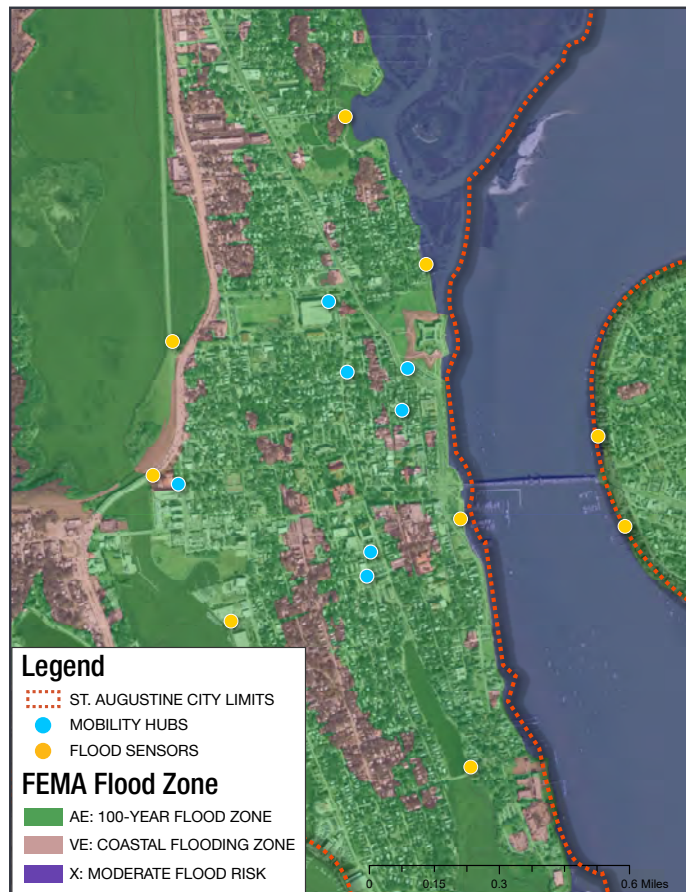
events, weather, and flooding. Connected signals will communicate with connected vehicle systems to share information about signal timing, allowing vehicles to better time their arrival at signals, reducing idle time. Pilot projects have shown a 40% travel time reduction and 25% lower vehicle maintenance and operations expense by reducing vehicle braking and idling.

The total benefit associated with the emissions reduction was \$0.17 million (approximately \$93,425 at a 7% discount rate). A net travel time savings for all vehicles of \$17.0 million in 2020 dollars, or \$9.3 million at a 7% discount rate is anticipated. This benefit does not include additional user cost savings.

Sea Level Rise and Coastal Flooding

Proximity to scenic waterways and pristine coastlines is economically valuable to St. Augustine. The presence of these waterways also corresponds with enhanced risks associated with climate change. These risks include frequent street flooding due to sunny day (or tidal) flooding tied to sea level rise, and risk for other severe storm events such as hurricanes. Risks such as these and others place the city's \$505 million of public infrastructure and \$2.9 billion worth of historic resources at risk. This regular flooding presents safety and mobility risks to residents, workers and visitors and is a significant threat to the regional economy.

Figure 7: Sustainability/Flood Sensor Map



To manage this risk, the project will install new flood sensors at locations identified in a Coastal Vulnerability Assessment prepared for the City by the Florida Department of Environmental Protection.⁵ To improve stormwater management, sensor data from the proposed street flood warning system will be used to improve the city's predictive modeling and better understand the risks caused by increased coastal flooding. It will also improve the city's resiliency risk analysis, assessments, and prioritization of funds. The grant-funded project will leverage the data produced by these new flood sensors to alert residents when street flooding is imminent or occurring and route travelers around this hazard to enhance safety.

The proposed sensor locations are shown in Figure 7.

SMART ST. AUGUSTINE

The proposed improvements preserve transportation capacity and improve safety and reliability while not adding impervious surface to the city's existing system to avoid creating additional runoff and exacerbating flooding.

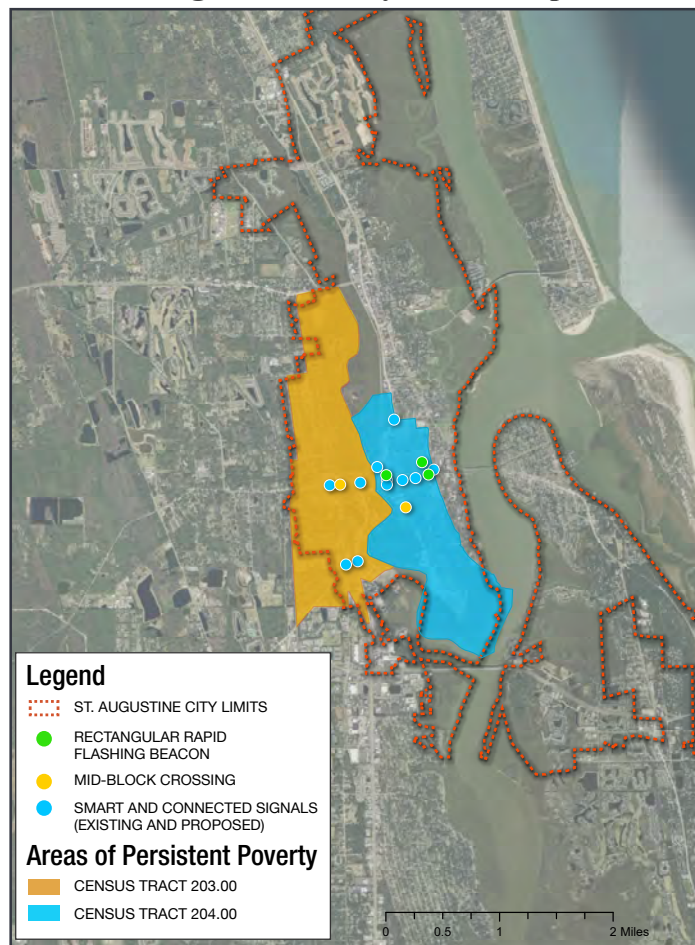
Quality of Life

The grant-funded *SMART St. Augustine* project will improve the quality of life for residents, workers, and visitors. *SMART St. Augustine* will reduce barriers to accessing the city's major job center, the Historic District, by improving safety and transportation reliability for those commuting into downtown by all modes.

Improve Access to Medical Care

A lack of reliable and affordable transportation is a barrier to residents and workers accessing medical care in St. Augustine as noted in the North Florida TPO's study "Mobility for the Underserved: Improving Lives Through Mobility." Developing "ladders of opportunity" is a core objective of the North Florida TPO's *Smart Region Master Plan*, referring to strategies that help underserved communities elevate their income, health, and quality of life. The North Florida TPO and FDOT are partnering to implement these strategies through *SMART St. Augustine*.

Figure 8: Quality of Life Map



Transportation barriers are the third leading cause of missing a medical appointment for older adults across St. John's county. To mitigate these affects, the project includes partnership with Flagler Hospital and a transportation network company (TNC) (GetMiles) to develop a pilot program that subsidizes travel by people with low incomes to and from medical appointments. This program will also increase TNC availability in low-income communities. An incentive will be provided in the form of electronic gift cards or discounts on other services when a patient attends a scheduled appointment. The benefits of this program will be to improve attendance for high-risk populations such as prenatal care, to avoid unneeded emergency room visits, and provide more reliable attendance and revenues for the medical-care provider.

SMART ST. AUGUSTINE

St. John's County, where St. Augustine is located, has significant racial disparities in poverty rates. Low-income and minority populations are heavily concentrated in West St. Augustine, which is designated as an area of persistent poverty. The West St. Augustine area is designated as medically underserved as defined by the U.S. Department of Health Resources and Services Administration, meaning there are “too few primary care providers, high infant mortality, high poverty or a high elderly population.”

Reducing Barriers for Vulnerable Populations

As noted previously, St. Augustine is also home to the FDSB, the nation's largest school of its type. To enhance safety, audible countdown pedestrian signals and automatic pedestrian detection are proposed throughout the City to provide greater accessibility for these students. The FDSB's curriculum emphasizes teaching life skills and through regular community outings and interaction, so visually and hearing-impaired students and staff are regular users of the city's infrastructure. Improving safety for these vulnerable road users increases their ability to access local opportunities safely and without barriers.

Figure 9: FDSB Students Navigating the City's Streets



Improves Mobility and Community Connectivity

This program will improve mobility for non-motorized users through the safety improvements noted the “Safety” section. The technology and crossing improvements described in that section are anticipated to reduce crashes for vulnerable road users throughout the City. All pedestrian and crossing improvements will be designed to meet Americans with Disabilities Act requirements and Florida's Elder Road Users Policies.

In addition, the *SMART St. Augustine* parking management system will reduce the total volume of circulating vehicles throughout the congested downtown historic district. Up to 30% of the city's traffic congestion is estimated to occur from visitors circulating and looking for a parking spot to visit a downtown destination. Improved parking information signage is expected to decrease the volume of circulating vehicles in an area with a high rate of pedestrian and bicycle crashes, thereby decreasing the probability of collisions in an area with a high volume of pedestrians.

The project includes the installation of mobility hubs throughout the community. These mobility hubs will include EV charging stations, information kiosks, and bicycle parking racks to serve both the St. Augustine Community and the high volume of tourists. Mobility hubs are especially important in areas such as the historic downtown district where a large volume of visitors are unfamiliar with the area. The information provided at these locations will encourage visitors to navigate to their destinations on foot and improve connectivity between various destinations, while simultaneously providing services for workers of the historic districts.

Economic Competitiveness and Opportunity

The proposed improvements will benefit the local and regional economy by accommodating further growth in the region's tourism economy and improving access to regional jobs for local workers.

Increase Tourism Opportunities

St. Augustine receives an astounding six million visitors per year and the economy relies heavily on tourism jobs, which are concentrated in the historic district. Over 20% of the historically disadvantaged West St. Augustine residents are employed in tourism-related jobs in the downtown historic district.

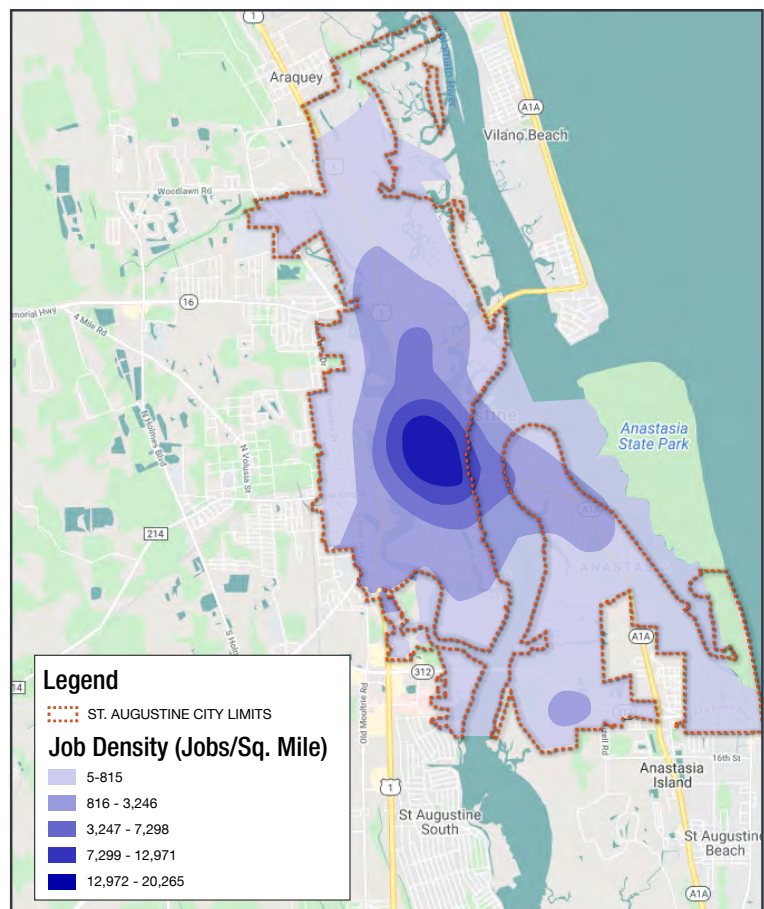
Currently, the largest threat to St. Augustine's continued growth as a national tourism hub is congestion and mobility challenges that discourage visitors. The current constraints, particularly in the congested historic district, result in lengthy traffic delays, vehicle congestion, and a confusing parking system. As tourism continues to grow, these challenges are likely to mount, to the point that many visitors may choose an alternate vacation destination.

The proposed improvements will increase safety for people walking and bicycling in the historic district and improve overall traffic reliability and parking management. These improvements to the visiting experience are likely to increase the number of visitors who travel to St. Augustine each year, creating additional jobs critical to the local economy.

Increase Access to Jobs

SMART St. Augustine will also improve access to jobs. According to the 2018 Census data, almost 32% of workers who live in St. Augustine's areas of persistent poverty (Census Tracts 203 and 204) work within the tourism and service industry. U.S. Census data shows a strong relationship between residents in the historically disadvantaged West St. Augustine, in Census Tract 203, and jobs in the historic downtown district. Peer reviewed research shows low-income workers have less flexibility in work hours as compared to higher-wage workers,⁷ and benefit more significantly from more efficient transportation options.

Figure 10: Job Density Map



SMART ST. AUGUSTINE

The proposed improvements will increase safety for workers that access the downtown historic district by biking or walking, and improve travel efficiency and speed for those that travel via car or transit.

State of Good Repair

The project will invest in state of good repair by implementing improvements that reduce unnecessary wear-and-tear on the city's roadways, improve the city's ability to apply data analytics to infrastructure management and by creating a more connected system that reduces life-cycle maintenance costs.

The proposed "smart" parking management system will significantly reduce circulating traffic seeking parking (as discussed in previous sections). This will lead to fewer vehicle trips on the city's historic roadways extending the service life based on a reduction of basic wear-and-tear. The project will also provide a dynamic truck parking information system to reduce the damage to curbs and drainage structures caused by trucks circulating on the city's narrow roadways seeking parking. The project will save the city expenditures for its pavement resurfacing and repair in the Capital Improvement Program.

Sensor data from the street flood warning system will be used to enhance the city's predictive modeling capability, enhancing the city's long-term sustainability in the face of climate change and sea level rise. Part of the charm and beauty of St. Augustine is its proximity to scenic waterways and pristine coastlines. Simultaneously, these features put the City at risk to flooding from rising tides due to sea level rise and increasingly frequent and intense storm events. These hazards threaten the historic assets that define the City. St. Augustine's historic districts represent 41% of the city's total assessed value.

Seventy-five percent of the land area in historic districts fall within a high-risk flood zone.⁸ Protecting these assets through predictive modeling and proactive planning enhances the region's overall economy by ensuring the historic district remains a tourist destination for the long-term future.

Operations and maintenance of the proposed deployment is included in the life-cycle costs for this project to ensure the project remains in a state of good repair. The operations and maintenance costs are funded through a variety of sources, including FDOT operations funds, city parking revenue, user fees, general revenue, and regional funding sources through the North Florida TPO.

The project also includes the integration of a video-based machine learning pavement management system. This proposal is based on a successful pilot program conducted by the North Florida TPO which demonstrated the effectiveness of this system and is now adopted in other counties in the region.

The total net cost of operations and maintenance over the analysis period was \$2.6 million, or \$1.47 million at a 7% discount. In the benefit-cost analysis, the net increase in operations and maintenance costs is treated as a negative benefit (a disbenefit).

SMART ST. AUGUSTINE

Partnership and Collaboration

Regional Stakeholders

SMART St. Augustine leverages key regional partnerships developed through the 2018 North Florida Smart Region Master Plan. Regional coordination and adoption of the Smart Region Master Plan occurred in 2018 and the plan was endorsed by more than 100 stakeholder government, chambers of commerce, businesses, and non-government organizations in the region.

The project is included in several regional and local planning documents, as outlined in Section V.

Public-Private Partnerships

The project will also leverage key public-private partnerships to deploy and manage several of the key project components.

TNC Partnerships

The City will partner with existing TNCs to provide enhanced mobility and access to healthcare for local underserved populations. This program is further described in Section IV under “Quality of Life.”

Visit St. Augustine Mobile Application

The *Visit St. Augustine* mobile application is owned and operated by a private sector company and provides information to visitors on things to do, places to stay, where to eat, special events and maps. The City intends to partner with the existing *Visit St. Augustine* mobile application (on a non-exclusive basis) to provide enhanced traveler information. Other parties such as Google may also be interested. Information on parking availability from the existing parking management system and the data collected in the Historic Downtown Parking Garage will be integrated and shown within the existing app to create a single portal for all traveler and visitor information. Advertising is currently used to support the costs of the development and maintenance of this app. If this partnership is successful, the costs of sharing the information will be absorbed by Visit St. Augustine through a service level agreement.

In addition, the project will embed location services into the *Visit St. Augustine* application to provide detection and prediction analytics for bicyclists and pedestrians at intersections. The app will recognize when the cyclist is within a pre-defined detection zone and communicate with the traffic signal to extend green times and allow for safe crossing.

Public Engagement

The *SMART St. Augustine* project grew out of concepts included in several local and regional plans, including the City’s 2040 Mobility Plan, Strategic Plan, Comprehensive Plan, and the North Florida TPO’s Long Range Transportation Plan (further detailed in Section V). Each of those planning efforts featured significant public engagement efforts, which ultimately informed the goals, vision, and specific implementation details of this project.

Figure 11: Project Partners



SMART ST. AUGUSTINE

Because of the ability to leverage those prior engagement efforts and the significant regional partnerships involved with this project, no specific public engagement efforts have been undertaken regarding this project. Public engagement will be a critical element of this project upon funding.

Although intelligent transportation systems qualify as a programmatic categorical exclusion under 23 CFR 711.117, a cultural resource assessment survey will be performed to identify any potential conflicts during construction. If conflicts are identified, the proposed field element will be relocated to avoid any resources. A public hearing will be conducted as part of this process.

Public hearings will also be conducted as part of the City's Architectural and Historic Review Committee that will participate in reviewing and approving field components on the City-maintained streets.

A separate public information campaign will be conducted to engage residents and business owners in refining the proposed project and promoting adoption of the innovative technologies. This process will begin during the design phase and continue through construction.

Innovation

This project meets the criteria for innovation in all three categories, as described below.

Innovative Technologies

SMART St. Augustine relies on the deployment of innovative technology to manage and improve operations of the existing transportation system, rather than building capacity improvements. Collectively, these technology deployments will improve the safety of vulnerable road users, improve the City's asset management capabilities, prepare the existing system for connected and automated vehicle technology, and improve overall system reliability. Innovative elements are summarized below and further described throughout the document:

- **Arterial DMS** – DMS to direct traffic to available parking and manage traffic flow during events and emergencies on state roads.
- **Smart Lighting** – Provide enhanced lighting at night to improve safety at pedestrian crossings and reduce power consumption.
- **Bicycle and Pedestrian Safety Application** – Location services embedded into Visit St. Augustine application to provide vector and prediction analytics for bicyclists and pedestrians at intersections.
- **Bicycle and Pedestrian Sensors** – Automated pedestrian and bicycle detection at intersections and mid-block crossings to extend green times, crossing times or other safety measures.
- **Smart and Connected Signals** – This deployment will advance the technology by transmitting messages to connected vehicles, roadside units, and vulnerable users such as pedestrians and vehicles per SAE J2735 standards.

SMART ST. AUGUSTINE

- **Automated Traffic Signal Performance Measures and Real-time Condition Monitoring**
 - Software solutions that provide real-time traffic signal system management will be implemented with the advanced traffic controllers needed to support roadside units.
- **Mobility Hubs** – Mobility hubs will be in public parking lots and include infrastructure to support EV charging stations, visitor information kiosks, bicycle racks, and other amenities.
- **Bridge Closure Notification System** – Messages and notifications will be provided via traffic information systems when bridges are closed to vehicle traffic to allow vessels to pass under the bridge. This will allow vehicles to avoid traveling through downtown when other options such as SR 312 are available and could save travelers time.
- **Pavement Management Systems** – Video-based inventory systems using machine-learning to assess needs and perform pavement maintenance and extend the life-cycle of pavement, sidewalks, and related infrastructure. Pavement in St. Augustine deteriorates faster than normal because of the horse-drawn carriages and other special vehicles.
- **Street Flood Notification System** – Sensors identify locations where street flooding is eminent or occurring to route travelers around this safety hazard.

Innovative Project Delivery

This project will be delivered through FDOT's Local Agency Program (LAP).

The LAP program provides sub-recipient towns, cities, and counties funds to develop, design, and construct transportation facilities with federal funds. FDOT is the steward of the federal funds and is responsible for oversight of funded projects on behalf of the Federal Highway Administration (FHWA). LAP agencies prioritize and fund local projects (through the North Florida TPO) and are then eligible for reimbursement for the services provided to the traveling public through compliance with applicable federal statutes, rules, and regulations.

The LAP program increases the availability of federal funds for use on the local roadway system and allows local agencies to retain control of day-to-day project management. This allows projects to maintain the priorities and objectives of the managing local agency. Since 2017, FDOT has funded over 750 projects valued at over \$450 million through this program.

As noted previously, this project qualifies as a programmatic categorical exclusion under the National Environmental Policy Act as implemented in the FDOT's PD&E Study process through assignment from the FHWA. Therefore, no environmental review or approval is required.

Innovative Financing

This project involves partnerships including the City, FDOT and the North Florida TPO. An initial phase of this project is funded for construction in fiscal year 21/22 of the FDOT Work Program for \$960,000 as part of the TAPS-LA program.

V. Project Readiness: Environmental Risk

Project Schedule

Deployment of the *SMART St. Augustine* project can begin quickly following receipt of a RAISE Discretionary Grant. Since the environmental documentation and systems engineering processes are complete, the following schedule can be achieved:

Table 8: Project Schedule

Milestone	Estimated Time of Completion
State and Local Planning Approvals	Complete
Environmental Review and Approval	None required
Financial Programming	May 2022
Right-of-way Acquisition	None required
Design-Build Procurement	January 2023
Construction	October 2025

Required Approvals

Environmental Permits and Reviews

This project qualifies as a programmatic categorical exclusion under the National Environmental Policy Act as implemented in the FDOT's PD&E Study process through assignment from the FHWA. Therefore, no environmental review or approval is required.

The *SMART St. Augustine* project is consistent with local and regional plans, including the City's 2040 Mobility Plan, Strategic Plan, Comprehensive Plan, and the North Florida TPO's 2045 Long Range Transportation Plan. Each of those planning efforts featured significant public engagement efforts, which ultimately informed the goals, vision, and specific implementation details of this project.

Because of the ability to leverage those prior engagement efforts and the significant regional partnerships involved with this project, no specific public engagement efforts were undertaken regarding this project but will be included in the implementation phase.

SMART ST. AUGUSTINE

State and Local Approvals

This project is included in the following plans.

- **Unified Planning Work Program**, as Task 5.36 *SMART St. Augustine* for the systems engineering of the full project, preliminary plans for the TAPS-LA phase of the project and cost estimates.
- **North Florida TPO's Transportation Improvement Program (TIP)** by reference of the use of Federal planning program funds.
- **North Florida TPO's 2045 Long-Range Transportation Plan.**
- **North Florida TPO's Transportation Systems Management and Operations Needs Plan.**
- An initial phase of this project is funded for construction in fiscal year 21/22 of the **FDOT Work Program** for \$960,000 as part of the TAPS-LA.
- A TIP and **Statewide Transportation Improvement Program** amendment included construction funding as of December 31, 2020.
- Included in the City's **2040 Mobility Plan** adopted in 2020.
- Consistent with the goals of the City's **2030 Comprehensive Plan.**

No right-of-way acquisition or property agreements are required for this project.

Federal Transportation Requirements

This project is included in the region's long-range transportation plan, and no other federal requirements apply.

Assessment of Project Risks and Mitigation Strategies

The scale and complexity of this project poses some risk to the project's success. While earlier phases of the project involve proven technologies with well-defined and understood system requirements, many of the proposed improvements are more complex. This type of project is new for the City, who will need to partner with more experienced organizations.

To mitigate these risks, an owner's representative consultant or general engineering consultant will be hired to provide technical staff support during the delivery of the project.

In addition to the risks identified with the support environment, the other most significant risk is security and privacy. Data security refers to the tools, policies, practices and procedures used to protect data from being accessed, manipulated, or destroyed or being leveraged by those with a malicious intent or are unauthorized to do so. Data privacy is the reasonable expectation that data of a sensitive nature will be kept anonymized, encrypted and respectfully and responsibly maintained by all users, managers and collectors of the data, while adhering to applicable laws and regulations, policies and procedures.

An initial risk matrix was prepared and is summarized in Table 9 on the following page.

Table 9: Initial Risk

Project Risk	Risk Mitigation Strategy
Achieve consensus in a dynamic and engaged public environment.	Conduct public information campaign and workshops.
Receiving approval for design of parking DMS signs from the City's Historic and Architectural Heritage Board.	Conduct workshop with board and use visualization to demonstrate specific design to mitigate any visual impacts.
Receiving approval for design of small cell devices and CCTV from the City's Historic and Architectural Heritage Board.	Conduct workshop with board and use visualization to demonstrate specific design to mitigate any visual impacts.
Encountering archeological or historical resources during construction.	Prepare cultural resources assessment during preliminary engineering phase and change the location of field deployments to avoid impacts.
Delivery times for contractors to deliver mast arms and cantilever sign posts have been four to six months.	Early design of structures in project schedule.
Ability to negotiate partnership and maintain accurate and timely transfer of data with Visit St. Augustine.	Discussions are ongoing now.
Need for temporary construction easements.	Adjust the location of field elements is required to avoid right-of-way impacts.
Ability to deliver within project schedule.	Monitor and manage risk continuously during the project.
Maintaining products during life-cycle of the deployment.	Budget is included in the life-cycle costs based on history by FDOT or from other deployments.
Maintaining the privacy of the users and ability to manage the system.	Develop detailed cybersecurity protocols and standards that go beyond security credentialing management.

VI. Benefit-Cost Analysis

A Benefit-Cost Analysis (BCA) was completed for the project based on U.S. Department of Transportation Standard BCA Guidance. This analysis shows that the SMART St. Augustine project will provide quantifiable benefits through the reduction of crash rates, travel time, traveler costs and air pollution, along with improvement of emergency preparedness. The expected benefits are summarized in Table 10: Benefit-Cost Analysis Summary. The project is expected to create over \$54 million in quantifiable public benefits. The benefits of this project include:

- A decrease in the cost of regular operations and maintenance of project components
- A reduction in fatal, injury and property-damage-only crashes for both vehicles, bicycles, and pedestrians
- A reduction in costs associated with congestion, including operator time, operating costs, and emissions

These benefits are compared to the costs of the project using quantitative and qualitative measures. The full BCA is included in Appendix A.

The BCA demonstrates the economic merit of the project through comparison of monetized benefits to society.

The project is estimated to have a benefit-to-cost ratio of 2.34 and a discounted net present value of over \$17.84 million. Details of the results including assumptions, methodology and other details of the analysis may be located within the attached memorandum and the benefit-cost workbook. Results of the benefit-cost analysis are included in Table 10.

Table 10: Benefit-Cost Analysis Summary

	Undiscounted	7% Discount
Benefits	\$56,776,305	\$31,137,496
Costs	\$17,317,445	\$13,291,658
Overall B/C Ratio	3.28	2.34
Net Present Value	\$39,458,860	\$17,845,839

Benefits of the project which are not quantified in the Benefit-Cost Analysis include:

- Improved access to public EV charging stations, further incentivizing the use of electric vehicles and a reduction of emissions.
- Economic benefits based on investments in resiliency projects. The National Institute of Building Sciences' analyzed the result of investment from several federal agencies by the Federal Emergency Management Agency, Economic Development Agency and the U.S. Department of Housing and Urban Development, over a 23-year period. The study found that there is a \$6 return for every \$1 invested in resiliency projects.
- Direct and indirect economic impacts associated with direct federal investment. Studies by the Council of Economic Advisers within the Executive Office of the President have shown that federal investment leads to the creation of additional jobs and an increase in economic activity in the area associated with rising wages and employment.^{ix} FDOT conducted a macroeconomic analysis of the impacts of the FDOT work program and found there is a 4:1 benefit-cost ratio for transportation investments.

Appendices

Appendix A:Benefit Cost Analysis

BCA Excel Document

BCA Memorandum

Appendix B: Detailed Project Schedule

Appendix C: Letters of Support

Appendix D: Systems Engineering Report

Sources

1. <https://doi.org/10.3390/safety6020020>
2. http://northfloridatpo.com/images/uploads/docs/St_Augustine_Truck_Study_Final_Report.pdf
3. SFMTA (2014), SFPark Pilot Project Evaluation
4. USDOT (2007), Advanced parking management systems: a cross-cutting study: taking the stress out of parking, Report No. federal -JPO-07-011
5. <https://www.citystaug.com/DocumentCenter/View/323/Coastal-Vulnerability-Assessment-PDF?bidId=>
6. <https://northfloridatpo.com/uploads/Studies/Ladders-of-Opportunity-Final-Draft-Report-20-10-29.pdf>
7. <https://www.urban.org/sites/default/files/publication/32731/412513-How-Employment-Constraints-Affect-Low-Income-Working-Parents-Child-Care-Decisions.PDF>
8. https://npr-brightspot.s3.amazonaws.com/legacy/sites/wjct/files/202010/st._augustine_resilient_heritage_report_wappendices_sep2020web_202009181423240570.pdf
9. http://northfloridatpo.com/images/uploads/docs/St_Augustine_Truck_Study_Final_Report.pdf

SMART ST. AUGUSTINE

PROPOSED EV CHARGING STATIONS:

Plan sets were included for each location and copies in this packet are for areas within CRC's purview or adjacent to an Entry Corridor

Note: The first set of documents were specification/sign/ADA compliance related and were included in each plan set submitted, but only in the front of this section for the CRC packet copy.

***FULL PLAN SET AVAILABLE
UPON REQUEST***

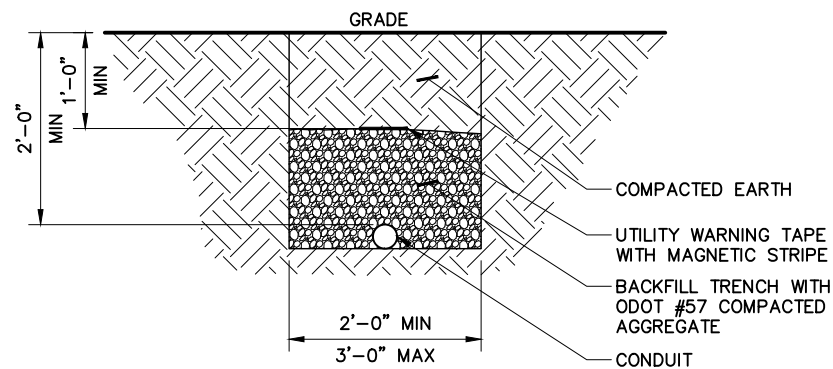


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BACKGROUND — RED (RETROREFLECTIVE)

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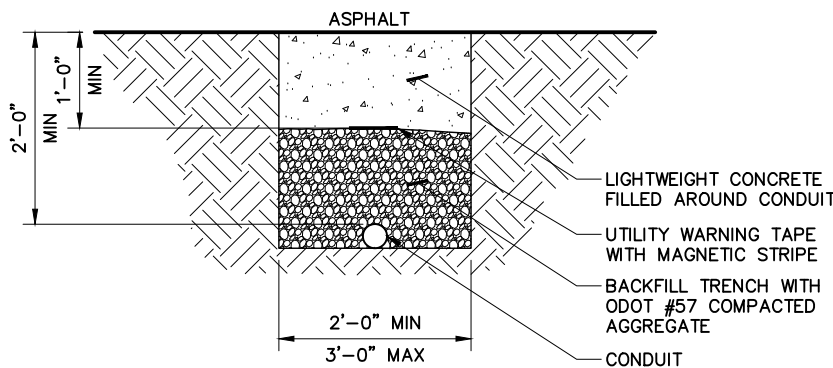
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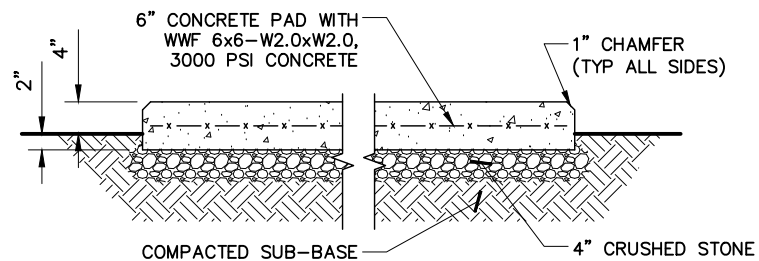
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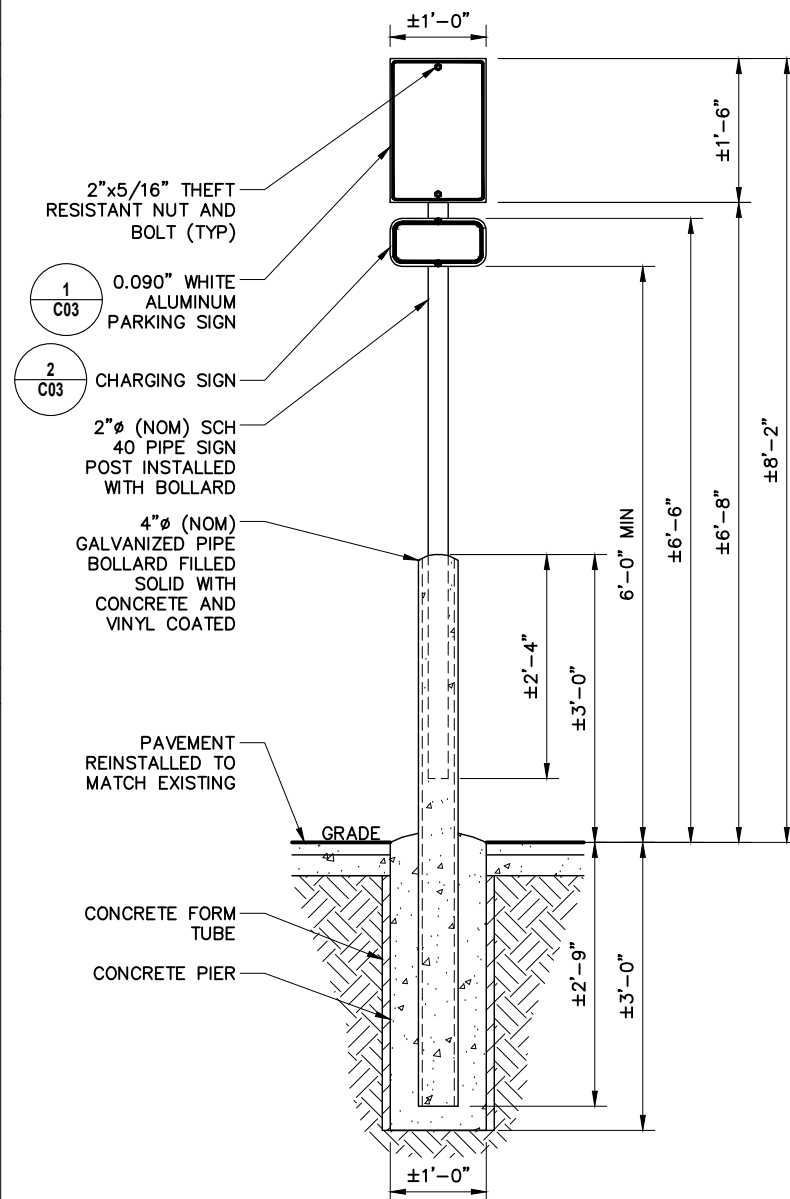
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NOTE:
CONTRACTOR TO CUT HOLE AS REQUIRED
FOR PEDESTAL CABLE CHASE. REFER TO
SPECIFICATIONS AS NEEDED FOR SIZE.

5	CONCRETE PAD DETAIL (IF REQUIRED)
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SCALE: NTS



6	SIGN MOUNTING DETAIL
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SCALE: NTS

				
				
				
				
				
				
				
				
				
				
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	09-30-24	60% SUBMISSION NOT FOR CONSTRUCTION	RC	SJS
REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD. BY



F.L. CERTIFICATE OF AUTHORIZATION: 28362

PRELIMINARY
NOT FOR CONSTRUCTION

Stephen A. Bray
PROFESSIONAL ENGINEER

PROFESSIONAL ENGINEER

FL LICENSE: 68902

2/5/25

PROJECT NUMBER:

360.1001.003

SITE INFORMATION

25 GRANADA STREET
SAINT AUGUSTINE, FL 32084
ST. JOHN'S COUNTY

GRANADA STREET PARKING LOT

DESIGN TYPE:

EV CHARGING

SHEET TITLE

EQUIPMENT DETAILS

SHEET NUMBER:

REV.:

C03

B

AS REQUIRED FOR INSTALLATION
(5'-0" MAX)

3"

AS REQUIRED FOR INSTALLATION

6'-6" MAX

PIPE CAP

3 C03A

PROPOSED HORIZONTAL
P1000 HOT DIPPED
GALVANIZED UNISTRUT
(TYP)

3" Ø (NOM) SCH 40
GALVANIZED PIPE

COMPACTED
SUBGRADE

3/4" CHAMFER

CONCRETE FOOTING

GRADE

1"

2'-6"

3'-0" MAX

1'-0"

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(IN FEET)

11x17 SCALE: 3/8" = 1'-0" 24x36 SCALE: 3/4" = 1'-0"



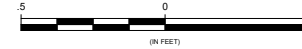
11x17 SCALE: 3/8" = 1'-0" 24x36 SCALE: 3/4" = 1'-0"



11x17 SCALE: 3/8" = 1'-0" 24x36 SCALE: 3/4" = 1'-0"



11x17 SCALE: 1/2" = 1'-0" 24x36 SCALE: 3/4" = 1'-0"



11x17 SCALE: 1 1/2" = 1'-0" 24x36 SCALE: 3" = 1'-0"



11x17 SCALE: 3/8" = 1'-0" 24x36 SCALE: 3/4" = 1'-0"

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25 GRANADA STREET
SAINT AUGUSTINE, FL 32084
ST. JOHN'S COUNTY

GRANADA STREET PARKING LOT

DESIGN TYPE: EV CHARGING

SHEET TITLE:
EQUIPMENT
DETAILS

SHEET NUMBER:	REV.:
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C03A	B
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- Aluminum construction with stainless steel hardware
- Attractive / durable powder coat finish
- Engineered for stability & durability
- Simple weight & pulley retractor system provides minimal service requirements
- Single or Dual Mount
- Optional slide-in graphics, and branding options



				
				
				
				
				
				
				
				
				
				
				
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	09-30-24	60% SUBMISSION NOT FOR CONSTRUCTION	RC	SJS
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ST. JOHN'S COUNTY

GRANADA STREET PARKING LOT

DESIGN TYPE: EV CHARGING

SHEET TITLE:

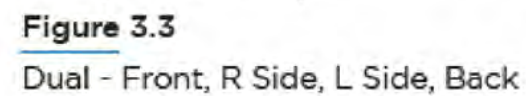
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SPECIFICATIONS

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PRELIMINARY
NOT FOR CONSTRUCTION

FL LICENSE: 68902 2/5/25

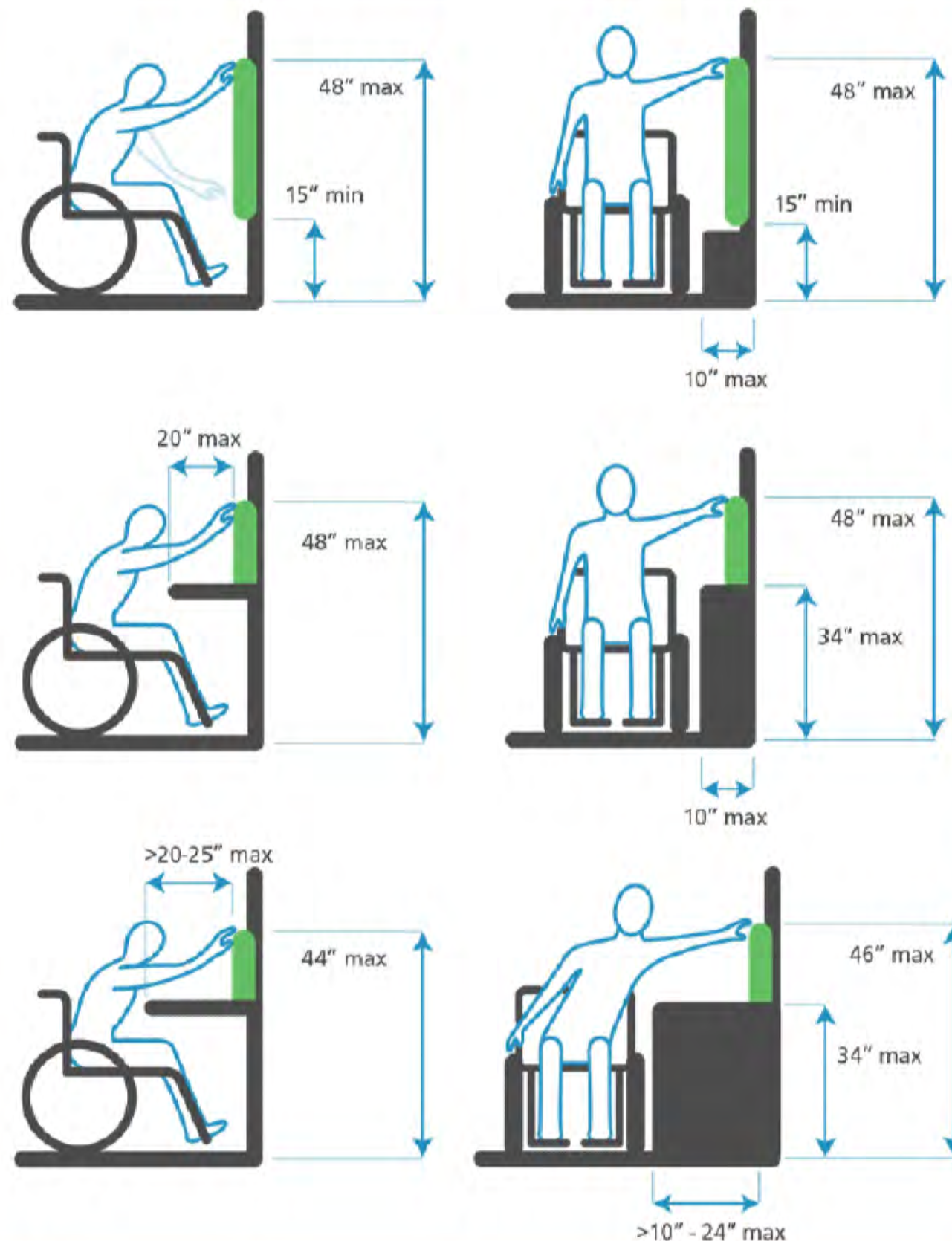
SITE INFORMATION:
25 GRANADA STREET
SAINT AUGUSTINE, FL 32084
ST. JOHN'S COUNTY

SHEET TITLE:

EQUIPMENT
SPECIFICATIONS

SHEET NUMBER:	REV.:
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B



				
				
				
				
				
				
				
				
				
				
	02-05-25	90% SUBMISSION NOT FOR CONSTRUCTION	TWS	SJS
	09-30-24	60% SUBMISSION NOT FOR CONSTRUCTION	RC	SJS
REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD BY



F.L. CERTIFICATE OF AUTHORIZATION: 28362

PRELIMINARY
NOT FOR CONSTRUCTION

Stephen A. Bray
PROFESSIONAL ENGINEER

FL LICENSE: 68902 2/5/25

PROJECT NUMBER:
360.1001.003

SITE INFORMATION:
25 GRANADA STREET
SAINT AUGUSTINE, FL 32084
ST. JOHN'S COUNTY

GRANADA STREET PARKING LOT

DESIGN TYPE: EV CHARGING

SHEET TITLE:

ADA COMPLIANCE
DIAGRAMS

SHEET NUMBER:	REV.:
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C03E | B

SITE NAME:
MALAGA STREET PARKING

SITE ADDRESS:
150 MALAGA STREET
SAINT AUGUSTINE, FL 32084

SITE NAME:	MALAGA STREET PARKING
SITE ADDRESS:	150 MALAGA STREET SAINT AUGUSTINE, FL 32084
JURISDICTION:	ST. JOHN'S COUNTY
BLOCK & LOT:	TBD & TBD
SITE COORDINATES:	N 29° 53' 34.3" (NAD 83) W 81° 19' 15.1" (NAD 83)
APPLICANT:	CITY OF ST. AUGUSTINE
PROJECT ENGINEER:	KMB DESIGN GROUP, LLC 1800 ROUTE 34, SUITE 209 WALL, NJ 07719

BUILDING CODE:	2023 FLORIDA BUILDING CODE
ELECTRICAL CODE:	NEC

INSTALLATION OF NEW LEVEL 2 ELECTRIC VEHICLE CHARGERS.

SITE LOCATION

SCALE: NTS

FROM ORLANDO INTERNATIONAL AIRPORT:
HEAD SOUTHWEST ON JEFF FUQUA BLVD, TAKE THE CARGO ROAD EXIT, TURN RIGHT
ONTO CARGO RD, TURN RIGHT ONTO THE RAMP TO 436/528, MERGE WITH JEFF FUQUA
BLVD, USE THE RIGHT LANE TO MERGE WITH FL-528 E VIA THE RAMP TO COCOA.
FOLLOW FL-417 TOLL N, I-4 E AND I-95 N TO US-1 N IN ST. JOHNS COUNTY, TAKE EXIT 298
FROM I-95 N, 1R 27 MN (103 MI), USE THE LEFT LANE TO MERGE WITH FL-528 E,
KEEP LEFT TO STAY ON FL-528 E, USE THE RIGHT 2 LANES TO TAKE EXIT 16 TO MERGE
WITH FL-417 TOLL N TOWARD ORLANDO, KEEP LEFT TO STAY ON FL-417 TOLL N,
TAKE EXIT 55A TO MERGE WITH I-4 E TOWARD DAYTONA BCH, USE THE LEFT 3 LANES TO
TAKE THE I-95 N EXIT TOWARD JACKSONVILLE, CONTINUE ONTO I-95 N,
MERGE WITH I-95 N, TAKE EXIT 298 TOWARD ST AUGUSTINE, FOLLOW US-1 N TO MALAGA
ST IN ST. AUGUSTINE, TURN RIGHT ONTO US-1 N, PASS BY WENDY'S (ON THE RIGHT IN 14
MI), TURN RIGHT ONTO MALAGA ST., ARRIVE AT 150 MALAGA STREET
SAINT AUGUSTINE, FL 32084

DWG #	DRAWING TITLE
T01	COVER SHEET
GN01	GENERAL NOTES 1 OF 2
GN02	GENERAL NOTES 2 OF 2
C01	KEY PLAN
C02	SITE PLAN
C02A	FEMA FIRM PANELS
C03	EQUIPMENT DETAILS
C03A	EQUIPMENT DETAILS
C03B	EQUIPMENT SPECIFICATIONS
C03C	EQUIPMENT SPECIFICATIONS
C03D	CHARGER SPECIFICATIONS
C03E	ADA COMPLIANCE DIAGRAMS
E01	ELECTRICAL NOTES
E02	SERVICE PLAN
E03	ONE LINE DIAGRAM & PANEL SCHEDULE



Know what's below.
Call before you dig.

				
				
				
				
				
				
				
				
				
	02-06-25	90% SUBMISSION NOT FOR CONSTRUCTION	DBS	SJS
	09-30-24	60% SUBMISSION NOT FOR CONSTRUCTION	RC	SJS
REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD. BY



F.L. CERTIFICATE OF AUTHORIZATION: 28362

PRELIMINARY
NOT FOR CONSTRUCTION

Stephen A. Bray
PROFESSIONAL ENGINEER

FL LICENSE: 68902 2/6/25

PROJECT NUMBER:
360.1001.002

SITE INFORMATION:
150 MALAGA STREET
SAINT AUGUSTINE, FL 32084
ST. JOHN'S COUNTY

MALAGA STREET PARKING

DESIGN TYPE: EV CHARGING

SHEET TITLE:

COVER
SHEET

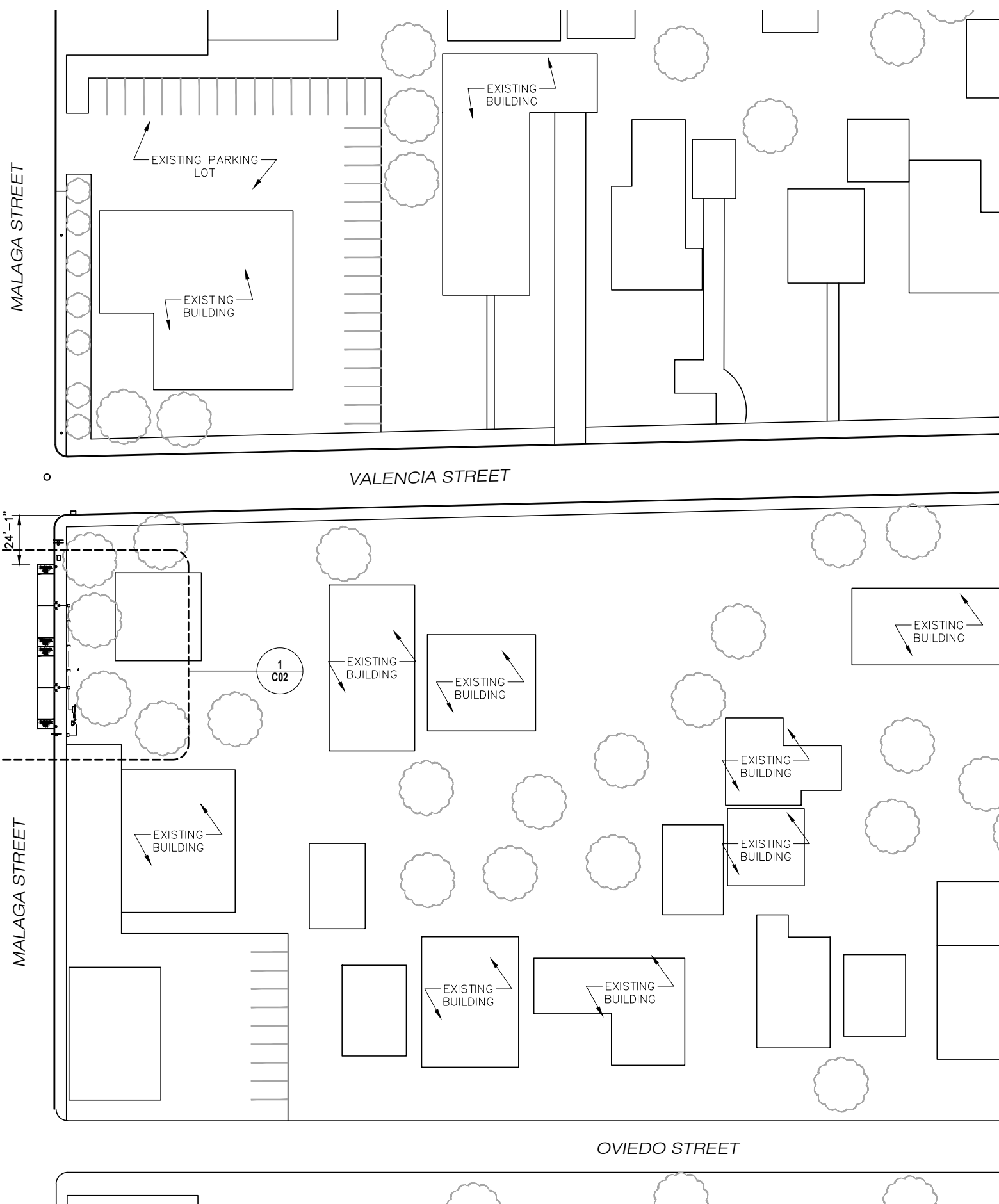
SHEET NUMBER:	REV.:
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T01	B
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11x17 SCALE: 1" = 60'

24x34 SCALE: 1" = 30'



				
				
				
				
				
				
				
				
				
				
	02-06-25	90% SUBMISSION NOT FOR CONSTRUCTION	DBS	SJS
	09-30-24	60% SUBMISSION NOT FOR CONSTRUCTION	RC	SJS
REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD. BY



F.L. CERTIFICATE OF AUTHORIZATION: 28362

PRELIMINARY
NOT FOR CONSTRUCTION

Stephen A. Bray
PROFESSIONAL ENGINEER

FL LICENSE: 68902 2/6/25

PROJECT NUMBER:
360.1001.002

SITE INFORMATION:
150 MALAGA STREET
SAINT AUGUSTINE, FL 32084
ST. JOHN'S COUNTY

MALAGA STREET PARKING

DESIGN TYPE: EV CHARGING

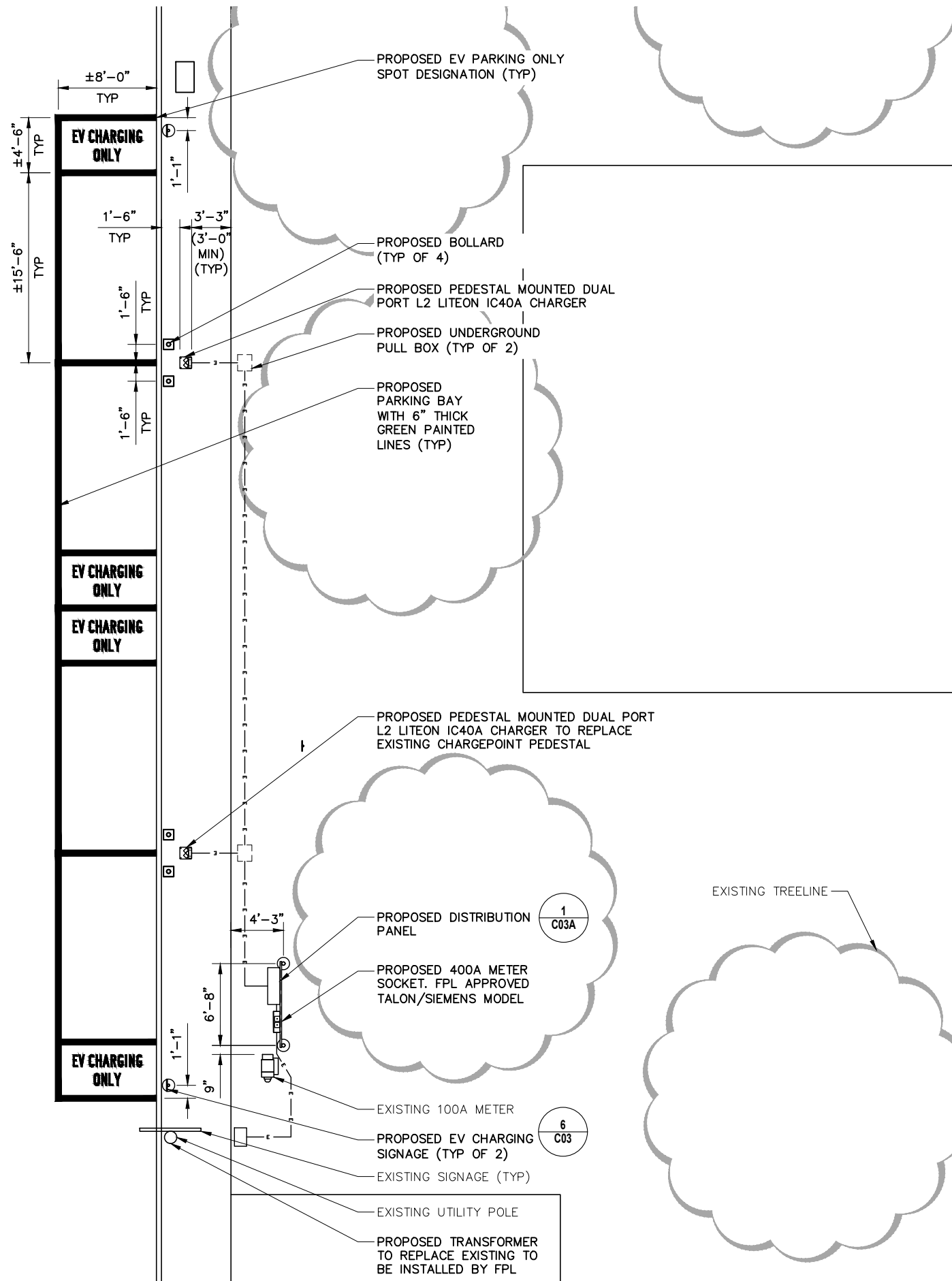
SHEET TITLE:

KEY
PLAN

SHEET NUMBER:	REV.:
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C01

B



1

SITE PLAN

11x17 SCALE: 3/32" = 1'-0"

24x34 SCALE: 3/16" = 1'-0"

GENERAL NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR THE SITE REMOVAL OF THOSE DEMOLITIONED MATERIALS NOT INTENDED FOR REUSE AND FOR THE PROPER DISPOSAL OF MATERIALS.
2. ALL WORK SHALL CONFORM TO CODES AND THE REQUIREMENTS OF FEDERAL, STATE, AND LOCAL REGULATORY AGENCIES HAVING JURISDICTION.
3. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH GOOD TRADE PRACTICE AND IN CONFORMANCE WITH APPLICABLE MANUFACTURER'S RECOMMENDATIONS.
4. THE CONTRACTOR SHALL VISIT THE SITE TO UNDERSTAND THE GENERAL NATURE AND COMPLEXITY OF THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONDITIONS AFFECTING THE WORK. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, THE CONTRACTOR SHALL BRING IT TO THE ENGINEER/ARCHITECT'S ATTENTION PRIOR TO BID AWARD. ANY LATER CLAIMS FOR EXTRAS SHALL BE DENIED.
5. WORK TO BE DONE SHALL BE INCLUSIVE. ANY WORK NOT SPECIFICALLY CALLED OR SHOWN FOR, BUT REASONABLY IMPLIED, INCLUDING CUTTING, PATCHING, AND PAINTING AND RESTORATION OF EXISTING SURFACES TO REMAIN, DAMAGED BY THIS WORK SHALL BE PROVIDED BY THE CONTRACTOR.
6. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL WORK WITH SUBCONTRACTORS DURING DEMOLITION.

NOTES:

1. CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES.
2. L2 CHARGERS ARE PEDESTAL MOUNTED.
3. CONTRACTOR IS RESPONSIBLE FOR ANY TRAFFIC PERMITS REQUIRED. HOURS OF WORK ARE TO BE DICTATED BY THE OPERATIONS DEPARTMENT FOR TRENCHING WORK THAT MAY CLOSE SIDEWALK COMING FROM THE TRUCK LOT TO THE SERVICE AREA BUILDING.
4. CONSTRUCTION TO CONSIST OF TWO PHASES. PHASE ONE WILL INCLUDE TRENCHING FOR THE CHARGING STATION CONDUITS AND PHASE 2 WILL CONSIST OF THE INSTALLATION OF ALL EQUIPMENT.
5. PORTABLE VARIABLE SIGN TO BE PLACED A MINIMUM OF 24 HOURS IN ADVANCE OF PROPOSED CONSTRUCTION START TO GIVE NOTICE OF PARKING STALL CLOSURE.
6. ALL TRENCHES TO BE COVERED AT THE END OF EACH WORK DAY.
7. PEDESTALS TO BE PAINTED WITH RAL 8016 CHESTNUT BROWN PAINT.
8. CONTRACTOR SHALL REFER TO GENERAL NOTES, GIVING SPECIAL ATTENTION TO NOTE 11 UNDER THE EV CHARGER INSTALLATION NOTES SECTION FOR PARKING BAY SPECIFICS.

				
				
				
				
				
				
				
				
				
				
	02-06-25	90% SUBMISSION NOT FOR CONSTRUCTION	DBS	SJS
	09-30-24	60% SUBMISSION NOT FOR CONSTRUCTION	RC	SJS
REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD. BY



F.L. CERTIFICATE OF AUTHORIZATION: 28362

PRELIMINARY
NOT FOR CONSTRUCTION

Stephen A. Bray
PROFESSIONAL ENGINEER

FL LICENSE: 68902

2/6/25

PROJECT NUMBER:

360.1001.002

SITE INFORMATION:

150 MALAGA STREET
SAINT AUGUSTINE, FL 32084
ST. JOHN'S COUNTY

MALAGA STREET PARKING

DESIGN TYPE:

EV CHARGING

SHEET TITLE:

SITE PLAN

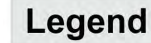
SHEET NUMBER:

C02

REV.:

B

81°19'34"W 29°53'51"N



SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) <i>Zone A, V, A99</i>
		With BFE or Depth <i>Zone AE, AO, AH, VE, AR</i>
		Regulatory Floodway

OTHER AREAS	NO SCREEN	Area of Minimal Flood Hazard	Zone X
		Effective LOMRs	
		Area of Undetermined Flood Hazard	Zone D

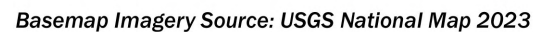
	20.2	Cross Sections with 1% Annual Chance
	17.5	Water Surface Elevation
	8	Coastal Transect
	513	Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
	OTHER FEATURES	
		Profile Baseline
		Hydrographic Feature

MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **8/22/2024 at 4:14 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



SITE LOCATION

1	FIRM PANEL 2018
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	02-06-25	90% SUBMISSION NOT FOR CONSTRUCTION	DBS	SJS
	09-30-24	60% SUBMISSION NOT FOR CONSTRUCTION	RC	SJS
REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD. BY



1800 ROUTE 34, SUITE 209
WALL, NJ 07719
(732) 280-5623

F.L. CERTIFICATE OF AUTHORIZATION: 28362

PRELIMINARY
NOT FOR CONSTRUCTION

Stephen A. Bray

PROFESSIONAL ENGINEER

FL LICENSE: 68902	2/6/25
-------------------	--------

PROJECT NUMBER:
360.1001.002

SITE INFORMATION:
150 MALAGA STREET
SAINT AUGUSTINE, FL 32084
ST. JOHN'S COUNTY

MALAGA STREET PARKING

DESIGN TYPE: EV CHARGING

SHEET TITLE:

FEMA FIRM
PANELS

SHEET NUMBER:	REV.:
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C02A

B

OWNERSHIP OF DOCUMENTS: THIS DOCUMENT AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS IN INSTRUMENT OF PROFESSIONAL SERVICE, ARE THE PROPERTY OF KMB DESIGN GROUP, LLC AND ARE NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECTS WITHOUT THE WRITTEN AUTHORIZATION OF KMB DESIGN GROUP, LLC. IT IS UNLAWFUL FOR ANY PERSON TO AMEND ANY ASPECT OF THESE DRAWINGS UNLESS THEY HAVE THE APPROVAL OF THE LICENSED PROFESSIONAL IN WRITING.

SITE ADDRESS:

SITE INFORMATION	
SITE NAME:	ST. JOHN'S LIBRARY
SITE ADDRESS:	1960 N PONCE DE LEON BLVD SAINT AUGUSTINE, FL 32084
JURISDICTION:	ST. JOHN'S COUNTY
BLOCK & LOT:	TBD & TBD
SITE COORDINATES:	N 29° 54' 35.1" (NAD 83) W 81° 19' 17.2" (NAD 83)
APPLICANT:	CITY OF ST. AUGUSTINE
PROJECT ENGINEER:	KMB DESIGN GROUP, LLC 1800 ROUTE 34, SUITE 209 WALL, NJ 07719

CODE ANALYSIS	
BUILDING CODE:	2023 FLORIDA BUILDING CODE
ELECTRICAL CODE:	NEC

BUILDING CODE:	2023 FLORIDA BUILDING CODE
ELECTRICAL CODE:	NEC

PROJECT DESCRIPTION	
1.	INSTALL NEW VEHICLE CHARGING EQUIPMENT WITHIN EXISTING PARKING LOT.
2.	INSTALL NEW ELECTRICAL EQUIPMENT WITHIN EXISTING PARKING LOT.
3.	NEW CONDUITS TO BE ROUTED FROM EXISTING EXISTING UTILITY POLE TO PROPOSED VEHICLE CHARGING EQUIPMENT.
4.	NEW CONDUITS TO BE ROUTED FROM EXISTING ELECTRICAL ROOM TO PROPOSED VEHICLE CHARGING EQUIPMENT.

1. INSTALL NEW VEHICLE CHARGING EQUIPMENT WITHIN EXISTING PARKING LOT.
2. INSTALL NEW ELECTRICAL EQUIPMENT WITHIN EXISTING PARKING LOT.
3. NEW CONDUITS TO BE ROUTED FROM EXISTING EXISTING UTILITY POLE TO PROPOSED VEHICLE CHARGING EQUIPMENT.
4. NEW CONDUITS TO BE ROUTED FROM EXISTING ELECTRICAL ROOM TO PROPOSED VEHICLE CHARGING EQUIPMENT.

AREA MAP

SCALE: NTS

SCALE: NTS

DIRECTIONS

FROM NORTHEAST FLORIDA REGIONAL AIRPORT:
CONTINUE TO US-1 S 1 MIN (0.2 MI), HEAD SOUTH 43 FT, TURN LEFT 0.2 MI, TURN RIGHT ONTO
ESTRELLA AVE 102 FT, TURN LEFT AT THE 1ST CROSS STREET ONTO US-1 S 4 MIN (2.2 MI),
FOLLOW SAN MARCO AVE TO N PONCE DE LEON BLVD 3 MIN (1.1 MI), TURN RIGHT AT THE
1ST CROSS STREET ONTO N PONCE DE LEON BLVD 10 SEC (131 FT), TURN RIGHT 85 FT,
TURN LEFT 26 FT, ARRIVED AT 1960 N PONCE DE LEON BLVD, ST. AUGUSTINE, FL 32084.

FROM NORTHEAST FLORIDA REGIONAL AIRPORT:
CONTINUE TO US-1 S 1 MIN (0.2 MI), HEAD SOUTH 43 FT, TURN LEFT 0.2 MI, TURN RIGHT ONTO
ESTRELLA AVE 102 FT, TURN LEFT AT THE 1ST CROSS STREET ONTO US-1 S 4 MIN (2.2 MI),
FOLLOW SAN MARCO AVE TO N PONCE DE LEON BLVD 3 MIN (1.1 MI), TURN RIGHT AT THE
1ST CROSS STREET ONTO N PONCE DE LEON BLVD 10 SEC (131 FT), TURN RIGHT 85 FT,
TURN LEFT 26 FT, ARRIVED AT 1960 N PONCE DE LEON BLVD, ST. AUGUSTINE, FL 32084.

DRAWING INDEX	
DWG #	DRAWING TITLE
T01	COVER SHEET
GN01	GENERAL NOTES 1 OF 2
GN02	GENERAL NOTES 2 OF 2
C01	KEY PLAN
C02	SITE PLAN
C02A	FEMA FIRM PANELS
C03	EQUIPMENT DETAILS
C03A	EQUIPMENT DETAILS
C03B	EQUIPMENT SPECIFICATIONS
C03C	EQUIPMENT SPECIFICATIONS
C03D	CHARGER SPECIFICATIONS
C03E	ADA COMPLIANCE DIAGRAMS
E01	ELECTRICAL NOTES
E02	SERVICE PLAN
E03	ONE LINE DIAGRAM & PANEL SCHEDULE

DWG #	DRAWING TITLE
T01	COVER SHEET
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E01	ELECTRICAL NOTES
E02	SERVICE PLAN
E03	ONE LINE DIAGRAM & PANEL SCHEDULE



Application Packet, page 78

Page 133 of 202

				
				
				
				
				
				
				
				
				
				
	02-07-25	90% SUBMISSION NOT FOR CONSTRUCTION	DBS	SJS
	09-30-24	60% SUBMISSION NOT FOR CONSTRUCTION	RC	SJS
REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD. BY



F.L. CERTIFICATE OF AUTHORIZATION: 28362

PRELIMINARY
NOT FOR CONSTRUCTION

FL LICENSE: 68902 2/7/25

PROJECT NUMBER:
360.1001.010

SITE INFORMATION:
1960 N PONCE DE LEON BLVD
SAINT AUGUSTINE, FL 32084
ST. JOHN'S COUNTY

ST. JOHN'S LIBRARY

DESIGN TYPE: EV CHARGING

SHEET TITLE: COVER SHEET	
--	--

SHEET NUMBER:	REV.:
---------------	-------

T01

B

K:\360_EV Charging\360.1000_Metric\360.1001.010_St. John's Library\360.1001.010_CAD\360.1001.010.T01.dwg, 2/7/2025 1:34:33 PM, jsypyniewski

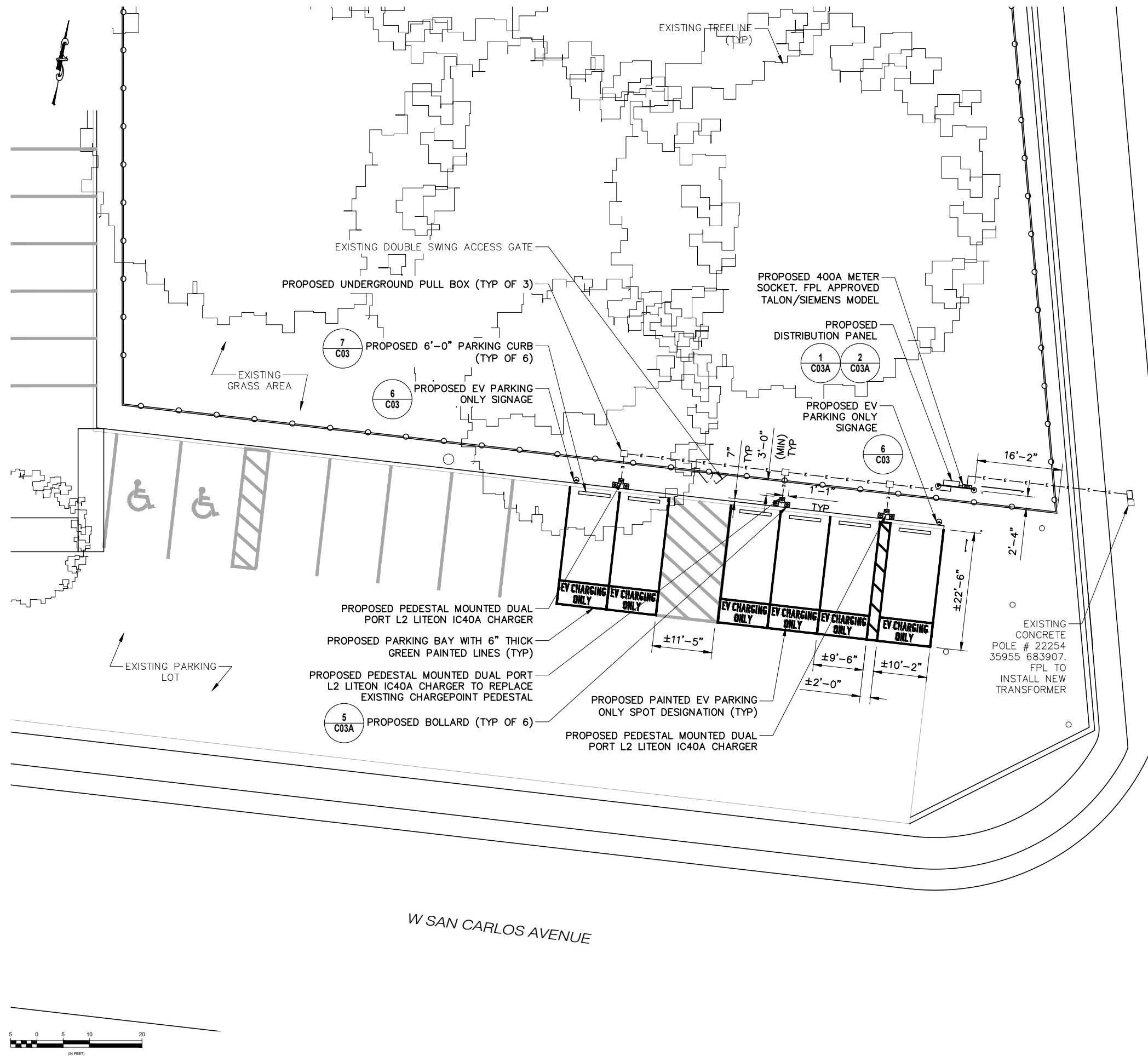
Site plan for the proposed parking lot at the intersection of W San Carlos Avenue and San Marco Avenue. The plan shows an existing parking lot to the west, a proposed parking lot to the east, and a "NO PARKING AREA" to the south. Key features include handicap parking spots, existing grass areas, and an existing double swing access gate. The plan is labeled with "SAN MARCO AVENUE" and "W SAN CARLOS AVENUE". A north arrow and a scale bar (0 to 32 feet) are also present.

KEY PLAN

24x34 SCALE: 1/16" = 1'-0"

1. CONTRACTOR SHALL BE RESPONSIBLE FOR THE SITE REMOVAL OF THOSE DEMOLITIONED MATERIALS NOT INTENDED FOR REUSE AND FOR THE PROPER DISPOSAL OF MATERIALS.
2. ALL WORK SHALL CONFORM TO CODES AND THE REQUIREMENTS OF FEDERAL, STATE, AND LOCAL REGULATORY AGENCIES HAVING JURISDICTION.
3. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH GOOD TRADE PRACTICE AND IN CONFORMANCE WITH APPLICABLE MANUFACTURER'S RECOMMENDATIONS.
4. THE CONTRACTOR SHALL VISIT THE SITE TO UNDERSTAND THE GENERAL NATURE AND COMPLEXITY OF THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONDITIONS AFFECTING THE WORK. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, THE CONTRACTOR SHALL BRING IT TO THE ENGINEER/ARCHITECT'S ATTENTION PRIOR TO BID AWARD. ANY LATER CLAIMS FOR EXTRAS SHALL BE DENIED.
5. WORK TO BE DONE SHALL BE INCLUSIVE. ANY WORK NOT SPECIFICALLY CALLED OR SHOWN FOR, BUT REASONABLY IMPLIED, INCLUDING CUTTING, PATCHING, AND PAINTING AND RESTORATION OF EXISTING SURFACES TO REMAIN, DAMAGED BY THIS WORK SHALL BE PROVIDED BY THE CONTRACTOR.
6. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL WORK WITH SUBCONTRACTORS DURING DEMOLITION.

1. CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES.
2. L2 CHARGERS ARE PEDESTAL MOUNTED.
3. CONTRACTOR IS RESPONSIBLE FOR ANY TRAFFIC PERMITS REQUIRED. HOURS OF WORK ARE TO BE DICTATED BY THE OPERATIONS DEPARTMENT FOR TRENCHING WORK THAT MAY CLOSE SIDEWALK COMING FROM THE TRUCK LOT TO THE SERVICE AREA BUILDING.
4. CONSTRUCTION TO CONSIST OF TWO PHASES. PHASE ONE WILL INCLUDE TRENCHING FOR THE CHARGING STATION CONDUITS AND PHASE 2 WILL CONSIST OF THE INSTALLATION OF ALL EQUIPMENT.
5. PORTABLE VARIABLE SIGN TO BE PLACED A MINIMUM OF 24 HOURS IN ADVANCE OF PROPOSED CONSTRUCTION START TO GIVE NOTICE OF PARKING STALL CLOSURE.
6. ALL TRENCHES TO BE COVERED AT THE END OF EACH WORK DAY.
7. PEDESTALS TO BE PAINTED WITH RAL 8016 CHESTNUT BROWN PAINT.
8. CONTRACTOR SHALL REFER TO GENERAL NOTES, GIVING SPECIAL ATTENTION TO NOTE 11 UNDER THE EV CHARGER INSTALLATION NOTES SECTION FOR PARKING BAY SPECIFICS.



				
				
				
				
				
				
				
				
				
				
	02-07-25	90% SUBMISSION NOT FOR CONSTRUCTION	DBS	SJS
	09-30-24	60% SUBMISSION NOT FOR CONSTRUCTION	RC	SJS
REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD. BY



PRELIMINARY
NOT FOR CONSTRUCTION

PROJECT NUMBER:
360.1001.010

ST. JOHN'S LIBRARY

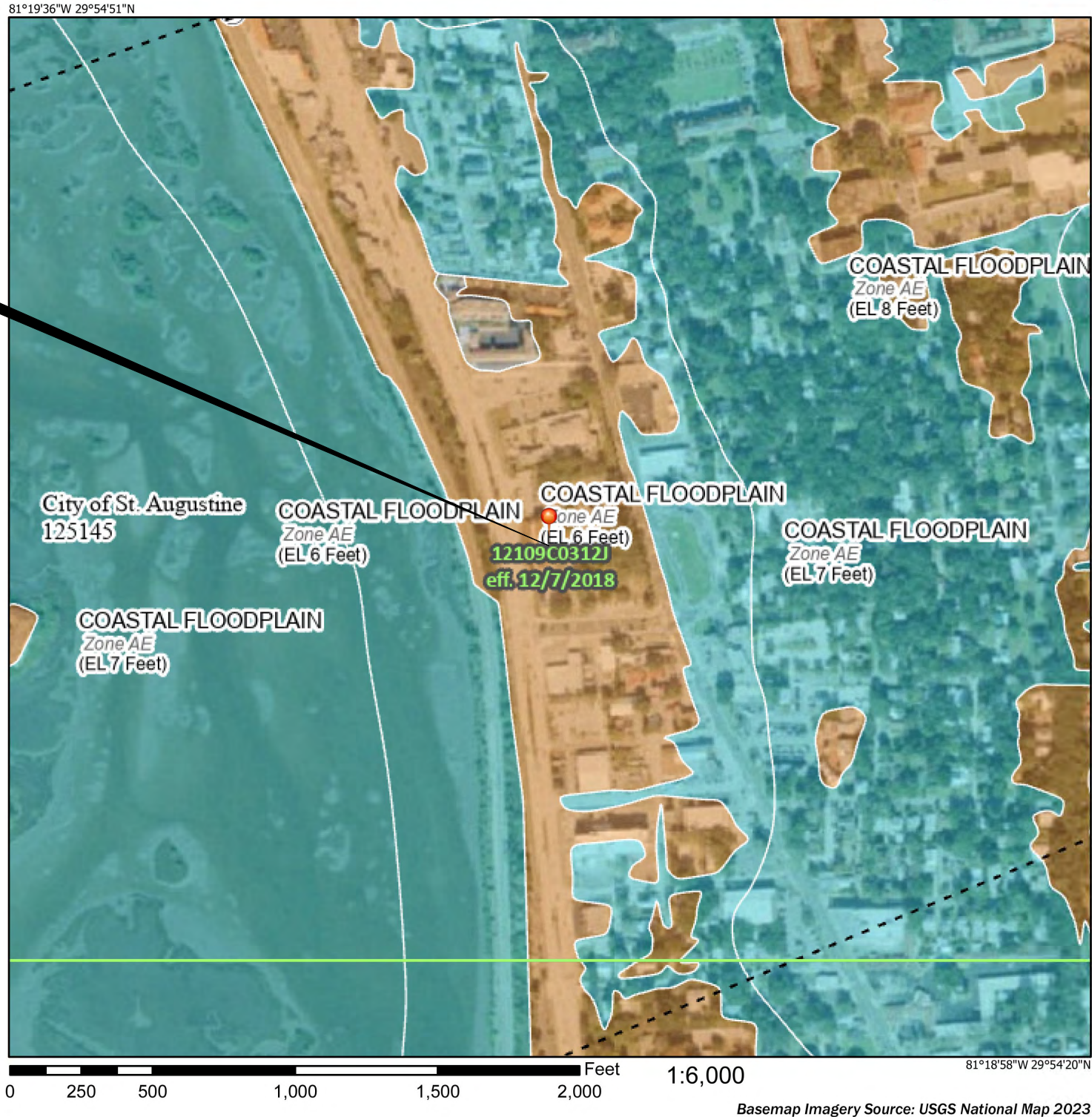
SHEET TITLE:

SITE
PLAN

C02

B

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SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **8/28/2024 at 1:36 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

				
				
				
				
				
				
				
				
				
				
	02-07-25	90% SUBMISSION NOT FOR CONSTRUCTION	DBS	SJS
	09-30-24	60% SUBMISSION NOT FOR CONSTRUCTION	RC	SJS
REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD. BY



F.L. CERTIFICATE OF AUTHORIZATION: 28362

PRELIMINARY
NOT FOR CONSTRUCTION

Stephen A. Bray
PROFESSIONAL ENGINEER

FL LICENSE: 68902 2/7/25

PROJECT NUMBER:
360.1001.010

SITE INFORMATION:
1960 N PONCE DE LEON BLVD
SAINT AUGUSTINE, FL 32084
ST. JOHN'S COUNTY

ST. JOHN'S LIBRARY

DESIGN TYPE: EV CHARGING

SHEET TITLE:

FEMA FIRM
PANELS

SHEET NUMBER:	REV.:
---------------	-------

C02A

B

SITE NAME:
RED COX

SITE ADDRESS:
200 RED COX DRIVE
SAINT AUGUSTINE, FL 32080

SITE INFORMATION	
SITE NAME:	RED COX
SITE ADDRESS:	200 RED COX DRIVE SAINT AUGUSTINE, FL 32080
JURISDICTION:	ST. JOHN'S COUNTY
BLOCK & LOT:	TBD & TBD
SITE COORDINATES:	N 29° 52' 43.0" (NAD 83) W 81° 17' 12.8" (NAD 83)
APPLICANT:	CITY OF ST. AUGUSTINE
PROJECT ENGINEER:	KMB DESIGN GROUP, LLC 1800 ROUTE 94, SUITE 209 WALL, NJ 07719

CODE ANALYSIS	
BUILDING CODE:	2023 FLORIDA BUILDING CODE
ELECTRICAL CODE:	NEC

PROJECT DESCRIPTION	
1.	INSTALL NEW VEHICLE CHARGING EQUIPMENT WITHIN EXISTING PARKING LOT.
2.	INSTALL NEW ELECTRICAL EQUIPMENT WITHIN EXISTING PARKING LOT.
3.	NEW CONDUITS TO BE ROUTED FROM EXISTING EXISTING UTILITY POLE TO PROPOSED VEHICLE CHARGING EQUIPMENT.
4.	NEW CONDUITS TO BE ROUTED FROM EXISTING ELECTRICAL ROOM TO PROPOSED VEHICLE CHARGING EQUIPMENT.



DIRECTIONS

FROM ORLAND INTERNATIONAL AIRPORT:
HEAD SOUTHWEST ON JEFF QUAIL BLVD. TAKE THE CARO ROAD EXIT, TURN RIGHT
ONTO CARO RD. RIGHT TURN ONTO THE RAMP TO US-148N. MERGE WITH JEFF QUAIL
BLVD. FOLLOW JEFF QUAIL BLVD. SOUTH 1.4 MILES TO THE RAMP TO TAKE LEFT ONTO
FOLLOW FL-471 TOLL N. 1.4 E AND 1/65 N TO US-1 N IN ST. JOHNS COUNTY. TAKE EXIT 29B
FROM 1/65 N. USE THE LEFT LANE TO MERGE WITH FL-48N. KEEP LEFT TO STAY ON FL-428
E. USE THE RIGHT 2 LANES TO TAKE LEFT ONTO 1/60 TO MERGE WITH FL-471 TOLL N TOWARD
ORLAND. KEEP LEFT TO STAY ON FL-471 TOLL N. TAKE EXIT 55A TO MERGE WITH 4 E
TOWARD DAYTONA BEACH. USE THE LEFT 3 LANES TO TAKE THE 1/65 N EXIT TOWARD
JACKSONVILLE. CONTINUE ONTO 1/65 N. MERGE WITH 1/65 N. TAKE EXIT 29B TOWARD ST.
JOHNS COUNTY. TAKE THE 1/65 N EXIT ONTO FL-160 N/FL-160A N/FL-160A S. AND HISTORIC
COASTAL BYWAY TO RED COX DR. IN ST. AUGUSTINE. TURN RIGHT ONTO US-1 N
TOWARD ORLAND. EXIT 29B E. TURN RIGHT ONTO RED COX A/FL-160A N/FL-160A S/RED COX
BYWAY. TURN RIGHT ONTO RED COX DR. ARRIVE AT 3000 RED COX
DRIVE SAINT AUGUSTINE, FL 32080

DRAWING INDEX	
DRAWING TITLE	
DWG 01	COVER SHEET
GNO1	GENERAL NOTES 1 OF 2
GNO2	GENERAL NOTES 2 OF 2
C01	KEY PLAN
C02	SITE PLAN
C02A	FEMA FIRM PANELS
C03	EQUIPMENT DETAILS
C03A	EQUIPMENT DETAILS
C03B	EQUIPMENT SPECIFICATIONS
C03C	EQUIPMENT SPECIFICATIONS
C03D	ADA COMPLIANCE DIAGRAMS
E01	ELECTRICAL NOTES
E02	SERVICE PLAN
E03	ONE LINE DIAGRAM & PANEL SCHEDULE



Know what's **below**.
Call before you dig.

				
				
				
				
				
				
				
				
				
				
				
				
				
				
	05-30-24	60% SUBMISSION NOT FOR CONSTRUCTION	RC	SJR
REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD BY



F.L. CERTIFICATE OF AUTHORIZATION: 28362

PRELIMINARY
NOT FOR CONSTRUCTION

Stephen A. Bray
PROFESSIONAL ENGINEER
FL LICENSE: 68902 9/30/24

PROJECT NUMBER:

PROJECT NUMBER:
360.1001.009

SITE INFORMATION:
200 RED COX DRIVE
SAINT AUGUSTINE, FL 32080
ST. JOHN'S COUNTY

RED COX

DESIGN TYPE: EV CHARGING

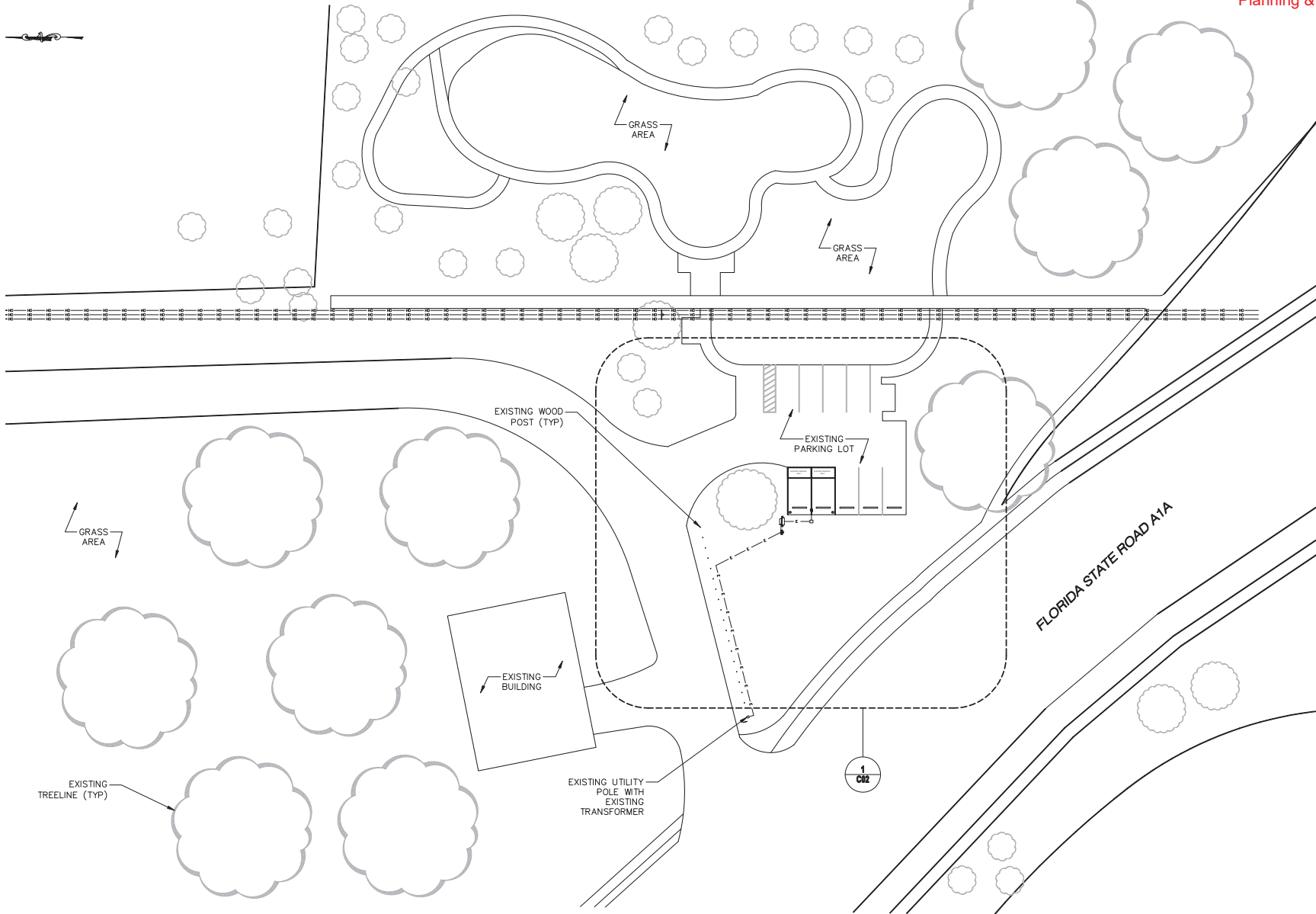
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SHEET

SHEET NUMBER:		REV.:
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T01

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1	KEY PLAN
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11x17 SCALE: 1" = 40'	24x34 SCALE: 1" = 20'
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REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD. BY



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ST. JOHN'S COUNTY

RED COX

DESIGN TYPE: EV CHARGING

SHEET TITLE: KEY

PLAN

SHEET NUMBER:	REV.:
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C01

REV.:
A



11x17 SCALE: 1/16" = 1'-0"	24x34 SCALE: 1/8" = 1'-0"
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1. CONTRACTOR SHALL BE RESPONSIBLE FOR THE SITE REMOVAL OF THOSE DEMOLITIONED MATERIALS NOT INTENDED FOR REUSE AND FOR THE PROPER DISPOSAL OF MATERIALS.
2. ALL WORK SHALL CONFORM TO CODES AND THE REQUIREMENTS OF FEDERAL, STATE, AND LOCAL REGULATORY AGENCIES HAVING JURISDICTION.
3. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH GOOD TRADE PRACTICE AND IN CONFORMANCE WITH APPLICABLE MANUFACTURER'S RECOMMENDATIONS.
4. THE CONTRACTOR SHALL VISIT THE SITE TO UNDERSTAND THE GENERAL NATURE AND COMPLEXITY OF THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONDITIONS AFFECTING THE WORK. IF THERE ARE ANY DISCREPANCIES OR QUESTIONS, THE CONTRACTOR SHALL BRING IT TO THE ENGINEER/ARCHITECT'S ATTENTION PRIOR TO BID AWARD. ANY LATER CLAIMS FOR EXTRAS SHALL BE DENIED.
5. WORK TO BE DONE SHALL BE INCLUSIVE. ANY WORK NOT SPECIFICALLY CALLED OR SHOWN FOR, BUT REASONABLY IMPLIED, INCLUDING CUTTING, PATCHING, AND PAINTING AND REPAIR ORATION OF EXISTING SURFACES TO REMAIN, DAMAGED BY THIS WORK SHALL BE PROVIDED BY THE CONTRACTOR.
6. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL WORK WITH SUBCONTRACTORS DURING DEMOLITION.

1. CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES
2. L2 CHARGERS ARE PEDESTAL MOUNTED.
3. CONTRACTOR IS RESPONSIBLE FOR ANY TRAFFIC PERMITS REQUIRED. HOURS OF WORK ARE TO BE DICTATED BY THE PERMITTING DEPARTMENT FOR TRENCHING WORK THAT MAY CROSS SIDEWALK COMING FROM THE TRUCK LOT TO THE SERVICE AREA BUILDING.
4. CONSTRUCTION TO CONSIST OF TWO PHASES. PHASE ONE WILL INCLUDE TRENCHING FOR THE CHARGING STATION CONDUITS AND PHASE 2 WILL CONSIST OF THE INSTALLATION OF ALL EQUIPMENT.
5. PORTABLE VARIABLE SIGN TO BE PLACED A MINIMUM OF 24 HOURS IN ADVANCE OF PROPOSED CONSTRUCTION START TO GIVE NOTICE OF PARKING STALL CLOSURE.
6. ALL TRENCHES TO BE COVERED AT THE END OF EACH WORK DAY.



KME
DESIGN GROUP
kmbdg.com

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Stephen A. Bray
PROFESSIONAL ENGINEER

FL LICENSE: 68902 9/30/24

PROJECT NUMBER: _____

360.1001.009

SITE INFORMATION:

200 RED COX DRIVE

SAINT AUGUSTINE, FL 32080

ST. JOHN'S COUNTY

RED COY

RED COX

DESIGN TYPE: EV CHARGING

EV CHARGING

SHEET TITLE:

SITE

PLAN

[illegible]

SHEET NUMBER:	REV.:
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CO2 A

CO2	A
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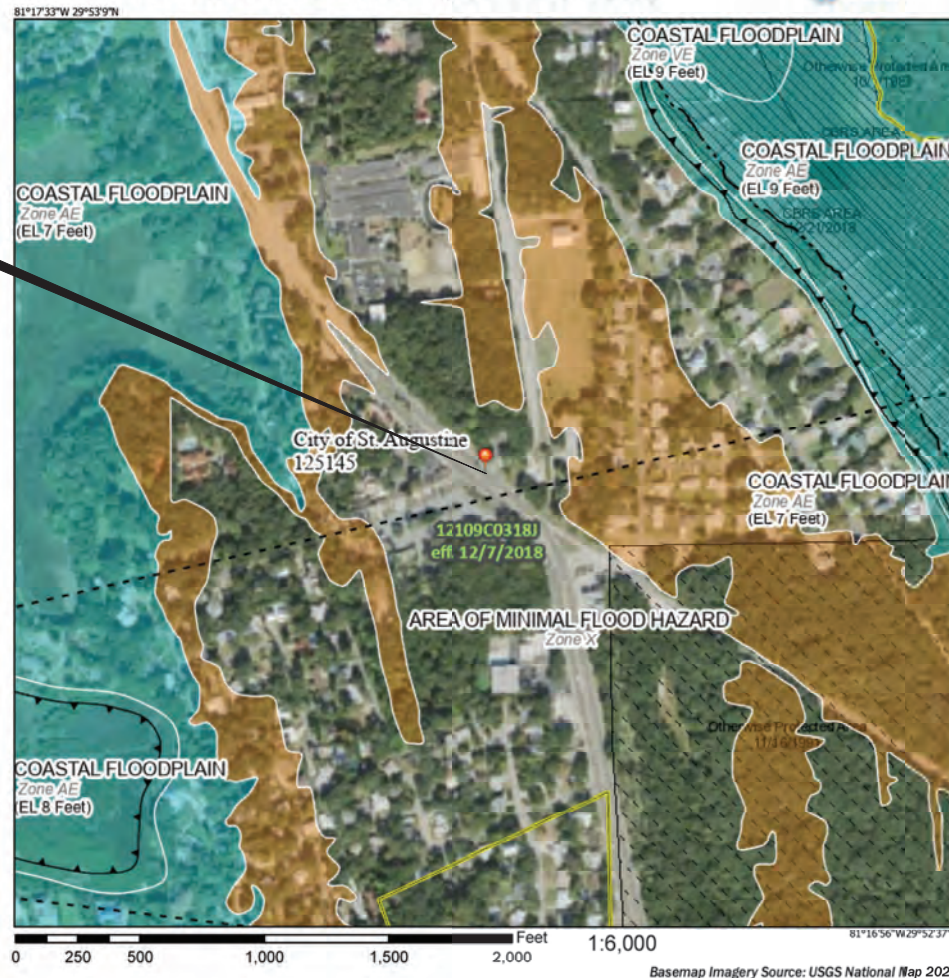
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Application Packet, page 84

Page 139 of 202

National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, AE
		With BFE or Depth Zone A, AE, AO, AH, VE, AB Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 2% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes, Zone X
		Area with Flood Risk due to Levee Zone X

NO SCREEN ☐ Area of Minimal Flood Hazard Zone X
☒ Effective LOMRs
 OTHER AREAS ☐ Area of Undetermined Flood Hazard Zone

GENERAL STRUCTURES

-----	Channel, Culvert, or Storm Sewer
	Levee, Dike, or Floodwall

OTHER FEATURES

- 20.2 Cross Sections with 1% Annual Chance
- 17.8 Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS

	Digital Data Available
	No Digital Data Available
	Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/28/2024 at 1:35 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: base map imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

					
					
					
					
					
					
					
					
					
					
					
					
					
	00-30-34	60% SUBMISSION NOT FOR CONSTRUCTION	RC	S.B	
REV.	DATE	REVISION DESCRIPTION	DRAWN BY	CHKD. BY	



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Stephen A. Bray
PROFESSIONAL ENGINEER

FL LICENSE: 68902 9/30/24

PROJECT NUMBER: **360.1001.009**

SITE INFORMATION:
200 RED COX DRIVE
SAINT AUGUSTINE, FL 32080
ST. JOHN'S COUNTY

RED COX

DESIGN TYPE: EV CHARGING

SHEET TITLE: FEMA FIRM

FEMA FIRM
PANELS

SHEET NUMBER:

C02A

A

SUBJECT
SMART St Augustine – Mobility Hub Component, Digital
Kiosk Vendors and Models Evaluation

TO
Metric Engineering

DATE
Feb 5, 2025

OUR REF
30209394 - SMART St. Augustine

COUNTY
St. Johns County, City of St. Augustine, FL

The purpose of this memorandum is to provide information on the digital kiosks features of the Mobility Hubs proposed in the SMART St. Augustine project. The memorandum lays out and compares the offerings of three digital kiosk vendors, and recommends a selected vendor based on an evaluation of features, costs, and services.

1. Context

The following section provides context on the Mobility Hub locations and components. It then delves into outlining the study set out to accommodate the specific project requirements set for the digital kiosk features.

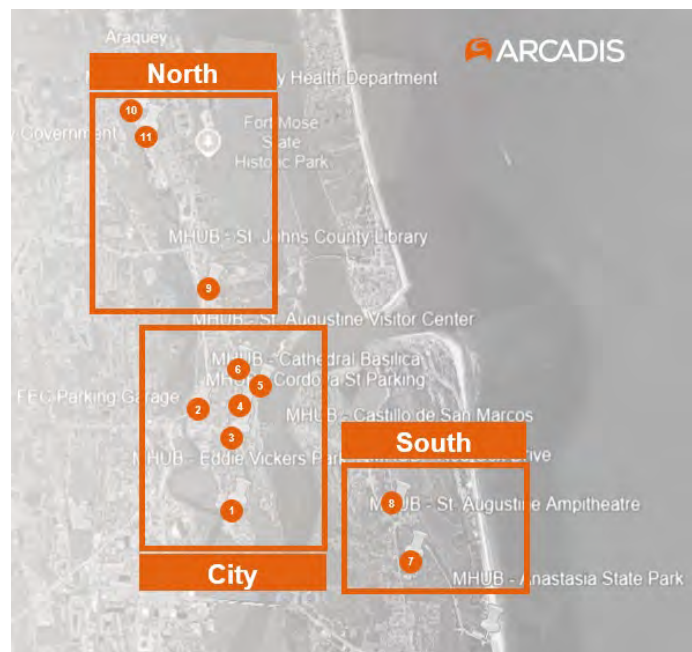
1.1. Mobility Hub Locations

As part of the SMART St. Augustine project, Arcadis (sub-consultant to Metric), was retained to specify the mobility hub components for the project.

The project consists of 11 locations across St. Augustine including:

- **City** - 6 hubs in the historic center serving shuttle bus stops, tourist attractions, parking garages and other uses;
- **North** - 3 hubs in the northern part of the city serving institutions (County Hall, Library, Health Center); and
- **South** - 2 hubs in the southern area serving recreational facilities like a park and an amphitheater.

Figure 1: Mobility Hub Locations in St. Augustine



Each Mobility Hub includes 2-10 EV charging spots, additional or existing bike racks, and a digital kiosk with information for visitors and residents, some hubs are integrated with existing shuttle bus stops. Below is a table with an inventory of Mobility Hubs with their ID numbers, locations, and components including digital kiosk, bike racks, and transit facilities, but excluding EV charging infrastructure which is supplied by others.

Table 1: Mobility Hub IDs, Locations and Component Inventory

MH ID / No.	Location / Name	Digital Kiosk	Bike Rack		Transit	ITS PLAN
			New	Existing		
1	Eddie Vickers Park	One sided	1x4 Post & Ring	-	-	02
2	FEC Parking Garage	One sided	1x4 Post & Ring	-	-	06
3	Granada St. Parking	One sided	1x4 Post & Ring	-	Blue Line nearby	11
4	Cathedral Pl. Parking	One sided	1x5 Post & Ring	-	STAR shuttle integrated	11
5	Castillo de San Marcos Parking	Two sided	-	1x Inverted U	STAR shuttle nearby	13
6	St. Augustine Visitor Center Parking	Two sided	-	2x5 Post & Ring	Red Line & STAR shuttle integrated	14
7	St. Augustine Amphitheatre	One sided	1x Corral	-	-	25
8	Red Cox Dr. Parking	One sided	-	2x5 Post & Ring	-	27
9	Library Parking	One sided	1x Corral	1x Corral	Blue & Red Line nearby	31
10	St. Johns County Health Dept	One sided	-	1x3 Post & Ring	-	40
11	St. Johns County Government	One sided	1x4 Post & Ring	-	-	41

1.2. Digital Kiosk Research and Requirements

In municipal settings, digital kiosks serve as interactive hubs for residents and visitors, offering convenient access to important information, such as parking information, updates on touristic events, live notifications and wayfinding. These kiosks enhance the user experience by providing real-time, location-specific information, streamlining urban navigation and supporting city operations.

The digital kiosks are the focus of this memorandum. Arcadis was retained to perform the following tasks:

- Research and vet suitable vendors that manufacture and provide digital kiosks in the USA
- Compare the vendors' **hardware offerings** and select an appropriate outdoor kiosk model with features that satisfy the project requirements including:
 - Weather durability and NEMA ratings
 - Power supply

- Communications, cellular modem and connectivity
- Look and feel to fit in existing St. Augustine wayfinding element color palette (dark brown, or black) and design
- Compare the vendors' **software offerings** that satisfy the project requirements including:
 - Integration of 'Visit St. Augustine' website / app
 - General information for visitor purposes such as current and upcoming events, attractions, dining, accommodation
 - Parking garage and lot information, including real-time parking occupancy information provided as part of the SMART project
 - Transit information and schedules of transit including STAR shuttle and the Red and Blue Lines
 - Weather and other alerts
- Compare Costs of hardware and software features, including maintenance, shipping, services, and recurring costs. Calculate capital costs of operations and management for 5- and 10-year periods.
- Evaluate selected kiosk models from the three vendors based on features, costs, and services
- Recommend preferred vendor based on overall evaluation

2. Digital Kiosk Vendors

The following companies have been engaged as potential vendors to provide digital kiosks at the mobility hubs identified above. These vendors were selected due to their noted experience in the delivery of various digital kiosks in a variety of contexts, and their ability to tailor kiosk components and features to suit the needs of the City of St Augustine.

2.1. Meridian: Pulse

Meridian Kiosks is a fully integrated manufacturer of digital kiosks, interactive digital signage and other self-service solutions. Headquartered in North Carolina, the company has developed digital kiosk and other self-service solutions in a wide variety of applications, including live events, airports, museums and in for various public transit agencies and municipalities.

Of Meridian's Outdoor Kiosk product range, the '**Pulse**', is popular among transit agencies and municipalities in outdoor deployments, due to its simple design, range of optional components and ability to offer digital signage and wayfinding. The Pulse comes in a 55" in screen composed of tempered anti-reflective UV glass. The kiosk frame, chassis are aluminum, and its components are designed for maximum durability and year-round operation in outdoor settings.

Meridian kiosks run on Windows software and are compatible with other media players. Meridian also offer a suite of additional software packages. For digital signage and customer experience oriented applications, Meridian offers '**Mzero InterAct Software**', that equips kiosks with advanced digital signage and wayfinding functionalities, backend analytics, and a high level of interface customization and content management for the kiosk owner. Meridian digital kiosks may also be purchased without any software installed.



Figure 2: Meridian - Pulse – Single-Sided

2.2. LamasaTech: Versi / Guida

LamasaTech is a specialist provider of kiosks, digital signage screens and touch screens, headquartered in Newcastle upon Tyne in the United Kingdom. The company offers a range of products focused on digital transformation and enhanced customer engagement, primarily in sectors that require digital display solution and interactive customer service technologies.

LamasaTech's 'smart city kiosk' range are designed for outdoor installations to serve as a centralized hub of information for users. The '**Versi**' is a modular digital signage display that is available in a range of configurations in indoor or outdoor settings. It is a freestanding display, available in single-sided (**Versi**) and double-sided (**Guida**) models with either a 43" or 55" projected capacitive touch screen (PCAP) for interactive applications. Its enclosures are designed at an IP66 (Internal Protection) or NEMA 6 standard. Design customization for the location of electrical components within the Kiosk is also available to mitigate any risks associated with ground flooding.



Figure 3: LamasaTech – Versi – Single-Sided

The standard software is a 'system on a chip' (SoC) powered by Android 11, which is designed for digital signage and public display applications. This setup has been deployed by LamasaTech on over 1,000 digital signage devices globally. For additional costs, LamasaTech also offer '**Smart City Software**' that equips its kiosks with additional functionalities including wayfinding, navigation, directories, weather and community information, among others.

2.3. Advanced: Outdoor Monolith

Advanced Kiosks are a kiosk vendor and manufacture, specializing in interactive kiosk software and hardware systems. Based in Concord, New Hampshire, Advanced Kiosks combines user experience design, software functionality and interactive touchscreen technology to develop custom kiosk solutions tailored to a variety of applications, spanning business, security and tourism. They have shipped nearly 4,000 kiosks, manage over 1,000 kiosks in 14 countries.

The '**Monolith Outdoor**' kiosk model is a ultra rugged, weatherproof information kiosk with dual-sided display capability. The kiosk comes in 46" or 55" touchscreen options and weighs 333 lbs. It is constructed of steel for maximum durability and comes with a 3-year warranty. The kiosk monitor is designed to an IP56 standard while the kiosk's enclosure is designed to an IP33. Electrical components, including the UPS and cellular communications modem, are housed within a sealed electrical box.

What is displayed on the kiosk interface is entirely configurable by the end user and the standard Windows 11 kiosk software allows for changes and updates to be made by remote access only. Advanced also offer '**Zamoc Kiosk Management Software**' at an additional cost, which increases kiosk security, provides management tools and weekly reporting functions, hardware support and enables easier integration with third party software.



Figure 4: Advanced - Monolith - Single-Sided

2.4. Vendor / Model Comparison

The following tables compare each Digital Kiosk model listed above by Feature (Table 2) and by Cost (Table 3). Some details for each vendor are yet to be determined and various optional kiosk components and their costs have not been included. A table with any additional or optional features and their costs may be provided upon request.

Table 2: Digital Kiosk Vendor / Model Comparison by Feature

	Item	Meridian – Pulse	LamasaTech – Versi	Advanced - Monolith
Basic Specifications	Gross Weight (lbs.)	450 lbs.	106 lbs.	333 lbs.
	Screen Size(s)	55"	43" and 55"	46" and 55"
	Height x Depth x Width (inches)	90" x 12" 32"	76" x 4.6" x 28.8"	74" x 5.9" x 29"
	Base Plate	32" x 14"	25.5" x 9.8"	32" x 18"
	Material	Aluminum	TBC	Steel
	Input Voltage	120V, 50/60 Hz	110-240V, 50/60 Hz	100-240V, 50/60 Hz
	Operating Temperature	-40 – 131F	11 – 122F	-40 – 122F
	Humidity Range	TBC	10 – 90%	TBC
Features	Touchscreen Option	Yes	Yes	Yes
	Double-Sided Option	Yes	Yes (Guida)	No
	Remote Management Software	Yes	Yes	Yes
	Brightness	2500 nits	2000 nits	3000 nits
	Custom Shell Paint Colour & Graphics Logo	Yes	Yes	Yes
	Camera & Microphone	Yes (upgrade)	Yes (upgrade)	Yes (upgrade)
	Warranty	1 Year	3 Years	3 Years

	Item	Meridian – Pulse	LamasaTech – Versi	Advanced - Monolith
Technical Specifications	Weatherproof	Yes	Yes	Yes
	IP / NEMA Rating	IP65	IP66	IP56
	Operating System	In-house	Android	Windows 11 Pro
	Run Web Applications Capability	Yes	Yes	Yes
	Lifespan Hours	TBC	50,000	50,000
	Ethernet Connectivity	TBC	Yes	Yes (upgrade)
	WiFi Connection Option	Yes	Yes	Yes
	4G Cellular Connection Option	Yes	TBC	Yes (upgrade)

Table 3: Digital Kiosk Vendor / Model Comparison by Cost

	Meridian – Pulse			LamasaTech – Versi / Guida			Advanced – Outdoor Monolith		
Hardware	Base	Unit	Total	Base	Unit	Total	Base	Unit	Total
One-Sided	\$16,995.00	10	\$169,950.00	\$12,000.00	10	\$120,000.00	\$28,868.00	12	\$346,272.00
Two-Sided	\$23,500.00	2	\$47,000.00	\$16,160.00	2	\$32,320.00	N/A	-	-
Shipping	\$458.00	12	\$5,500	\$450.00	12	\$5,400.00		12	
Options									
Powder Coat	\$2,775.00	12	\$33,300.00	\$1,600.00	12	\$19,200.00	TBC	-	-
Graphic Wrap + Logo	\$3,070.00	12	\$36,840.00	TBC	-	-	TBC	-	-
Webcam / Audio Kit	\$617.00	12	\$7,404.00	TBC	-	-	\$872.00	12	\$10,464.00
Cell Router & Antenna	\$385.00	12	\$4,620.00	\$960.00	21	\$11,520.00	\$550.00	12	\$6,600.00
Subtotal 12 (1S)	-	-	\$241,860.00	-	-	\$180,120.00	-	-	\$352,972.00
Subtotal 10(1S) + 2 (2S)	-	-	\$254,970.00	-	-	\$188,440.00	-	-	-
Software									
Platform	\$635.00	1	\$635.00	\$1,600.00	12	\$19,200.00	TBC	-	-
Software	\$2,000.00	12	\$24,000.00	\$4,200.00	1	\$4,200.00	\$873.00	12	\$10,476.00
Subtotal 12 (1S)	-	-	\$24,635.00	-	-	\$23,400.00	-	-	\$10,467.00
Subtotal 10(1S) + 2 (2S)	-	-	\$28,635.00	-	-	\$23,400.00	-	-	-
Additional Costs									
Site Survey	\$500.00	12	\$6,000.00	\$500.00	12	\$6,000.00	TBC	-	-
Installation	\$1,200	12	\$14,400.00	N/A	-	-	\$899.00	12	\$10,788.00
Support Services	\$360.00	1	\$360.00	TBC	-	-	\$99.00	1	\$99.00
Capital Costs for 12 (1S)									
Annual O+M Cost	\$5,100	-	-	\$19,200	-	-	\$10,476.00	-	-
Accumulative Total: Year 1	-	-	\$266,495.00	-	-	\$203,520.00	-	-	\$363,348.00
Accumulative Total: Year 5	-	-	\$286,895.00	-	-	\$280,320.00	-	-	\$405,252.00
Accumulative Total: Year 10			\$312,395.00			\$376,320.00			\$457,632.00

3. Evaluation and Recommendations

This section centralizes the findings into a concise evaluation table, ranks the three vendors, and lays out the preferred vendor. It concludes with a recommendation for a vendor to supply a set of digital kiosks for St. Augustine that will meet City requirements for performance and branding as well as optimizes costs and features. Note that City requirements are not evaluated in this portion because those requirements were considered to be a baseline and therefore all vendor models evaluated in this section already meet those requirements/have various options available that would satisfy City requirements.

3.1. Evaluation

Arcadis considered various evaluation factors that includes hardware and software costs and features, previous project and customer experience, and geographic location (in regard to future digital kiosk service and maintenance needs). These factors were considered qualitatively and quantitatively. A description of each evaluation factor is in Table 4.

Table 4: Evaluation Factors

Evaluation Factor	Description
Hardware Cost	Value for initial and recurring costs.
Hardware Features	Options for branding, slim and non-intrusive design, and availability of double-sided kiosk
Software Cost	Value for initial and recurring costs.
Software Features	Ease of use, customization, and potential for data integration.
Office / Geographic Set-up	Whether the vendor manufactures their kiosks in the US and have local servicing in the US.
Project Experience	Whether a vendor has US-based experience.
Customer Experience	Quality and speed of responsiveness to questions.
City Staff Workload Effort	Level of effort required from staff for setup and ongoing maintenance.

Arcadis conducted research and met with the three vendors regarding each of their models' features and gathered initial information at a qualitative level. A summary of this is shown in Table 3.

Based on the qualitative information gathered (Table 3), a basic quantitative assessment was conducted for each vendor model. Each evaluation factor was rated for each vendor's model from a scale of one to three. Each evaluation factor held equal weight in this preliminary determination. These results are shown in Table 4.

Table 5: Digital Kiosk Qualitative Evaluation

Evaluation Factor	Vendor and Model		
	Meridian - Pulse	LamasaTech - Versi	Advanced - Monolith
Hardware Cost	Medium cost, good value.	Lowest cost, good value.	Significantly higher cost for value.
Hardware Features	Pulse model is sleek and compact, double-sided available.	Smaller footprint, slimmer, double-sided requires different model.	Good design with different options, no two-sided model.
Software Cost	Higher cost for first year, but lowest recurring cost in subsequent years.	Lowest recurring cost.	Varying bands of initial and recurring costs.
Software Features	Platform is straightforward for client to self-populate, and customizable now and down the road, including integration of feeds.	Platform is straightforward for client to self-populate, and customizable, including integration of feeds.	Fully customizable, but limited user experience. Hosted in Wordpress; setup requires more initial time with vendor.
Office / Geographic Set-up	US-made. Office and warehouse in North Carolina.	Company based out of the UK, with Delaware address in the US.	US-made. Office and warehouse in New Hampshire.
Project Experience	Wide variety of deployments in the US.	Wide variety of experience, both internationally and some in the US.	Good variety of experience in the US.
Customer Experience	Good. Responsive and answers questions. Usually responds in 24-48 hours. Maintenance service available in the US.	Good. Responsive and answers questions. Usually responds in 24-36 hours. Maintenance service available in the US.	Very customizable, seems to be more family-run and will respond within 48-36 hours. Maintenance service available in the US.
City Staff Workload Effort	Low. Straightforward initial setup and low effort required to maintain. Less institutional knowledge needed to maintain.	Low. Straightforward initial setup and low effort required to maintain. Less institutional knowledge needed to maintain.	High. More effort required for initial setup and staff training required to be able to maintain. More institutional knowledge needed to maintain.

Evaluation Factor	Vendor and Model		
	Meridian - Pulse	LamasaTech - Versi	Advanced - Monolith
Summary	<i>Solid solution, US-based, customizable, hands-on, and good project and customer experience. Less institutional knowledge needed to maintain.</i>	<i>Solid solution, not US-based, good global experience.</i>	<i>Good solution, significantly higher cost, more customizable, hands-on, and good project experience. May need more staff training initially as well as to maintain and operate.</i>

Table 6: Digital Kiosk Quantitative Evaluation

Evaluation Factor	Vendor and Model		
	Meridian - Pulse	LamasaTech - Versi	Advanced - Monolith
Hardware Cost	2	3	1
Hardware Features	3	3	2
Software Cost	3	2	1
Software Features	3	3	2
Office / Geographic Set-up	3	2	3
Project Experience	3	2	3
Customer Experience	3	2	2
City Staff Workload Effort	3	3	1
Total	23	20	16

3.2. Preferred Vendor

Of the digital kiosk vendors and models evaluated, based on the preliminary qualitative and quantitative results displayed in section 3.1 of this document, Arcadis recommends **Meridian Pulse** as the preferred vendor and model because it was the highest rated vendor of the ones evaluated. Meridian Pulse would best suit St. Augustine's wants and needs for a digital kiosk program for these reasons:

- Competitive hardware features that allow for brand customization;
- Competitive software options, solutions and recurring costs that allows for flexibility and ease of use both for initial setup as well as operations and maintenance; requiring minimal staff effort;
- USA-made hardware with local servicing and support;
- Easy to work with and responsive customer service; and
- Long-term cost for value across both capital and operations and maintenance costs.



Figure 5: Meridian 'Pulse' in Carillon Beach, Florida

3.3. Final Recommendation

In summary, this memorandum laid out the context for the proposed implementation of 11 Mobility Hubs in St. Augustine, their locations and components. It focused on digital kiosks and further researched three vendors (Meridian, LamasaTech, and Advanced) to test suitability to the project requirements, and compare and evaluate the selected kiosk models to help the City select a chosen vendor. Arcadis ranked the Meridian Pulse outdoor digital kiosk model the highest, followed by LamasaTech, and Advanced. However, this is a preliminary determination.

Regarding the costs and features of the **hardware** and communications, it is recommended that the City and project team review the features and connect with the shortlisted vendor(s) representatives to identify next steps and implementation logistics for delivery, supply, installation, maintenance and support, in order to establish next steps and adhere to the implementation timeline.

Regarding the costs and features of the **software**, Arcadis recommends connecting the shortlisted vendor(s) representatives with City staff who will be responsible for curating the information displayed in the kiosks and impacting the user experience and user facing tools. The City will better understand the potential effort required from the City's side with upkeep of the dynamic information, real-time information feeds, scheduling and events, and other data that will be displayed on the kiosk.

4. Appendices

Appendix A includes specific detail into the comparison and calculation of costs in an attached spreadsheet.

Appendix B includes visualization comparisons of the digital kiosks in two mobility hub locations, as well as a comparison of the two coating color schemes (brown and black) that match the City's physical signage and wayfinding palette.

4.1. Appendix A - Spreadsheet - Cost Details

4.2. Appendix B – Digital Kiosk Location Visualization

	Category Item		Meridian - Pulse				LamasaTech - Versi / Guida				Advanced - Monolith			
			Base	Unit	Total	Notes	Base	Unit	Total	Notes	Base	Unit	Total	Notes
Initial Costs	Hardware													
	Base	One-Sided	\$19,250.00			\$16,995 Discounted Base Cost	\$12,000.00			Versi - 1 sided	\$28,856.00			
	Base	Two-Sided	\$25,900.00			\$23,500 Discounted Base Cost	\$16,160.00			Guida - 2 sided	N/A			
		One-Sided	\$16,995.00	10	\$169,950.00	Discounted Base Cost	\$12,000.00	10	\$120,000.00		\$28,856.00	12	\$346,272.00	
				12	\$203,940.00	Discounted Base Cost		12	\$144,000.00					
		Two-Sided	\$23,500.00	2	\$47,000.00	Discounted Base Cost	\$16,160.00	2	\$32,320.00		TBC			
		Shipping		12	\$5,500.00	Estimated total for 12 Kiosks	\$450.00	12	\$5,400.00		TBC	12		Wooden Crate = \$558
	Options													
		Powder Coat	\$2,775.00	12	\$33,300.00		\$1,600.00	12	\$19,200.00		TBC			
		Graphic Wrap	\$1,535.00	12	\$18,420.00					Can add graphic, Cost TBD.	\$280.00	12	\$3,360.00	
		Graphic Logo	\$1,535.00	12	\$18,420.00		TBC				\$872.00	12	\$10,464.00	Integrated 5 mp Board with Auto Focus 720p
		Webcam	\$350.00	12	\$4,200.00						\$490.00	12	\$5,880.00	Magnetic Strip Reader
		Audio Kit	\$267.00	12	\$3,204.00						\$550.00	12	\$6,600.00	Hardware Only. Data service not included
		Credit Card Reader	N/A											
		Cell Router & Antenna	\$385.00	12	\$4,620.00		\$960.00	12	\$11,520.00					
		Subtotal for 12 one-sided			\$241,860.00				\$180,120.00				\$352,872.00	
		Subtotal for 10 one-sided, 2 two-sided			\$254,870.00				\$188,440.00					
Initial Costs	Software													
		Platform	\$635.00	1	\$635.00	One time cost	\$1,600.00	12	\$19,200.00	Per kiosk per year / recurring yearly				
		Management Software	\$425.00	12	\$5,100.00	Per year per kiosk (10+2x2) from 2nd year					\$873.00	12	\$10,476.00	Basic - Annual Recurring Cost per Kiosk
		Digital Signage Software	\$2,000.00	12	\$24,000.00	Per kiosk (two sided =>2) first year only					\$1,849.00	12	\$22,188.00	Premier - Annual Recurring Cost per Kiosk
		API Integration					\$4,200.00	1	\$4,200.00	One time cost				
		GIFS Integration					\$4,200.00			Optional	\$5,400.00	12	\$64,800.00	Enterprise - Annual Recurring Cost per Kiosk
		Subtotal for 12 one-sided			\$24,635.00	For first year			\$23,400.00	For first year			\$10,476.00	Basic for first year
					\$49,035.00	For 5 years			\$117,000.00	For 5 years			\$52,380.00	Basic for 5 years
		Subtotal for 10 one-sided, 2 two-sided			\$28,635.00	For first year			\$23,400.00	For first year				
					\$52,435.00	For 5 years			\$117,000.00	For 5 years				
	Additional Costs													
		Site Survey	\$500.00	12	\$6,000.00		\$500.00							
		Installation	\$1,200.00	12	\$14,400.00						\$899.00	12	\$10,788.00	Per kiosk
		Support Service	\$360.00	1	\$360.00	Recurring each year	TBC				\$99.00			Monthly for first kiosk
											\$28.00			Monthly for Others
		Configuration	N/A				TBC				\$1,400.00			Per project
		Onboarding	N/A				TBC				\$180.00			Per Hour
		Shipping Time												4-6 weeks
Recurring Costs	Recurring Costs													
		Capital Cost for 12 one-sided												
		O+M Cost Year 1			\$266,495.00				\$203,520.00				\$363,348.00	
		O+M Cost Year 2			\$5,100.00				\$19,200.00				\$10,476.00	
		O+M Cost Year 3			\$5,100.00				\$19,200.00				\$10,476.00	
		O+M Cost Year 4			\$5,100.00				\$19,200.00				\$10,476.00	
		O+M Cost Year 5			\$5,100.00				\$19,200.00				\$10,476.00	
		Accumulative Total 5 Years			\$286,895.00				\$286,320.00				\$405,252.00	
		O+M Cost Year 6			\$5,100.00				\$19,200.00				\$10,476.00	
		O+M Cost Year 7			\$5,100.00				\$19,200.00				\$10,476.00	
		O+M Cost Year 8			\$5,100.00				\$19,200.00				\$10,476.00	
		O+M Cost Year 9			\$5,100.00				\$19,200.00				\$10,476.00	
		O+M Cost Year 10			\$5,100.00				\$19,200.00				\$10,476.00	
		Accumulative Total 10 Years			\$312,395.00				\$376,320.00				\$457,632.00	

Assumptions: (1) Assumed 12 kiosks (9 one-sided, 2 double-sided) for 11 locations. 1 spare.

Note: All costs are preliminary estimates and are subject to change based on additional refinement. Costs may vary in the future based on specific features desired.

St. Augustine Mobility Hub Digital Kiosks

Appendix B - Digital Kiosk Location Visualizations

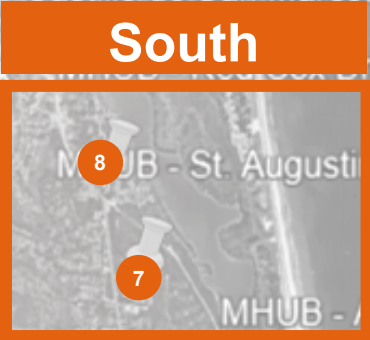
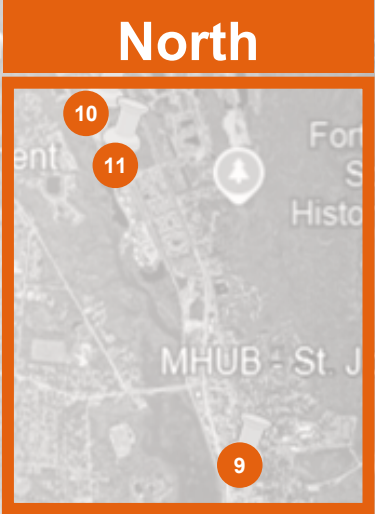
January 28, 2025

St. Augustine Mobility Hub Network



- **11 Mobility Hubs** in total
- **City** - 6 hubs in the **historic center** (attractions, parking garages)
- **North** - 3 hubs, **institutions** (County Hall, Library, Health Center)
- **South** - 2 hubs, **recreation** (park, amphitheater) (Anastasia State Park removed)

MOBILITY HUB LOCATIONS		
NO.	LOCATION	ITS PLAN (XX)
1	EDDIE VICKERS PARK	02
2	FEC PARKING GARAGE	08
3	GRANADA ST PARKING	11
4	CATHEDRAL PL PARKING	11
5	CASTILLO DE SAN MARCOS PARKING	13
6	ST. AUGUSTINE VISITOR CENTER PARKING	14
	ANASTASIA STATE PARK	24
7	ST. AUGUSTINE AMPHITHEATRE	25
8	RED COX DR PARKING	27
9	LIBRARY PARKING	31
10	ST. JOHNS COUNTY HEALTH DEPARTMENT	40
11	ST. JOHNS COUNTY GOVERNMENT	41



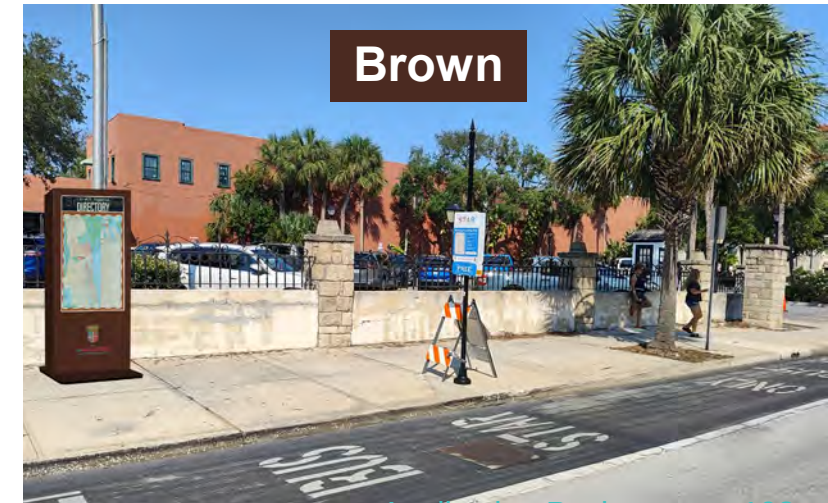
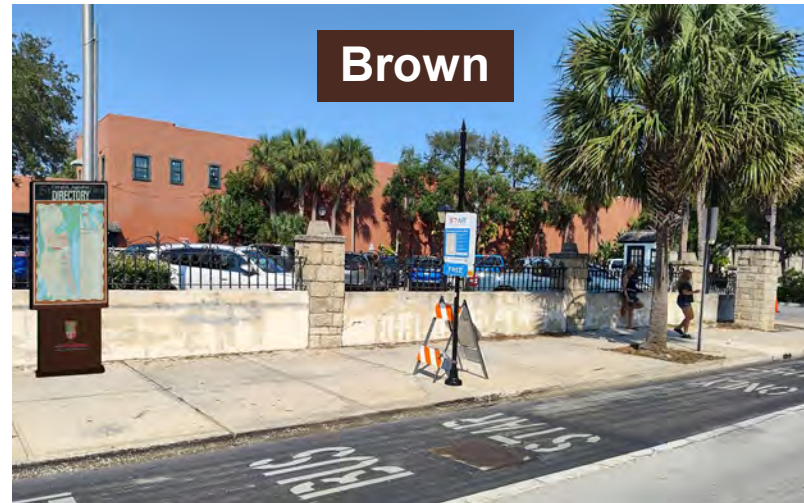
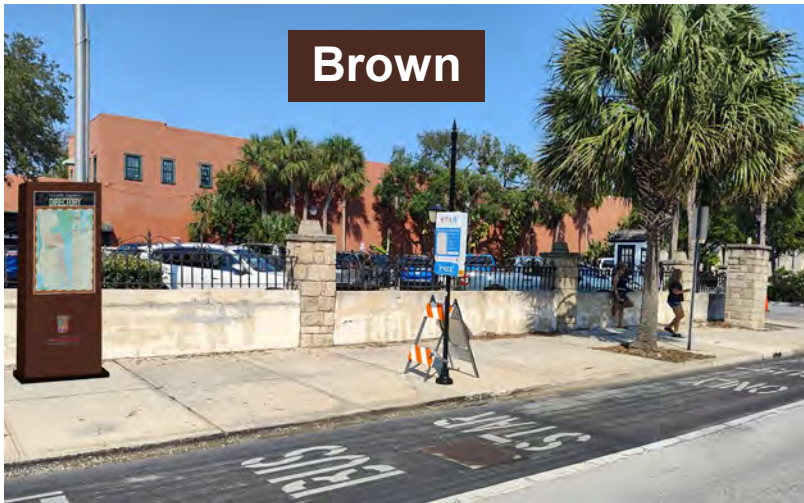
Meridian – Pulse



LamasaTech – Versi



Advanced – Outdoor Monolith



Meridian – Pulse



LamasaTech – Versi



Advanced – Outdoor Monolith



Mobility Hub 4 Cathedral Basilica

Meridian – Pulse



Mobility Hub 4 Cathedral Basilica

LamasaTech – Versi



Mobility Hub 4 Cathedral Basilica

Advanced – Outdoor Monolith



Mobility Hub 6 Visitor Center

Meridian – Pulse Digital Kiosk

Two-sided version



Mobility Hub 6 Visitor Center

LamasaTech – Versi Kiosk



Mobility Hub 6 Visitor Center

Advanced – Outdoor Monolith



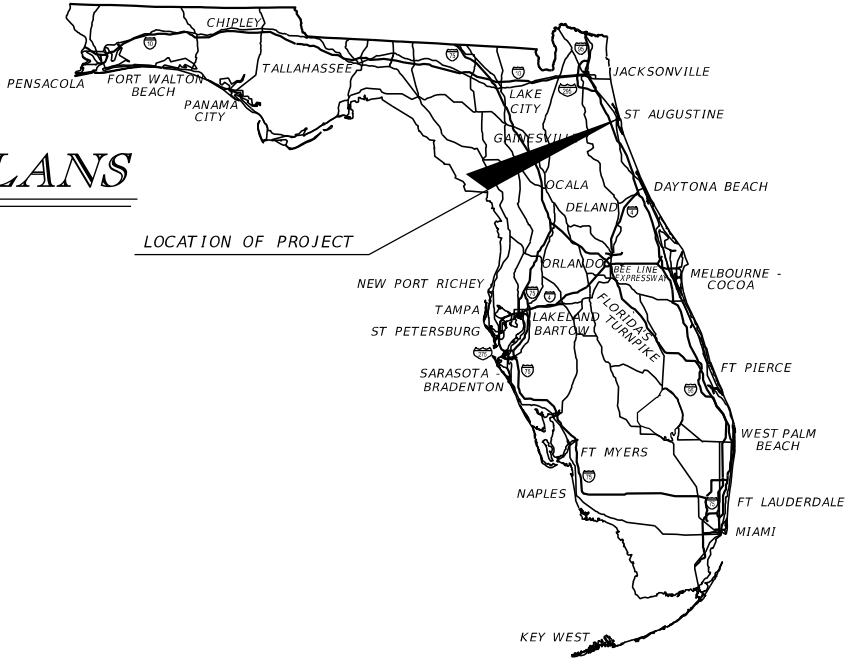
CONTRACT PLANS COMPONENTS

INTELLIGENT TRANSPORTATION SYSTEMS PLANS
ELECTRICAL VEHICLE CHARGER PLANS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

INTELLIGENT TRANSPORTATION SYSTEMS PLANS

FINANCIAL PROJECT ID 448653-3-52-01
(FEDERAL FUNDS)
ST. JOHNS COUNTY (78010, 78040)



INDEX OF ITS PLANS

SHEET NO.	SHEET DESCRIPTION
IT-1	KEY SHEET
IT-2	SIGNATURE SHEET
IT-3 - IT-4	GENERAL NOTES
IT-5 - IT-9	SUMMARY OF DEVICES
IT-10	PROJECT LAYOUT
IT-11 - IT-55	ITS PLAN
IT-56 - IT-64	POWER SERVICE RISER DIAGRAMS
IT-65 - IT-69	POWER SERVICE LINE DIAGRAMS
IT-70 - IT-74	ITS CROSS SECTIONS
IT-75 - IT-79	ITS MOUNTING DETAILS
IT-80 - IT-81	PULL BOX AND CONDUIT DETAILS
IT-82	DIRECTIONAL BORE AND TRENCHING DETAIL
IT-83 - IT-97	CABINET AND WIRING DETAILS
IT-98	GUIDE SIGN
IT-99	SEDIMENT BARRIER DETAILS
IT-100	CONCRETE APRON DETAILS
IT-101	SPLICING DIAGRAM
IT-102	KIOSK DETAIL
IT-103	BIKE RACK DETAIL
IT-104	CANTILEVER SIGN STRUCTURE DATA TABLE (1 OF 2)
IT-105	CANTILEVER SIGN STRUCTURE DATA TABLE (2 OF 2)
IT-106	CANTILEVER SIGN STRUCTURE DETAILS
IT-107 - IT-112	REPORT OF CORE BORINGS
IT-113 - IT-114	TEMPORARY TRAFFIC CONTROL PLAN NOTES
IT-115 - IT-134	TEMPORARY TRAFFIC CONTROL PLAN DETOUR

SMART ST. AUGUSTINE
CONNECTED VEHICLE SYSTEM IN CITY OF ST. AUGUSTINE

PROJECT LOCATION URL: <https://tinyurl.com/yc2ek228>

PROJECT LIMITS: ST. AUGUSTINE CITY LIMITS

EXCEPTIONS: NONE

BRIDGE LIMITS: NONE

RAILROAD CROSSING: NONE

PHASE III SUBMITTAL
FEBRUARY 17, 2025

INTELLIGENT TRANSPORTATION
SYSTEMS PLANS
ENGINEER OF RECORD:

JONATHAN GABRIEL KATZ, P.E.
P.E. LICENSE NUMBER 91110
METRIC ENGINEERING, INC.
525 TECHNOLOGY PARK, SUITE 153
LAKE MARY, FLORIDA 32746
CONTRACT NO.: TBD
VENDOR NO.: 59-1685550

CITY OF ST. AUGUSTINE
PROJECT MANAGER:

REUBEN FRANKLIN, P.E.

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY2025-26 Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: <http://www.fdot.gov/design/standardplans>

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, FY2025-26 Standard Specifications for Road and Bridge Construction at the following website: <http://www.fdot.gov/programmanagement/Implemented/SpecBooks>

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
TBD	25	IT-1

UTILITIES

1. THE LOCATION(S) OF THE UTILITIES AND EXISTING FDOT ITS SHOWN IN THE PLANS ARE BASED ON AS-BUILT PLANS AND LIMITED INVESTIGATION TECHNIQUES AND SHOULD BE CONSIDERED APPROXIMATE ONLY. VERIFY ALL UNDERGROUND AND OVERHEAD UTILITIES AND FDOT FACILITIES VERTICALLY AND HORIZONTALLY BEFORE FIELD INSTALLATION OF THE PROPOSED ITS.
2. UTILITY AGENCY OWNERS:

UTILITY NAME	CONTACT NAME	PHONE NUMBER	EMAIL
AT&T Florida (Distribution)	PK Patel	904-699-4976 (m)	pp5963@att.com
CenturyLink/Lumen (Level 3)	James Young		jamesyoung2@lumen.com relocations@lumen.com
Comcast Cable	James Graham	904-380-6341 (o); 904-509-6472 (m)	James_graham@cable.comcast.com
Crown Castle	Livia deMattos-Siech	727-516-0009 (o); 727-619-8126 (m)	livia.demattos-siech@crowncastle.com crowncastlefloridareviews@crowncastle.com
Florida Power & Light (Distribution)	Robert Haddock	904-225-3003 (o); 904-753-1215 (m)	robert.e.haddock@fpl.com
Florida Power & Light (Transmission)	Craig Ledbetter	561-803-7942 (o); 561-532-7082 (m)	craig.ledbetter@fpl.com
IQ Fiber	Les Guthrie	407-722-2300	les.guthrie@iqfiber.com
St Johns County Utility Department	Larry Miller	904-209-2624 (o); 904-484-6448 (m)	lmiller@sjcfl.us
MCI/Verizon	Marvin Fisher	904-633-5481 (o); 904-687-6051 (m)	marvin.fisher@verizon.com vzw-net-fl-transport@verizon.com
North Beach Utilities, Inc.	Max Usina	904-824-1806 (o); 904-669-7292 (m)	robertusina@att.net nbutilities@bellsouth.net
Resurgence Infrastructure /Intermetro Fiber Group, LLC	Laura Glass	850-826-0846	laura.glass@glass811.com lglass@resurgenceig.com
Sandhill Telecommunications Group	Scott Carullo	321-266-7230	scott@flhsi.com
TECO Peoples Gas	Matthew M Peak	904-732-2548 (o); 813-951-7784 (m)	MMPeak@tecoengergy.com
Uniti Fiber, LLC	Bob Mensching	904-718-8152	bob.mensching@uniti.com

ABBREVIATIONS

ADMS = ARTERIAL DYNAMIC MESSAGE SIGN
EOTL = EDGE OF TRAVEL LANE
EPB = ELECTRICAL PULL BOX
EV = ELECTRIC VEHICLE
FOC = FIBER OPTIC CABLE
FOPB = FIBER OPTIC PULL BOX
GND = GROUND
ITSPB = INTELLIGENT TRANSPORTATION SYSTEMS PULL BOX
LIDAR = LIGHT DETECTION AND RANGING
PMS = PARKING MESSAGE SIGN
RRFB = RAPID RECTANGULAR FLASHING BEACON
RSU = ROAD SIDE UNIT
SM = SINGLE MODE
UPS = UNINTERRUPTED POWER SUPPLY
V-CCTV = VERIFICATION CLOSED CIRCUIT TELEVISION
VDS = VEHICLE DETECTION SYSTEM

LEGEND

	PROPOSED DIRECTIONAL BORE CONDUIT		PROPOSED POWER SERVICE POLE/ITS POLE		PROPOSED SINGLE POST, SINGLE PANEL SIGN		EXISTING POWER SERVICE POLE/ITS POLE
	PROPOSED TRENCH CONDUIT		EXISTING ROUND CONCRETE POLE		PROPOSED SINGLE POST, DUAL PANEL SIGN		EXISTING CCTV
	EXISTING SIGNAL CONDUIT		EXISTING POWER POLE W/ TRANSFORMER		EXISTING SINGLE POST, DUAL PANEL SIGN		PROPOSED VIDEO DETECTION
	EXISTING BURIED WATER LINE		EXISTING GROUND MOUNT TRANSFORMER		EXISTING SINGLE POST, SINGLE PANEL SIGN		PROPOSED VERIFICATION CCTV
	EXISTING OVERHEAD ELECTRICAL CABLE		PROPOSED GROUND MOUNT TRANSFORMER		EXISTING BASE MOUNT CABINET		PROPOSED LIDAR
	EXISTING BURIED ELECTRICAL CABLE		PROPOSED MOBILITY HUB INFORMATION KIOSK		PROPOSED BASE MOUNT CABINET		EXISTING FIBER OPTIC SPLICE BOX
	EXISTING BURIED GAS LINE		EXISTING BIKE RACK		EXISTING POLE MOUNT CABINET		EXISTING FIBER OPTIC SPLICE VAULT
	EXISTING OVERHEAD FIBER OPTIC CABLE		PROPOSED MOBILITY HUB BIKE RACK		PROPOSED POLE MOUNT CABINET		EXISTING FIBER OPTIC PULL BOX
	EXISTING BURIED FIBER OPTIC CABLE		PROPOSED MOBILITY HUB EV CHARGING STATION		PROPOSED ROAD SIDE UNIT		PROPOSED FIBER OPTIC PULL BOX
	EXISTING BURIED TELECOM		PROPOSED PARKING BOLLARD		EXISTING ROAD SIDE UNIT		EXISTING ELECTRICAL PULL BOX
	EXISTING OVERHEAD TELECOM		EXISTING MANHOLE		PROPOSED FLOOD SENSOR		PROPOSED ELECTRICAL PULL BOX/ITS PULL BOX
	EXISTING WETLANDS		EXISTING STORM INLET		PROPOSED CELL MODEM		PROPOSED ARTERIAL DYNAMIC MESSAGE SIGN
	EXISTING FENCE						PROPOSED PARKING MESSAGE SIGN
	PROPOSED FENCE						

REVISIONS				ENGINEER OF RECORD			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			GENERAL NOTES (2)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
							DISTRICT WIDE	ST. JOHNS	448653-3-52-01		IT-4

2/17/2025 10:59:13 PM samuel.wilson c:\pwworkingdir\metric-pw-bentley.com\metric-pw-01\michale.enge@metriceng.com\dms39831\CESSIT01.dgn

ROAD SIDE UNIT (RSU) LOCATIONS					
NO.	DEVICE NUMBER	STATION	INTERSECTION	MOUNTING STRUCTURE	ITS PLAN (XX)
1	RSU 1	1622+13 , RT	SR 207 @ S DIXIE HWY	EXISTING MAST ARM	01/01A
2	RSU 2	2065+22 , LT	US 1/SR 5 @ SR 207	EXISTING MAST ARM	01
3	RSU 3	1292+51 , LT	W KING ST @ PALMER ST	EXISTING MAST ARM	04
4	RSU 4	1306+02 , RT	US 1/SR 5 @ W KING ST/SR A1A	EXISTING MAST ARM	05
5	RSU 5	1318+40 , RT	W KING ST/SR A1A @ MALAGA ST	EXISTING MAST ARM	06/06A
6	RSU 6	1326+83 , RT	W KING ST/SR A1A @ RIBERIA ST	EXISTING MAST ARM	06/06A
7	RSU 7	1332+52 , RT	W KING ST/SR A1A @ MARTIN LUTHER KING AVE	EXISTING MAST ARM	06/06A
8	RSU 8	2115+44 , RT	US 1/SR 5 @ ST. AUGUSTINE FIRE DEPARTMENT	EXISTING MAST ARM	08
9	RSU 9	2138+12 , LT	US 1/SR 5 @ W CASTILLO DR	EXISTING MAST ARM	09/09A
10	RSU 10	635+42 , RT	W KING ST/SR A1A @ CORDOVA ST	EXISTING MAST ARM	11/11A
11	RSU 11	1344+69 , RT	W KING ST/SR A1A @ ST GEORGE ST	EXISTING MAST ARM	11/11A
12	RSU 12	1403+76 , LT	CATHEDRAL PL @ ST GEORGE ST	EXISTING MAST ARM	11
13	RSU 13	737+10 , RT	USB 1/SR A1A @ W KING ST/SR A1A	EXISTING MAST ARM	12
14	RSU 14	750+25 , LT	USB 1/SR A1A @ CUNA ST	EXISTING MAST ARM	13/13A
15	RSU 15	757+22 , LT	USB 1/SR A1A @ FORT ALLEY	EXISTING MAST ARM	13/13A
16	RSU 16	767+78 , LT	USB 1/SR A1A @ W CASTILLO DR	EXISTING STRAIN POLE	14
17	RSU 17	1419+00 , LT	SR A1A @ BRIDGE OF LIONS WEST SIGNAL	EXISTING MAST ARM	17
18	RSU 18	1423+16 , RT	SR A1A @ BRIDGE OF LIONS EAST SIGNAL	EXISTING MAST ARM	17
19	RSU 19	1453+11 , LT	SR A1A @ MATANZAS BLVD	EXISTING STRAIN POLE	19
20	RSU 20	1494+23 , RT	SR A1A @ ANASTASIA DR	EXISTING STRAIN POLE	26
21	RSU 21	2175+58 , RT	US 1/SR 5 @ W SAN CARLOS AVE	EXISTING MAST ARM	30
22	RSU 22	806+50 , RT	USB 1/SR A1A @ W SAN CARLOS AVE	EXISTING MAST ARM	30
23	RSU 23	810+57 , RT	USB 1 @ MAY ST	EXISTING MAST ARM	30
24	RSU 24	2205+85 , RT	US 1/SR 5 @ SR 16	EXISTING MAST ARM	36
25	RSU 25	2238+09 , LT	US 1/SR 5 @ RAMBLA ST	EXISTING MAST ARM	37

CELL MODEM LOCATIONS					
NO.	DEVICE NUMBER	STATION	INTERSECTION OR LOCATION	MOUNTING STRUCTURE	ITS PLAN (XX)
1	CELL MODEM 1	407+08 , RT	RIBERIA ST @ CERRO ST	PROPOSED MHUB	02
2	CELL MODEM 2	3005+15 , RT	MALAGA ST @ VALENCIA ST	PROPOSED MHUB	06
3	CELL MODEM 3	2115+44 , RT	US 1/SR 5 S OF MALAGA ST	EXISTING MAST ARM	08
4	CELL MODEM 4	627+47 , LT	GRANADA ST @ DESOTO PL	PROPOSED MHUB	11
5	CELL MODEM 5	629+94 , LT	GRANADA ST @ CEDAR ST	PROPOSED PMS STRUCTURE	11/11A
6	CELL MODEM 6	637+77 , LT	CORDOVA ST @ CATHEDRAL PL	PROPOSED PMS STRUCTURE	11/11A
7	CELL MODEM 7	1401+20 , LT	CATHEDRAL PL @ CORDOVA ST	PROPOSED MHUB	11
8	CELL MODEM 8	750+78 , LT	PARKING LOT AT CASTILLO DE SAN MARCOS NATIONAL MONUMENT	PROPOSED MHUB	13
9	CELL MODEM 9	764+66 , LT	HISTORIC DOWNTOWN PARKING FACILITY	PROPOSED MHUB	14
10	CELL MODEM 10	1453+11 , LT	SR A1A @ MATANZAS BLVD	EXISTING STRAIN POLE	19
11	CELL MODEM 11	1470+14 , LT	SR A1A EAST OF COMAREZ AVE	PROPOSED PMS STRUCTURE	20
12	CELL MODEM 12	1471+09 , LT	SR A1A EAST OF COMAREZ AVE	PROPOSED ADMS STRUCTURE	20
13	CELL MODEM 13	2417+76 , RT	SR A1A SOUTH OF POPE RD	PROPOSED ADMS STRUCTURE	23
14	CELL MODEM 14	2480+83 , RT	ST. AUGUSTINE AMPHITHEATRE	PROPOSED MHUB	24
15	CELL MODEM 15	2488+02 , RT	SR A1A @ MADEIRA DR	PROPOSED ADMS STRUCTURE	24
16	CELL MODEM 16	1494+28 , RT	SR A1A @ ANASTASIA DR	EXISTING STRAIN POLE	26
17	CELL MODEM 17	1505+74 , LT	SR A1A @ RED COX DR	PROPOSED MHUB	26
18	CELL MODEM 18	1507+25 , LT	SR A1A SOUTH OF OLD QUARRY RD	PROPOSED ADMS STRUCTURE	26
19	CELL MODEM 19	1701+21 , LT	LIBRARY @ SR A1A/ SR 5/ N PONCE DE LEON BLVD & W SAN CARLOS AVE	PROPOSED MHUB	30
20	CELL MODEM 20	1724+54 , LT	SR A1A/MAY ST EAST OF MAGNOLIA AVE	PROPOSED ADMS STRUCTURE	31
21	CELL MODEM 21	824+42 , LT	USB 1 SOUTH OF MACARIS ST	EXISTING MAST ARM	32
22	CELL MODEM 22	2238+09 , LT	US 1/SR 5 @ RAMBLA ST	EXISTING MAST ARM	37
23	CELL MODEM 23	2313+32 , LT	US 1/SR 5 NORTH OF LEWIS SPEEDWAY	PROPOSED ADMS STRUCTURE	38
24	CELL MODEM 24	2866+68 , RT	ST. JOHNS COUNTY HEALTH DEPARTMENT	PROPOSED MHUB	39
25	CELL MODEM 25	2880+13 , RT	ST. JOHNS COUNTY GOVERNMENT	PROPOSED MHUB	40

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SUMMARY OF DEVICES (1)	SHEET NO.
DATE	DESCRIPTION		DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		DISTRICT WIDE	ST. JOHNS	448653-3-52-01		IT-5

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WIRELESS ACCESS POINT (WAP) LOCATIONS					
NO.	DEVICE NUMBER	STATION	INTERSECTION	MOUNTING STRUCTURE	ITS PLAN (XX)
1	WAP 1	1316+22 , RT	W KING ST/SR A1A EAST OF US 1/SR 5	PROPOSED PMS STRUCTURE	05
2	WAP 2	1318+39 , RT	W KING ST/SR A1A @ MALAGA ST	EXISTING MAST ARM	06 / 06A
3	WAP 3	2115+44 , RT	US 1/SR 5 @ ST. AUGUSTINE FIRE DEPARTMENT	EXISTING MAST ARM	08
4	WAP 4	2122+39 , LT	US 1/SR 5 NORTH OF MALAGA ST	PROPOSED ADMS STRUCTURE	08
5	WAP 5	2138+12 , LT	US 1/SR 5 @ W CASTILLO DR	EXISTING MAST ARM	09 / 09A
6	WAP 6	2143+27 , LT	US 1/SR 5 NORTH OF W CASTILLO DR	PROPOSED PMS STRUCTURE	09 / 09A
7	WAP 7	757+22 , RT	USB 1/SR A1A @ FORT ALLEY	EXISTING MAST ARM	13
8	WAP 8	761+14 , RT	USB 1/SR A1A SOUTH OF ORANGE ST	PROPOSED PMS STRUCTURE	13 / 13A

ARTERIAL DYNAMIC MESSAGE SIGN (ADMS) LOCATIONS					
NO.	DEVICE NUMBER	STATION	INTERSECTION	TRAFFIC DIRECTION	ITS PLAN (XX)
1	ADMS 1	2068+07 , RT	US 1/SR 5 NORTH OF SR 207	NORTHBOUND	01
2	ADMS 2	2122+39 , LT	US 1/SR 5 NORTH OF MALAGA ST	SOUTHBOUND	08
3	ADMS 3	1471+09 , LT	SR A1A EAST OF COMAREZ AVE	WESTBOUND	20
4	ADMS 4	2417+76 , RT	SR A1A SOUTH OF POPE RD	NORTHBOUND	23
5	ADMS 5	2488+02 , RT	SR A1A @ MADEIRA DR	NORTHBOUND	24
6	ADMS 6	1507+25 , LT	SR A1A SOUTH OF OLD QUARRY RD	NORTHBOUND	26
7	ADMS 7	1724+54 , LT	SR A1A/MAY ST EAST OF MAGNOLIA AVE	WESTBOUND	31
8	ADMS 8	1940+62 , RT	SR 16 WEST OF US 1/SR 5	EASTBOUND	35
9	ADMS 9	2313+32 , LT	US 1/SR 5 NORTH OF LEWIS SPEEDWAY	SOUTHBOUND	38

VERIFICATION CLOSED CIRCUIT TELEVISION (V-CCTV) LOCATIONS					
NO.	DEVICE NUMBER	STATION	INTERSECTION	TRAFFIC DIRECTION	ITS PLAN (XX)
1	V-CCTV 1	2068+07 , RT	US 1/SR 5 NORTH OF SR 207	NORTHBOUND	01
2	V-CCTV 2	2122+39 , LT	US 1/SR 5 NORTH OF MALAGA ST	SOUTHBOUND	08
3	V-CCTV 3	1471+09 , LT	SR A1A EAST OF COMAREZ AVE	WESTBOUND	20
4	V-CCTV 4	2417+76 , RT	SR A1A SOUTH OF POPE RD	NORTHBOUND	23
5	V-CCTV 5	2488+02 , RT	SR A1A @ MADEIRA DR	NORTHBOUND	24
6	V-CCTV 6	1507+25 , LT	SR A1A SOUTH OF OLD QUARRY RD	NORTHBOUND	26
7	V-CCTV 7	1724+54 , LT	SR A1A/MAY ST EAST OF MAGNOLIA AVE	WESTBOUND	31
8	V-CCTV 8	1940+62 , RT	SR 16 WEST OF US 1/SR 5	EASTBOUND	35
9	V-CCTV 9	2313+32 , LT	US 1/SR 5 NORTH OF LEWIS SPEEDWAY	SOUTHBOUND	38

PARKING MESSAGE SIGN (PMS) LOCATIONS					
NO.	DEVICE NUMBER	STATION	INTERSECTION	TRAFFIC DIRECTION	ITS PLAN (XX)
1	PMS 1	1316+22 , RT	W KING ST/SR A1A EAST OF US 1/SR 5	EASTBOUND	05
2	PMS 2	2134+87 , RT	US 1/SR 5 SOUTH OF W CASTILLO DR	NORTHBOUND	09/09A
3	PMS 3	2143+27 , LT	US 1/SR 5 NORTH OF W CASTILLO DR	SOUTHBOUND	09/09A
4	PMS 4	629+94 , LT	GRANADA ST @ CEDAR ST	SOUTHBOUND	11/11A
5	PMS 5	637+77 , LT	CORDOVA ST @ CATHEDRAL PL	SOUTHBOUND	11/11A
6	PMS 6	749+18 , RT	USB 1/SR A1A SOUTH OF CUNA ST	NORTHBOUND	13/13A
7	PMS 7	761+14 , RT	USB 1/SR A1A SOUTH OF ORANGE ST	NORTHBOUND	13/13A
8	PMS 8	1470+14 , LT	SR A1A EAST OF CAMREZ RD	WESTBOUND	20

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SUMMARY OF DEVICES (2)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						DISTRICT WIDE	ST. JOHNS	448653-3-52-01		
									IT-6	

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VIDEO DETECTION (VDS) LOCATIONS					
NO.	DEVICE NUMBER	STATION	INTERSECTION	MOUNTING STRUCTURE	ITS PLAN (XX)
1	VDS 1	1621+25 , LT	SR 207 @ S DIXIE HWY	EXISTING MAST ARM	01
2	VDS 2	1622+06 , RT	SR 207 @ S DIXIE HWY	EXISTING MAST ARM	01/01A
3	VDS 3	2065+28 , LT	US 1/SR 5 @ SR 207	EXISTING MAST ARM	01
4	VDS 4	2066+91 , RT	US 1/SR 5 @ SR 207	EXISTING MAST ARM	01
5	VDS 5	1292+51 , LT	W KING ST @ PALMER SR	EXISTING MAST ARM	04
6	VDS 6	1293+29 , LT	W KING ST @ PALMER SR	EXISTING MAST ARM	04
7	VDS 7	1306+09 , RT	W KING ST/SR A1A @ US 1/SR 5	EXISTING MAST ARM	05
8	VDS 8	1306+86 , LT	W KING ST/SR A1A @ US 1/SR 5	EXISTING MAST ARM	05
9	VDS 9	1318+40 , RT	W KING ST/SR A1A @ MALAGA ST	EXISTING MAST ARM	06/06A
10	VDS 10	1319+22 , LT	W KING ST/SR A1A @ MALAGA ST	EXISTING MAST ARM	06
11	VDS 11	1326+61 , LT	W KING ST/SR A1A @ RIBERIA ST	EXISTING MAST ARM	06
12	VDS 12	1326+84 , RT	W KING ST/SR A1A @ RIBERIA ST	EXISTING MAST ARM	06/06A
13	VDS 13	1332+29 , RT	W KING ST/SR A1A @ MARTIN LUTHER KING AVE	EXISTING MAST ARM	06
14	VDS 14	1332+52 , RT	W KING ST/SR A1A @ MARTIN LUTHER KING AVE	EXISTING MAST ARM	06/06A
15	VDS 15	2114+78 , LT	US 1/SR 5 @ ST. AUGUSTINE FIRE DEPARTMENT	EXISTING MAST ARM	08
16	VDS 16	2115+42 , RT	US 1/SR 5 @ ST. AUGUSTINE FIRE DEPARTMENT	EXISTING MAST ARM	08
17	VDS 17	2138+12 , LT	US 1/SR 5 @ W CASTILLO DR	EXISTING MAST ARM	09
18	VDS 18	2139+09 , RT	US 1/SR 5 @ W CASTILLO DR	EXISTING MAST ARM	09
19	VDS 19	635+47 , LT	W KING ST/SR A1A @ CORDOVA ST	EXISTING MAST ARM	11
20	VDS 20	635+63 , RT	W KING ST/SR A1A @ CORDOVA ST	EXISTING MAST ARM	11/11A
21	VDS 21	1344+53 , RT	W KING ST/SR A1A @ ST GEORGE ST	EXISTING MAST ARM	11/11A
22	VDS 22	1344+69 , RT	W KING ST/SR A1A @ ST GEORGE ST	EXISTING MAST ARM	11/11A
23	VDS 23	1403+76 , LT	CATHEDRAL PL @ ST GEORGE ST	EXISTING MAST ARM	11
24	VDS 24	1403+92 , LT	CATHEDRAL PL @ ST GEORGE ST	EXISTING MAST ARM	11
25	VDS 25	737+21 , RT	W KING ST/SR A1A @ USB 1/SR A1A	EXISTING MAST ARM	12
26	VDS 26	738+42 , LT	W KING ST/SR A1A @ USB 1/SR A1A	EXISTING MAST ARM	12
27	VDS 27	750+20 , LT	USB 1/SR A1A @ CUNA ST	EXISTING MAST ARM	13
28	VDS 28	750+23 , LT	USB 1/SR A1A @ CUNA ST	EXISTING MAST ARM	13/13A
29	VDS 29	757+22 , LT	USB 1/SR A1A @ FORT ALLEY	EXISTING MAST ARM	13
30	VDS 30	757+22 , RT	USB 1/SR A1A @ FORT ALLEY	EXISTING MAST ARM	13
31	VDS 31	767+49 , LT	USB 1/SR A1A @ W CASTILLO DR	EXISTING STRAIN POLE	14
32	VDS 32	767+78 , LT	USB 1/SR A1A @ W CASTILLO DR	EXISTING STRAIN POLE	14
33	VDS 33	1418+97 , RT	SR A1A @ BRIDGE OF LIONS WEST SIGNAL	EXISTING MAST ARM	17
34	VDS 34	1423+16 , LT	SR A1A @ BRIDGE OF LIONS EAST SIGNAL	EXISTING MAST ARM	17
35	VDS 35	1453+13 , LT	SR A1A @ MATANZAS BLVD	EXISTING STRAIN POLE	19
36	VDS 36	1453+67 , RT	SR A1A @ MATANZAS BLVD	EXISTING STRAIN POLE	19
37	VDS 37	1494+20 , RT	SR A1A @ ANASTASIA DR	EXISTING STRAIN POLE	26
38	VDS 38	1494+29 , LT	SR A1A @ ANASTASIA DR	EXISTING STRAIN POLE	26
39	VDS 39	2174+85 , LT	US 1/SR 5 @ W SAN CARLOS AVE	EXISTING MAST ARM	30
40	VDS 40	2175+59 , RT	US 1/SR 5 @ W SAN CARLOS AVE	EXISTING MAST ARM	30
41	VDS 41	806+34 , LT	USB 1/SR A1A @ W SAN CARLOS AVE	EXISTING MAST ARM	30
42	VDS 42	806+75 , RT	USB 1/SR A1A @ W SAN CARLOS AVE	EXISTING MAST ARM	30
43	VDS 43	809+92 , RT	USB 1 @ MAY ST	EXISTING MAST ARM	30
44	VDS 44	810+53 , RT	USB 1 @ MAY ST	EXISTING MAST ARM	30
45	VDS 45	2204+74 , LT	US 1/SR 5 @ SR 16	EXISTING MAST ARM	36
46	VDS 46	2205+86 , RT	US 1/SR 5 @ SR 16	EXISTING MAST ARM	36
47	VDS 47	2237+61 , RT	US 1/SR 5 @ RAMBLA ST	EXISTING MAST ARM	37
48	VDS 48	2237+92 , LT	US 1/SR 5 @ RAMBLA ST	EXISTING MAST ARM	37

PASSIVE PED SIGN LOCATIONS						
NO.	DEVICE NUMBER	STATION	INTERSECTION	MOUNTING STRUCTURE	TRAFFIC DIRECTION	ITS PLAN (XX)
1	SIGN 1	2060+88 , RT	US 1/SR 5 @ SR 207	SINGLE POST , SINGLE PANEL	NORTHBOUND	01
2	SIGN 2	2071+24 , LT	US 1/SR 5 @ SR 207	SINGLE POST , SINGLE PANEL	SOUTHBOUND	01
3	SIGN 3	2099+21 , RT	US 1/SR 5 @ W KING ST/SR A1A	SINGLE POST , SINGLE PANEL	NORTHBOUND	05
4	SIGN 4	2105+88 , LT	US 1/SR 5 @ W KING ST/SR A1A	SINGLE POST , SINGLE PANEL	SOUTHBOUND	05
5	SIGN 5	823+27 , RT	USB 1 @ MACARIS ST	SINGLE POST , SINGLE PANEL	NORTHBOUND	32
6	SIGN 6	826+05 , LT	USB 1 @ MACARIS ST	SINGLE POST , SINGLE PANEL	SOUTHBOUND	32
7	SIGN 7	2199+49 , RT	US 1/SR 5 @ SR 16	SINGLE POST , SINGLE PANEL	NORTHBOUND	36
8	SIGN 8	2209+80 , LT	US 1/SR 5 @ SR 16	SINGLE POST , SINGLE PANEL	SOUTHBOUND	36

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SUMMARY OF DEVICES (3)	SHEET NO.
DATE	DESCRIPTION		DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		DISTRICT WIDE	ST. JOHNS	448653-3-52-01		

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LIDAR DEVICE LOCATIONS						
NO.	DEVICE NUMBER	STATION	INTERSECTION	MOUNTING STRUCTURE	DIRECTION FACING	ITS PLAN (XX)
1	LIDAR 1	2065+22 , LT	US 1/SR 5 @ SR 207	EXISTING MAST ARM	EAST	01
2	LIDAR 2	1292+51 , LT	W KING ST @ PALMER ST	EXISTING MAST ARM	SOUTH	04
3	LIDAR 3	1293+29 , LT	W KING ST @ PALMER ST	EXISTING MAST ARM	WEST	04
4	LIDAR 4	1305+62 , RT	W KING ST @ US 1/SR 5	EXISTING MAST ARM	NORTH	05
5	LIDAR 5	1306+81 , RT	W KING ST @ US 1/SR 5	EXISTING MAST ARM	WEST	05
6	LIDAR 6	1306+82 , RT	W KING ST @ US 1/SR 5	EXISTING MAST ARM	NORTH	05
7	LIDAR 7	1307+15 , LT	W KING ST @ US 1/SR 5	EXISTING MAST ARM	WEST	05
8	LIDAR 8	1318+39 , LT	W KING ST/A1A @ MALAGA ST	EXISTING MAST ARM	NORTH	06/06A
9	LIDAR 9	1319+18 , LT	W KING ST/A1A @ MALAGA ST	EXISTING MAST ARM	SOUTH	06
10	LIDAR 10	1326+31 , LT	W KING ST/A1A @ RIBERIA ST	EXISTING MAST ARM	SOUTH	06
11	LIDAR 11	1326+65 , RT	W KING ST/A1A @ RIBERIA ST	EXISTING MAST ARM	NORTH	06/06A
12	LIDAR 12	1332+24 , RT	W KING ST/A1A @ M L KING AVE	EXISTING MAST ARM	WEST	06
13	LIDAR 13	1332+52 , RT	W KING ST/A1A @ M L KING AVE	EXISTING MAST ARM	NORTH	06/06A
14	LIDAR 14	2139+09 , RT	US 1/SR 5 @ W CASTILLO DR	EXISTING MAST ARM	SOUTH	09
15	LIDAR 15	1340+63 , RT	W KING ST/A1A @ CORDOVA ST	EXISTING MAST ARM	NORTH	11
16	LIDAR 16	1341+27 , RT	W KING ST/A1A @ CORDOVA ST	EXISTING MAST ARM	WEST	11/11A
17	LIDAR 17	1344+59 , RT	W KING ST/A1A @ ST GEORGE ST	EXISTING MAST ARM	NORTH	11/11A
18	LIDAR 18	1344+69 , LT	W KING ST/A1A @ ST GEORGE ST	EXISTING MAST ARM	WEST	11/11A
19	LIDAR 19	1349+92 , RT	W KING ST/A1A @ AVENIDA MENENDEZ	EXISTING MAST ARM	NORTH	12
20	LIDAR 20	1349+95 , RT	W KING ST/A1A @ AVENIDA MENENDEZ	EXISTING MAST ARM	EAST	12
21	LIDAR 21	738+42 , RT	USB 1/A1A @ CATHEDRAL PL	EXISTING MAST ARM	NORTH	12
22	LIDAR 22	738+88 , LT	USB 1/A1A @ CATHEDRAL PL	EXISTING MAST ARM	EAST	12
23	LIDAR 23	750+21 , RT	USB 1/A1A @ CUNA ST	EXISTING MAST ARM	WEST	13
24	LIDAR 24	757+22 , RT	USB 1/A1A @ FORT ALLEY	EXISTING MAST ARM	WEST	13
25	LIDAR 25	2616+18 , RT	USB 1/A1A @ W CASTILLO DR	EXISTING MAST ARM	NORTH	14
26	LIDAR 26	2616+15 , RT	USB 1/A1A @ W CASTILLO DR	EXISTING MAST ARM	EAST	14
27	LIDAR 27	767+18 , RT	USB 1/A1A @ W CASTILLO DR	EXISTING MAST ARM	WEST	14
28	LIDAR 28	2175+59 , RT	US 1/SR 5 @ W SAN CARLOS AVE	EXISTING MAST ARM	WEST	30
29	LIDAR 29	806+36 , LT	USB 1/A1A @ W SAN CARLOS AVE	EXISTING MAST ARM	EAST	30
30	LIDAR 30	810+60 , RT	USB 1/A1A @ MAY ST	EXISTING MAST ARM	WEST	30
31	LIDAR 31	824+42 , LT	USB 1 @ MACARIS ST	EXISTING MAST ARM	EAST	32
32	LIDAR 32	2204+73 , LT	US 1/SR 5 @ SR 16	EXISTING MAST ARM	EAST	36
33	LIDAR 33	2205+85 , RT	US 1/SR 5 @ SR 16	EXISTING MAST ARM	WEST	36
34	LIDAR 34	2237+41 , RT	US 1/SR 5 @ RAMBLA ST	EXISTING MAST ARM	WEST	37

RAPID RECTANGULAR FLASHING BEACON (RRFB) LOCATIONS					
NO.	DEVICE NUMBER	STATION	INTERSECTION	MOUNTING STRUCTURE	ITS PLAN (XX)
1	RRFB 1	1296+98 , LT	W KING ST EAST OF LEONARDI ST	SINGLE POST , DUAL PANEL	04
2	RRFB 2	1296+95 , RT	W KING ST EAST OF LEONARDI ST	SINGLE POST , DUAL PANEL	04
3	RRFB 3	441+82 , LT	RIBERIA ST @ BRIDGE ST	SINGLE POST , DUAL PANEL	07
4	RRFB 4	441+55 , RT	RIBERIA ST @ BRIDGE ST	SINGLE POST , DUAL PANEL	07
5	RRFB 5	1338+37 , RT	W KING ST/SR A1A @ GRANADA ST	SINGLE POST , DUAL PANEL	11
6	RRFB 6	1338+54 , LT	W KING ST/SR A1A @ GRANADA ST	SINGLE POST , DUAL PANEL	11
7	RRFB 7	1314+96 , RT	W KING ST/SR A1A @ AVILES ST	SINGLE POST , SINGLE PANEL	12
8	RRFB 8	1347+99 , LT	W KING ST/SR A1A @ AVILES ST	SINGLE POST , SINGLE PANEL	12
9	RRFB 9	1348+70 , LT	CHARLOTTE ST @ W KING ST/SR A1A	SINGLE POST , SINGLE PANEL	12
10	RRFB 10	1348+97 , LT	CHARLOTTE ST @ W KING ST/SR A1A	SINGLE POST , SINGLE PANEL	12
11	RRFB 11	1408+06 , RT	CHARLOTTE ST SOUTH OF CATHEDRAL PL	SINGLE POST , SINGLE PANEL	12
12	RRFB 12	1408+41 , RT	CHARLOTTE ST SOUTH OF CATHEDRAL PL	SINGLE POST , SINGLE PANEL	12
13	RRFB 13	1407+99 , LT	CHARLOTTE ST NORTH OF CATHEDRAL PL	SINGLE POST , SINGLE PANEL	12
14	RRFB 14	1408+32 , LT	CHARLOTTE ST NORTH OF CATHEDRAL PL	SINGLE POST , SINGLE PANEL	12
15	RRFB 15	1407+90 , RT	CATHEDRAL PL WEST OF CHARLOTTE ST	SINGLE POST , SINGLE PANEL	12
16	RRFB 16	1407+86 , LT	CATHEDRAL PL WEST OF CHARLOTTE ST	SINGLE POST , SINGLE PANEL	12
17	RRFB 17	837+05 , LT	PICOLATA RD @ USB 1/SANMARCO AVE	SINGLE POST , DUAL PANEL	36
18	RRFB 18	837+44 , LT	PICOLATA RD @ USB 1/SANMARCO AVE	SINGLE POST , DUAL PANEL	36

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SUMMARY OF DEVICES (4)	SHEET NO.
DATE	DESCRIPTION		DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		DISTRICT WIDE	ST. JOHNS	448653-3-52-01		IT-8

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MOBILITY HUB LOCATIONS			
NO.	STATION	LOCATION	ITS PLAN (XX)
1	107+40 , RT	EDDIE VICKERS PARK	02
2	3007+86 , RT	FEC PARKING GARAGE	08
3	627+53 , LT	GRANADA ST PARKING	11
4	1400+88 ,LT	CATHEDRAL PL PARKING	11
5	754+36 , RT	CASTILLO DE SAN MARCOS PARKING	13
6	1665+10 , LT	ST. AUGUSTINE VISITOR CENTER PARKING	14
7	2480+83 , RT	ST. AUGUSTINE AMPHITHEATRE	24
8	1505+54 , LT	RED COX DR PARKING	26
9	1703+57 , LT	LIBRARY PARKING	30
10	2867+45 , RT	ST. JOHNS COUNTY HEALTH DEPARTMENT	39
11	2881+02 , RT	ST. JOHNS COUNTY GOVERNMENT	40

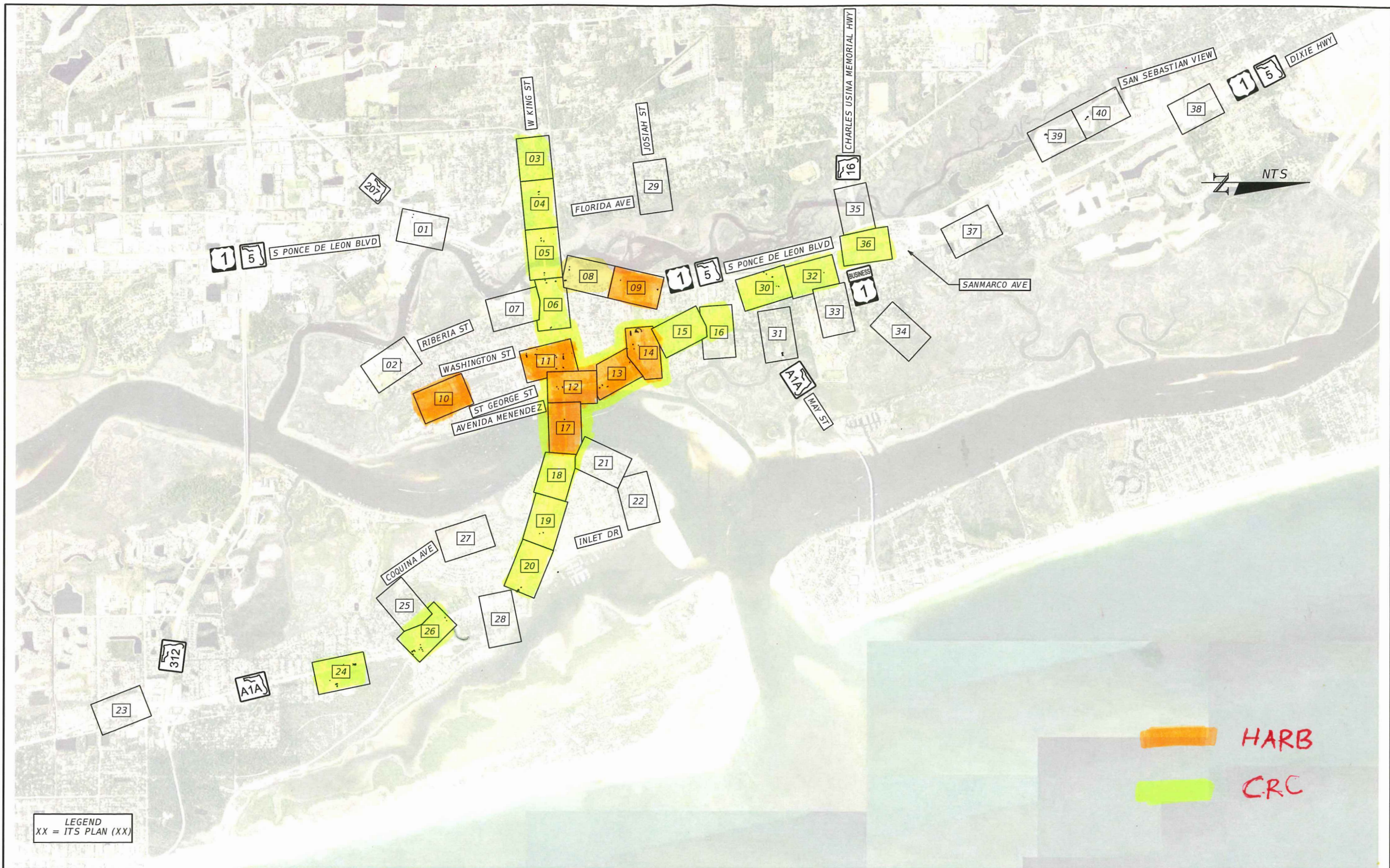
POWER SERVICE LOCATIONS				
NO.	DEVICE NUMBER	STATION	INTERSECTION OR LOCATION	ITS PLAN (XX)
1	POWER SERVICE POLE 1	2067+39 , LT	US 1/ SR 5 S PONCE DE LEON BLVD @ AVILES DR	01
2	POWER SERVICE POLE 2	407+57 , RT	RIBERRIA ST @ CERRO ST	02
3	POWER SERVICE POLE 3	1316+85 , RT	A1A/ W KING ST WEST OF MALAGA ST	05
4	POWER SERVICE POLE 4	3005+31 , RT	MALAGA ST @ VALENCIA ST	06
5	EXISTING POWER SERVICE POLE 5	3007+72 , RT	MALAGA ST SOUTH OF US 1/SR 5/ S PONCE DE LEON BLVD	08
6	POWER SERVICE POLE 6	2119+57 , RT	US1/ SR 5/ S PONCE DE LEON BLVD @ CARRERA ST	08
7	POWER SERVICE POLE 7	2130+99 , LT	US1/ SR 5/ S PONCE DE LEON BLVD @ ORANGE ST	09
8	POWER SERVICE POLE 8	2143+19 , LT	US1/ SR 5/ S PONCE DE LEON BLVD @ EAST LN	09/09A
9	POWER SERVICE POLE 9	327+66 , LT	DESOTO PL WEST OF GRANADA ST	11
10	POWER SERVICE POLE 10	630+94 , LT	CEDAR ST WEST OF GRANADA ST	11
11	POWER SERVICE POLE 11	640+30 , RT	CORDOVA ST @ TREASURY ST	11
12	POWER SERVICE 12	753+98 , RT	USB 1/ A1A/ SCENIC HISTORIC COASTAL BYWAY	13
13	POWER SERVICE POLE 13	656+84 , RT	CORDOVA ST @ ORANGE ST	14
14	POWER SERVICE 14	2611+42 , RT	PROPOSED WORKSTATION IN PARKING GARAGE OFFICES	14
15	POWER SERVICE POLE 15	1471+43 , LT	A1A EAST OF COMAREZ AVE	20
16	POWER SERVICE POLE 16	2415+63 , RT	A1A NORTH OF 16TH ST	23
17	POWER SERVICE H-FRAME 17	2479+18 , RT	ST. AUGUSTINE AMPHITHEATRE	24
18	POWER SERVICE POLE 18	2484+19 , LT	A1A NORTH OF CRASSOLDI ST	24
19	POWER SERVICE POLE 19	1504+93 , LT	A1A @ RED COX DR	26
20	POWER SERVICE POLE 20	1704+09 , LT	USB 1/SANMARCO AVE @ W SAN CARLOS AVE	30
21	POWER SERVICE POLE 21	1717+24 , RT	MAGNOLIA AVE @ A1A/ MAY ST	31
22	POWER SERVICE POLE 22	1940+79 , LT	SR 16/ CHARLES USINA MEMORIAL HWY WEST OF RAILROAD	35
23	POWER SERVICE POLE 23	2311+94 , RT	US 1/ SR 5/ DIXIE HWY NORTH OF LEWIS SPEEDWAY	38
24	POWER SERVICE 24	2867+96 , RT	ST. JOHNS COUNTY HEALTH DEPARTMENT	39
25	POWER SERVICE POLE 25	2829+48 , LT	SAN SEBASTIAN VIEW @ ST. JOHNS COUNTY GOVERNMENT	40

FLOOD SENSOR LOCATIONS					
NO.	DEVICE NUMBER	STATION	INTERSECTION	MOUNTING STRUCTURE	ITS PLAN (XX)
1	FLOOD SENSOR 1	441+64 , RT	RIBERIA ST SOUTH OF BRIDGE ST	EXISTING STORM SEWER MANHOLE COVER	07
2	FLOOD SENSOR 2	2128+74 , RT	US 1/SR 5 SOUTH OF ORANGE ST	EXISTING STORM SEWER MANHOLE COVER	09/09A
3	FLOOD SENSOR 3	600+34 . LT	ST GEORGE ST @ SOUTH ST	STORM SEWER INLET	10
4	FLOOD SENSOR 4	737+08 , LT	USB 1/SR A1A @ W KING ST/SR A1A	EXISTING STORM SEWER MANHOLE COVER	12
5	FLOOD SENSOR 5	2654+84 , RT	SHENANDOAH ST WEST OF WATER ST	STORM SEWER INLET	14
6	FLOOD SENSOR 6	2706+40 , LT	OCEAN AVE EAST OF USB 1/SR A1A	STORM SEWER INLET	16
7	FLOOD SENSOR 7	1054+79 , LT	DOLPHIN DR @ ARRICOLA AVE	STORM SEWER INLET	18
8	FLOOD SENSOR 8	1109+73 , RT	ST AUGUSTINE BLVD NORTH OF SR A1A	STORM SEWER INLET	21
9	FLOOD SENSOR 9	1138+55 , LT	INLET DR WEST OF MURAT ST	STORM SEWER INLET	22
10	FLOOD SENSOR 10	951+59 , LT	COQUINA AVE @ OLD QUARRY RD	STORM SEWER INLET	25
11	FLOOD SENSOR 11	978+24 , RT	S MATANZAS AVE @ SOLANO AVE	STORM SEWER INLET	27
12	FLOOD SENSOR 12	3010+24 , RT	RED COX DR NORTH OF OCEAN VISTA AVE	STORM SEWER INLET	28
13	FLOOD SENSOR 13	2582+12 , LT	JOSIAH ST @ NESMITH AVE	STORM SEWER INLET	29
14	FLOOD SENSOR 14	2766+93 , LT	MACARIS ST @ RAINEY AVE	STORM SEWER INLET	33
15	FLOOD SENSOR 15	2805+43 , RT	BEACON ST WEST OF CROSS ST	STORM SEWER INLET	34

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SUMMARY OF DEVICES (5)	
DATE	DESCRIPTION		DATE	DESCRIPTION		ROAD NO.	COUNTY		FINANCIAL PROJECT ID
				JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		DISTRICT WIDE	ST. JOHNS		448653-3-52-01

Application Pa

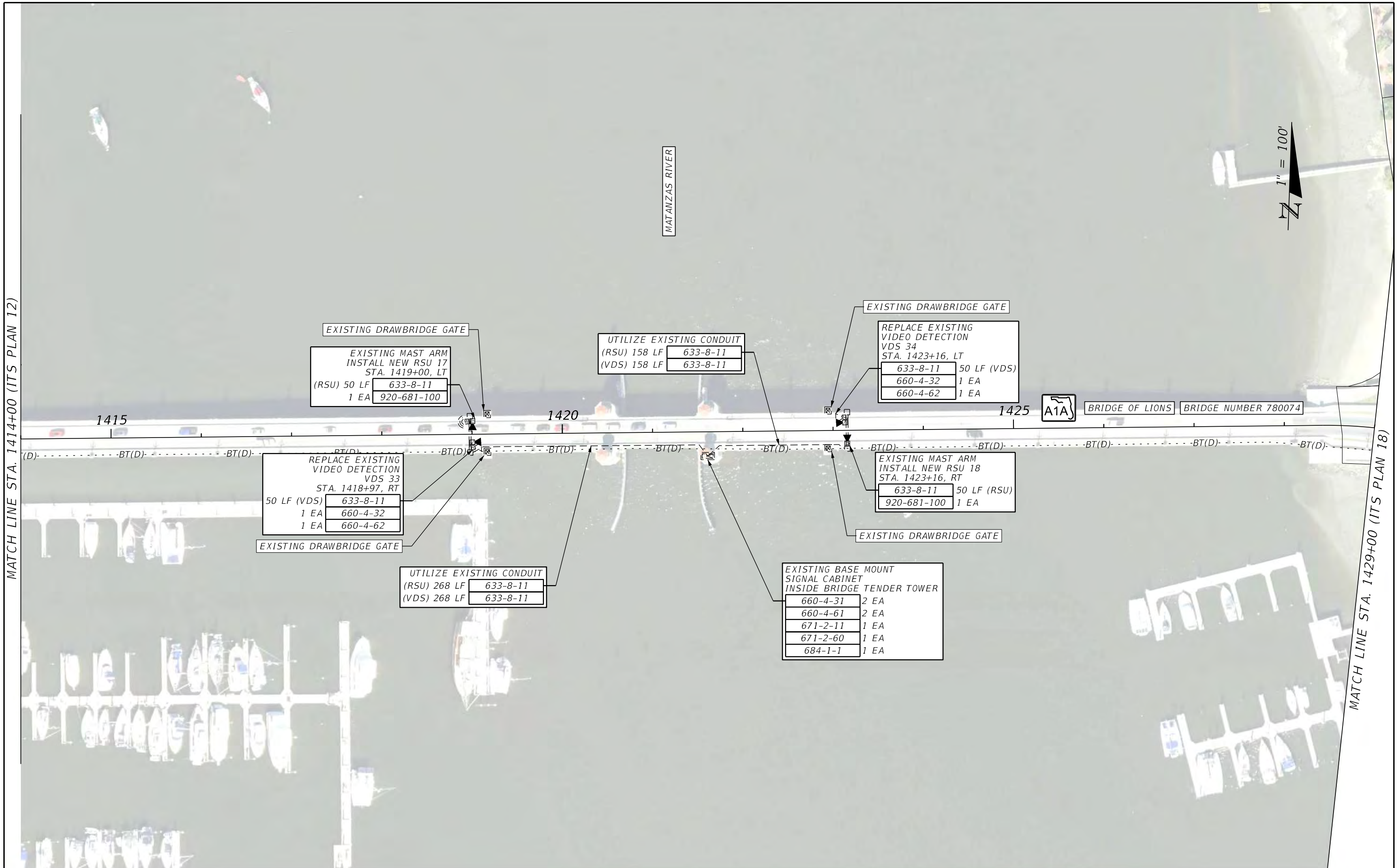
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REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PROJECT LAYOUT	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						DISTRICT WIDE	ST. JOHNS	448653-3-52-01		

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MATCH LINE STA. 1414+00 (ITS PLAN 12)



MATCH LINE STA. 1429+00 (ITS PLAN 18)

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		ITS PLAN (17)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		ROAD NO.	COUNTY		
						SR A1A	ST. JOHNS	448653-3-52-01	



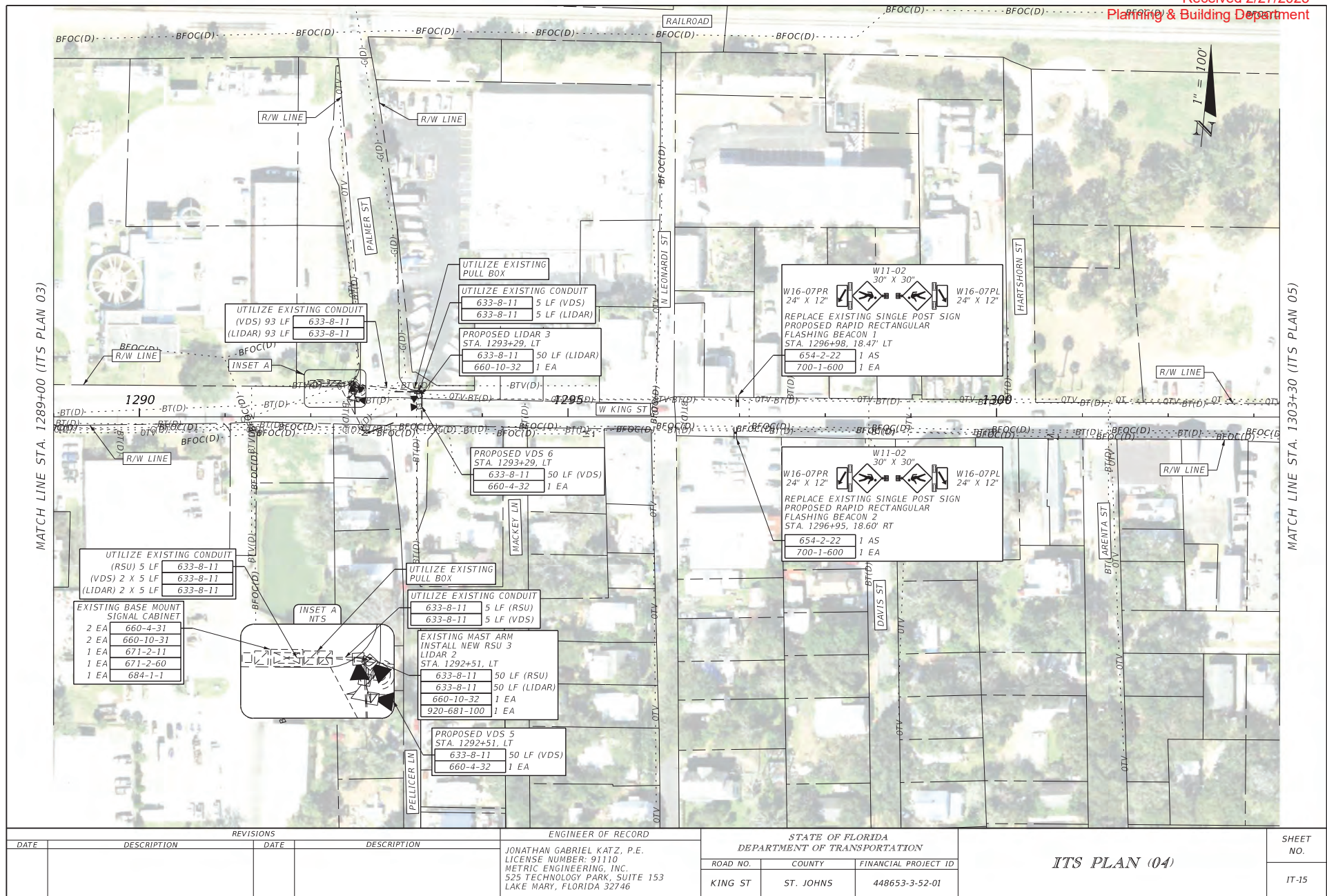
MATCH LINE STA. 1289+00 (ITS PLAN 04)

REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
			JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	KING ST	ST. JOHNS	448653-3-52-01	IT-14

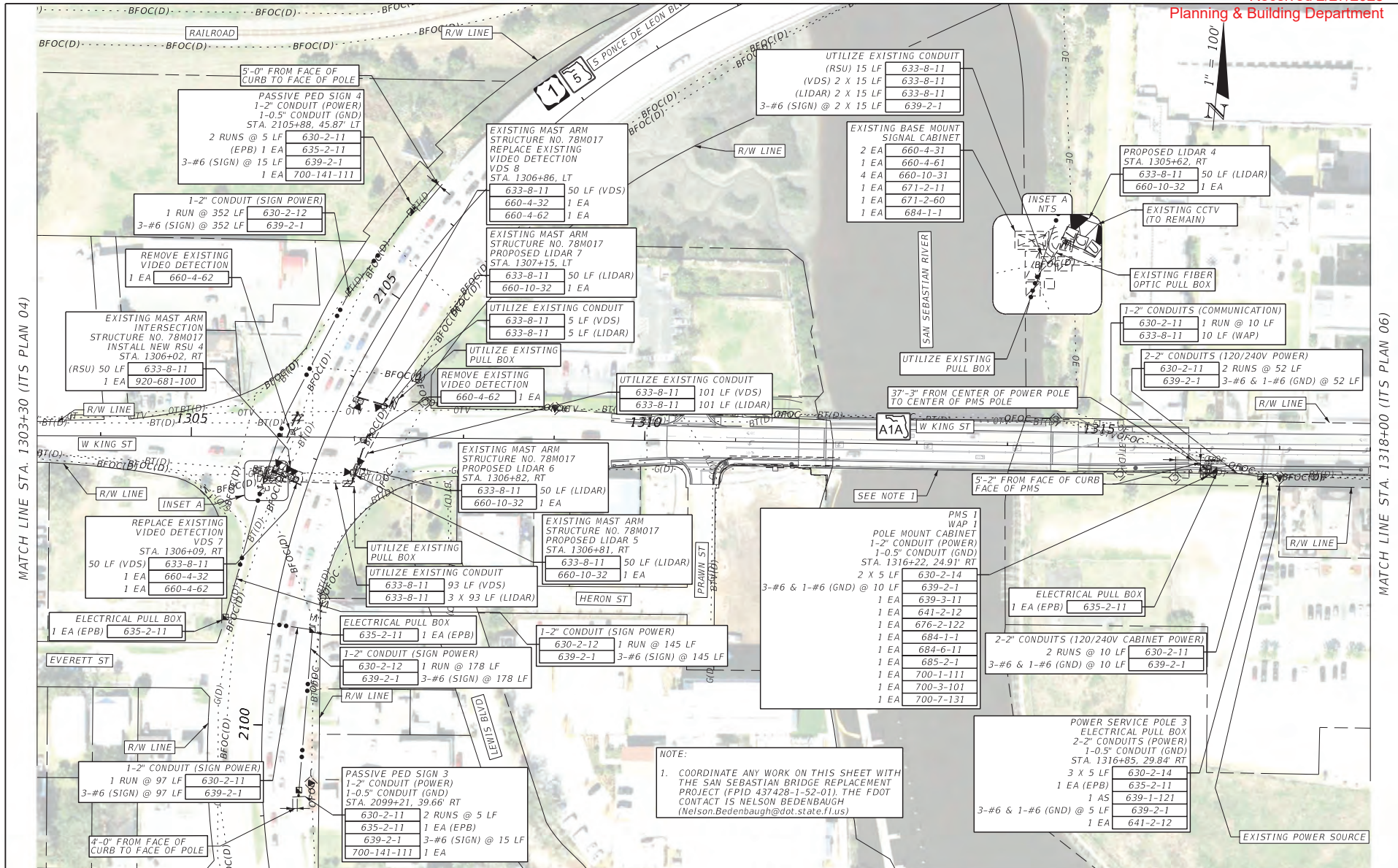
ITS PLAN (05)

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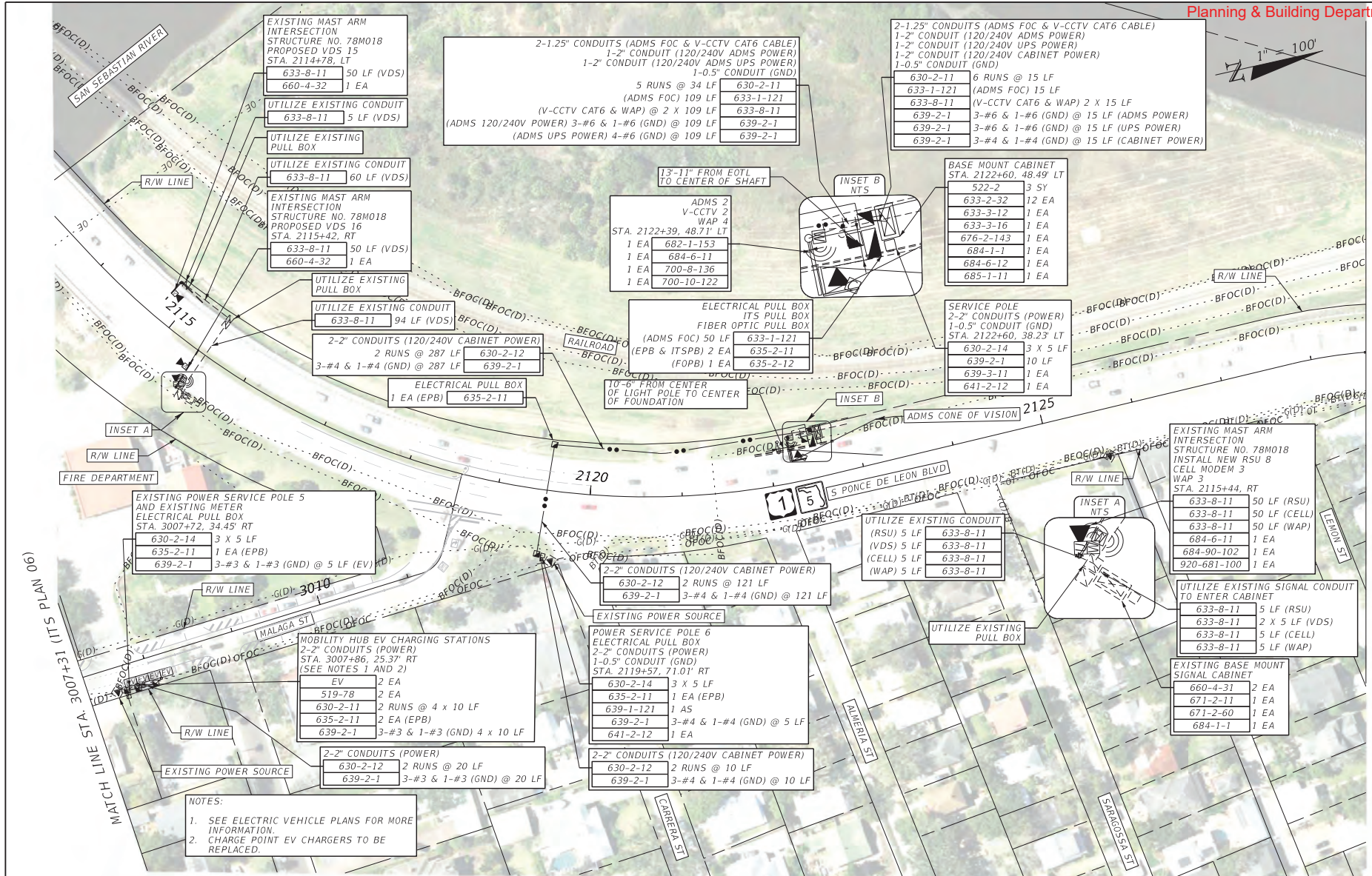


REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	
			JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	SR A1A	ST. JOHNS	448653-3-52-01

ITS PLAN (05)

IT-16





REVISIONS				ENGINEER OF RECORD			STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ITS PLAN (08)	SHEET NO. IT-20
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746			ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
							SR 5	ST. JOHNS	448653-3-52-01		

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REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
			JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	SR A1A	ST. JOHNS	448653-3-52-01	IT-30

ITS PLAN (15)

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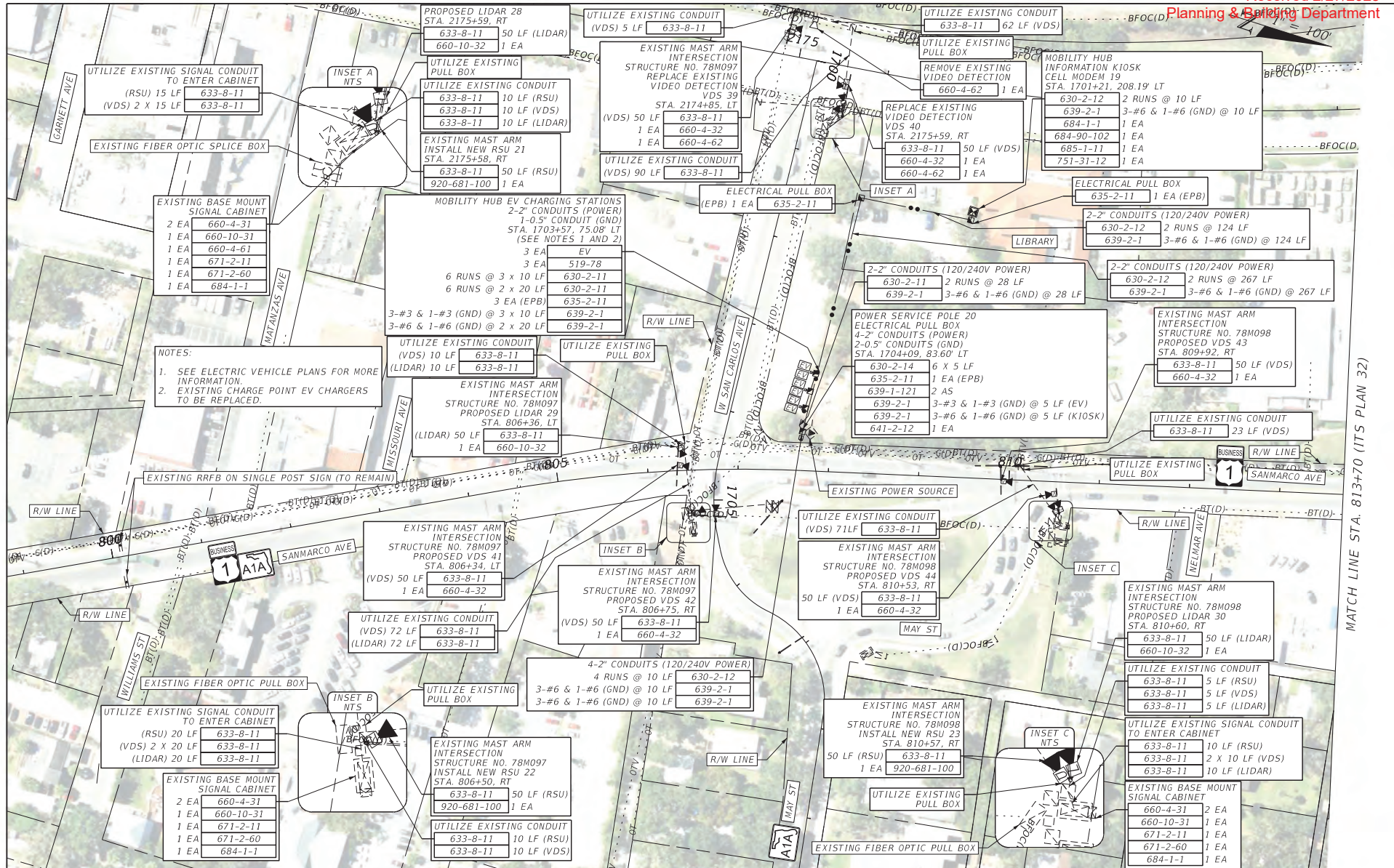
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REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
			JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	SR AIA	ST. JOHNS	448653-3-52-01	IT-31

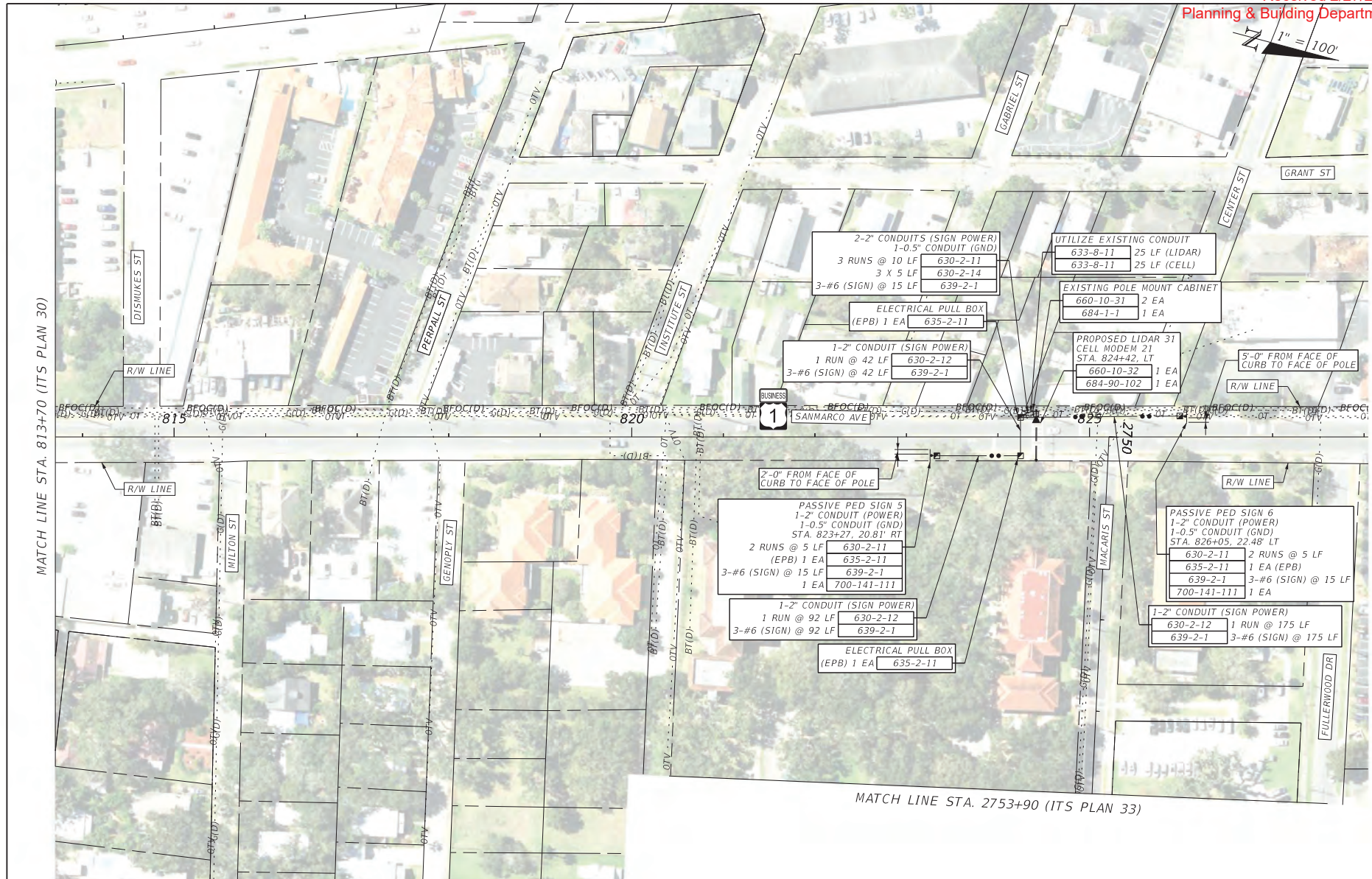
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REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	DEPARTMENT OF TRANSPORTATION	FINANCIAL PROJECT ID	
			JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	ROAD NO. SR A1A	COUNTY ST. JOHNS	ITS PLAN (30)
					448653-3-52-01	IT-45

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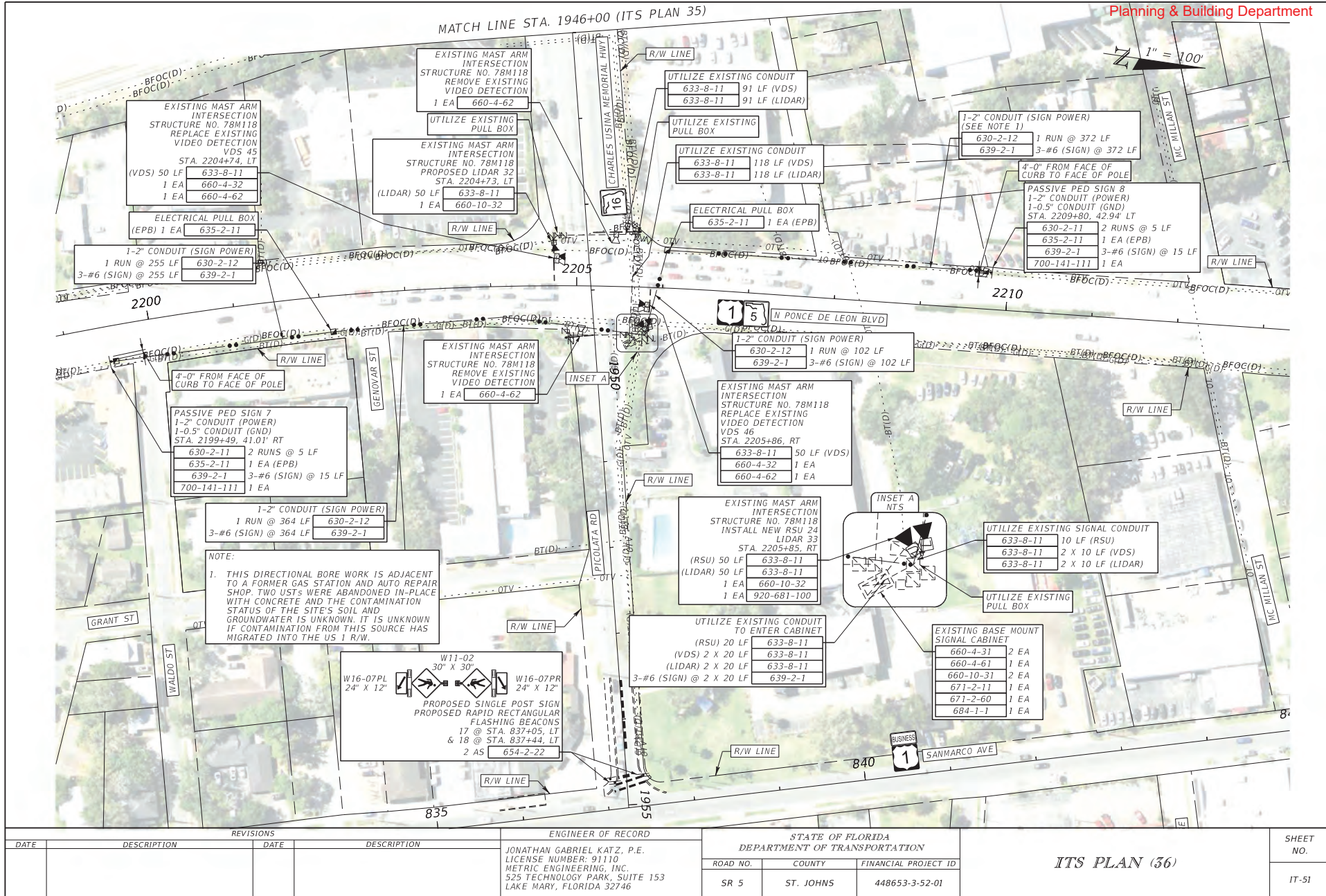


REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	ROAD NO.	COUNTY	
					USB 1	ST. JOHNS	448653-3-52-01

ITS PLAN (32)

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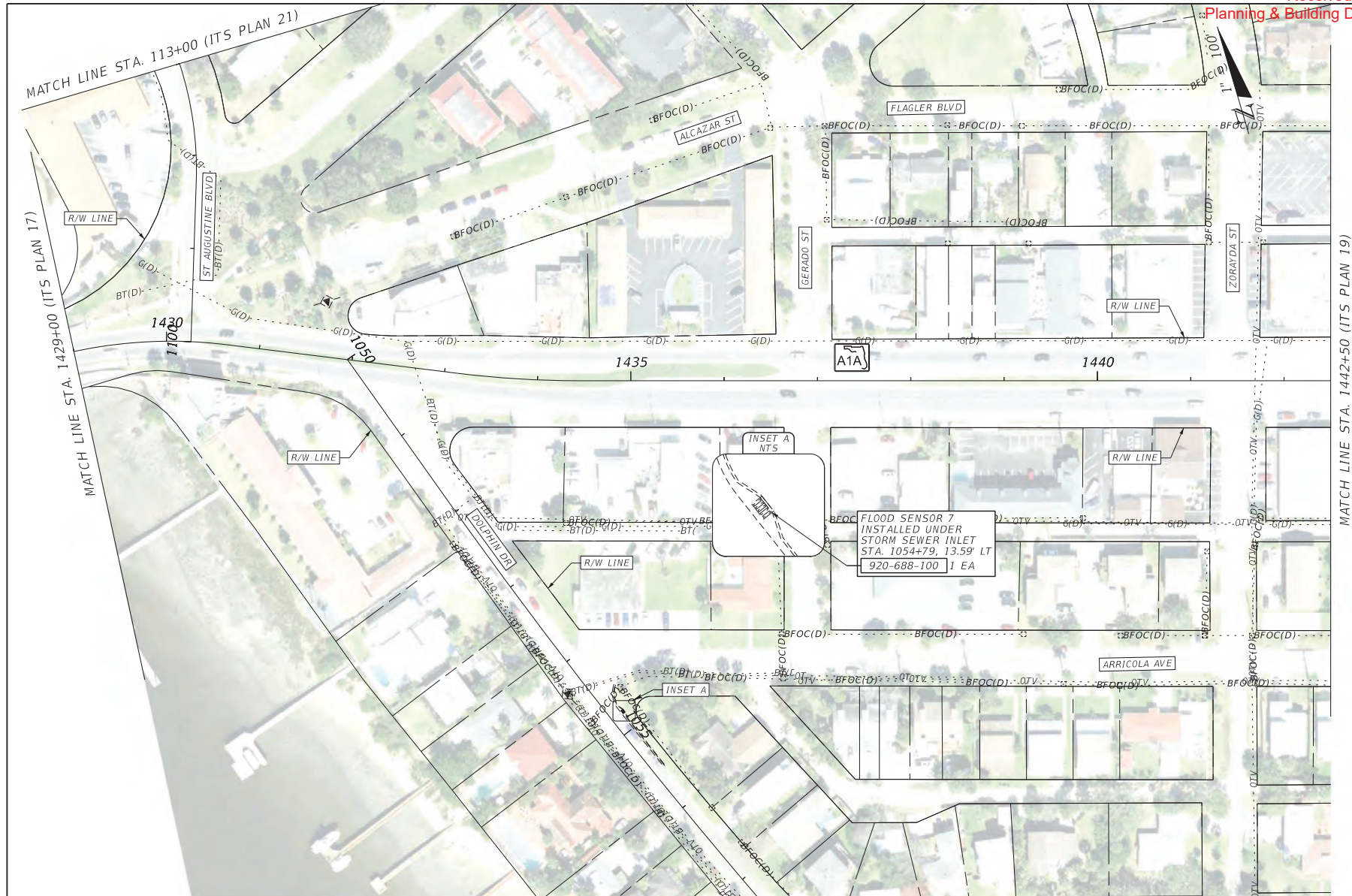


REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
			JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	SR 5	ST. JOHNS	448653-3-52-01	IT-51

ITS PLAN (36)

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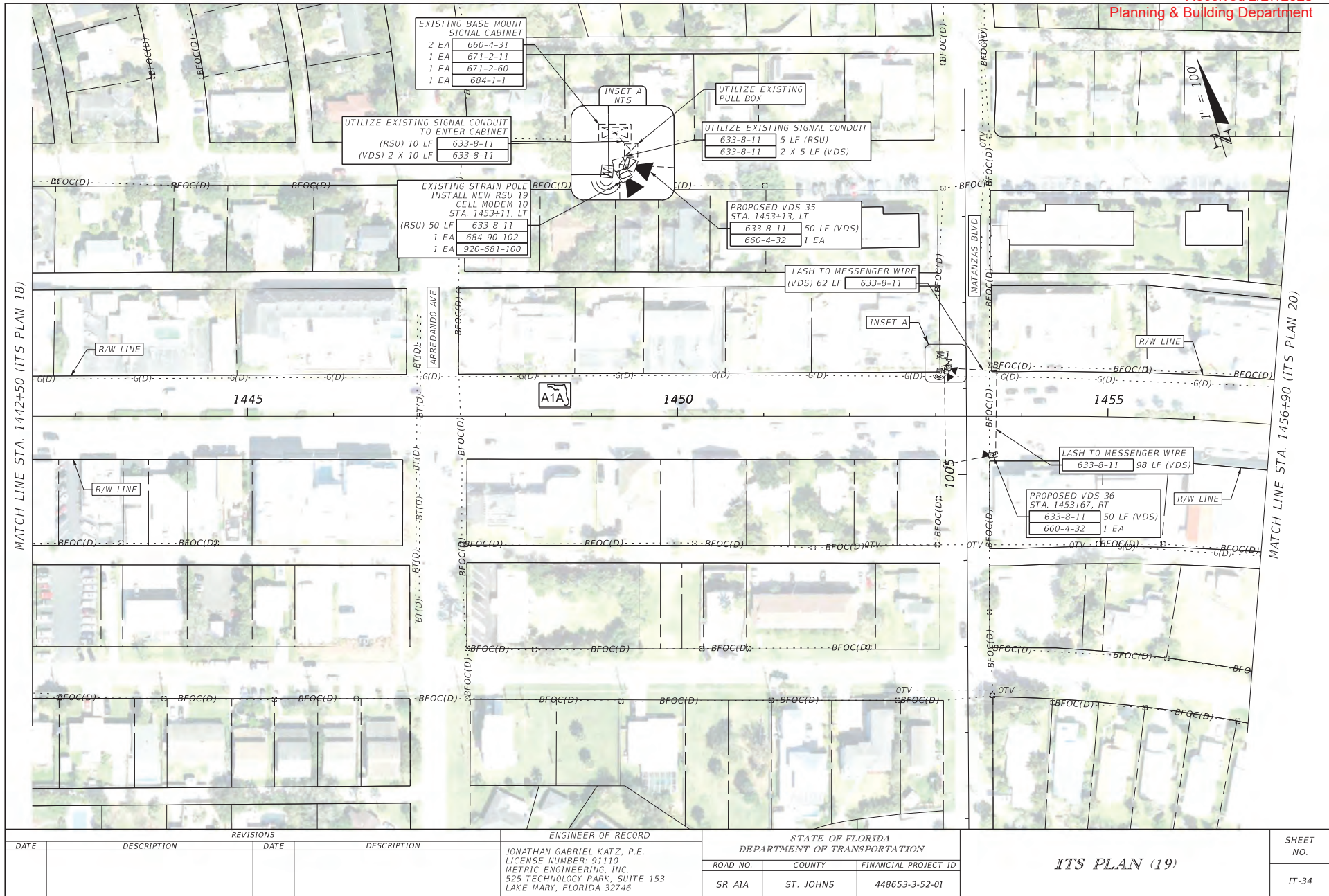


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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	SR A1A	ST. JOHNS	448653-3-52-01	IT-33

ITS PLAN (18)

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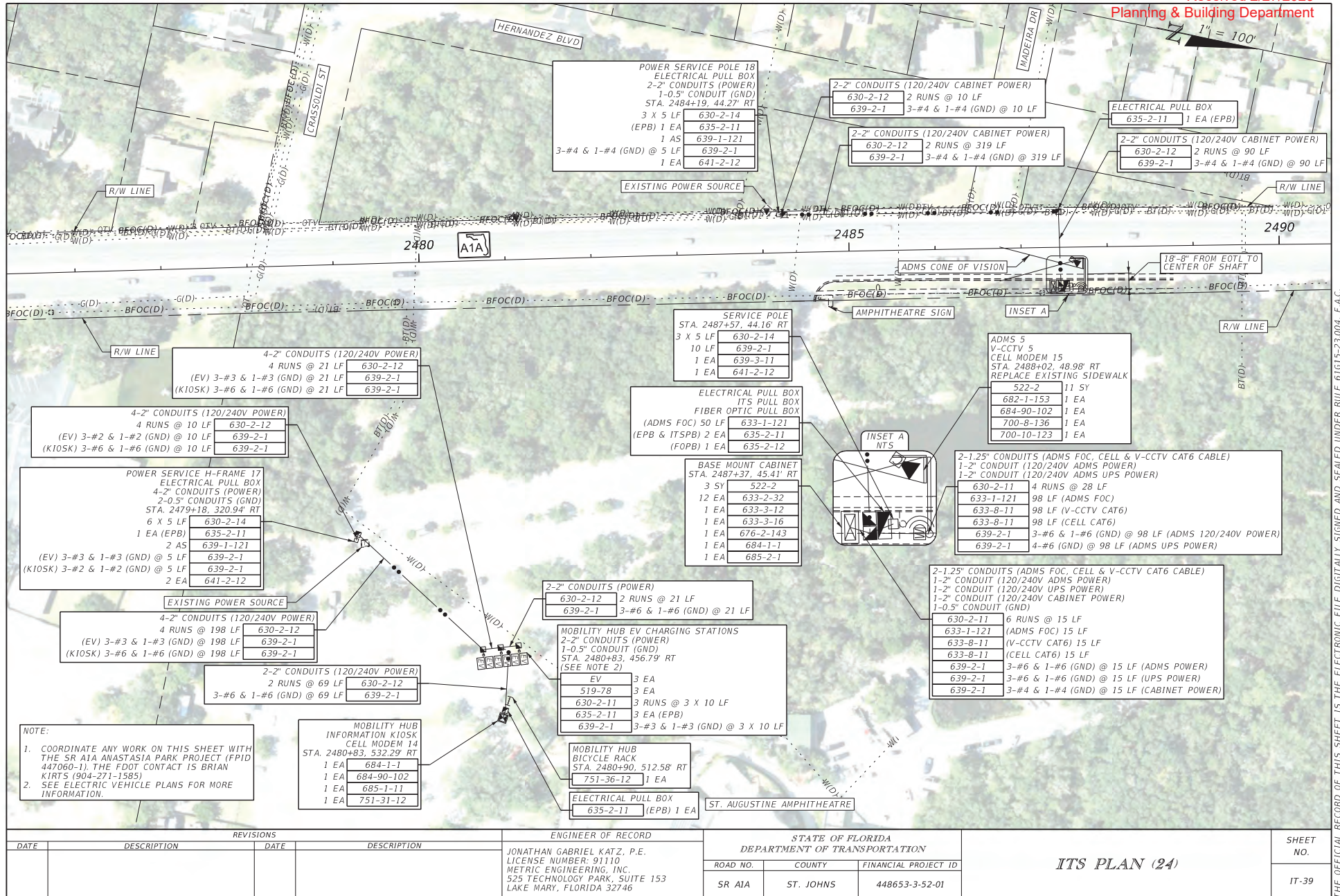


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REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ITS PLAN (20)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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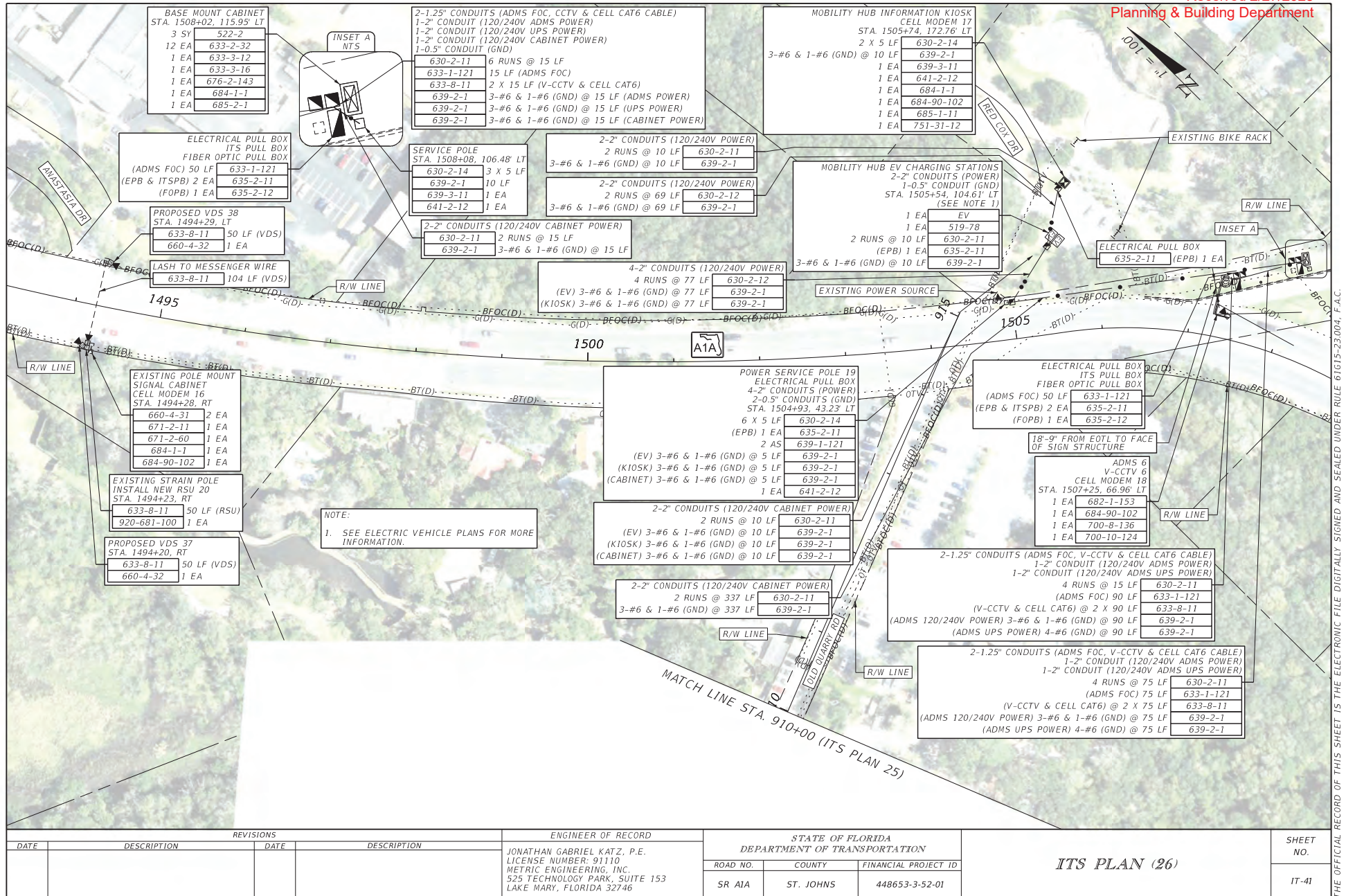
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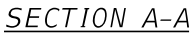
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REVISIONS		ENGINEER OF RECORD		STATE OF FLORIDA		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	
			JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	SR A1A	ST. JOHNS	448653-3-52-01
ITS PLAN (24)						IT-39

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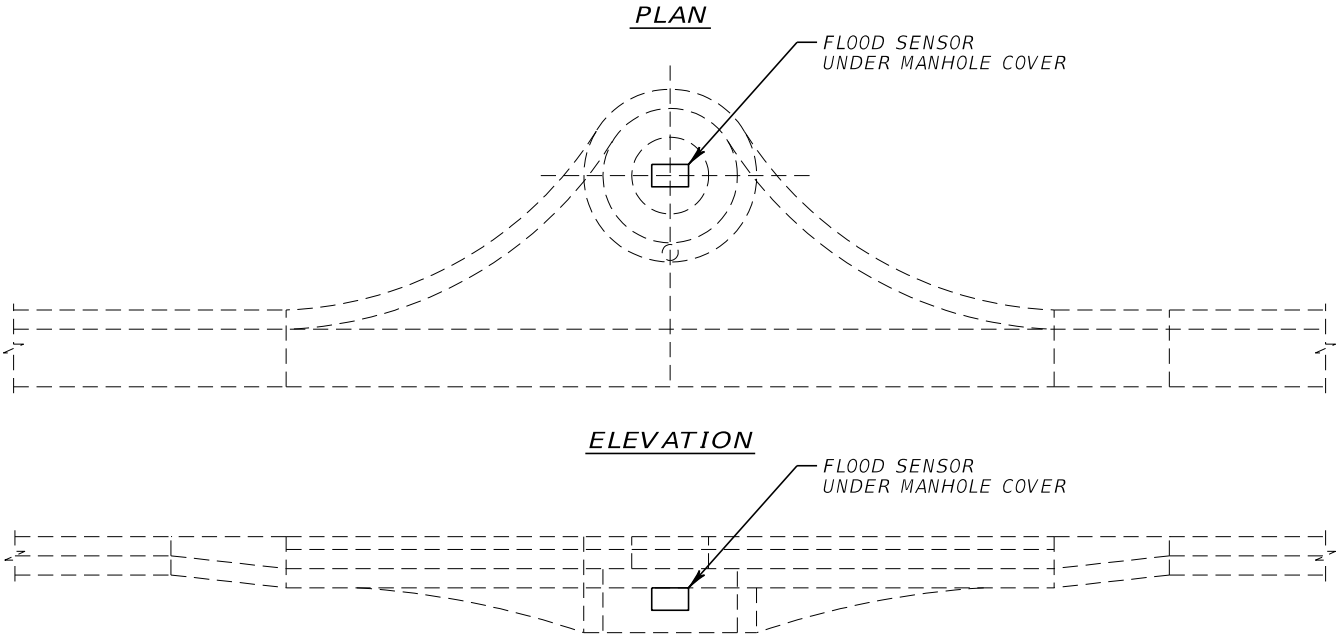


- NOTES:
1. *INSTALL STEEL STRAPS AS NECESSARY TO SUPPORT THE PROPOSED CONDUITS ALONG THE CHORDS.*
 2. *STRUCTURE TO BE DESIGNED IN THE NEXT SUBMITTAL.*
 3. *ALL ADMS HOUSINGS SHALL BE COLOR RAL 8016 CHESTNUT BROWN*

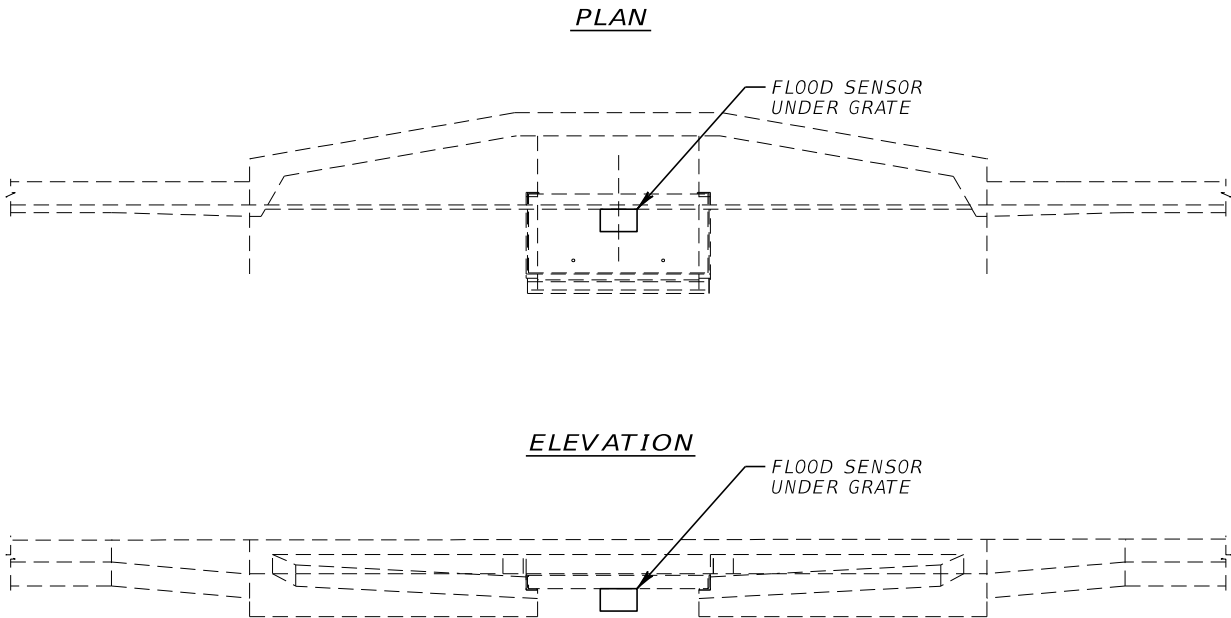
REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>ITS MOUNTING DETAILS (1)</i> Application Packet, page	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		IT-75
					DISTRICT WIDE	ST. JOHNS	448653-3-52-01		

TYPICAL FLOOD SENSOR INSTALLATION DETAILS
NTS

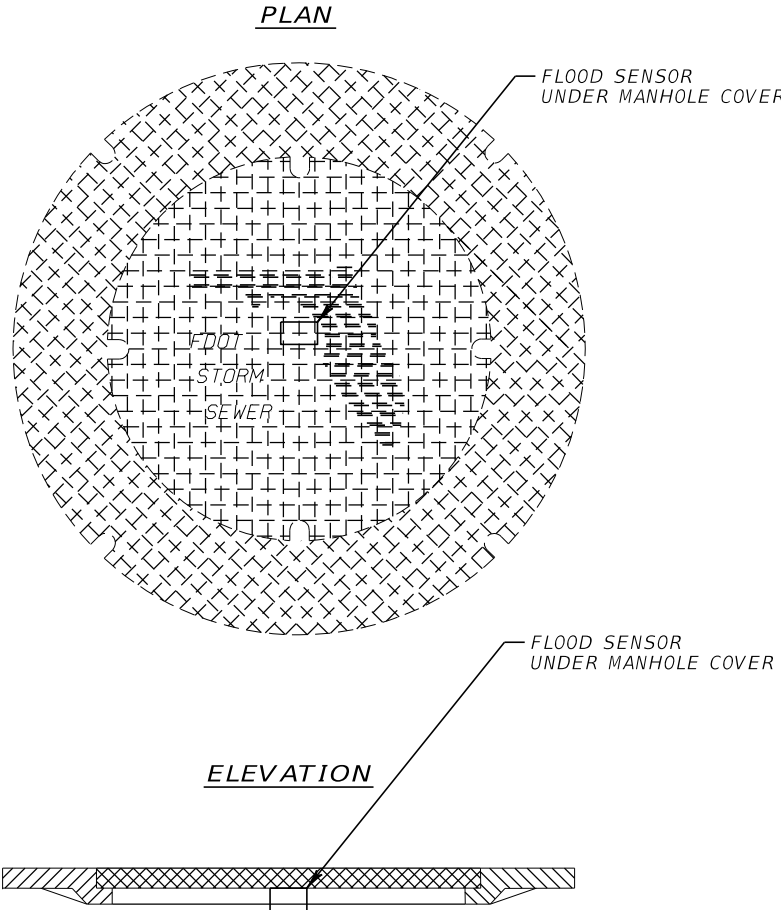
CURB INLET TYPES 2 AND 4



CURB INLET TYPES 5



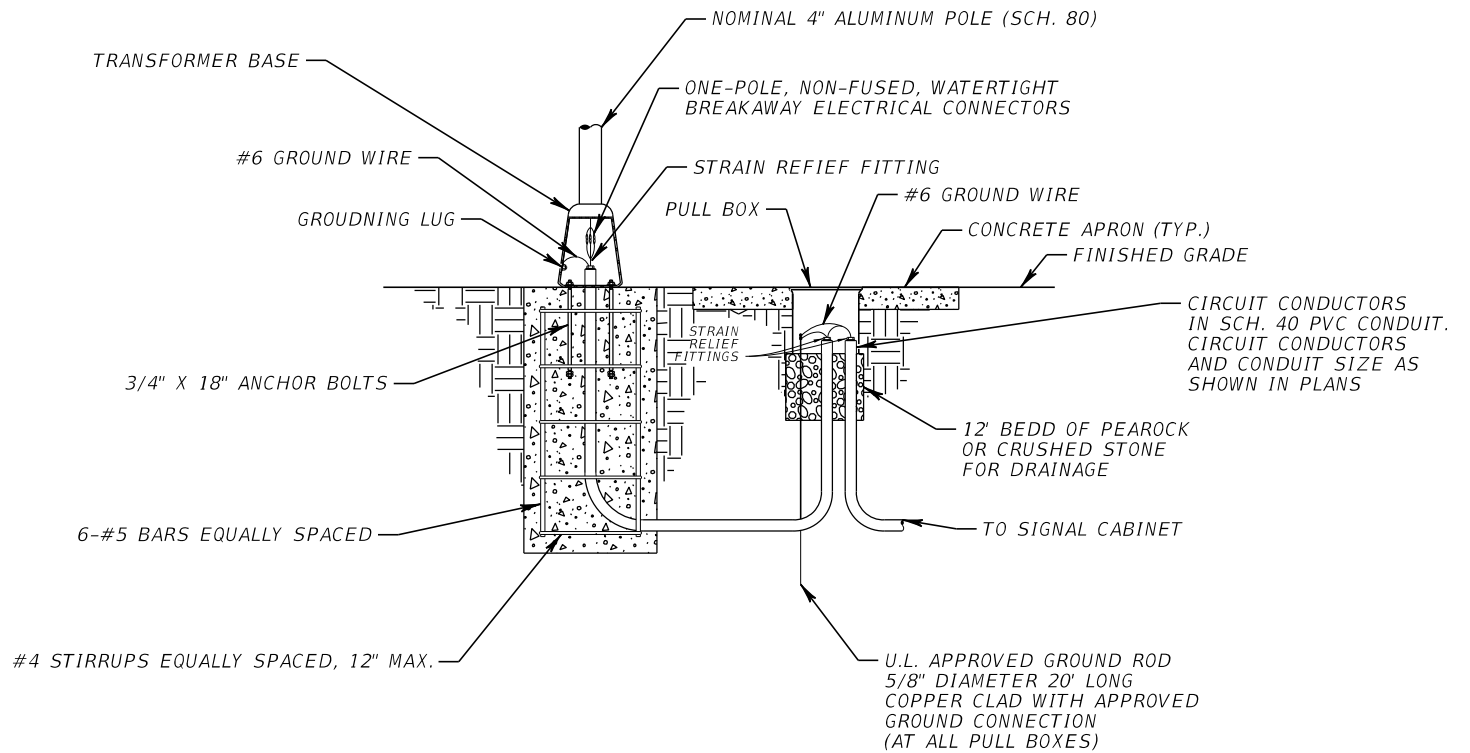
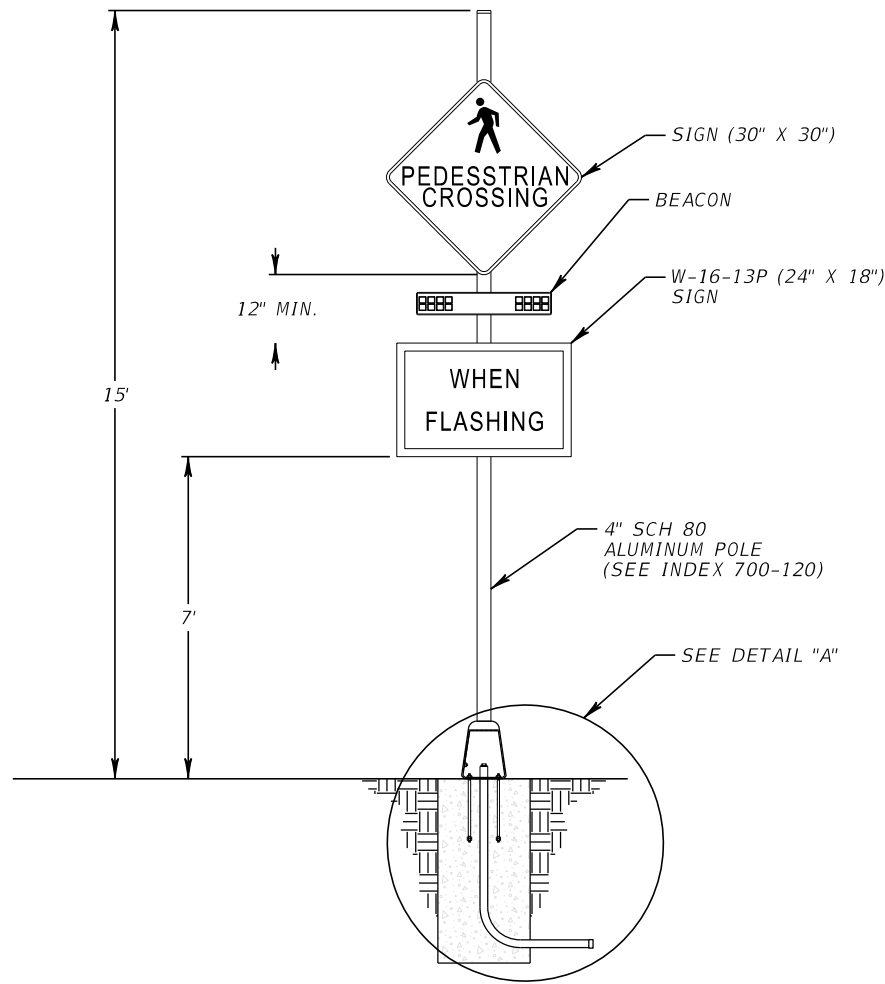
MAN HOLE COVER TYPE 1



- NOTE:
1. INSTALL FLOOD SENSORS PER MANUFACTURERS RECOMMENDATIONS

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ITS MOUNTING DETAILS (2)	SHEET NO. IT-76
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						DISTRICT WIDE	ST. JOHNS	448653-3-52-01		

TYPICAL PASSIVE PED SIGN DETAILS
NTS

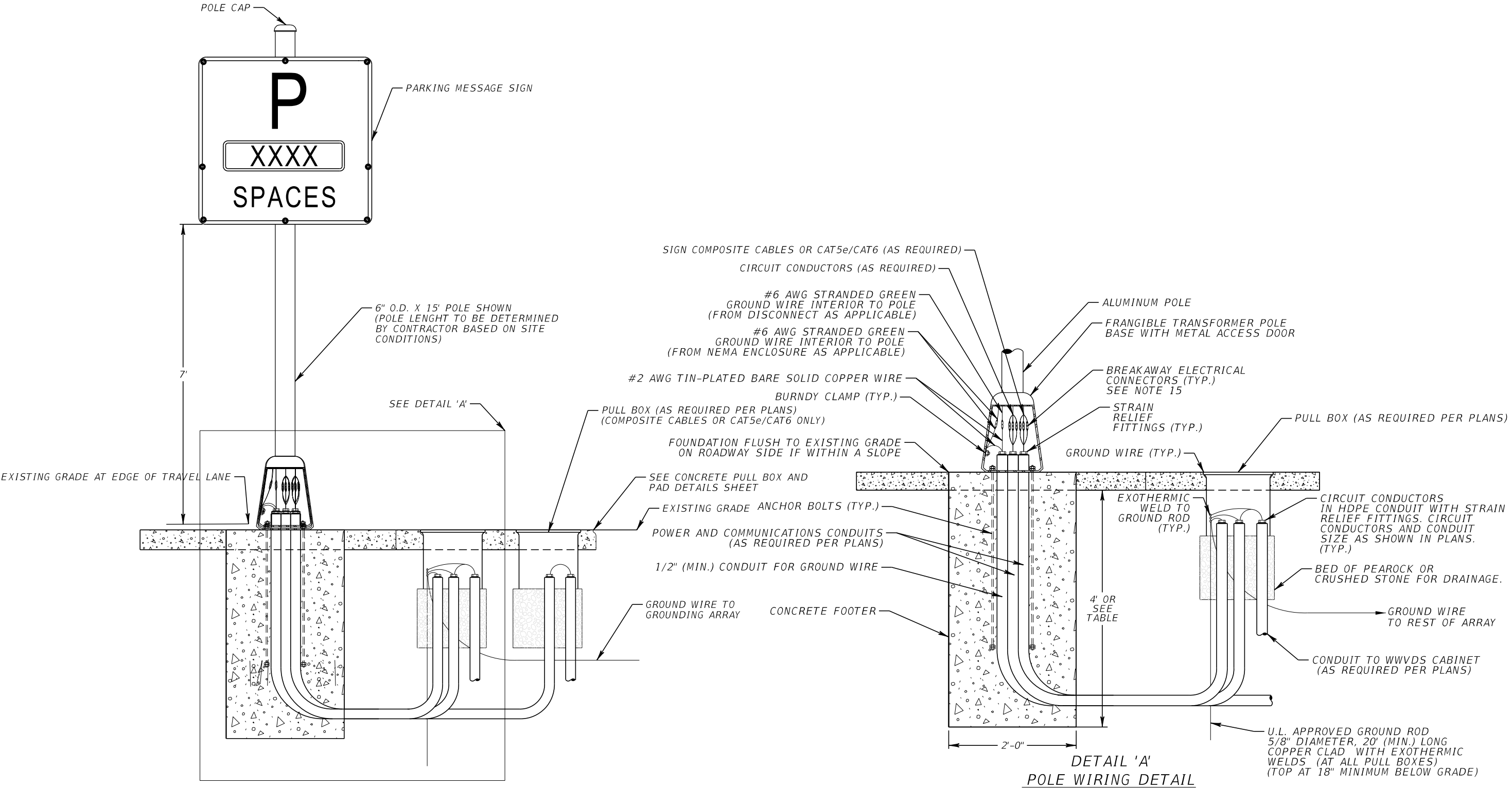


DETAIL 'A'
BREAK AWAY FOUNDATION

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		ITS MOUNTING DETAILS (4)	SHEET NO. IT-78
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		ROAD NO.	COUNTY		
						DISTRICT WIDE	ST. JOHNS	FINANCIAL PROJECT ID 448653-3-52-01	

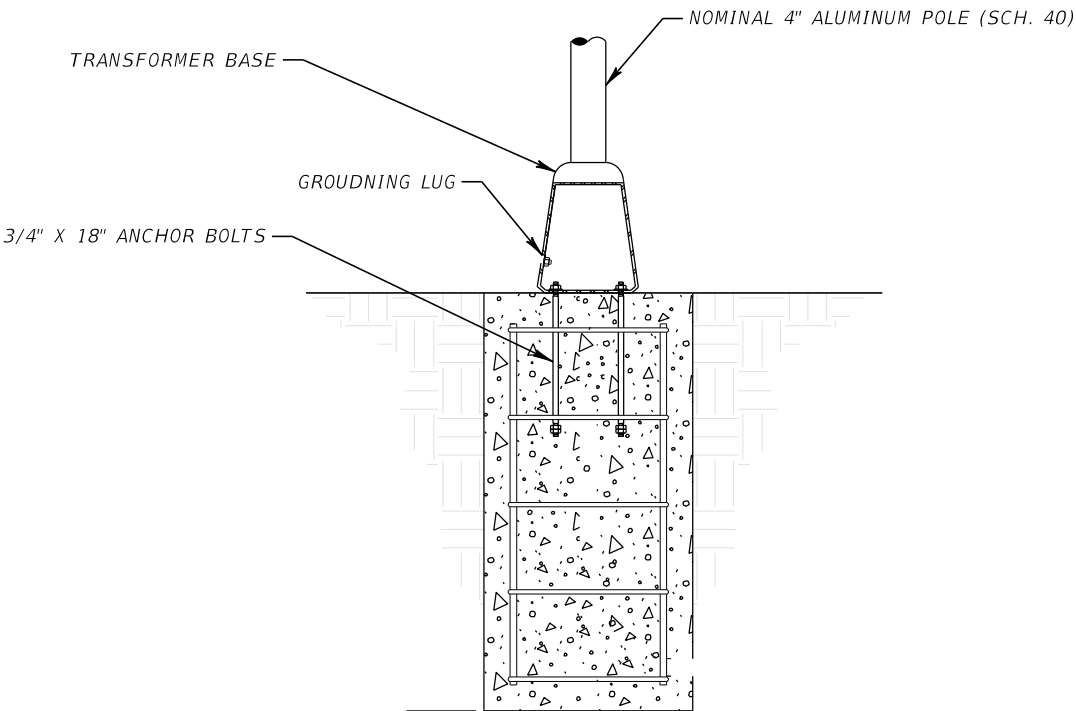
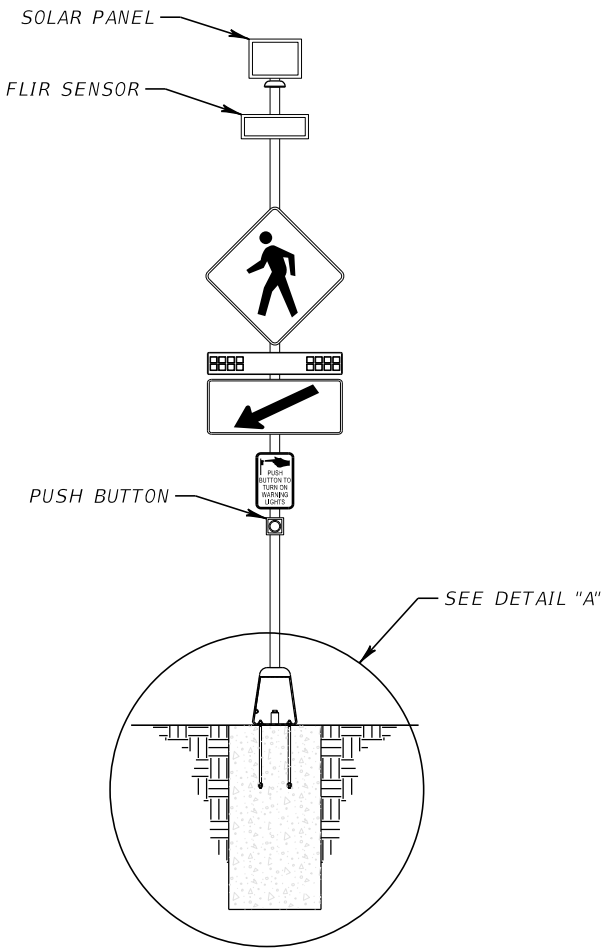
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

TYPICAL PARKING MESSAGE SIGN DETAILS
NTS



REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ITS MOUNTING DETAILS (3)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						DISTRICT WIDE	ST. JOHNS	448653-3-52-01		

TYPICAL RRDF SIGN DETAILS
NTS

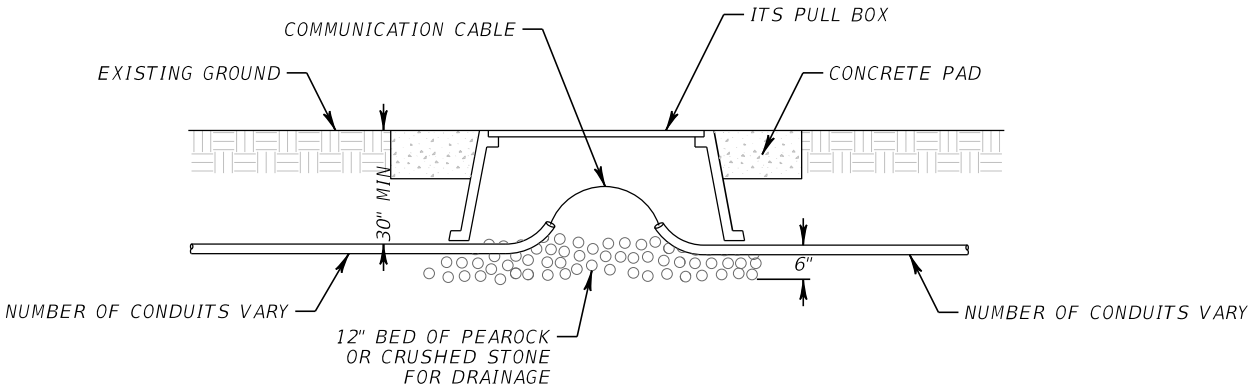
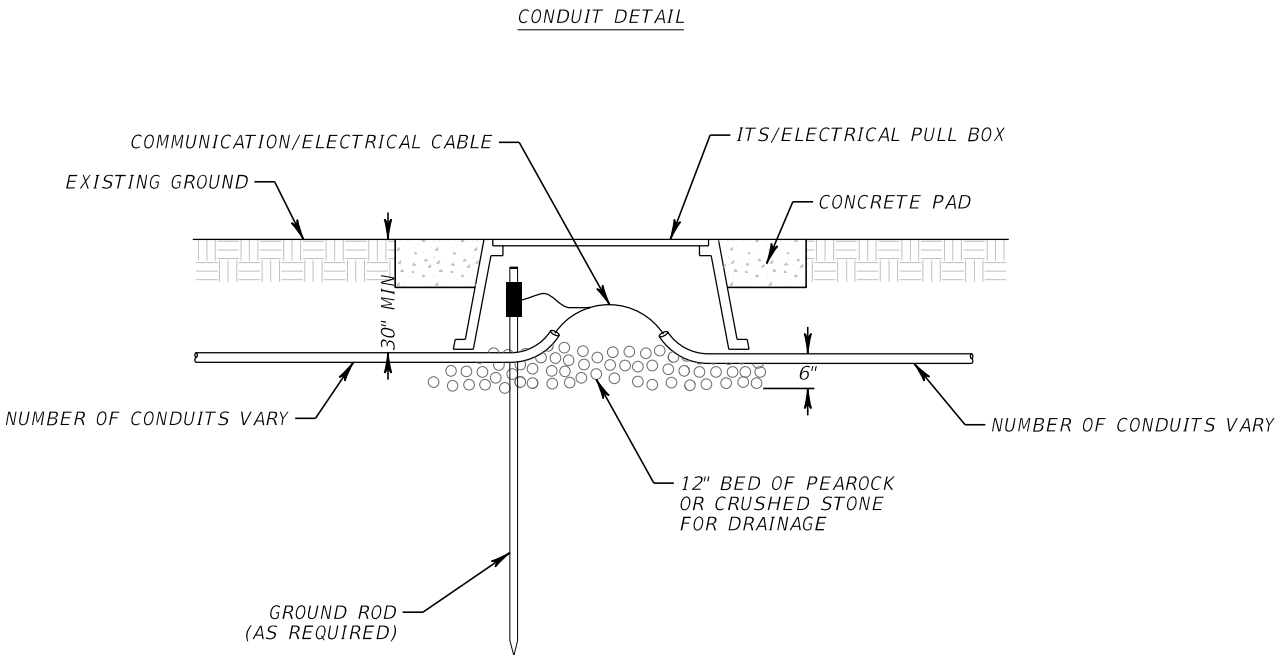
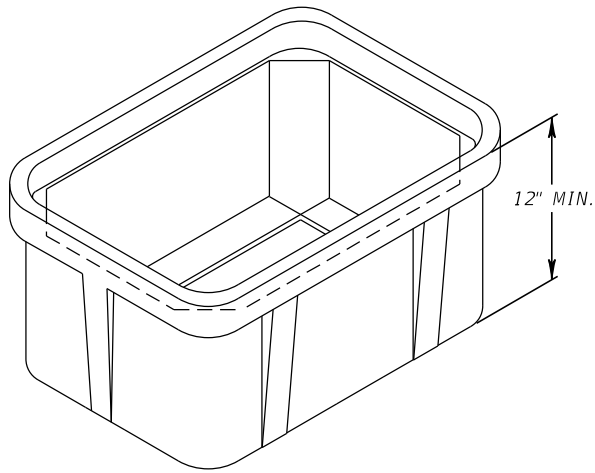
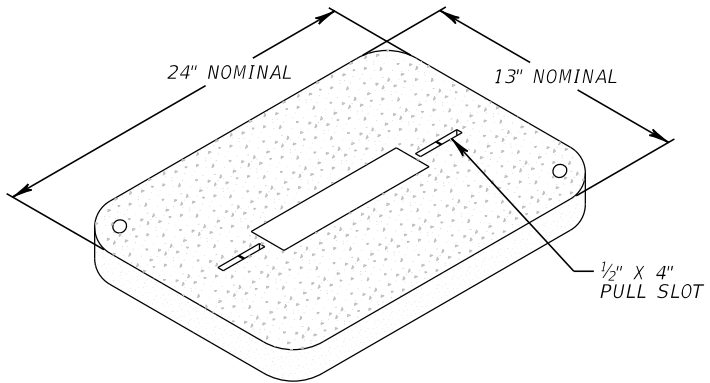


DETAIL 'A'
BREAK AWAY FOUNDATION

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			ITS MOUNTING DETAILS (5)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						DISTRICT WIDE	ST. JOHNS	448653-3-52-01		IT-79

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

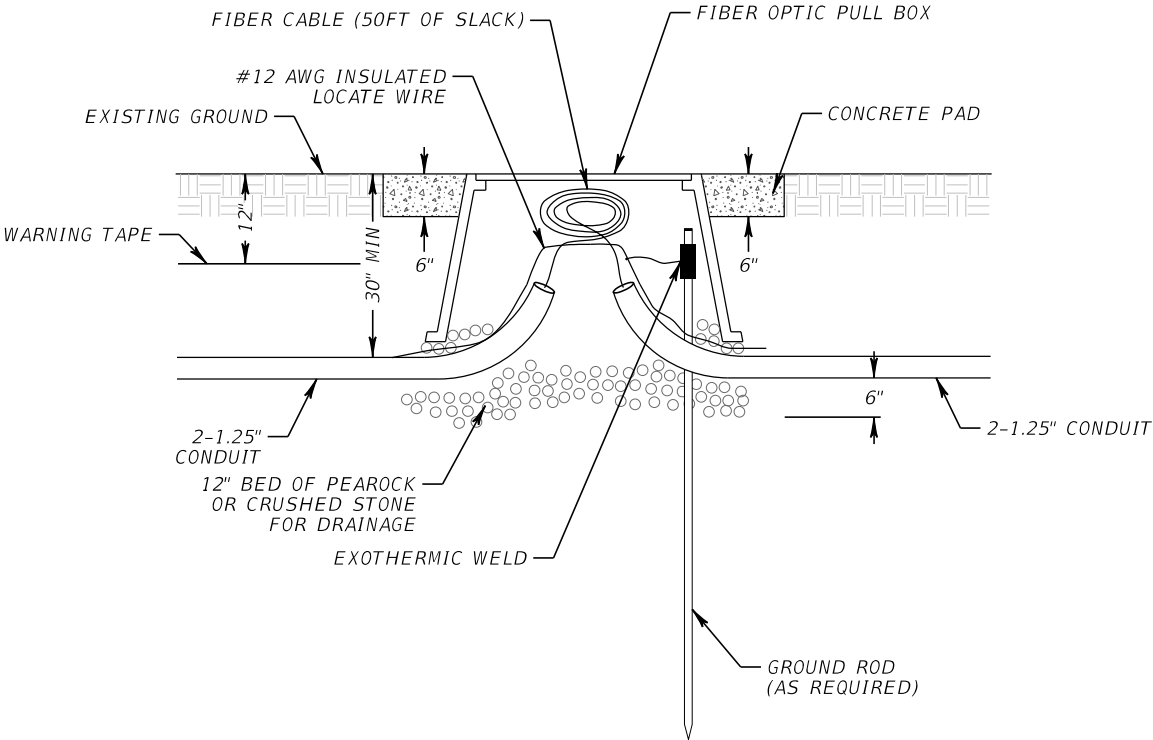
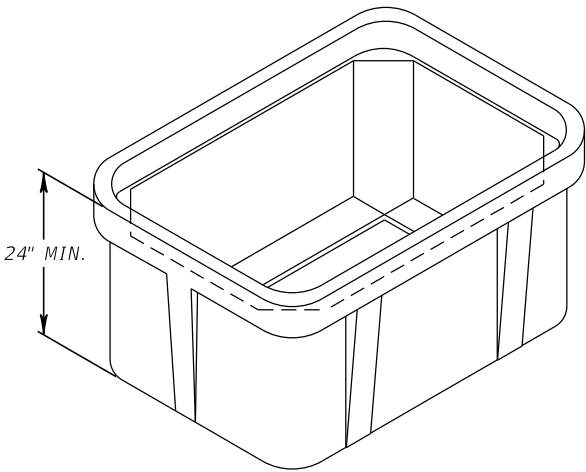
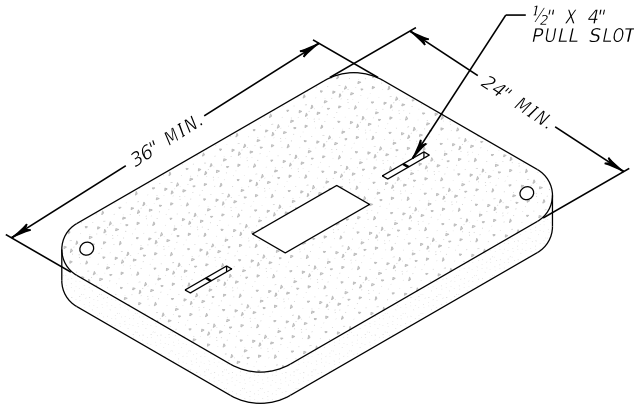
ELECTRICAL OR ITS PULL BOX DETAIL
NTS



- PULL BOX NOTES:
- 1. ALL LOW-VOLTAGE ITS PULL BOX COVERS SHALL BE COVERED AS "FDOT ITS COMPOSITE," PERMANENTLY CAST INTO THEIR TOP SURFACE.
 - 2. PULL BOXES INSTALLED IN SHOULDER OR ROADWAY SHALL BE H-20 RATED.

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PULL BOX AND CONDUIT DETAILS (1)	SHEET NO. IT-80
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						DISTRICT WIDE	ST. JOHNS	448653-3-52-01		

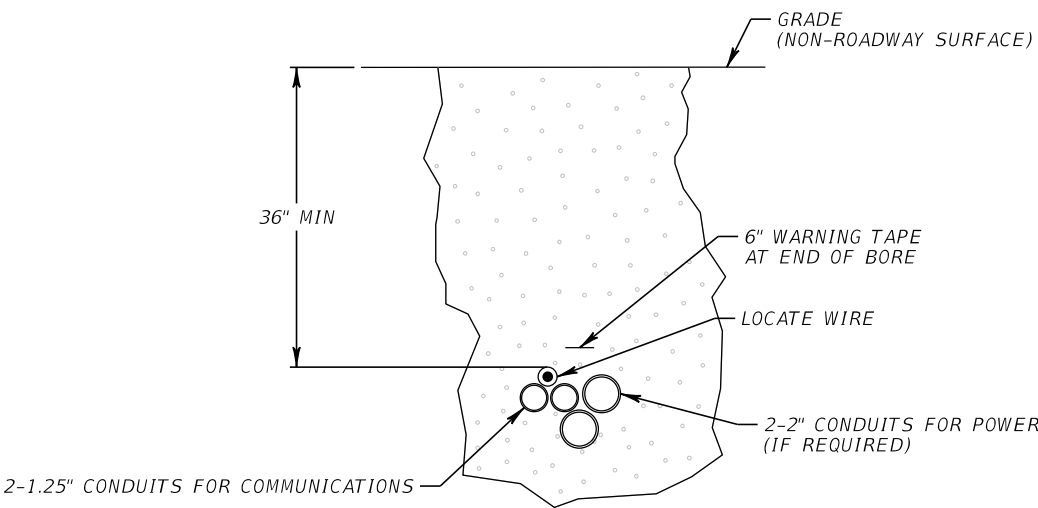
FIBER OPTIC PULL BOX DETAIL
NTS



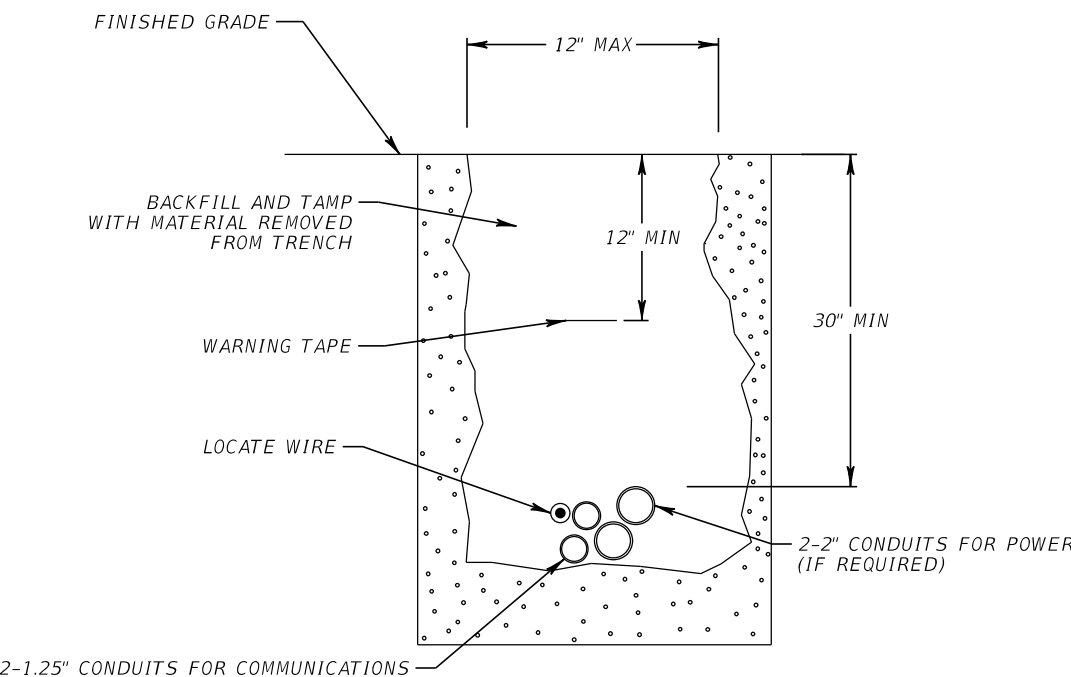
PULL BOX NOTE:
1. PULL BOXES INSTALLED IN SHOULDER OR ROADWAY SHALL BE H-20 RATED.

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			PULL BOX AND CONDUIT DETAILS (2)	SHEET NO. IT-81
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						DISTRICT WIDE	ST. JOHNS	448653-3-52-01		

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



TYPICAL DIRECTIONAL BORE UNDER NON-ROADWAY SURFACE
NTS



TYPICAL OPEN TRENCH
NTS

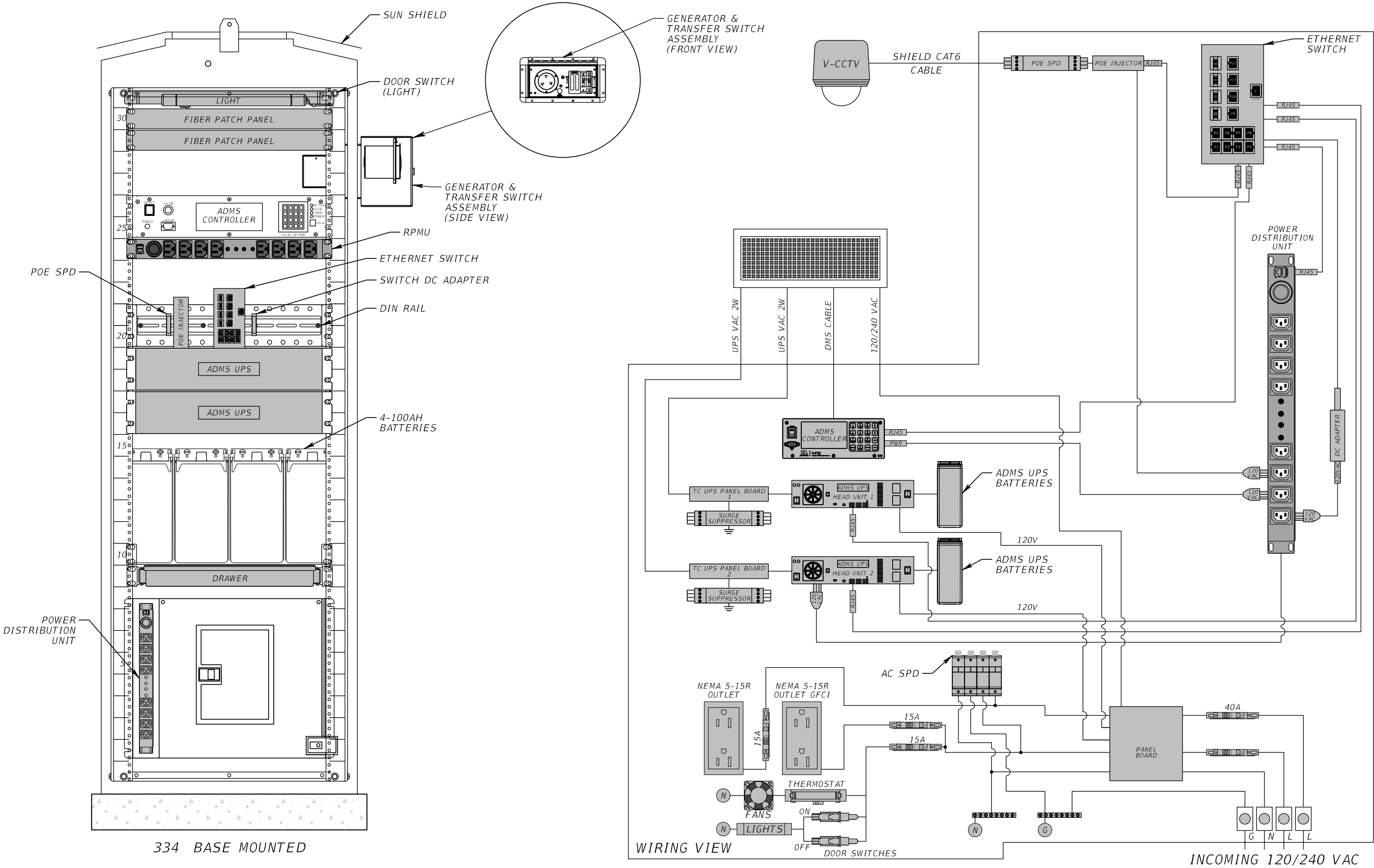
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			DIRECTIONAL BORE AND TRENCHING DETAILS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						DISTRICT WIDE	ST. JOHNS	448653-3-52-01		
									IT-82	141

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

SITE LOCATIONS

ADMS 1

ADMS



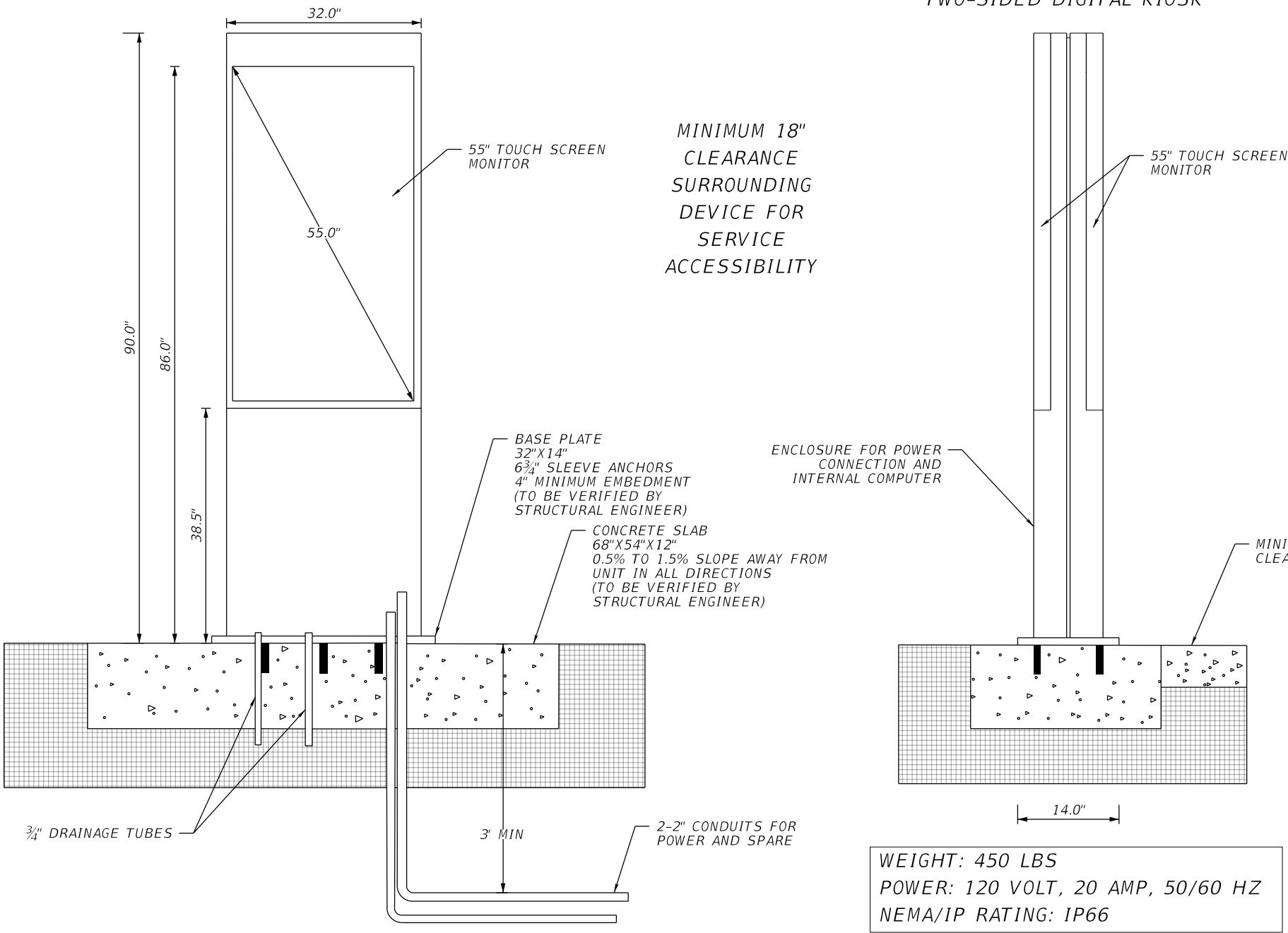
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CABINET AND WIRING DETAILS (1)	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	JONATHAN GABRIEL KATZ, P.E. LICENSE NUMBER: 91110 METRIC ENGINEERING, INC. 525 TECHNOLOGY PARK, SUITE 153 LAKE MARY, FLORIDA 32746		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
						DISTRICT WIDE	ST. JOHNS	448653-3-52-01		

TYPICAL MOBILITY HUB INFORMATION KIOSK

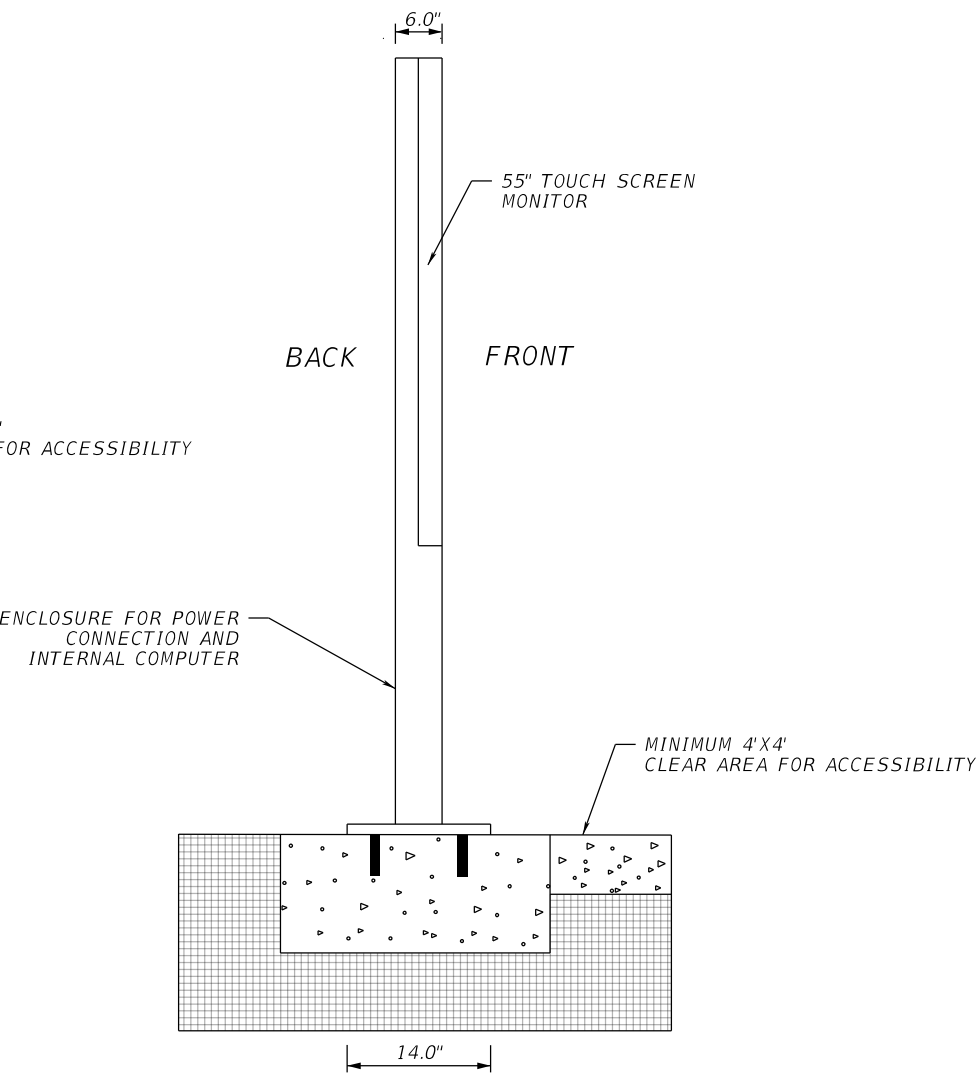
NTS

MH ID	LOCATION	KIOSK TYPE	ITS PLAN (XX)
1	EDDIE VICKERS PARK	ONE-SIDED	2
2	FEC PARKING GARAGE	ONE-SIDED	6
3	GRANADA ST. PARKING	ONE-SIDED	11
4	CATHEDRAL PL. PARKING	ONE-SIDED	11
5	CASTILLO DE SAN MARCOS PARKING	TWO-SIDED	13
6	ST. AUGUSTINE VISITOR CENTER PARKING	TWO-SIDED	14
7	ST. AUGUSTINE AMPHITHEATRE	ONE-SIDED	25
8	RED COX DR. PARKING	ONE-SIDED	27
9	LIBRARY PARKING	ONE-SIDED	31
10	ST. JOHNS COUNTY HEALTH DEPARTMENT	ONE-SIDED	40
11	ST. JOHNS COUNTY HEALTH GOVERNMENT	ONE-SIDED	41

TWO-SIDED DIGITAL KIOSK



ONE-SIDED DIGITAL KIOSK



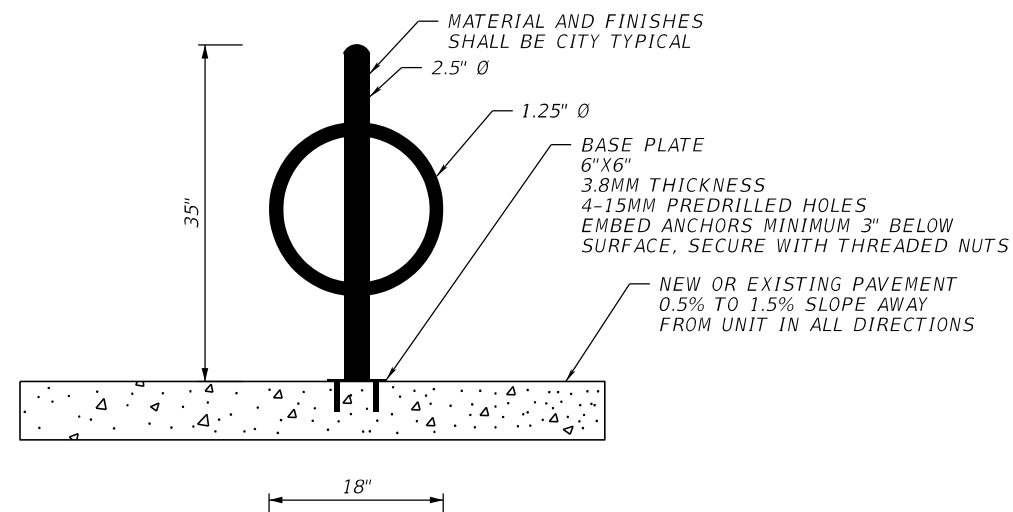
REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					VARIES	ST. JOHNS	448653-3-52-01	

Application Pack

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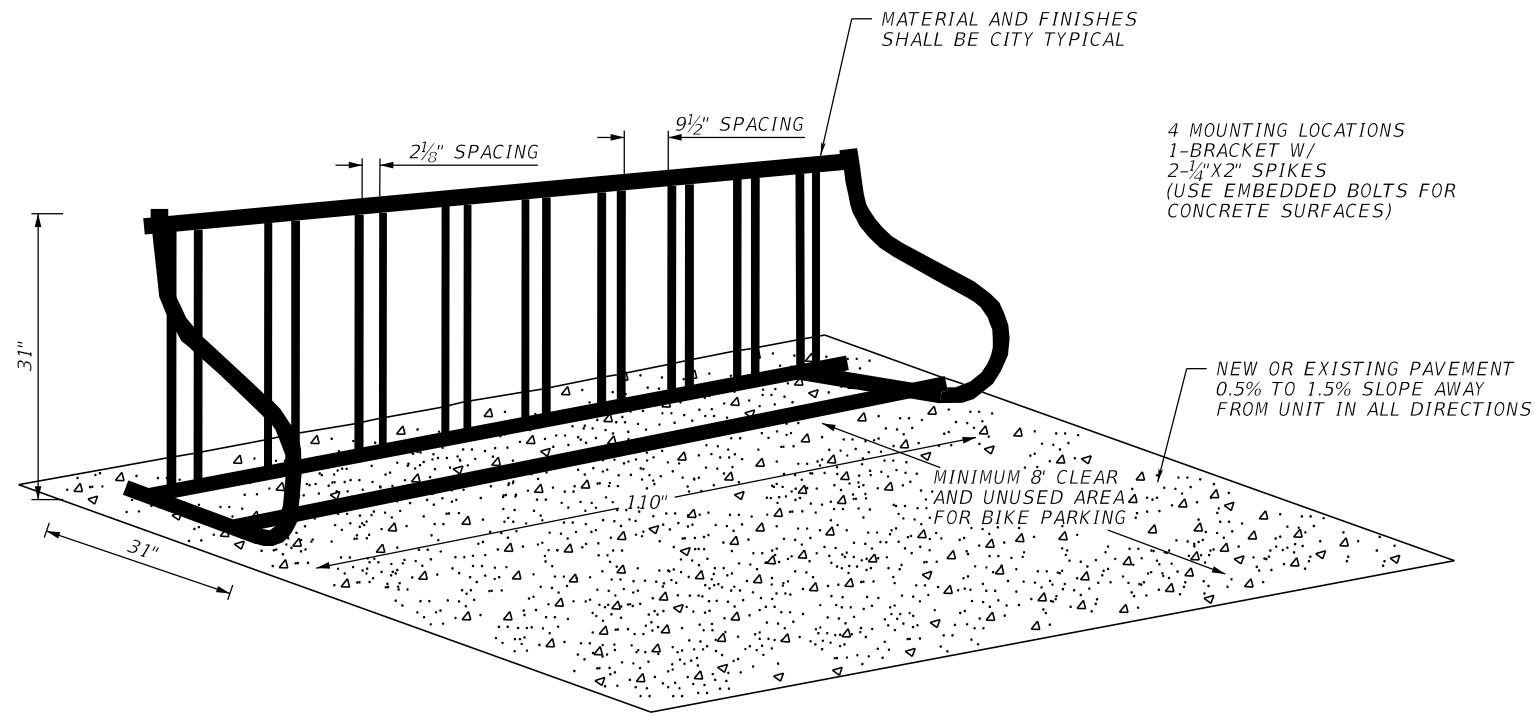
IT-102

TYPICAL BIKE RACKS
NTS



POST AND RING BIKE RACK

MH ID	LOCATION	POST & RING QUANTITY	ITS PLAN (XX)
1	EDDIE VICKERS PARK	1X4	2
2	FEC PARKING GARAGE	1X4	6
3	GRANADA ST. PARKING	1X4	11
4	CATHEDRAL PL. PARKING	1X5	11
11	ST. JOHNS COUNTY HEALTH GOVERNMENT	1X4	41



CORRAL BIKE RACK

MH ID	LOCATION	CORRAL QUANTITY	ITS PLAN (XX)
7	ST. AUGUSTINE AMPHITHEATRE	1	25
9	LIBRARY PARKING	1	31

REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		BIKE RACK DETAIL	SHEET NO. IT-103
DATE	DESCRIPTION	DATE	DESCRIPTION	RANZY L. WHITICKER, P.E. LICENSE NUMBER: 59548 ARCADIS U.S., INC. 1200 RIVERPLACE BLVD., SUITE 425 JACKSONVILLE, FL 32207		ROAD NO.	COUNTY		
						VARIES	ST. JOHNS	448653-3-52-01	

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

CANTILEVER SIGN STRUCTURES DATA TABLE																	Table Date 07-01-14				NOTES [NOTES DATE 7-01-13]: 1. WORK THESE DATA TABLES WITH INDEX 700-040 AND INDEX 700-090. 2. DESIGN WIND SPEED = 150 MPH. 3. UPRIGHT WALL THICKNESS GIVEN IS A MINIMUM DIMENSION. 4. UPRIGHT AND DECORATIVE APPURTENANCES TO BE PAINTED SEMI-GLOSS BLACK. TRUSS AND CONNECTIONS TO BE PAINTED RAL 8016 CHESTNUT BROWN. REFER TO FDOT SPECIFICATIONS SECTIONS 560 AND 975 FOR COATING. FINISH TO BE TEXTURED FINISH. FABRRICATOR MUST SUBMIT A SAMPLE OF THE PROPOSED FINISH FOR REVIEW PRIOR TO FABRICATION.					
SIGN NO.	STATION	DIMENSIONS				PANELS	MEMBER SIZES						BACKRAKE													
		A	B		C	N	D (CHORD)		E (WEB)		F (UPRIGHT)		G													
		ft	ft	in	in	#	O. D. x Wall Thk. (in)		Angle (in)		O. D. x Wall Thk. (in)		in													
ADMS-1	2068+07/ RT	23.2500	5	6-3/4	60	4	4.50 x 0.337		3-1/2 x 3-1/2 x 3/8		24.00 x 0.500		2.9805													
ADMS-2	2122+39/ LT	22.2500	5	10	60	4	4.50 x 0.337		3-1/2 x 3-1/2 x 3/8		24.00 x 0.500		2.9971													
ADMS-3	1471+09/ LT	22.0000	6	1/2	60	6	5.56 x 0.375		4 x 4 x 3/8		24.00 x 0.750		4.9649													
ADMS-4	2417+76/ RT	24.2500	5	8-1/4	60	4	4.50 x 0.337		3-1/2 x 3-1/2 x 3/8		24.00 x 0.500		3.3253													
ADMS-5	2488+02/ RT	24.0000	6	1-1/2	60	5	5.56 x 0.375		4 x 4 x 3/8		20.00 x 0.750		7.0537													
ADMS-6	1507+25/ LT	22.0000	6	1-3/4	60	7	6.63 x 0.432		4 x 4 x 3/8		24.00 x 0.750		7.0850													

CANTILEVER SIGN STRUCTURES DATA TABLE (CONT.)																							Table Date 01-01-11							
SIGN NO.	GUSSET PLATES												TRUSS CONNECTION								SPLICE									
	GA	GB	GC		GD		GE		GF		GG		GH		GJ		GK	TA	TB	TC	TD	TE	TF	TG	TH	TJ	SA	SB	SC	SD
	in	in	ft	in	ft	in	ft	in	ft	in	ft	in	ft	in	ft	in	in	in	#	#	in	in	in	in	in	in	Angle (in)	#	in	#
ADMS-1	5/8	5/8	1	0		6-1/4		9-3/4		5-1/4		8		7-3/4		7-1/2	3/16	7/8	8	6	1/2	1/2	3/16	3/16	3/16	3/16	NO SPLICE	NA	NA	NA
ADMS-2	5/8	5/8	1	1/4		6-1/4		10		5-1/4		8-1/4		7-3/4		7-3/4	3/16	7/8	8	6	1/2	1/2	3/16	3/16	3/16	3/16	NO SPLICE	NA	NA	NA
ADMS-3	5/8	5/8	1	1-3/4		6-1/2		11-1/4		5-1/2		9		7-3/4		8-3/4	3/16	7/8	8	6	1/2	1/2	5/16	3/16	3/16	3/16	NO SPLICE	NA	NA	NA
ADMS-4	5/8	5/8	1	0		6-1/4		10		5-1/4		8-1/4		7-3/4		7-3/4	3/16	7/8	8	6	1/2	1/2	3/16	3/16	3/16	3/16	NO SPLICE	NA	NA	NA
ADMS-5	5/8	5/8	1	1-3/4		6-1/2		11-1/2		5-1/2		9		7-3/4		8-3/4	3/16	7/8	8	6	1/2	1/2	5/16	3/16	3/16	3/16	NO SPLICE	NA	NA	NA
ADMS-6	3/4	3/4	1	3-1/4		7	1	3/4		6		9-1/2		7-3/4		10	3/16	7/8	10	6	1/2	1/2	5/16	3/16	3/16	3/16	6 x 6 x 1/2	6	1	4

CANTILEVER SIGN STRUCTURES DATA TABLE (CONT.)																	Table Date 07-01-15				FOUNDATION NOTES: 1. DESIGN BASED ON BORINGS TAKEN ON 1/18/2025 AND SEALED BY TIERRA SOUTH FLORIDA, INC. 2. ASSUMPTIONS AND VALUES USED IN DESIGN LISTED IN TABLE BELOW. 3. DESIGN WATER TABLE IS 0 FT. BELOW SURFACE.							
SIGN NO.	BASE CONNECTION										ANCHOR		FOOTING - DRILLED SHAFT															
	BA	BB	BC	BD	BE		BF	BG	BH	BJ	BK		FA		FB		FC	FD	FE	FF							FG	
	in	#	in	in	ft	in	in	in	in	in	ft	in	ft	in	ft	in	# / Size	#	in	#							in	
ADMS-1	2	8	2	3/8	2	3-1/4	5/16	5/16	5/16	3/16	3	4	18	0	5	0	19 / 11	16	4	13	6							
ADMS-2	2	8	2	3/8	2	3-1/4	5/16	5/16	5/16	3/16	3	4	21	6	5	0	19 / 11	16	4	13	6							
ADMS-3	2	10	2	3/8	2	3-1/4	5/16	5/16	5/16	3/16	3	4	26	0	5	0	19 / 11	16	4	13	6							
ADMS-4	2	8	2	3/8	2	3-1/4	5/16	5/16	5/16	3/16	3	4	18	0	5	0	19 / 11	16	4	13	6							
ADMS-5	2	12	2	3/8	2	3-1/4	5/16	5/16	5/16	3/16	3	4	21	0	4	6	15 / 11	16	4	13	6							
ADMS-6	2	12	2	3/8	2	3-1/4	5/16	5/16	5/16	3/16	3	4	22	0	5	6	20 / 11	16	4	13	6							

SOIL PARAMETERS			
STRUCTURE ID NUMBERS	SOIL FRICTION ANGLE (DEG)	SOIL UNIT WEIGHT (PCF)	SPT N-VALUE (BLOWS/FT)
ADMS-1	31	47	17
ADMS-2	31	46	13
ADMS-3	30	43	11
ADMS-4	32	44	25
ADMS-5	33	47	29
ADMS-6	33	47	28

REVISIONS				ENGINEER OF RECORD				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				CANTILEVER SIGN STRUCTURE DATA TABLE (1 OF 2)				SHEET NO. IT-104	
DATE	DESCRIPTION			DATE	DESCRIPTION			JOSHUA R. DAVIS, P.E. LICENSE NUMBER: 69079 FLORIDA BRIDGE & TRANSPORTATION, INC. 633 DARTMOUTH STREET ORLANDO, FL. 32804									
								ROAD NO.				COUNTY		FINANCIAL PROJECT ID			
								DISTRICT WIDE				ST. JOHNS		448653-3-52-01			

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CANTILEVER SIGN STRUCTURES DATA TABLE																	Table Date 07-01-14			
SIGN NO.	STATION	DIMENSIONS				PANELS	MEMBER SIZES						BACKRAKE							
		A	B		C	N	D (CHORD)		E (WEB)		F (UPRIGHT)		G							
		ft	ft	in	in	#	O. D. x Wall Thk. (in)		Angle (in)		O. D. x Wall Thk. (in)		in							
ADMS-7	1724+54/ LT	23.5000	6	2-1/4	60	5	5.56 x 0.375		4 x 4 x 3/8		24.00 x 0.500		5.7841							
ADMS-8	1940+62/ RT	22.2500	6	3	60	5	5.56 x 0.375		4 x 4 x 3/8		24.00 x 0.500		5.3477							
ADMS-9	2313+32/ LT	22.5000	6	2-3/4	60	5	5.56 x 0.375		4 x 4 x 3/8		24.00 x 0.5000		5.4100							

NOTES [NOTES DATE 7-01-13]:

1. WORK THESE DATA TABLES WITH INDEX 700-040 AND INDEX 700-090.

2. DESIGN WIND SPEED = 150 MPH.

3. UPRIGHT WALL THICKNESS GIVEN IS A MINIMUM DIMENSION.

4. UPRIGHT AND DECORATIVE APPURTENANCES TO BE PAINTED SEMI-GLOSS BLACK. TRUSS AND CONNECTIONS TO BE PAINTED RAL 8016 CHESTNUT BROWN. REFER TO FDOT SPECIFICATIONS SECTIONS 560 AND 975 FOR COATING. FINISH TO BE TEXTURED FINISH. FABRRICATOR MUST SUBMIT A SAMPLE OF THE PROPOSED FINISH FOR REVIEW PRIOR TO FABRICATION.

CANTILEVER SIGN STRUCTURES DATA TABLE (CONT.)																							Table Date 01-01-11							
SIGN NO.	GUSSET PLATES												TRUSS CONNECTION								SPLICE									
	GA	GB	GC		GD		GE		GF		GG		GH		GJ		GK	TA	TB	TC	TD	TE	TF	TG	TH	TJ	SA	SB	SC	SD
	in	in	ft	in	ft	in	ft	in	ft	in	ft	in	ft	in	ft	in	in	in	#	#	in	in	in	in	in	in	Angle (in)	#	in	#
ADMS-7	5/8	5/8	1	2		6-1/2		11-1/2		5-1/2		9-1/4		7-3/4		9	3/16	7/8	8	6	1/2	1/2	1/4	3/16	3/16	3/16	NO SPLICE	NA	NA	NA
ADMS-8	5/8	5/8	1	2		6-1/2		11-1/2		5-1/2		9-1/4		7-3/4		9	3/16	7/8	8	6	1/2	1/2	1/4	3/16	3/16	3/16	NO SPLICE	NA	NA	NA
ADMS-9	5/8	5/8	1	2		6-1/2		11-1/2		5-1/2		9-1/4		7-3/4		9	3/16	7/8	8	6	1/2	1/2	1/4	3/16	3/16	3/16	NO SPLICE	NA	NA	NA

CANTILEVER SIGN STRUCTURES DATA TABLE (CONT.)																	Table Date 07-01-15				
SIGN NO.	BASE CONNECTION										ANCHOR		FOOTING - DRILLED SHAFT								
	BA	BB	BC	BD	BE		BF	BG	BH	BJ	BK		FA		FB		FC	FD	FE	FF	FG
	in	#	in	in	ft	in	in	in	in	in	ft	in	ft	in	ft	in	# / Size	#	in	#	in
ADMS-7	2	10	2	3/8	2	3-1/4	5/16	5/16	5/16	3/16	3	4	32	6	5	0	19 / 11	16	4	13	6
ADMS-8	2	10	2	3/8	2	3-1/4	5/16	5/16	5/16	3/16	3	4	22	6	5	0	19 / 11	16	4	13	6
ADMS-9	2	10	2	3/8	2	3-1/4	5/16	5/16	5/16	3/16	3	4	21	0	5	0	19 / 11	16	4	13	6

FOUNDATION NOTES:

1. DESIGN BASED ON BORINGS TAKEN ON 1/18/2025 AND SEALED BY TIERRA SOUTH FLORIDA, INC.

2. ASSUMPTIONS AND VALUES USED IN DESIGN LISTED IN TABLE BELOW.

3. DESIGN WATER TABLE IS 0 FT. BELOW SURFACE.

SOIL PARAMETERS			
STRUCTURE ID NUMBERS	SOIL FRICTION ANGLE (DEG)	SOIL UNIT WEIGHT (PCF)	SPT N-VALUE (BLOWS/FT)
ADMS-7	29	41	7
ADMS-8	33	48	19
ADMS-9	35	50	50

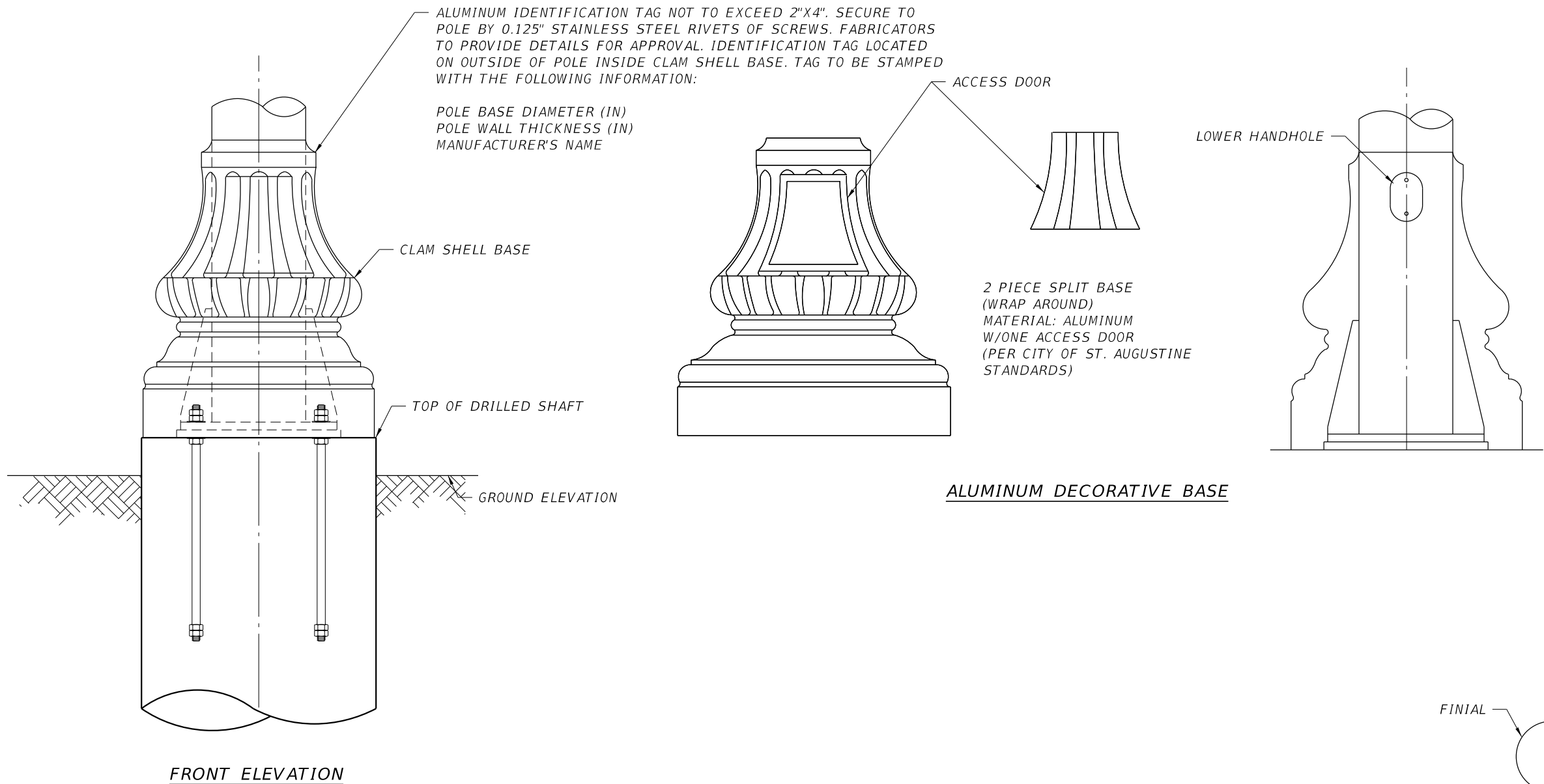
REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CANTILEVER SIGN STRUCTURE DATA TABLE (2 OF 2)		SHEET NO.
DATE	DESCRIPTION		DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID			
						DISTRICT WIDE	ST. JOHNS	448653-3-52-01			
						JOSHUA R. DAVIS, P.E. LICENSE NUMBER: 69079 FLORIDA BRIDGE & TRANSPORTATION, INC. 633 DARTMOUTH STREET ORLANDO, FL. 32804					IT-105

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REVISIONS				ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CANTILEVER SIGN STRUCTURE DATA TABLE (2 OF 2)		SHEET NO.
DATE	DESCRIPTION		DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID			IT-105
						DISTRICT WIDE	ST. JOHNS	448653-3-52-01			

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

Drawn By : BSW 02-25
Designed By: SD 02-25
Checked By : JRD 02-25



ORNAMENTAL DETAIL NOTES:

1. CLAM SHELL BASE MUST BE CONSTRUCTED OF CAST ALUMINUM AND CONNECTED WITH STAINLESS STEEL BOLTS.
2. PROVIDE TECHNICAL DATA AND ORNAMENTAL DETAIL OPTIONS FOR CLAM SHELL AND FINIAL FOR APPROVAL.
3. WORK THESE DETAILS WITH FDOT STANDARD PLANS INDEX 700-040 FOR CLAM SHELL ATTACHMENT TO THE FOUNDATION.
4. FOR HANDHOLE DETAILS WORK WITH FDOT STANDARD PLANS INDEX 700-090.
5. THE CLAM SHELL AND ATTACHMENTS MUST NOT CONFLICT WITH THE BASE PLATE, ANCHOR RODS, STIFFENERS.
6. PROVIDE CLAM SHELL MODEL NUMBER XXXXX, BLACK BY VALMONT STRUCTURES OR APPROVED EQUAL.
7. PROVIDE SHOP DRAWINGS FOR ORNAMENTAL DETAILS FOR REVIEW.

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CANTILEVER SIGN STRUCTURE DETAILS	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION						
					ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					DISTRICT WIDE	ST. JOHNS	448653-3-52-01		IT-106