

Port of Fernandina Traffic Study

Nassau County, FL

August 2026



Port of Fernandina Traffic Study

Prepared For:



980 North Jefferson Street
Jacksonville, FL 32209

Prepared By:



225 Water Street, Suite 1510
Jacksonville, FL 32202

Contract No. P-21-018
Task Authorization No. 14
UPWP Task 5.23

August 2026

TABLE OF CONTENTS

1	INTRODUCTION	1
2	STUDY AREA OVERVIEW.....	3
2.1	City of Fernandina Beach, FL	3
2.1.1	Historic District	3
2.1.2	Land Use and Zoning	3
2.1.3	Economy	5
2.1.4	Area Projects	7
2.2	Port of Fernandina	7
2.2.1	Governance	8
2.2.2	Facilities	10
2.3	Regional Truck Travel Data.....	10
3	EXISTING CONDITIONS	13
3.1	Roadway Characteristics	13
3.2	Existing Traffic Volumes	15
3.2.1	FDOT Traffic Counts and Level of Service Analysis	15
3.2.1	Vehicle Classification.....	17
4	PORT TRUCK OPERATIONS AND CIRCULATION	20
4.1	Gate Operations.....	20
4.2	Truck Staging.....	23
4.3	Truck Routes and Circulation	26
5	RECOMMENDATIONS.....	30

5.1	Key Issues.....	30
5.2	Signage and Wayfinding.....	30
5.3	Circulation.....	32
5.4	Truck Staging Alternatives.....	35
5.4.1	Franklin Street	35
5.4.2	Escambia Street	39
5.5	Technology	39
5.5.1	Automated Spot Management.....	39
5.5.2	Commercial Vehicle Routing and Road Access Metadata Update	40
5.6	Improvement Costs	42
6	PUBLIC ENGAGEMENT	43
6.1	Interagency and Stakeholder Coordination	43
6.2	City of Fernandina Beach Commission Meeting.....	43
6.3	North Florida TPO.....	43
7	NEXT STEPS	44

LIST OF FIGURES

Figure 1 – Location Map	2
Figure 2 – Future Land Use	4
Figure 3 – Zoning.....	6
Figure 4 – Port of Fernandina	9
Figure 5 – Truck Travel Data.....	12
Figure 6 – FHWA 13-Vehicle Category Classification	19
Figure 7 – Port of Fernandina	21
Figure 8 – Truck Arrival to Main Gate by Time of Day	22
Figure 9 – Truck Arrival to Main Gate by Day of Week	22
Figure 10 – Port Area Parking Restrictions.....	25
Figure 11 – Port Area Truck Routes and Restrictions	28
Figure 12 – Recommended Wayfinding and Truck Signage	31
Figure 13 – Recommended Parking Signage.....	33
Figure 14 – Proposed Port Truck Routing and Circulation	38

LIST OF TABLES

Table 1 – FDOT Work Program (FY 2026-2030)	7
Table 2 – Roadway Characteristics Summary	14
Table 3 – Traffic Volumes and Segment LOS.....	16
Table 4 –Daily Truck Percentage (T).....	18
Table 5 – Truck Staging Area Usage	24
Table 6 – Truck Restrictions	26

APPENDIX

- Appendix A FDOT Traffic Count Data and Q/LOS Service Volume Tables
- Appendix B FDOT Vehicle Class Data
- Appendix C Turning Movement and Truck Staging Lane Counts
- Appendix D Nassau County Resolution 2020-83
- Appendix E Cost Estimate

ACRONYMS

AADT	Annual Average Daily Traffic
CAC	Citizens Advisory Committee
CVR	Commercial Vehicle Routing
EB	Eastbound
FDOT	Florida Department of Transportation
FDM	FDOT Design Manual
FHWA	Federal Highway Administration
FLUM	Future Land Use Map
FY	Fiscal Year
GVWR	Gross Vehicle Weight Rating
I	Interstate
ITS	Intelligent Transportation System
LDC	Land Development Code
LF	Linear Feet
MSV	Maximum Service Volume
NB	Northbound
PSL	Posted Speed Limit
ROW	Right-of-Way
RRR	Resurfacing, Restoration and Rehabilitation
RYAM	Rayonier Advanced Materials
SB	Southbound
SIS	Strategic Intermodal System
SR	State Road
TAC	Technical Advisory Committee

TPO	Transportation Planning Organization
VPD	Vehicles per Day
VPH	Vehicles per Hour
WB	Westbound

1 INTRODUCTION

The North Florida Transportation Planning Organization (TPO) is partnered with the Port of Fernandina, located on Amelia Island in Nassau County, FL, to better understand truck traffic patterns associated with the Port main gate on Dade Street at North 3rd Street. The North Florida TPO *Regional Freight Plan* (June 2024) identified a need for gate security and access improvements due to anticipated queues and spill back onto roadways.

As depicted in Figure 1, the Port of Fernandina is in the City of Fernandina Beach, a coastal community notable for its historic character and residential neighborhoods. The Port has a long and storied maritime history, dating to the Colonial and Early American era, and is one of Florida's oldest and most historically significant seaports. Today, the Port is a gateway for forest-products producers in Florida and the Southeast, providing import and export services to pulp and paper manufacturers. Other cargo passing through the port includes containers, steel, breakbulk and bulk materials serving the industrial and construction-sector across the southeast United States.

As ships are docked along the wharf, heavy freight vehicles move shipping containers into and out of the Port via a designated truck route along 8th Street to Dade Street. This route minimizes freight vehicle impacts to narrow, tree lined residential streets and the Centre Street commercial shopping district. The study reviews truck circulation patterns, gate queuing and incidence of errant trucks with a goal to identify areas to improve efficiency within the existing infrastructure through investment in technology, software or other data driven solutions.

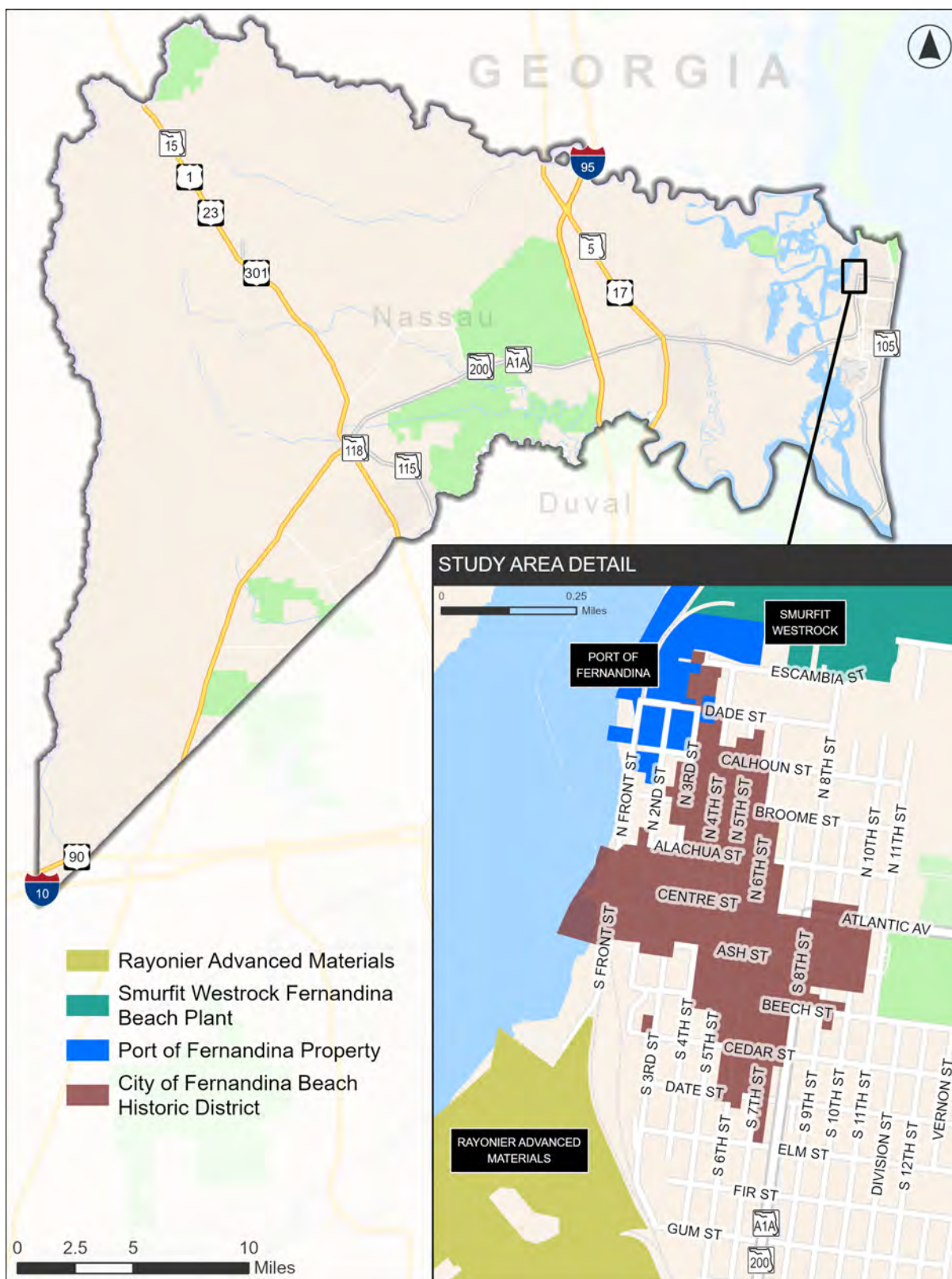


Figure 1 - Location Map

2 STUDY AREA OVERVIEW

2.1 CITY OF FERNANDINA BEACH, FL

Fernandina Beach is a coastal city located on the northern tip of Amelia Island (Nassau County) in northeast Florida. It's the northernmost city on Florida's Atlantic coast and about 25 miles northeast of Jacksonville and just south of Cumberland Island, GA. Boundaries include the Atlantic Ocean on the east; Amelia River and Intracoastal Waterway on the west; and the St. Marys River, which forms the Florida–Georgia state line, on the north. Roadway access into Fernandina Beach is via State Road (SR) 200/SR A1A from the west and east and SR A1A/SR 105 (Jimmy Buffet Memorial Highway) from the south along the coast. Within City limits, SR 200 is co-designated as 8th Street from Amelia Island Parkway to Center Street/Atlantic Avenue, whereon 8th Street continues to the north as a local street.

The city includes a deep-water harbor and marina, walkable historic downtown and residential neighborhoods which reflect the city's years as a Victorian seaport. It has received numerous national and regional accolades, particularly for its small-town charm, historic downtown and coastal appeal.

2.1.1 Historic District

The Fernandina Beach Historic District is a 50+ block area, making it one of the largest and most intact historic districts in Florida. The area is on the National Register of Historic Places, with both commercial and residential areas preserved. Centre Street serves as the hub with Victorian-era architecture, shops and restaurants near the Amelia River. The district extends several blocks north and south, bounded roughly by North 9th Street, Broome Street, Ash Street, South 5th Street and Date Street.

2.1.2 Land Use and Zoning

The Port of Fernandina occupies an approximate 23-acre, variable-width strip of waterfront land in the northwest corner of the City of Fernandina Beach/Amelia Island. The Port site is approximately 4,200 lineal feet in length and varies in width by as little as 60 feet and approximately 1,000 feet at its widest point.

The Port is generally separated from the town of Fernandina Beach by North and South Front Streets. There is an eight-block area east of North Front Street that is also included in the Port footprint between Broome Street and Franklin Street.

Figure 2 depicts the Future Land Use Map (FLUM) and within this framework Port lands are designated as "Industrial." General Land Use designations adjacent to the Port range from Residential to Mixed Use to Commercial. There is a Recreational District designated as a carve-out from the Port boundary on the waterfront at the intersection of South Front Street and Beech Street. Port lands also bracket two relatively small, waterfront Mixed Use Districts: one at Broome Street and the other at the south end of South Front Street.

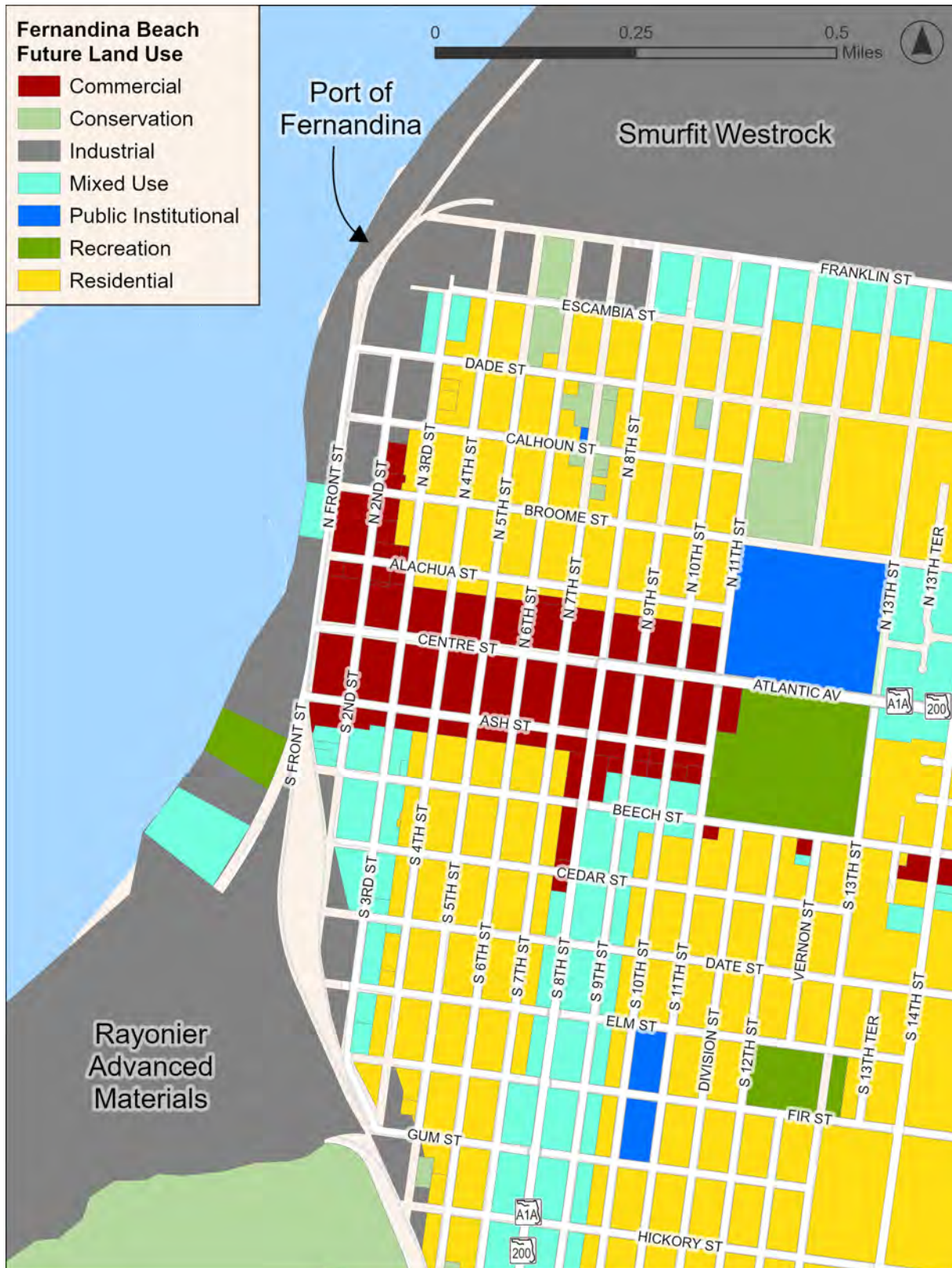


Figure 2 - Future Land Use

Land uses in Fernandina Beach are generalized into seven broad categories, with regulatory flexibility (by written code) for mixing similar or compatible other uses within those categories. Specifically-permitted or excluded uses are further defined within fourteen (14) conventional zoning districts and corresponding descriptive text within the Land Development Code (LDC).

Fernandina Beach exhibits a somewhat atypical consistency between the FLUM and Zoning Maps. District boundaries between the two regulatory maps are virtually identical, making planning and enforcement of the LDC far simpler than in many communities where such maps are “out of synch” and require complicated variances (such as single purpose Planned Unit Developments (PUD)) from the LDC to establish compatibility between uses.

As depicted in Figure 3, the Port of Fernandina is buffered from single family residential neighborhoods by intervening mixed use, commercial or open space districts that promote the transition of intensity, noise, light and traffic congestion between industrial and living environments.

2.1.3 Economy

While noted as a tourist town, Fernandina Beach also supports a diversified economy where heavy industry, port logistics, recreation and tourism coexist. Although no longer a major economic generator, commercial fishing (especially shrimp) has a niche role with outsized cultural importance as evidenced in the Isle of Eight Flags Shrimp Festival, which marked its 25th anniversary in 2025. Scheduled the first weekend of May each year, it typically attracts 100,000–130,000+ visitors over four days, making it a major tourism driver for Nassau County and Fernandina Beach.

Among the highest-paying and most economically significant employers locally are Smurfit Westrock and Rayonier Advanced Materials (RYAM), both of which utilize the Port of Fernandina and contribute to freight vehicles in the historic downtown area. The two mills have a combined economic impact of \$1.22 billion annually.

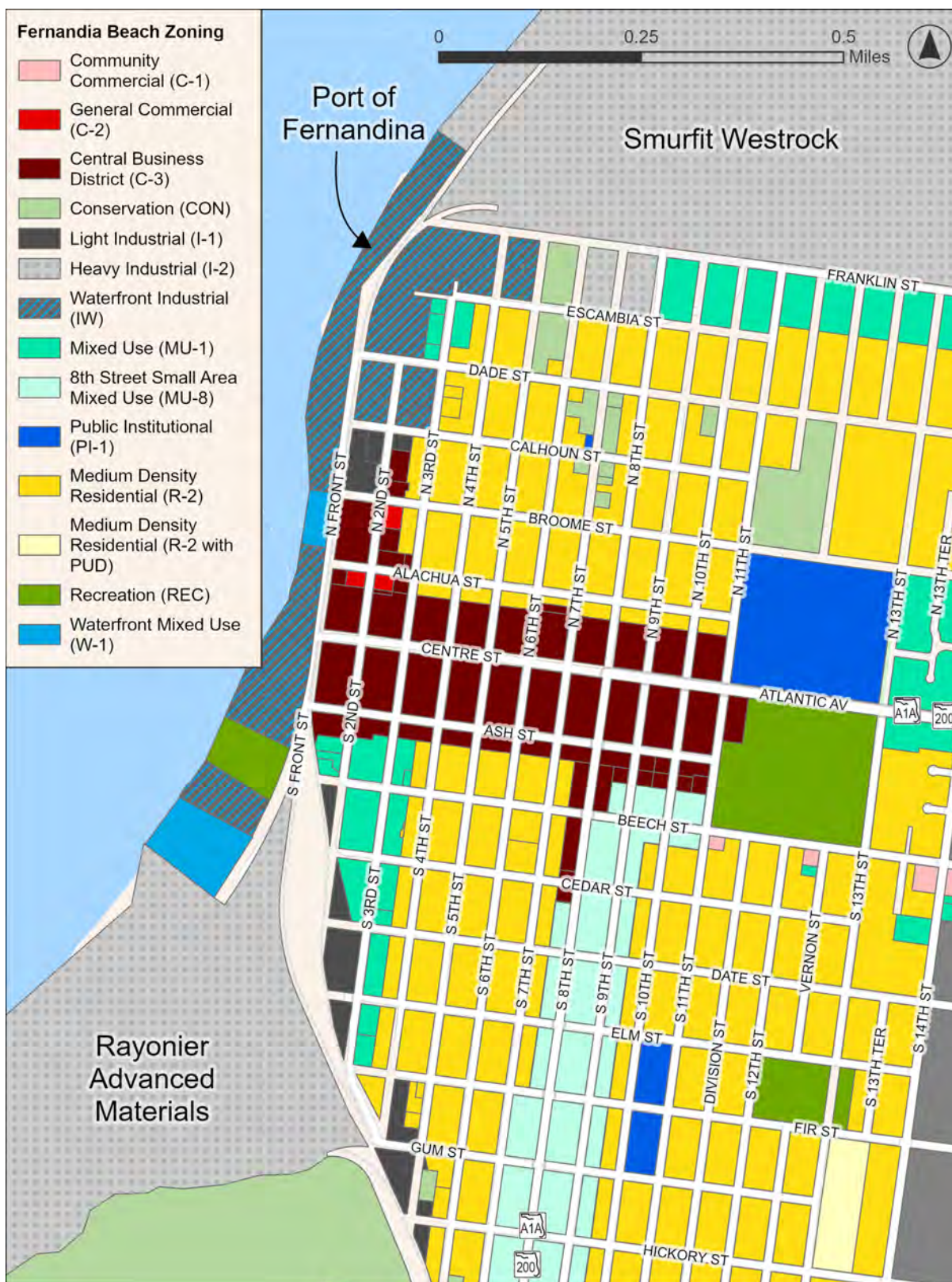


Figure 3 - Zoning

2.1.4 Area Projects

Neither the City of Fernandina Beach nor the FDOT have infrastructure projects slated for 8th Street, Dade Street or study area streets surrounding the Port. FDOT funding typically supplements local port capital projects, such as freight access and system performance improvements. Table 1 details Modal Development (Seaport) funds allocated in the current Work Program for fiscal year (FY) 2026-2030, which includes cargo improvements, seaport security and a Customs and Border Protection (CBP) facility. Approximately \$6.1M is allocated in FY 2026 and FY 2027.

Table 1 – FDOT Work Program (FY 2026-2030)

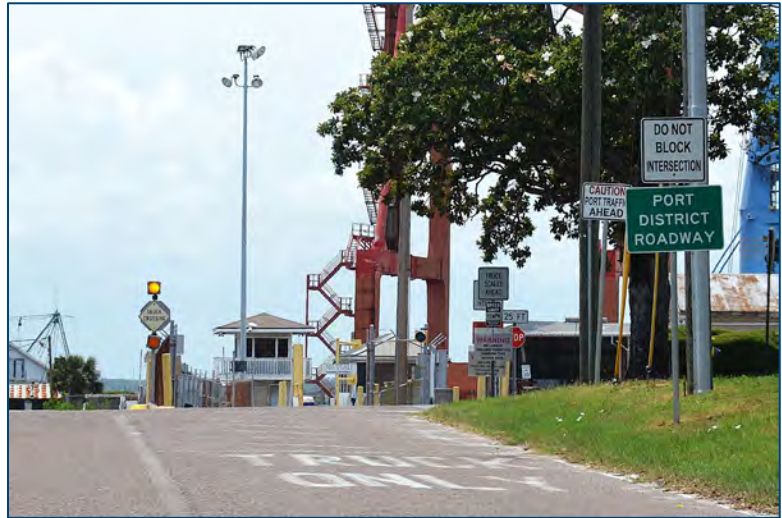
Description	Type of Work	FY				
		2026	2027	2028	2029	2030
Port of Fernandina Cargo Improvements (On Going)	Seaport Preservation Project	\$2,083,880	\$2,916,120			
Port of Fernandina CBP Building	Seaport Preservation Project	\$350,000				
Port of Fernandina Seaport Security Grant Program (On Going)	Seaport Security Project	\$149,860				
Port of Fernandina US CBP On Port Facility	Seaport Capacity Project	\$292,628	\$300,000			
TOTAL		\$2,876,368	\$3,216,120			

2.2 PORT OF FERNANDINA

The Port of Fernandina is an approximately 20-acre deep water seaport located in the heart of Fernandina Beach, along the Amelia River and about 2.2 miles from the Atlantic Ocean. The Port is about 15 miles east of Interstate (I) 95, via SR 200/SR A1A. As illustrated in Figure 4, the Port is geographically bound by Smurfit Westrock Fernandina Beach Plant to the north and City of Fernandina Historic District to south. Access to the Port is via 8th Street to Dade Street with the main gate west of the 3rd Street intersection.

The Port of Fernandina and the Historic District are historically, geographically and economically intertwined. The Port's early and ongoing maritime activity shaped the settlement patterns, architectural growth and economic foundation of the city. Today, they continue to coexist, with each having a distinct identity and priorities. However, the *Waterfront CRA Master Plan Traffic and Circulation and Parking Study* (2009) identifies long-standing conflicts between heavy truck traffic associated with the Port and Mill operations and the pedestrian-oriented character of the downtown area.

The Port handles approximately 250,000–300,000 tons of cargo annually and plays a significant economic role in Northeast Florida with an estimated economic impact of \$60–100 million per year. It provides import and export services to more than 14 pulp and paper manufacturers, supporting major regional mills and supply chains in Florida and the Southeast. Other commodities include steel, rebar, lumber, auto parts, machinery, chemicals, beverages and food products which support both regional manufacturing and international trade. Container services connect the port to Caribbean and Latin American markets (including Colombia, Venezuela, the Dominican Republic, Jamaica, Haiti, Aruba, Curaçao and Bermuda).



Looking west at the entrance to the Port of Fernandina.

The port supports direct maritime jobs (terminal operators, longshore labor, pilots, logistics) and indirect jobs tied to trucking, rail, maintenance and port-served industries. It also plays a key enabling role for local manufacturers, especially Smurfit Westrock and RYAM.

2.2.1 Governance

The Port is owned and governed by the Ocean Highway & Port Authority of Nassau County (OHPA), an independent special district created by the State of Florida. Relay Terminals operates the port locally as the Nassau Marine Terminal and is responsible for stevedoring, cargo handling, warehousing and storage, drayage and truck/rail coordination, and day-to-day maintenance and staffing the terminal facilities.

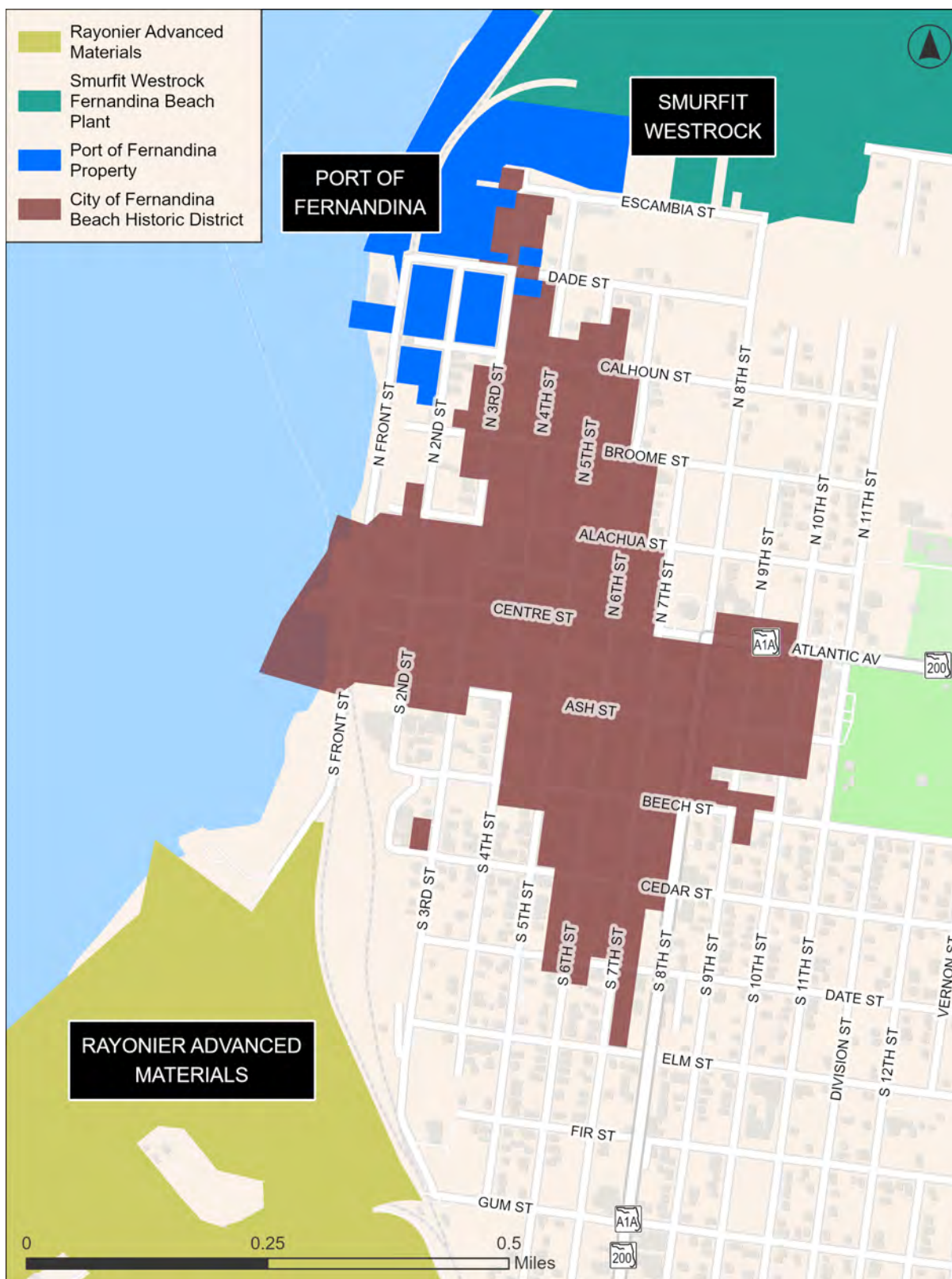


Figure 4 – Port of Fernandina

2.2.2 Facilities

The Port has a 1,200 linear foot wharf which can simultaneously accommodate two medium-sized ships. On-port facilities include a container yard and 200,000+ SF of warehouse storage space for a variety of cargo (Warehouses 1, 2 and 3 on 2nd Street). Warehouse totals fluctuate as temporary fabric structures are added, relocated or removed within the terminal perimeter.

On-dock rail service is via a short-line railroad, owned by CSX and leased to First Coast Railroad (FCRD), which connects to the CSX mainline and enables efficient inland freight movement. The Port can load and unload up to eleven railcars along the warehouse dock, with additional overflow track available in the terminal yard. It loads six to seven railcars per day, Monday through Friday.

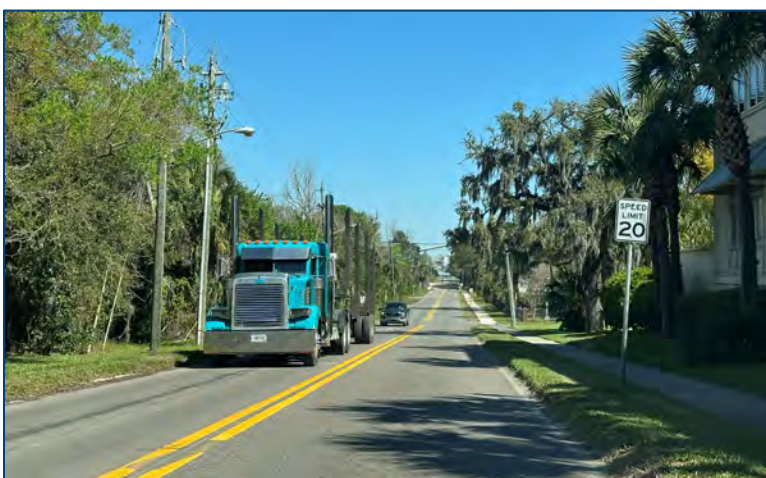


Looking south on Front Street: rail cars positioned along the loading dock for Nassau Marine Terminals Warehouse No. 3.

2.3 REGIONAL TRUCK TRAVEL DATA

Heavy trucks associated with the Port of Fernandina, RYAM and Smurfit Westrock utilize SR A1A (SR 200) to connect to major SIS highway facilities within the region such as I-95, US 301, US 1, US 17, US 23, US 90, I-10 and I-295. A Replica data analytics model, provided in Figure 5, confirms regional truck travel patterns between downtown Fernandina Beach and freight corridors throughout Florida and Georgia. Little connectivity is seen along coastal SR A1A between the Port and JAXPORT in northeast Jacksonville.

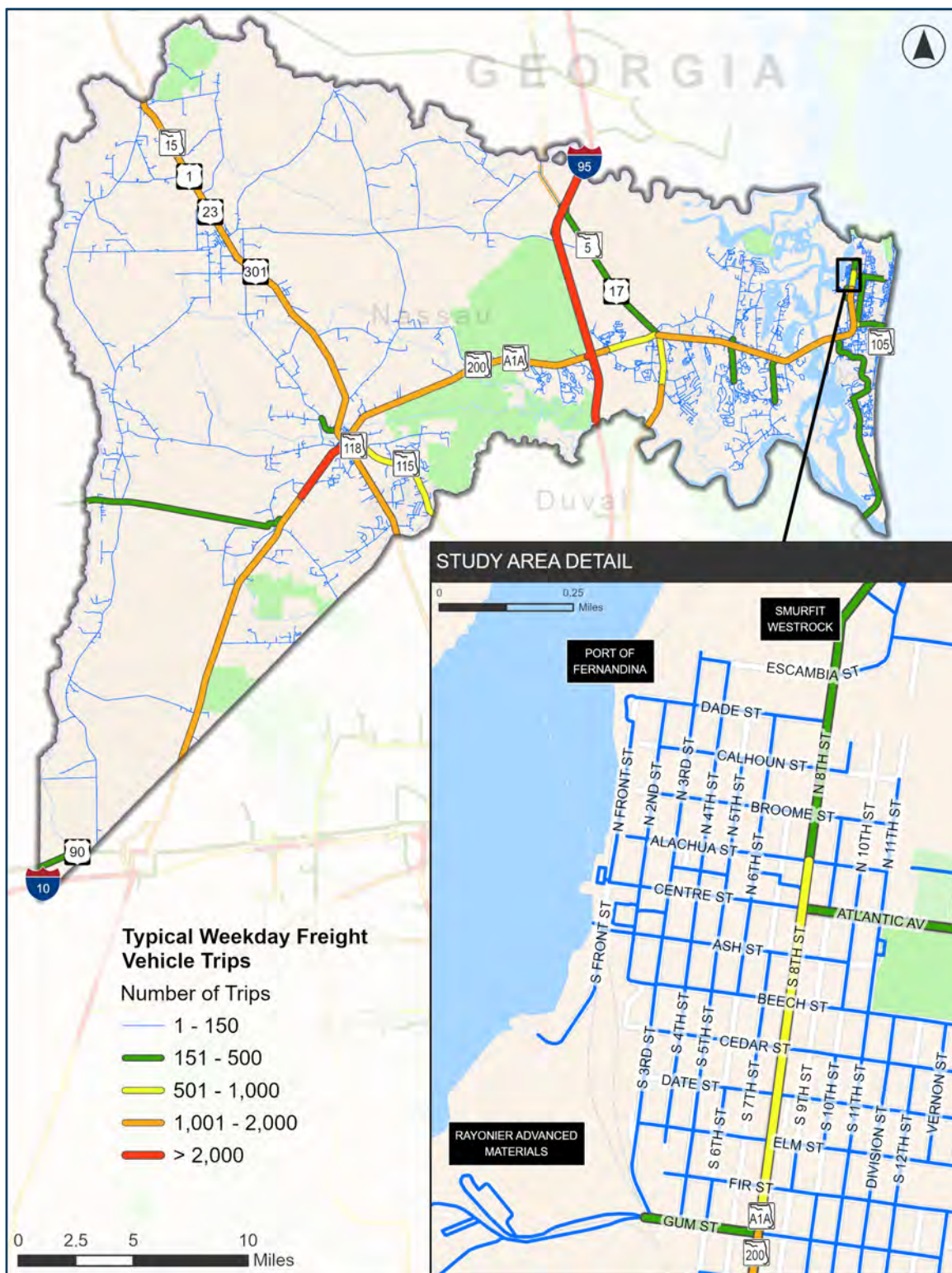
Within the City of Fernandina Beach, 8th Street serves as a regional truck route that accommodates the port and mill operations while functioning as the principal connection to the regional roadway network. From 8th Street, trucks rely on a series of designated last mile truck routes such as Gum



An articulated log truck travels south on North 8th Street from Smurfit Westrock.

Street, which provides direct access to RYAM, Dade Street which serves the Port of Fernandina, and Franklin Street to Smurfit Westrock.

The City of Fernandina Beach *Downtown Traffic Circulation and Parking Study* (March 26, 2026) confirms truck activity within the downtown area such as South 3rd Street, Front Street and Dade Street. Along the east-west corridors that connect the downtown grid to 8th Street, routes include Ash Street, Centre Street and Alachua Street. However, the proximity of freight vehicles to adjacent residential and mixed-use areas introduces potential conflicts with the surrounding downtown area. Heavy trucks have difficulty maneuvering within the downtown streetscape with on street parking, tight turning radii and landscaping.



Source: Replica

Figure 5 – Truck Travel Data

3 EXISTING CONDITIONS

3.1 ROADWAY CHARACTERISTICS

Table 2 summarizes the geometric and operational characteristics along 8th Street and Dade Street, which are designated truck routes. Additionally, FDOT designates both roadways as Strategic Growth (SG) Highway Connectors, which is a term for facilities which currently operate below Strategic Intermodal System (SIS) designation thresholds but also support important movement of people or freight while still demonstrating strong future potential.

From Centre Street to Escambia Street, North 8th Street is a two-lane north-south undivided urban minor collector. There's a northbound left turn lane at the Dade Street intersection. Dade Street is a two-lane local road which serves as a port connector. The posted speed limit (PSL) is 25 mph on both 8th Street (Alachua Street to Escambia Street) and Dade Street.

Escambia Street, two blocks north of Dade Street, formerly provided a parallel route between 3rd Street and 8th Street and in effect allowed a circulatory loop for port-related vehicles. However, the City permanently closed the segment between 4th Street and 8th Street in 2024 and removed the asphalt and culverts as part of a larger drainage and environmental project to restore Escambia Slough and Alligator Creek.



Looking north across the Escambia Street road bed and Escambia Slough, after removal of the culvert. A container crane and the widow's walk of the Port Authority's "Blue House" are visible in the background.

Table 2 – Roadway Characteristics Summary

Characteristic	Description
Location	Fernandina Beach, FL (Nassau County)
Surrounding Development	Residential, industrial, institutional, mixed use
North 8 th Street	<u>Roadway ID:</u> 74000011
	<u>SHS System:</u> Off-System
	<u>SIS Status:</u> Existing SIS
	<u>SIS Type:</u> SIS SG Connector
	<u>Cross Section:</u> Two-lane undivided urban section with NB left turn lane at Dade Street
	<u>Functional Classification:</u> Urban Minor Collector/Port Connector
	<u>Context Classification:</u> C3R
	<u>AADT:</u> 3,300 VPD
	<u>Posted Speed Limit:</u> 20 mph (8 th Street to north of Alachua Street) 25 mph (north of Alachua Street to Escambia Street)
	<u>Lighting:</u> Cobra style luminaires on west side of road at intersections
	<u>Sidewalk:</u> East side of road (8 th Street to Calhoun Street); west side of road (Calhoun Street to Dade Street) (5 LF)
	<u>Bike Lanes:</u> None
Dade Street	<u>Roadway ID:</u> 74000012
	<u>SHS System:</u> Off-System
	<u>SIS Status:</u> Existing SIS
	<u>SIS Type:</u> SIS SG Connector
	<u>Cross Section:</u> Two-lane undivided rural section
	<u>Functional Classification:</u> Urban Local/Port Connector
	<u>Context Classification:</u> C3R
	<u>AADT:</u> 550 VPD
	<u>Posted Speed Limit:</u> 25 mph
	<u>Lighting:</u> Cobra style luminaires on west side of road at intersections
	<u>Sidewalk:</u> None
	<u>Bike Lanes:</u> None
	<u>Truck Staging:</u> North 3 rd Street to North 5 th Street

3.2 EXISTING TRAFFIC VOLUMES

3.2.1 FDOT Traffic Counts and Level of Service Analysis

FDOT collects short-duration counts at thousands of sites across Florida, with a typical frequency of once every one to three years per location. Data is collected for 24–72 hours; a one-day count represents only a snapshot of typical traffic so counts are adjusted using seasonal correction factors to estimate a yearly average (Annual Average Daily Traffic (AADT)). This is especially important in Fernandina Beach, as travel demand changes with season, schools, tourism and weather.

The 2025 AADT, from FDOT’s Florida Traffic Online Web Application, is 3,300 vehicles per day (VPD) on 8th Street and 700 VPD on Dade Street. Table 3 provides a planning level analysis of the daily and peak hour traffic volumes, using the generalized service volume tables in the FDOT 2023 Multimodal Quality/Level of Service Handbook. At current estimated peak hour traffic volumes, 8th Street operates at 15% of the maximum service volume (MSV) for level of service (LOS) D. Dade Street operates at 2.5% of MSV. Appendix A provides the count data and Generalized Service Volume Tables.

Table 3 – Traffic Volumes and Segment LOS

Road Segment	Context Class.	LOS Std	MSV ^{1, 2}		AADT	Daily LOS	Peak Volume ³	Peak LOS
			Daily	Peak Hour				
8 th Street, south of Dade Street (#74-7001)	C3R	D	22,400	2,020	3,300	C	297	C
Dade Street, west of 8 th Street (#74-8001)	C3R	D	22,400	2,020	700	C	63	C

¹ FDOT 2023 Multimodal Quality/Level of Service Handbook, Generalized Service Volume Tables

² Maximum Service Volume

³ Planning analysis factor (K) = 0.09

3.2.1 Vehicle Classification

The Federal Highway Administration (FHWA) 13-Vehicle Category Classification categorizes vehicles by number of axles and configuration. As shown in Figure 6, categories range from motorcycles and passenger cars to multi-axle, multi-trailer trucks. The daily truck percentage (T) is an estimate of the portion of the total daily traffic that is made up of Class 4-13 trucks.

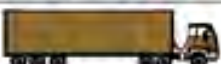
Table 4 details the T factors for 8th Street and Dade Street, based on FDOT classification counts. On both 8th Street and Dade Street, Class 2 (cars), Class 3 (pickups and vans) and Class 9 (three-axle tractors with two-axle trailers) vehicles occur most frequently. Appendix B includes the classification count data.

A high T factor indicates truck traffic associated with the Port of Fernandina and Smurfit Westrock. Reviewing the data, the T factor decreased substantially between 2024 and 2025, by ~30% on 8th Street and ~10% on Dade Street. For both roads, FDOT conducted traffic counts in January 2025 during the annual outage at Smurfit Westrock. Actual T factors are likely closer to the 2024 percentages, which underscores the impact of port and mill operations on traffic counts.

In 2025, 8th Street had an AADT of 3,300 VPD, which is about 1,300 heavy truck trips (Class 8-13) recorded on a typical weekday (based on the 2024 T factor). Similarly, on Dade Street with an AADT of 700 VPD, about 86 truck trips are estimated each weekday.

Table 4 –Daily Truck Percentage (T)

Class	T (Daily)			
	8 th Street, South of Dade Street		Dade Street, West of 8 th Street	
	2024	2025	2024	2025
1	0.88%	0.46%	3.26%	1.69%
2	36.01%	48.16%	48.97%	60.58%
3	20.64%	39.38%	25.60%	25.46%
4	0.00%	0.03%	0.34%	0.15%
5	0.82%	1.63%	1.72%	0.46%
6	2.00%	1.50%	1.37%	1.23%
7	0.00%	0.00%	0.17%	0.00%
8	0.68%	0.39%	0.86%	0.61%
9	37.66%	7.41%	15.46%	8.13%
10	1.15%	0.72%	1.55%	0.31%
11	0.00%	0.00%	0.00%	0.00%
12	0.00%	0.03%	0.00%	0.00%
13	0.15%	0.29%	0.69%	1.38%
TOTAL	100%	100%	100%	100%
Classes 1–3: Light vehicles	57.54%	88%	77.84%	87.73%
Class 4: Buses	0%	0.03%	0.34%	0.15%
Classes 5–7: Single-unit trucks	2.83%	3.12%	3.26%	1.69%
Classes 8–13: Combination (tractor-trailer) trucks	39.63%	8.85%	18.56%	10.43%
T (Daily)	42.46%	12.00%	22.16%	12.27%
Date of Count	6/18/24	1/29/25	6/18/24	1/29/25

Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars		Class 8 Four or less axle, single trailer	
			
			
			
Class 3 Four tire, single unit		Class 9 5-Axle tractor semitrailer	
			
			
Class 4 Buses		Class 10 Six or more axle, single trailer	
			
		Class 11 Five or less axle, multi trailer	
Class 5 Two axle, six tire, single unit		Class 12 Six axle, multi-trailer	
			
		Class 13 Seven or more axle, multi-trailer	
Class 6 Three axle, single unit			
			
			

Source: Federal Highway Administration

Figure 6 – FHWA 13-Vehicle Category Classification

4 PORT TRUCK OPERATIONS AND CIRCULATION

The Port of Fernandina’s main terminal is approximately 23 acres, making it one of Florida’s smallest deepwater ports while remaining an important working cargo facility and integral component of the City of Fernandina Beach. Figure 7 depicts the layout of the terminal and facilities.

4.1 GATE OPERATIONS

Truck movements into and from the Port are closely related to the number/type of ships in dock and to the export cargo received. Figure 8 and Figure 9 detail vehicle arrivals to the main gate/truck scale in February 2026, based on the gate movement report. The February total is 629 trucks, which is approximately 70 more trucks than a normal month. The most frequent gate arrival times are 7 a.m., 9 a.m. and 1 p.m. Fridays and Wednesdays are the two busiest days.

The container interchange gate (Main Gate), identified in Figure 7, is open Monday through Friday for limited hours by appointment only from 7 a.m. to 4 p.m. Appointments are scheduled in 30-minute increments with the last slot at 3:30 p.m. During bi-weekly container service to Bermuda, the Port extends working hours. The Port also has occasional Saturday operations.

Freight carriers book appointments via Opendock software using a self-service portal and provide the information to drivers. Scheduling encourages prompt arrivals with a minimum of waiting as trucks are only allowed into the Port at their designated appointment time. Incoming trucks cross the scale, move through the Port and exit back across the scale. Early arrivals and misdirected trucks for Smurfit Westrock are turned away at the scale and must find a way to circulate back to North 8th Street.

Trucks associated with the terminal warehouses enter/exit on Dade Street due to a barrier wall adjacent to Warehouse 2 on Calhoun Street. The wall separates port operations from the neighborhood and restricts Calhoun Street, between 2nd Street and 3rd Street, to eastbound light vehicles only.



A barrier wall (in background) restricts westbound vehicles on Calhoun Street.



Figure 7 – Port of Fernandina

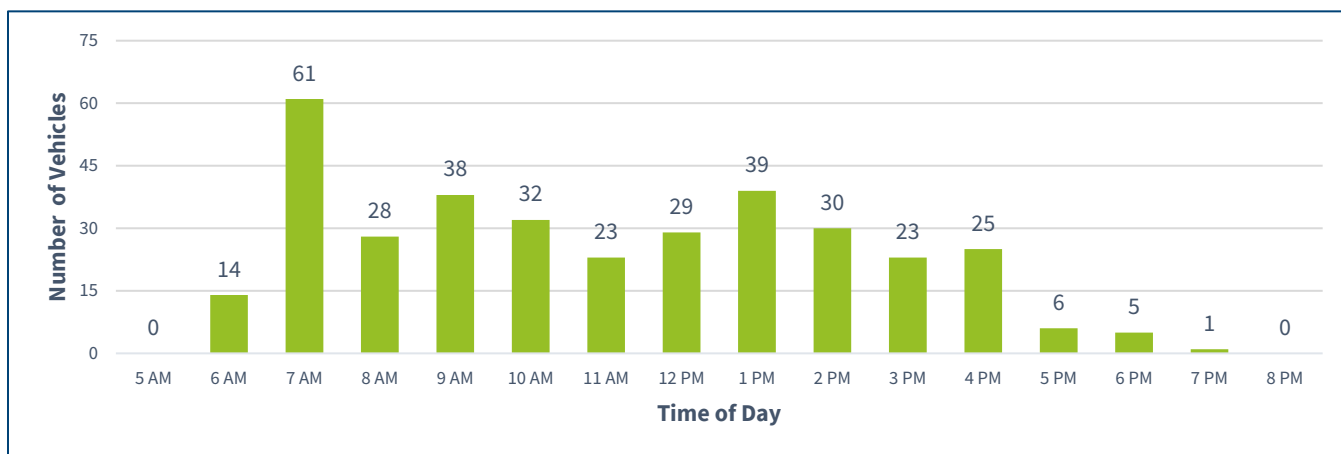


Figure 8 – Truck Arrival to Main Gate by Time of Day

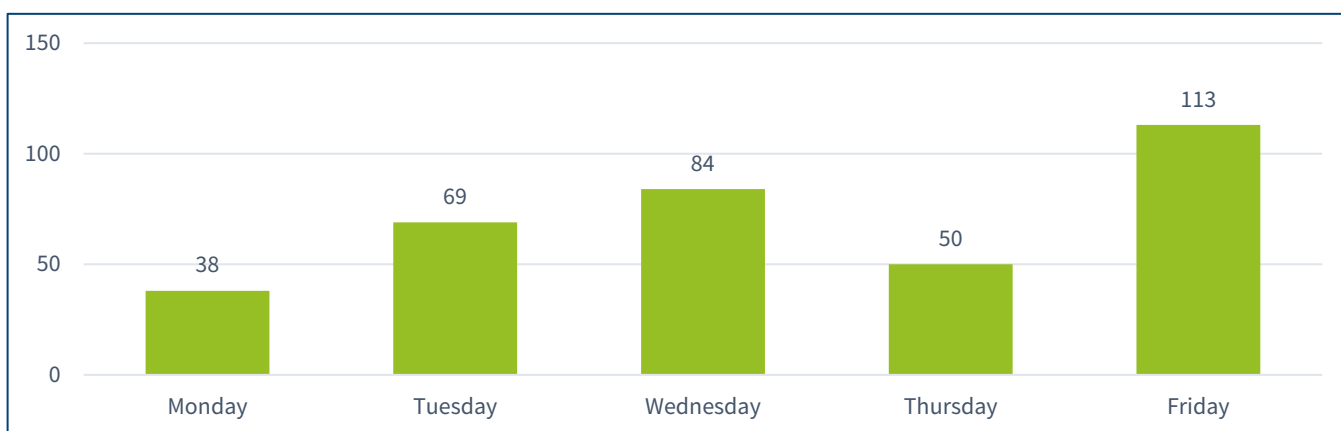


Figure 9 – Truck Arrival to Main Gate by Day of Week

4.2 TRUCK STAGING

The north side of Dade Street between 3rd Street and 5th Street provides a short term staging area for approximately three trucks. Points of friction with residents are heavy freight vehicles queuing on Dade Street outside the staging area, idling engines and trucks arriving prior to 7 a.m. for Port appointments. A truck lane count, detailed in Table 5, confirms one to two trucks staged each day between 6 and 7 a.m. Trucks also staged in early afternoon, between 1:45 and 2:30 p.m. The truck lane count is provided in Appendix C.

Once the staging lane is full, there's no other designated off Port truck waiting area so trucks may stack westbound on Dade Street on busy days.

As depicted in Figure 10, multiple “No Parking or Standing Anytime” signs are posted along Dade Street. “Standing” in this context refers to the practice of a driver keeping the vehicle in a stationary position while continuing to occupy the vehicle. The signs cite Florida Statute (F.S.) 316.081 which pertains to driving on the right-hand side of the road and generally operating a moving vehicle. A more appropriate citation is F.S. 316.1945, *Stopping, Standing, or Parking Prohibited in Specified Places* should the City enforce parking restrictions.



Above: Looking north on Dade Street toward the Port at the truck staging lane.

Below: Existing signs cite an incorrect statute to prohibit parking or standing at the staging area.



Table 5 – Truck Staging Area Usage

Time	Trucks Staged in Designated Lane		
	March 31, 2026 Tuesday	April 1, 2026 Wednesday	April 2, 2026 Thursday
6:00	1	2	1
6:15	1	2	1
6:30	1	2	2
7:00	1		1
1:45	1		
2:00	1		
2:30	1	1	

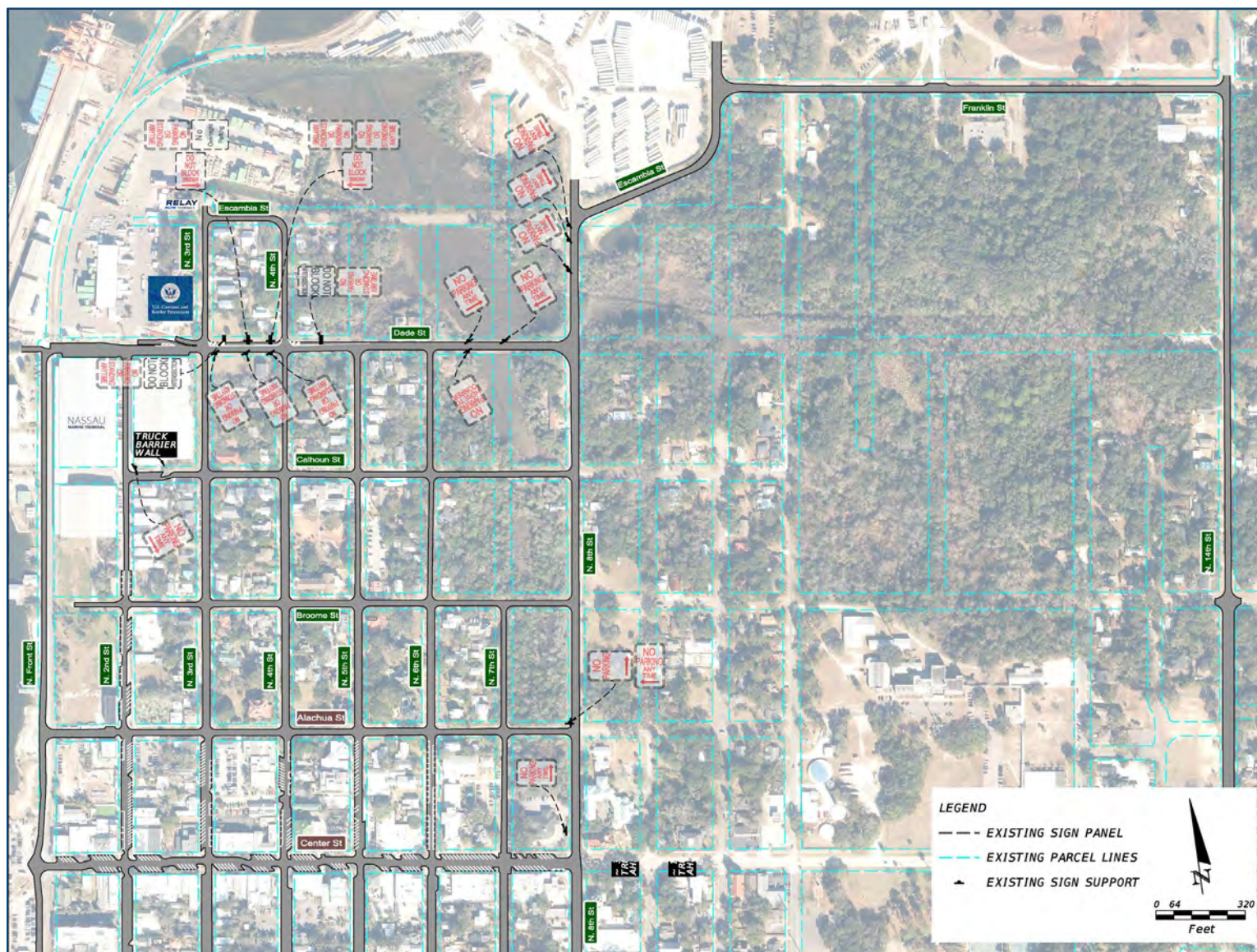


Figure 10 – Port Area Parking Restrictions

4.3 TRUCK ROUTES AND CIRCULATION

8th Street (SR 200) and Dade Street are designated truck routes for the Port. The City has vehicle weight restrictions on other Port area local roads to minimize heavy vehicle traffic within the surrounding residential neighborhoods and commercial district. Port-related trucks are typically classified as medium or heavy. Medium trucks (Classes 4–7) weigh 10,001–26,000 pounds and include small box trucks, delivery trucks (UPS/FedEx) and dump trucks. Heavy or articulated trucks involve a tractor and trailer(s) (Classes 8–13) and are generally designed for heavy loads and long-haul transport.

Table 6 and Figure 11 detail truck route restrictions and signage in the surrounding area. Trucks over 15,000 pounds Gross Vehicle Weight Rating (GVWR) are prohibited on Centre Street, Broome Street and Calhoun Street from Front Street to 8th Street. 2nd Street, 3rd Street, 4th Street, 5th Street, 6th Street and 7th Street, from Ash Street to Dade Street, have no posted truck restrictions.

A guide sign (Port of Fernandina Next Left) is posted on the northbound approach of North 8th Street, approximately 275 LF south of Dade Street. The sign is peeling, partly obscured by vegetation and the post is askew. Because of this and a larger blue sign for Smurfit Westrock just past the intersection, unfamiliar drivers may miss the turn to Dade Street. There's no corresponding Port guide sign for southbound drivers.

Table 6 – Truck Restrictions

Corridor Direction	Street Name	Limits	Restriction Type
East-West	Ash Street	3 rd Street – 8 th Street	No Through Trucks, Local Delivery Only
East-West	Centre Street	Front Street – 8 th Street	No Trucks > 15,000 lbs. GVWR
East-West	Alachua Street		None
East-West	Broome Street		No Trucks > 15,000 lbs. GVWR
East-West	Calhoun Street		No Trucks > 15,000 lbs. GVWR
North-South	2 nd Street, 3 rd Street, 4 th Street, 5 th Street, 6 th Street and 7 th Street	Ash Street – Dade Street	None



Looking north on N. 8th Street at Calhoun Street: overhanging vegetation obscures the Port of Fernandina guide sign.



The Port of Fernandina sign is peeling and blends into overhanging vegetation.

5 RECOMMENDATIONS

Recommendations are based on data collection, qualitative assessment, field observations and engineering judgment. Figure 12 depicts recommendations, which are further described in the following sections.

5.1 KEY ISSUES

The Port of Fernandina must balance its operational needs and heavy industrial footprint with the adjacent historic residential and commercial areas. The viability of the Port depends on moving goods via Dade Street to 8th Street (SR 200) and across the greater freight network. Neighborhood concerns focus on impacts from heavy trucks on Dade Street and the surrounding local roads.

- Lack of a clear circulation route back to North 8th Street for trucks not entering the port (out of turn and errant trucks).
- Limited truck staging area, resulting in queuing on Dade Street on busy days.
- No offsite truck waiting area
- Trucks arriving early for appointments at the Port, some as early as 6 a.m.
- Trucks deviating from the designated truck route (North 8th Street and Dade Street) and arriving/ departing the Port via Centre Street and neighborhood streets.

5.2 Signage and Wayfinding

Clear wayfinding signage guides vehicles entering and exiting the Port of Fernandina and plays a critical role in supporting efficiency, safety and economic activity. Benefits include:

- Improved traffic flow and efficiency, resulting in smoother logistics operations. Clear signage helps drivers quickly identify the correct routes and staging areas.
- Reduced confusion, wrong turns and delays.
- Enhanced navigation for non-local drivers, which protects neighborhoods by helping drivers avoid restricted streets and residential areas.

Figure 12 details existing and recommended signs in the Port of Fernandina area. New signs include:

- Truck Route (Port ½ mile) sign on 8th Street, double post with existing sign if right of way (ROW) allows
- Port (1/4 mile) signs on North 8th Street at Dade Street (northbound and southbound)
- Truck Route (8th Street ¼ mile) signs to direct vehicles leaving the Port
- More prominent Port of Fernandina sign on North 8th Street, south of Dade Street (30" x48")
- Weight Limit Signs (No Trucks Over 10,000 lbs GVR)
 - o North 3rd Street (northbound) at Dade Street
 - o Broome Street (westbound) at North 8th Street (reposition existing sign)
 - o Calhoun Street (eastbound) at North 3rd Street (reposition existing sign to east of 3rd Street)

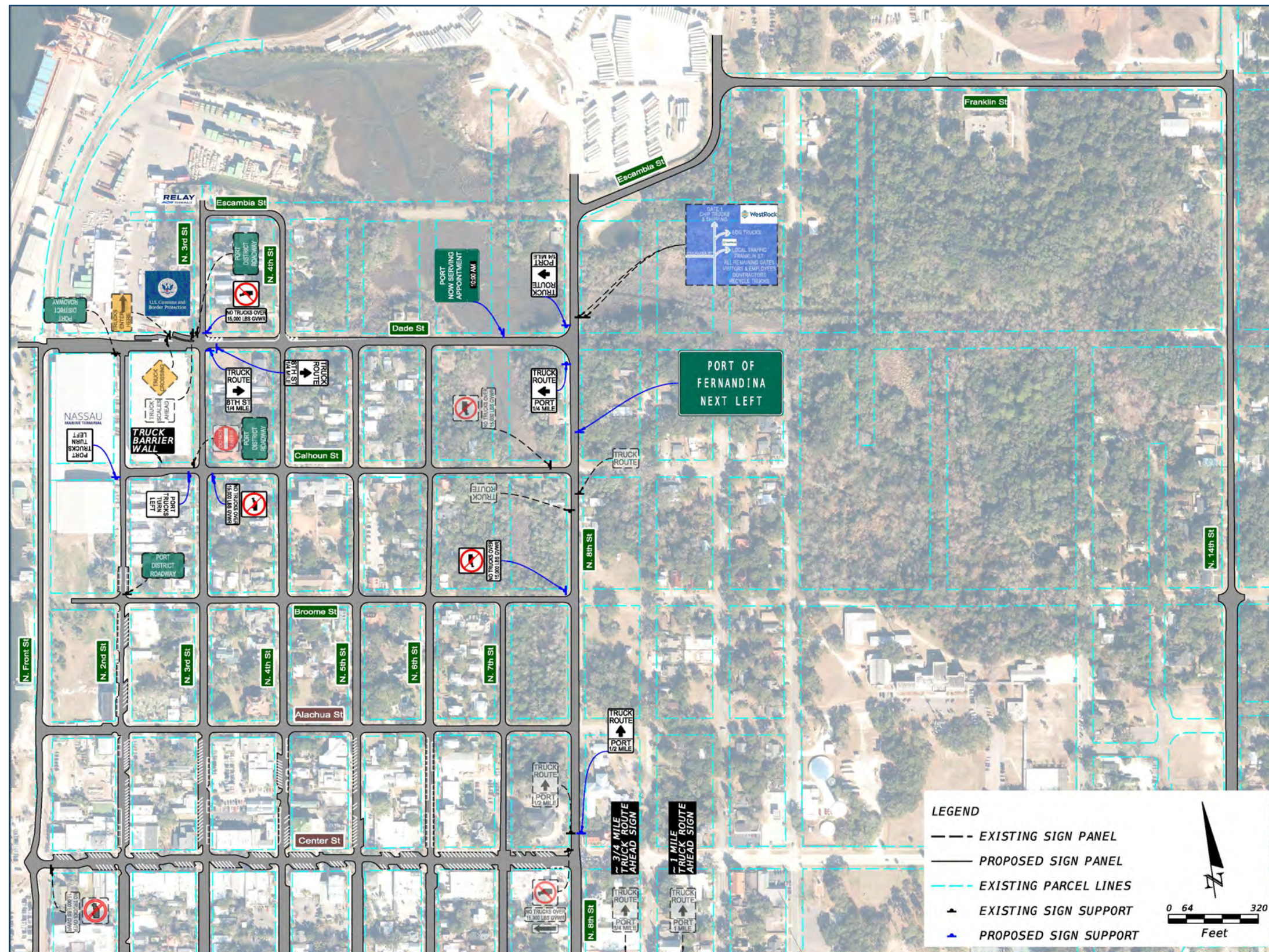


Figure 12 – Recommended Wayfinding and Truck Signage

Figure 13 details parking sign recommendations. Port-restricted 30-minute parking signs replace existing outdated no parking signs on the north side of Dade Street. The City of Fernandina should codify the restriction in its Code of Ordinances to enable enforceability, which gives the City legal authority to manage behavior by providing:

- Clear definitions
- Time of day rules
- Designated zones
- Penalty structures

5.3 CIRCULATION

The Port lacks a clear exit circulation pattern for trucks that are not allowed entry across the scale into the facility, including early arrivals and errant vehicles. Removing a portion of the Calhoun Street barrier wall to the ROW line, or at a minimum to the edge of pavement, would restore the roadway alignment so that heavy trucks can circulate back to Dade Street via 3rd Street. Retaining a portion of the wall would continue to provide a buffer between warehouse and industrial activities and the adjacent neighborhood.



Reducing the width of the barrier wall will allow heavy vehicles to exit the Port area and circulate back to Dade Street via 3rd Street.

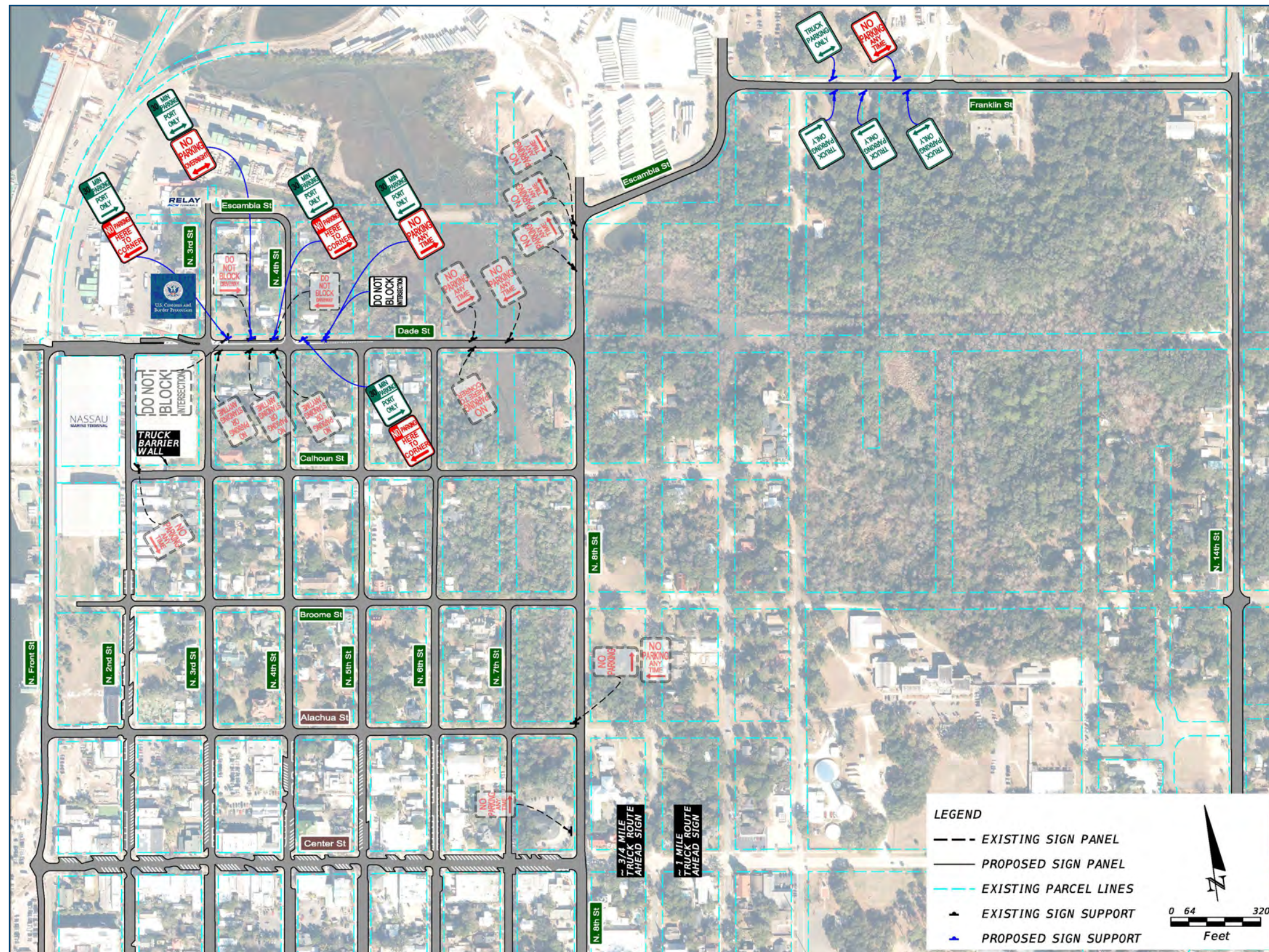
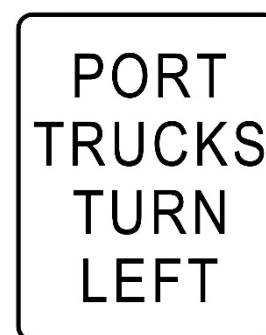
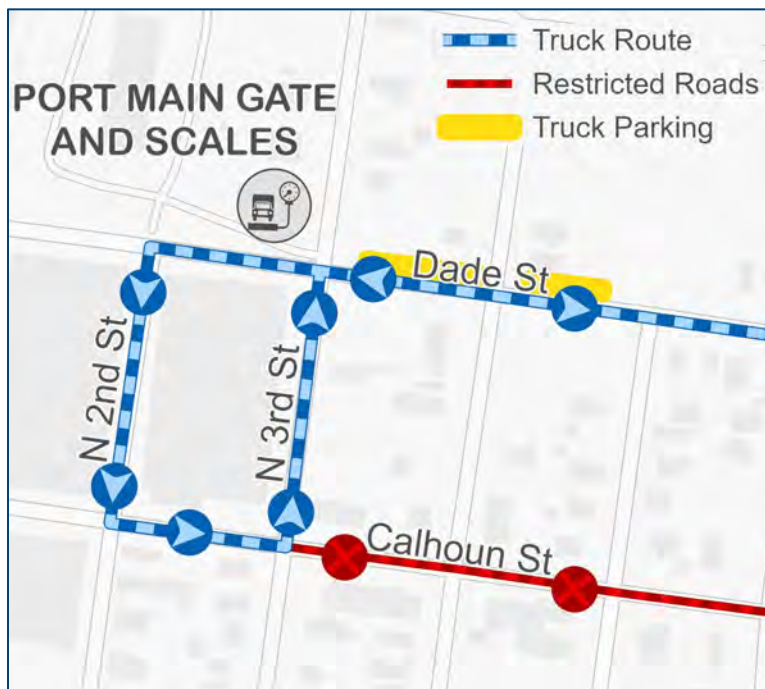


Figure 13 – Recommended Parking Signage

The adjacent image illustrates a proposed circulation route. Trucks which do not enter the port via the scale will turn south onto 2nd Street to Calhoun Street to 3rd Street and back to Dade Street. The route includes directional signs, as depicted in Figure 12.

Calhoun Street remains one way eastbound between 2nd Street and 3rd Street. The City should update the truck weight restriction to exclude the segment from Front Street to 3rd Street.



Directional signs aid navigation back to Dade Street.

5.4 TRUCK STAGING ALTERNATIVES

The Port currently accommodates limited truck staging along Dade Street, with capacity for two to three trucks. During periods of high activity and when drivers arrive early for scheduled appointments, the Port can direct trucks to offsite staging areas to prevent queuing on Dade Street.

The Port and the City of Fernandina should coordinate with Nassau County and Smurfit Westrock to evaluate potential staging areas and truck circulation routes, as well as identify restrictions that may affect heavy vehicle operations.

5.4.1 Franklin Street

Franklin Street offers truck staging opportunities along the stabilized shoulder within the City's right of way. Industrial uses border both sides of the corridor, except for the North 14th Street Baptist Church located at the intersection of Franklin Street and 14th Street. Trucks serving Jefferson Smurfit already use the shoulder while waiting to enter the mill.

The Port and the City of Fernandina should coordinate with Jefferson Smurfit to establish a common understanding of the Franklin Street staging area use and management. The stabilized gravel shoulder may require additional material and maintenance to prevent rutting and pavement-edge deterioration.

Figure 14 illustrates a potential truck circulation route along 8th Street, Franklin Street, 14th Street and Sadler Road. Existing roadway restrictions limit truck access on portions of this network. Nassau County Resolution 2020-83, adopted in April 2020 and included in Appendix E, prohibits through-truck traffic with more than four axles on 14th Street between Atlantic Avenue and Amelia Island Parkway, except for vehicles making local deliveries. Atlantic Avenue's use as a truck route is limited by geometric and turning restrictions at the North 8th Street intersection. Southbound left turns are prohibited at the intersection with 8th Street and the northeast corner turning radius presents challenges for larger vehicles.

The Port should coordinate with Nassau County and the City of Fernandina Beach to amend or clarify the ordinance to include Port-related truck movements within the definition of "local" traffic on 14th Street south of Atlantic Avenue. This change could provide greater flexibility for trucks circulating to and from the Port.

Trucks arriving at the Port for staging would travel from 14th Street to Franklin Street, where they would stage in the westbound direction. Trucks leaving the Port would travel north on 8th Street to Franklin Street and stage in the eastbound direction before returning to the Port at their scheduled entry time.



Above: Southbound lefts from North 8th Street to Atlantic Avenue are prohibited.

Below: Looking north at Centre Street/Atlantic Avenue, the turning radii at the northeast corner is constrained. Also, the street name plaque indicates no trucks may turn onto Centre Street.





Above and below: The shoulder along Franklin Street can be used for truck staging.

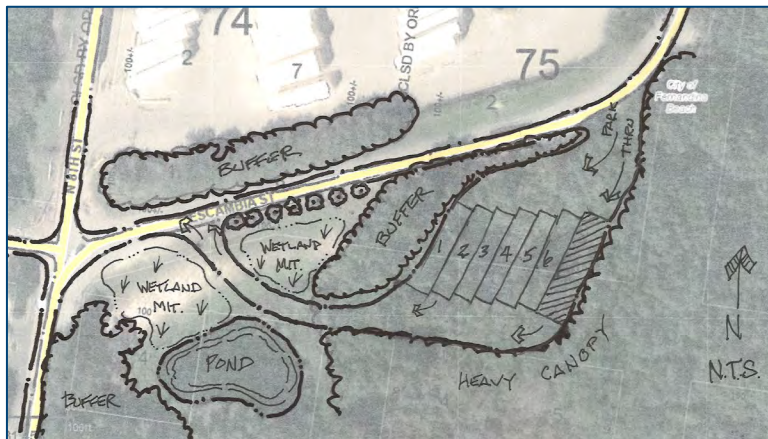




Figure 14 – Proposed Port Truck Routing and Circulation

5.4.2 Escambia Street

The Port, Smurfit Westrock and the City of Fernandina Beach have an opportunity to partner on a truck staging facility that would serve vehicles waiting to enter either the Port or the mill, removing them from public right of way. This low-impact, cost-effective project would establish an off-street truck staging area south and east of the intersection of North 8th Street and Escambia Street, adjacent to the existing retention pond.



The image illustrates a potential shared truck park area at the southeast corner of North 8th Street and Escambia Street.

Trucks would access the lot from Escambia Street and stage within an area surrounded by dense natural buffers, minimizing visual impacts on the surrounding community. The final design could accommodate additional staging spaces, subject to wetlands constraints and permitting requirements.

This project could also complement and expand the roadway beautification efforts already undertaken by Smurfit Westrock. Because the City of Fernandina Beach owns the unpaved street rights-of-way within the project area and Smurfit Westrock owns the remaining required property, the project would not require the acquisition of private residential land.

The City, Port and Smurfit Westrock could jointly deliver the project by contributing land, in-kind services, labor and financing for the required improvements. The estimated cost for design and construction of the staging area is \$700,000-\$900,000.

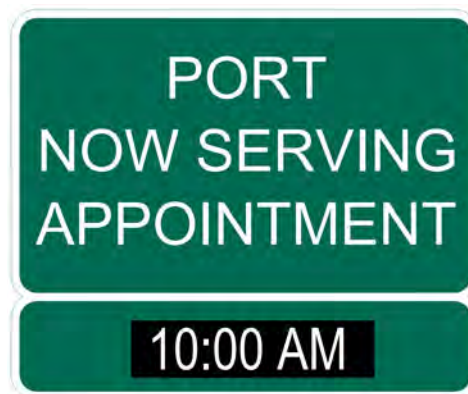
5.5 TECHNOLOGY

5.5.1 Automated Spot Management

Automated spot management for port queuing uses a digital system that assigns, schedules and manages truck “spots” (arrival times and staging positions). This approach reduces congestion, improves throughput and coordinates operations. The Port of Fernandina can implement a basic automated spot management system to improve truck flow and reduce congestion on Dade Street. Using computer vision and AI, the system can provide real-time, spot-level parking data that organizes where trucks stage, wait and position for loading. By assigning spots digitally and delivering simple instructions to drivers via text or app, the port can reduce confusion, shorten wait times and make better use of limited space.

Automated spot management also supports safer and more efficient truck movements. Even a low-complexity system can generate useful data on dwell times, peak periods and bottlenecks. The Port can use this information to make small operational adjustments that improve overall throughput without requiring major infrastructure changes.

Depicted in Figure 12 on Dade Street, the sign on the right is an example of a real-time queue control display within an Intelligent Transportation System (ITS) and automated spot management setup. The sign acts as a bridge between digital scheduling and real-world truck movement and supports enforcement of parking limits.



A ITS sign can be tied to a simple scheduling system for spot management.

5.5.2 Commercial Vehicle Routing and Road Access Metadata Update

The Port of Fernandina has limited surrounding roadway capacity compared to major ports and proximity to residential and historic areas. Accurate routing and metadata are especially critical to:

- Keep trucks on freight routes like SR 200/8th Street and Dade Street
- Prevent intrusion into residential streets
- Avoid overloading local infrastructure

Updating Commercial Vehicle Routing (CVR) and road access metadata provides a strategic approach to managing truck movements in and around the Port of Fernandina while balancing operational efficiency and community impacts. From an operational standpoint, enhanced routing accuracy supports more efficient freight movement, reduces delays and improves coordination with port activities. It also enables integration with modern GPS and fleet management systems, ensuring that routing guidance reflects real-world conditions and infrastructure limitations.

These updates allow transportation agencies, such as the City of Fernandina Beach, to designate preferred freight corridors and identify roads that are unsuitable for heavy trucks due to physical constraints (e.g., narrow lanes, tree canopies, tight turns) or community sensitivity (e.g., residential neighborhoods, historic districts). Importantly, roads can be marked as “discouraged” or “local delivery only” without imposing formal legal restrictions, ensuring necessary access is maintained while reducing through-truck traffic.

Companies that maintain commercial routing databases include HERE Technologies, TomTom, Google/Waze and trucking GPS providers such as Trimble and Rand McNally.

Overall, CVR and metadata updates provide a cost-effective, non-regulatory tool to optimize freight mobility, protect community character and support the continued growth and competitiveness of the Port of Fernandina.

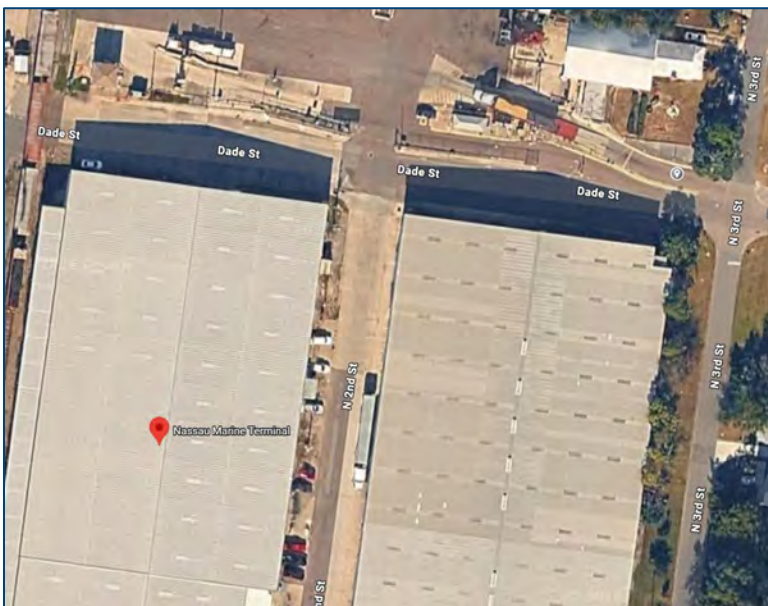
Standard consumer map apps (Google, Apple, and Bing) default to shortest-time routing rather than “truck-safe” routing unless users or systems actively enforce truck access constraints. Map editors must update these systems with precise, actionable details. Contributors should explicitly state restrictions such as: “This road is not a designated truck route and contains overhanging trees. Commercial trucks are restricted and should not use this road. Trucks must access the destination via 8th Street and Dade Street.” Providing clear, specific guidance like this creates multiple reinforcing signals within mapping systems. These signals lower the routing priority of unsuitable local streets, guide new drivers along the correct approach, and prevent recurring routing errors.

It is also important to ensure the Port’s entrance pin connects directly to Dade Street, the designated truck route. Navigation tools often route drivers to the center of a facility rather than to the actual entrance gate.

On Google Maps and Apple Maps, a “Port of Fernandina” search brings up Nassau Marine Terminal Warehouse 1, between Calhoun Street and Dade Street. Adding a pin on Dade Street near the entrance gate and scale will better direct trucks to the correct location and reinforce use of designated truck routes.



Although it has no truck restrictions, 2nd Street near Alachua Street is narrow with overhead tree canopy and on street parking.



Google Maps directs Port of Fernandina searches to Warehouse 1.

5.6 IMPROVEMENT COSTS

The Port of Fernandina can implement several low-cost operational improvements to enhance truck circulation and reduce congestion on Dade Street. Two near-term recommendations include upgraded directional signage and modifications to the existing barrier wall and guardrail on Calhoun Street.

- Install directional and wayfinding signs at key decision points along Dade Street, North 8th Street, Franklin Street and the Port area – Estimated Cost = \$13,374
- Modify Barrier Wall and Replace Guardrail at Calhoun Street– Estimated Cost = \$10,000

Together, these improvements represent approximately \$23,400 in capital costs and offer a cost-effective means of improving truck operations, safety, and circulation at the Port of Fernandina without requiring major infrastructure investments. Costs are developed using the FDOT Engineer's Estimate System and engineering judgement. The estimate is for planning purposes only. The Engineer's Estimate report of costs is provided in Appendix D.

The Port, City of Fernandina Beach and Smurfit Westrock can pursue the Escambia Street staging lot as a longer-term improvement. Before implementation, the project will require coordination among multiple stakeholders and the securing of funding. The estimated project cost ranges from \$700,000 to \$900,000.

6 PUBLIC ENGAGEMENT

6.1 INTERAGENCY AND STAKEHOLDER COORDINATION

In conjunction with the North Florida TPO, Benesch coordinated throughout the study with the City of Fernandina Beach City Manager, Planning and Public Works Departments, OHPA and FDOT District 2. The TPO and Benesch team held a study kick-off meeting October 2, 2025 at Fernandina Beach City Hall.

Throughout the project, Benesch also coordinated with Relay Terminals and Smurfit Westrock for an understanding of Port operations and relationship between the Port and the Fernandina Beach plant.

6.2 CITY OF FERNANDINA BEACH COMMISSION MEETING

Benesch will present study findings to the Commission Meeting at a date to be determined.

6.3 NORTH FLORIDA TPO

Benesch will present the study to the TPO committees and Board at a date to be determined.

- Citizens Advisory Committee (CAC) and Technical Advisory Committee (TAC)– TBD
- Board – TBD

7 NEXT STEPS

The North Florida TPO and its consultant, Benesch, conducted this feasibility study at the request of the Port of Fernandina. Recommendations include operational and infrastructure improvements to improve truck circulation, reduce congestion and minimize impacts on surrounding neighborhoods. The study identifies signage upgrades, circulation improvements, staging area management and technology enhancements as the highest-priority actions.

The Port and City should consider installing the recommended directional, truck route and parking signs along North 8th Street, Dade Street and surrounding local streets to improve navigation, reduce wrong turns and keep trucks on designated freight routes. The City should also review and update if needed its Code of Ordinances to establish enforceable truck staging and parking regulations on Dade Street.

In coordination with the City, the Port should consider partially removing the Calhoun Street barrier wall to improve circulation. This improvement will create a designated circulation route that allows early arriving and misdirected trucks to return to Dade Street via 2nd Street, Calhoun Street and 3rd Street while maintaining separation between industrial operations and nearby neighborhoods.

The Port and City should coordinate with Smurfit Westrock to formalize use of the Franklin Street shoulder as an overflow truck staging area and determine whether additional shoulder stabilization is needed. They should also discuss a cooperative agreement to construct a buffered truck staging area on Escambia Street.

The Port, City and County should coordinate to evaluate truck restrictions on 14th Street, south of Atlantic Avenue, as relates to trucks traveling between the staging area and the port via the proposed circulation route.

The Port should evaluate automated spot management and Intelligent Transportation System (ITS) technologies to support appointment scheduling, truck staging and queue management. These tools can provide real-time information to drivers, improve operational efficiency, reduce wait times and support future data-driven decision-making.

The Port and City should review commercial vehicle routing databases and navigation platforms to confirm that trucks are routed to the port entrance via Dade Street and to discourage routing through residential and historic district streets. Updating GPS routing metadata and relocating the port entrance mapping pin will improve routing accuracy for drivers unfamiliar with the area.

As an initial implementation phase, the wayfinding signage and barrier wall modifications provide a cost-effective opportunity to improve truck operations, safety and circulation without requiring major infrastructure expansion.

APPENDICES

APPENDIX A

FDOT Traffic Count Data

Q/LOS Service Volume Tables

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3C-Suburban Commercial)



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
 Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C3C	C3R
Number of Lanes (one direction)	1-4	1-3
Posted Speed (mph)	45	45
Facility Length (miles)	3.98	2.57

Traffic Characteristics

	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (1 lane)	Restrictive (2,3 lanes)
Roadway Edge Type	Curbed		Flush	
On-Street Parking	None		None	

Control Characteristics

	C3C		C3R
Cycle Length	160		190
Major Street Through g/c	0.5 (1,2,3 lanes)	0.45 (4 lanes)	0.5
Yellow Change Interval	5.1		5.1
Red Change Interval	2		2
Number of Signals	10		5

COUNTY: 74
STATION: 7001
DESCRIPTION: 8TH ST. S. OF DADE ST. (NHS) (SIS)
START DATE: 01/29/2025
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	0	3	0	0	3	3	1	0	1	5	8	
0100	1	2	1	2	6	3	1	2	2	8	14	
0200	2	1	1	2	6	2	1	0	0	3	9	
0300	1	3	1	1	6	2	2	2	1	7	13	
0400	2	1	3	6	12	1	1	1	3	6	18	
0500	13	31	40	42	126	6	9	5	3	23	149	
0600	67	56	86	84	293	20	23	72	32	147	440	
0700	44	40	44	14	142	15	22	25	19	81	223	
0800	12	12	20	22	66	17	10	9	16	52	118	
0900	16	12	10	17	55	16	21	19	12	68	123	
1000	15	12	14	13	54	25	6	15	18	64	118	
1100	18	18	16	24	76	13	28	26	25	92	168	
1200	25	42	32	21	120	27	22	21	17	87	207	
1300	20	25	26	27	98	19	14	11	17	61	159	
1400	16	31	23	22	92	24	30	20	36	110	202	
1500	13	17	13	15	58	29	28	25	22	104	162	
1600	19	12	15	10	56	25	27	20	26	98	154	
1700	15	23	34	32	104	22	35	19	25	101	205	
1800	41	38	32	13	124	35	31	95	34	195	319	
1900	7	5	8	7	27	51	26	16	6	99	126	
2000	7	10	6	6	29	5	4	7	4	20	49	
2100	7	8	4	9	28	9	8	4	1	22	50	
2200	3	3	2	2	10	4	7	5	2	18	28	
2300	1	2	0	1	4	3	1	2	3	9	13	
24-HOUR TOTALS:					1595						1480	3075

PEAK VOLUME INFORMATION						COMBINED DIRECTIONS	
DIRECTION: N			DIRECTION: S				
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	
P.M.	1730	145	1800	195	1745	329	
DAILY	600	293	1815	211	600	440	

TRUCK PERCENTAGE 10.72 13.38 12.00

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	8	795	621	0	20	23	0	5	117	1	0	1	4	0	0	171 1595
S	6	686	590	1	30	23	0	7	111	21	0	0	5	0	0	198 1480

COUNTY: 74
STATION: 8001
DESCRIPTION: DADE ST. W. OF 8TH ST. (SIS)
START DATE: 01/29/2025
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	0	0	0	0	0	0	0	0	0	0	0	
0100	0	0	0	0	0	0	0	0	0	0	0	
0200	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0400	0	0	0	0	0	0	0	0	0	0	0	
0500	0	1	0	0	1	0	0	2	0	2	3	
0600	0	1	1	1	3	0	3	4	11	18	21	
0700	0	4	16	6	26	7	30	33	1	71	97	
0800	1	3	4	2	10	1	5	2	4	12	22	
0900	3	8	3	5	19	4	6	3	6	19	38	
1000	8	5	3	3	19	4	6	1	3	14	33	
1100	4	6	3	6	19	5	2	7	7	21	40	
1200	15	6	2	12	35	8	7	9	6	30	65	
1300	8	6	3	4	21	4	2	3	9	18	39	
1400	3	6	5	20	34	7	16	20	16	59	93	
1500	4	7	6	5	22	6	8	7	4	25	47	
1600	14	8	5	8	35	5	5	3	4	17	52	
1700	3	7	3	3	16	4	6	5	2	17	33	
1800	7	7	2	2	18	4	3	5	3	15	33	
1900	1	2	2	1	6	3	1	1	4	9	15	
2000	0	2	1	0	3	1	2	2	0	5	8	
2100	0	1	2	0	3	1	0	2	3	6	9	
2200	0	1	1	0	2	0	0	0	1	1	3	
2300	0	0	0	1	1	0	0	0	0	0	1	
24-HOUR TOTALS:					293						359	652

PEAK VOLUME INFORMATION					
DIRECTION: E			DIRECTION: W		
A.M.	HOUR	VOLUME	HOUR	VOLUME	COMBINED DIRECTIONS
	715	27	645	81	645 102
P.M.	1445	37	1400	59	1400 93
DAILY	1445	37	645	81	645 102
TRUCK PERCENTAGE		14.33			10.58
					12.27

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	5	159	87	1	3	4	0	2	27	0	0	0	5	0	0	42 293
W	6	236	79	0	0	4	0	2	26	2	0	0	4	0	0	38 359

APPENDIX B

FDOT Vehicle Class Data

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2025

COUNTY: 74 - NASSAU

SITE C0 SEC SUB MILEPOST DESCRIPTION
7001 74000011 0.299 8TH ST. S. OF DADE ST. (NHS) (SIS)

FUNC. CLASS: 17 - URBAN MAJOR COLLECTOR

SURVEY TYPE: PORTABLE DURATION: 1 DAYS

	ANNUAL VOLUME	AVERAGE DAILY %	SUMMARY DAILY STATISTICS
			DAILY DESIGN HOUR
CLASS 01 MOTORCYCLES	15	0.46	24T&B = 12.00% DHT = 6.00%
CLASS 02 CARS	1589	48.16	24T = 11.97%
CLASS 03 PICK-UPS AND VANS	1300	39.38	24H = 10.34% DH3 = 5.17%
CLASS 04 BUSES	1	0.03	24M = 1.66% DH2 = 0.83%
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS	54	1.63	
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS	49	1.50	
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS	0	0.00	
CLASS 08 2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	13	0.39	
CLASS 09 3-AXLE TRACTOR W/ 2-AXLE TRLR	245	7.41	
CLASS 10 3-AXLE TRACTOR W/ 3-AXLE TRLR	24	0.72	
CLASS 11 5-AXLE MULTI-TRLR	0	0.00	
CLASS 12 6-AXLE MULTI-TRLR	1	0.03	
CLASS 13 ANY 7 OR MORE AXLE	10	0.29	
CLASS 14 NOT USED	0	0.00	
CLASS 15 OTHER	0	0.00	
	-----	-----	
	3301	100.00	

SITE C0 SEC SUB MILEPOST DESCRIPTION
8001 74000012 0.650 DADE ST. W. OF 8TH ST. (SIS)

FUNC. CLASS: 19 - URBAN LOCAL

SURVEY TYPE: PORTABLE DURATION: 1 DAYS

	ANNUAL VOLUME	AVERAGE DAILY %	SUMMARY DAILY STATISTICS
			DAILY DESIGN HOUR
CLASS 01 MOTORCYCLES	12	1.69	24T&B = 12.27% DHT = 6.13%
CLASS 02 CARS	424	60.58	24T = 12.12%
CLASS 03 PICK-UPS AND VANS	178	25.46	24H = 11.66% DH3 = 5.83%
CLASS 04 BUSES	1	0.15	24M = 0.61% DH2 = 0.31%
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS	3	0.46	
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS	9	1.23	
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS	0	0.00	
CLASS 08 2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	4	0.61	
CLASS 09 3-AXLE TRACTOR W/ 2-AXLE TRLR	57	8.13	
CLASS 10 3-AXLE TRACTOR W/ 3-AXLE TRLR	2	0.31	
CLASS 11 5-AXLE MULTI-TRLR	0	0.00	
CLASS 12 6-AXLE MULTI-TRLR	0	0.00	
CLASS 13 ANY 7 OR MORE AXLE	10	1.38	
CLASS 14 NOT USED	0	0.00	
CLASS 15 OTHER	0	0.00	
	-----	-----	
	700	100.00	

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2024

COUNTY: 74 - NASSAU

SITE C0 SEC SUB MILEPOST DESCRIPTION
5014 74110000 4.669 SR A1A N. OF KENTUCKY AVE.

FUNC. CLASS: 16 - URBAN MINOR ARTERIAL

SURVEY TYPE: PORTABLE DURATION: 1 DAYS

	ANNUAL VOLUME	AVERAGE DAILY %	SUMMARY DAILY STATISTICS
			DAILY DESIGN HOUR
CLASS 01 MOTORCYCLES	51	0.75	24T&B = 0.96% DHT = 0.48%
CLASS 02 CARS	5109	75.13	24T = 0.95%
CLASS 03 PICK-UPS AND VANS	1575	23.16	24H = 0.43% DH3 = 0.22%
CLASS 04 BUSES	1	0.01	24M = 0.53% DH2 = 0.27%
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS	35	0.52	
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS	9	0.13	
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS	1	0.01	
CLASS 08 2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	7	0.10	
CLASS 09 3-AXLE TRACTOR W/ 2-AXLE TRLR	11	0.16	
CLASS 10 3-AXLE TRACTOR W/ 3-AXLE TRLR	0	0.00	
CLASS 11 5-AXLE MULTI-TRLR	1	0.01	
CLASS 12 6-AXLE MULTI-TRLR	1	0.01	
CLASS 13 ANY 7 OR MORE AXLE	0	0.00	
CLASS 14 NOT USED	0	0.00	
CLASS 15 OTHER	0	0.00	
	-----	-----	
	6801	99.99	

SITE C0 SEC SUB MILEPOST DESCRIPTION
7001 74000011 0.299 8TH ST. S. OF DADE ST. (NHS) (SIS)

FUNC. CLASS: 17 - URBAN MAJOR COLLECTOR

SURVEY TYPE: PORTABLE DURATION: 1 DAYS

	ANNUAL VOLUME	AVERAGE DAILY %	SUMMARY DAILY STATISTICS
			DAILY DESIGN HOUR
CLASS 01 MOTORCYCLES	29	0.88	24T&B = 42.46% DHT = 21.23%
CLASS 02 CARS	1188	36.01	24T = 42.46%
CLASS 03 PICK-UPS AND VANS	681	20.64	24H = 41.64% DH3 = 20.82%
CLASS 04 BUSES	0	0.00	24M = 0.82% DH2 = 0.41%
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS	27	0.82	
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS	66	2.00	
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS	0	0.00	
CLASS 08 2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A	22	0.68	
CLASS 09 3-AXLE TRACTOR W/ 2-AXLE TRLR	1243	37.66	
CLASS 10 3-AXLE TRACTOR W/ 3-AXLE TRLR	38	1.15	
CLASS 11 5-AXLE MULTI-TRLR	0	0.00	
CLASS 12 6-AXLE MULTI-TRLR	0	0.00	
CLASS 13 ANY 7 OR MORE AXLE	5	0.15	
CLASS 14 NOT USED	0	0.00	
CLASS 15 OTHER	0	0.00	
	-----	-----	
	3299	99.99	

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2024

COUNTY: 74 - NASSAU									
SITE	C0	SEC	SUB	MILEPOST	DESCRIPTION				
8001		740000	12	0.650	DADE ST. W. OF 8TH ST. (SIS)				
FUNC. CLASS: 19 - URBAN LOCAL									
SURVEY TYPE: PORTABLE						DURATION:	1 DAYS	ANNUAL AVERAGE DAILY	SUMMARY DAILY STATISTICS
						VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES				18	3.26	24T&B = 22.16%	DHT = 11.08%	
CLASS 02	CARS				269	48.97	24T = 21.82%		
CLASS 03	PICK-UPS AND VANS				141	25.60	24H = 20.10%	DH3 = 10.05%	
CLASS 04	BUSES				2	0.34	24M = 2.06%	DH2 = 1.03%	
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS				9	1.72			
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS				8	1.37			
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS				1	0.17			
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A				5	0.86			
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR				85	15.46			
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR				9	1.55			
CLASS 11	5-AXLE MULTI-TRLR				0	0.00	24HV = 22.16%		
CLASS 12	6-AXLE MULTI-TRLR				0	0.00	24B = 0.34%		
CLASS 13	ANY 7 OR MORE AXLE				4	0.69	24T = 21.82%		
CLASS 14	NOT USED				0	0.00	24SU = 3.26%		
CLASS 15	OTHER				0	0.00	24C = 18.56%		
						-----	-----		
						551	99.99		

SITE	C0	SEC	SUB	MILEPOST	DESCRIPTION				
9923		74160000		5.571	SR-9/I-95, 2.5 MI N OF HWY A1A , JAX., NASSAU CO.				
FUNC. CLASS: 01 - RURAL PRINCIPAL ARTERIAL -- INTERSTATE									
SURVEY TYPE: TELEMETERED						DURATION: 359 DAYS			
						ANNUAL AVERAGE DAILY	SUMMARY DAILY STATISTICS		
						VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	MOTORCYCLES					153	0.24	24T&B = 16.20%	DHT = 8.10%
CLASS 02	CARS					39244	61.26	24T = 16.05%	
CLASS 03	PICK-UPS AND VANS					13634	21.28	24H = 13.55%	DH3 = 6.77%
CLASS 04	BUSES					96	0.15	24M = 2.66%	DH2 = 1.33%
CLASS 05	2-AXLE, SINGLE UNIT TRUCKS					1606	2.51		
CLASS 06	3-AXLE, SINGLE UNIT TRUCKS					259	0.40		
CLASS 07	4-AXLE, SINGLE UNIT TRUCKS					6	0.01		
CLASS 08	2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A					1228	1.92		
CLASS 09	3-AXLE TRACTOR W/ 2-AXLE TRLR					6865	10.72		
CLASS 10	3-AXLE TRACTOR W/ 3-AXLE TRLR					66	0.10		
CLASS 11	5-AXLE MULTI-TRLR					148	0.23	24HV = 16.20%	
CLASS 12	6-AXLE MULTI-TRLR					97	0.15	24B = 0.15%	
CLASS 13	ANY 7 OR MORE AXLE					9	0.01	24T = 16.05%	
CLASS 14	NOT USED					0	0.00	24SU = 2.92%	
CLASS 15	OTHER					647	1.01	24C = 13.13%	
						-----	-----		
						64058	99.99		

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

APPENDIX C

Turning Movement and Truck Staging Lane Counts



(303) 216-2439
www.alltrafficdata.net

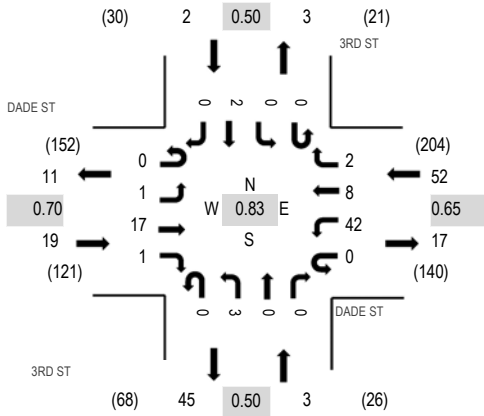
Location: 1 3RD ST & DADE ST AM

Date: Tuesday, March 31, 2026

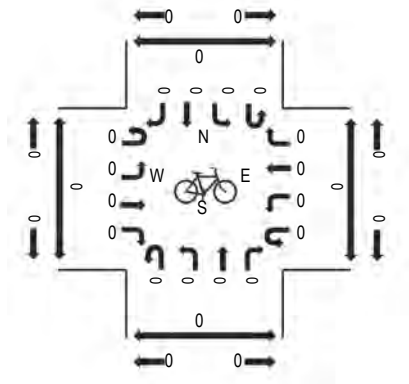
Peak Hour: 02:00 PM - 03:00 PM

Peak 15-Minutes: 02:30 PM - 02:45 PM

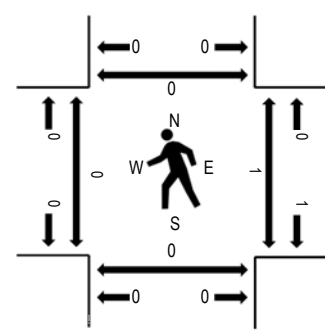
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DADE ST Eastbound				DADE ST Westbound				3RD ST Northbound				3RD ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	27	0	0	0	0
6:15 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8	32	0	0	0	0
6:30 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8	25	0	0	0	0
6:45 AM	0	0	0	0	0	0	7	0	0	0	1	0	0	0	0	0	8	18	0	0	0	0
7:00 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	8	11	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	10	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	0	0	0	0
8:00 AM	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3	24	0	0	0	0
8:15 AM	0	0	2	1	0	0	1	0	0	0	0	0	0	1	0	0	5	28	0	0	0	0
8:30 AM	0	0	2	0	0	0	2	0	0	0	1	0	0	3	0	0	8	34	0	0	0	0
8:45 AM	0	1	1	0	0	0	4	0	0	0	0	1	0	0	0	1	8	38	0	0	0	0
9:00 AM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	1	0	7	40	0	0	0	0
9:15 AM	0	0	6	0	0	0	3	0	0	0	0	1	0	0	0	1	11	41	0	0	0	0
9:30 AM	0	0	4	0	0	1	4	1	0	0	1	0	0	1	0	0	12	37	0	0	0	0
9:45 AM	0	0	6	0	0	0	2	1	0	0	0	0	0	1	0	0	10	33	0	0	0	0
10:00 AM	0	0	2	0	0	1	3	0	0	0	0	0	0	1	1	0	8	30	0	0	0	0
10:15 AM	0	0	2	0	0	1	2	1	0	0	0	0	0	1	0	0	7	28	0	0	0	0
10:30 AM	0	0	2	0	0	2	3	0	0	0	0	0	0	1	0	0	8	28	0	0	0	0
10:45 AM	0	0	4	0	0	0	2	0	0	0	0	0	0	1	0	0	7	22	0	0	0	0
11:00 AM	0	1	1	0	0	0	1	1	0	0	0	0	0	2	0	0	6	22	0	0	0	0
11:15 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	1	0	0	7	34	0	0	0	0
11:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	44	0	0	0	0
11:45 AM	0	0	4	0	0	0	1	0	0	1	0	1	0	0	0	0	7	55	0	0	0	0
12:00 PM	0	0	11	0	0	0	5	0	0	0	0	1	0	1	0	0	18	68	0	0	0	0
12:15 PM	0	0	4	0	0	1	12	0	0	0	0	0	0	0	0	0	17	58	0	0	0	0
12:30 PM	0	0	3	0	0	0	7	0	0	0	0	1	0	1	0	1	13	50	1	0	0	0
12:45 PM	0	1	8	0	0	1	5	0	0	2	0	2	0	1	0	0	20	49	0	0	0	0
1:00 PM	0	0	1	0	0	0	4	2	0	0	0	1	0	0	0	0	8	47	0	0	0	0
1:15 PM	0	1	2	2	0	0	2	1	0	1	0	0	0	0	0	0	9	52	0	0	0	0
1:30 PM	0	0	2	1	0	2	4	0	0	0	1	1	0	0	0	1	12	64	0	0	0	0
1:45 PM	0	0	9	1	0	1	3	0	0	0	1	0	0	1	2	0	18	75	0	0	0	0
2:00 PM	0	0	4	1	0	2	3	1	0	0	0	0	0	0	2	0	13	76	0	0	0	0
2:15 PM	0	1	9	0	0	9	1	0	0	1	0	0	0	0	0	0	21	72	0	1	0	0

2:30 PM	0	0	3	0	0	18	1	1	0	0	0	0	0	0	0	0	23	61	0	0	0	0
2:45 PM	0	0	1	0	0	13	3	0	0	2	0	0	0	0	0	0	19	46	0	0	0	0
3:00 PM	0	0	4	0	0	0	3	0	0	0	0	1	0	1	0	0	9	36	0	0	0	0
3:15 PM	0	1	4	0	0	0	2	0	0	0	0	2	0	0	1	0	10		0	0	0	0
3:30 PM	0	0	1	0	0	1	4	0	0	0	0	1	0	0	0	1	8		0	0	0	0
3:45 PM	0	0	0	0	0	0	7	1	0	0	0	1	0	0	0	0	9		0	0	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9
Lights	0	1	9	1	0	42	5	2	0	3	0	0	0	0	2	0	65
Mediums	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	17	1	0	42	8	2	0	3	0	0	0	0	2	0	76

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		42.1%				5.8%				0.0%				0.0%			14.5%
Heavy Vehicle %	0.0%	0.0%	47.1%	0.0%	0.0%	0.0%	37.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.5%
Peak Hour Factor		0.70				0.65				0.50				0.50			0.83
Peak Hour Factor	0.00	0.50	0.59	0.63	0.00	0.58	0.60	0.38	0.00	0.38	0.50	0.63	0.00	0.63	0.50	0.50	0.83



(303) 216-2439
www.alltrafficdata.net

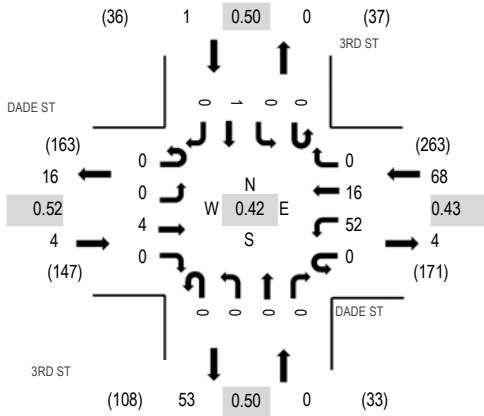
Location: 1 3RD ST & DADE ST AM

Date: Wednesday, April 1, 2026

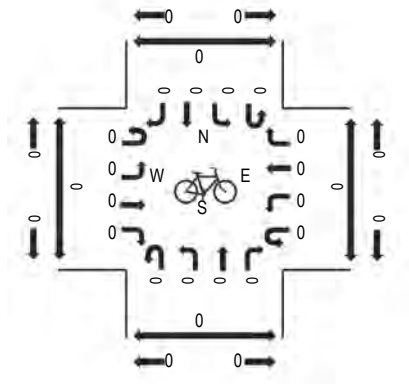
Peak Hour: 06:45 AM - 07:45 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

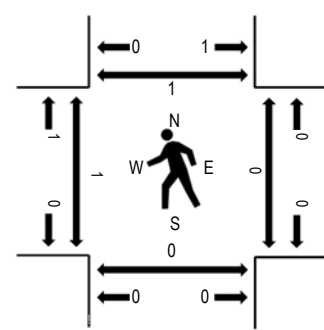
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DADE ST Eastbound				DADE ST Westbound				3RD ST Northbound				3RD ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	24	0	0	0	0
6:15 AM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	31	0	0	0	0
6:30 AM	0	0	1	0	0	0	9	0	0	0	1	0	0	0	0	0	11	41	0	0	0	0
6:45 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	6	73	0	0	0	0
7:00 AM	0	0	2	0	0	1	7	0	0	0	0	0	0	0	0	0	10	68	0	0	0	0
7:15 AM	0	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	14	66	0	0	0	0
7:30 AM	0	0	2	0	0	38	2	0	0	0	0	0	0	0	1	0	43	59	1	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	4	1	1	0
8:00 AM	0	0	4	0	0	1	1	0	0	0	0	2	0	0	0	0	8	37	1	0	0	0
8:15 AM	0	1	2	0	0	1	2	0	0	0	0	0	0	1	0	0	7	36	0	0	0	0
8:30 AM	0	0	2	0	0	0	4	0	0	0	1	0	0	1	0	0	8	41	0	0	0	0
8:45 AM	0	1	4	0	0	1	4	1	0	0	0	0	0	1	1	1	14	50	0	0	1	1
9:00 AM	0	0	2	0	0	1	3	0	0	0	0	1	0	0	0	0	7	47	0	0	2	0
9:15 AM	0	0	4	0	0	2	5	0	0	0	0	0	0	1	0	0	12	46	0	0	0	0
9:30 AM	0	0	6	0	0	1	5	0	0	0	1	0	0	2	2	0	17	45	0	0	0	0
9:45 AM	0	0	6	0	0	1	2	0	0	0	0	2	0	0	0	0	11	41	0	0	0	0
10:00 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	1	0	0	6	34	0	2	0	0
10:15 AM	0	1	2	0	0	2	5	0	0	0	0	1	0	0	0	0	11	38	0	0	0	0
10:30 AM	0	0	2	0	0	1	4	1	0	0	1	2	0	1	1	0	13	42	0	0	0	0
10:45 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	4	46	0	0	0	0
11:00 AM	0	1	3	0	0	1	3	1	0	0	1	0	0	0	0	0	10	54	0	0	0	1
11:15 AM	0	0	4	0	0	9	1	0	0	0	0	1	0	0	0	0	15	65	0	0	0	0
11:30 AM	0	0	2	0	0	8	5	1	0	0	1	0	0	0	0	0	17	64	0	0	0	0
11:45 AM	0	0	7	0	0	0	3	1	0	0	0	0	0	1	0	0	12	66	0	0	0	0
12:00 PM	0	1	11	0	0	1	6	0	0	0	0	1	0	1	0	0	21	68	0	0	0	0
12:15 PM	0	0	2	0	0	0	7	1	0	0	0	1	0	1	2	0	14	64	0	0	0	0
12:30 PM	0	0	2	0	0	1	12	2	0	0	0	0	0	1	1	0	19	61	0	0	0	0
12:45 PM	0	0	4	1	0	1	5	1	0	0	0	1	0	0	0	1	14	53	0	0	0	0
1:00 PM	0	1	4	3	0	0	5	1	0	1	1	0	0	1	0	0	17	48	0	0	0	0
1:15 PM	0	0	6	0	0	0	2	1	0	0	1	1	0	0	0	0	11	45	0	0	0	0
1:30 PM	0	0	4	1	0	0	3	0	0	0	0	0	0	2	1	0	11	44	0	0	0	0
1:45 PM	0	0	3	0	0	1	3	0	0	0	0	2	0	0	0	0	9	55	0	0	0	0
2:00 PM	0	0	2	0	0	1	8	0	0	1	0	1	0	1	0	0	14	54	1	0	0	0
2:15 PM	0	1	5	0	0	0	2	0	0	0	1	1	0	0	0	0	10	54	0	0	0	0

2:30 PM	0	0	9	0	0	0	12	0	0	0	0	0	0	1	0	0	22	53	0	0	0	0
2:45 PM	0	0	4	0	0	0	1	2	0	0	0	0	0	0	1	0	8	42	0	0	0	0
3:00 PM	0	0	3	0	0	1	5	0	0	1	2	0	0	2	0	0	14	45	0	1	0	0
3:15 PM	0	1	4	0	0	1	0	0	0	0	1	1	0	0	1	0	9		0	0	0	0
3:30 PM	0	1	1	0	0	0	5	2	0	0	0	0	0	1	1	0	11		0	0	0	1
3:45 PM	0	1	6	0	0	1	2	0	0	0	0	0	0	0	1	0	11		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5
Lights	0	0	2	0	0	52	12	0	0	0	0	0	0	0	1	0	67
Mediums	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	0	0	52	16	0	0	0	0	0	0	0	1	0	73

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		50.0%				5.9%				0.0%				0.0%			8.2%
Heavy Vehicle %	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.2%
Peak Hour Factor		0.52				0.43				0.50				0.50			0.42
Peak Hour Factor	0.00	0.75	0.55	0.42	0.00	0.35	0.63	0.63	0.00	0.25	0.38	0.63	0.00	0.50	0.38	0.25	0.42



(303) 216-2439
www.alltrafficdata.net

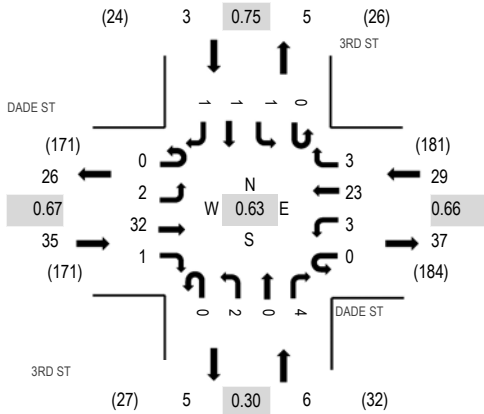
Location: 1 3RD ST & DADE ST AM

Date: Thursday, April 2, 2026

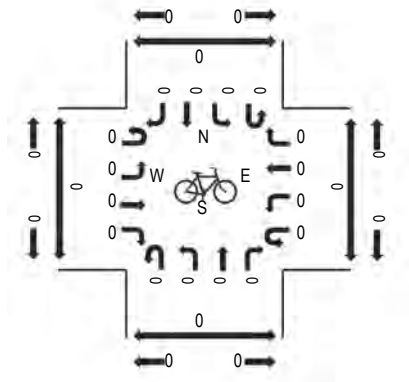
Peak Hour: 11:30 AM - 12:30 PM

Peak 15-Minutes: 11:45 AM - 12:00 PM

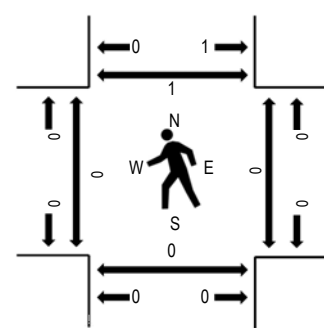
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DADE ST Eastbound				DADE ST Westbound				3RD ST Northbound				3RD ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	8	34	0	0	0	0
6:15 AM	0	0	0	0	0	0	6	0	0	0	1	0	0	0	0	0	7	33	0	0	0	0
6:30 AM	0	0	2	0	0	0	8	0	0	0	0	0	0	0	0	0	10	32	0	0	0	0
6:45 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	1	9	25	0	0	0	0
7:00 AM	0	0	1	1	0	0	4	0	0	1	0	0	0	0	0	0	7	23	0	1	0	0
7:15 AM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	22	0	0	0	0
7:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	24	0	0	0	0
7:45 AM	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	7	26	0	0	0	1
8:00 AM	0	0	3	1	0	0	2	0	0	0	0	0	0	0	0	0	6	26	0	0	0	0
8:15 AM	0	0	3	0	0	0	2	0	0	0	0	2	0	1	0	0	8	27	0	0	0	2
8:30 AM	0	0	2	1	0	0	1	0	0	0	0	0	0	1	0	0	5	25	0	0	0	0
8:45 AM	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0	7	28	0	0	0	0
9:00 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	33	0	0	1	0
9:15 AM	0	0	2	0	0	0	1	0	0	0	0	1	0	2	0	0	6	39	0	0	0	0
9:30 AM	0	1	2	0	0	1	0	0	0	0	0	2	0	1	1	0	8	41	0	0	0	2
9:45 AM	0	0	6	0	0	0	4	1	0	0	0	0	0	1	0	0	12	49	0	0	0	0
10:00 AM	0	0	5	0	0	0	6	0	0	0	0	1	0	0	1	0	13	45	0	0	0	0
10:15 AM	0	0	4	0	0	1	2	0	0	1	0	0	0	0	0	0	8	50	0	0	0	0
10:30 AM	0	0	8	1	0	0	3	1	0	0	0	2	0	1	0	0	16	53	0	0	0	0
10:45 AM	0	0	4	0	0	0	2	0	0	0	1	1	0	0	0	0	8	49	0	0	0	1
11:00 AM	0	0	10	0	0	0	7	0	0	0	0	0	0	0	1	0	18	70	0	0	0	0
11:15 AM	0	0	5	0	0	1	2	1	0	0	0	1	0	1	0	0	11	68	0	0	0	0
11:30 AM	0	0	6	1	0	1	4	0	0	0	0	0	0	0	0	0	12	73	0	0	0	0
11:45 AM	0	0	13	0	0	1	9	1	0	1	0	4	0	0	0	0	29	67	0	0	0	1
12:00 PM	0	0	6	0	0	0	5	2	0	0	0	0	0	1	1	1	16	56	0	0	0	0
12:15 PM	0	2	7	0	0	1	5	0	0	1	0	0	0	0	0	0	16	51	0	0	0	0
12:30 PM	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0	6	43	0	0	0	0
12:45 PM	0	0	3	0	0	0	11	0	0	0	2	0	0	1	0	1	18	44	0	0	0	0
1:00 PM	0	1	4	0	0	0	5	0	0	1	0	0	0	0	0	0	11	37	0	0	0	0
1:15 PM	0	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	8	41	0	0	0	0
1:30 PM	0	0	2	0	0	0	3	0	0	0	0	2	0	0	0	0	7	44	0	0	0	0
1:45 PM	0	0	3	0	0	0	5	0	0	0	1	0	0	1	1	0	11	42	0	0	0	0
2:00 PM	1	1	5	2	0	1	3	0	0	0	1	0	0	0	0	1	15	42	0	0	0	0
2:15 PM	0	0	4	0	0	0	4	1	0	0	2	0	0	0	0	0	11	37	0	0	0	0

2:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1	5	37	0	0	0	0
2:45 PM	0	0	5	0	0	0	4	0	0	0	1	0	0	1	0	0	11	40	0	0	0	1
3:00 PM	0	1	2	1	0	0	4	0	0	1	0	0	0	0	1	0	10	42	0	0	0	0
3:15 PM	0	0	2	0	0	2	4	2	0	0	0	1	0	0	0	0	11		0	0	0	0
3:30 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0	8		0	0	0	0
3:45 PM	0	0	7	0	0	0	4	1	0	0	0	0	0	0	1	0	13		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8
Lights	0	2	25	1	0	2	17	2	0	2	0	4	0	1	1	1	58
Mediums	0	0	3	0	0	1	2	1	0	0	0	0	0	0	0	0	7
Total	0	2	32	1	0	3	23	3	0	2	0	4	0	1	1	1	73

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	20.0%				27.6%				0.0%				0.0%				20.5%
Heavy Vehicle %	0.0%	0.0%	21.9%	0.0%	0.0%	33.3%	26.1%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.5%
Peak Hour Factor	0.67				0.66				0.30				0.75				0.63
Peak Hour Factor	0.25	0.38	0.65	0.38	0.00	0.75	0.84	0.50	0.00	0.50	0.50	0.31	0.00	0.50	0.50	0.50	0.63

APPENDIX D

Nassau County Resolution 2020-83

Resolution 2020-83

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA, RELATING TO PROHIBITING THROUGH TRUCK TRAFFIC ON AMELIA ISLAND PARKWAY FROM SR 200 TO SOUTH FLETCHER AND ON 14TH STREET FROM ATLANTIC AVENUE TO AMELIA ISLAND PARKWAY PROVIDING FOR FINDINGS BY THE BOARD OF COUNTY COMMISSIONERS; PROVIDING FOR PLACEMENT OF “NO THRU TRUCKS OVER 4 AXLES/LOCAL DELIVERIES ONLY” SIGNS ON AMELIA ISLAND PARKWAY FROM SR 200 TO SOUTH FLETCHER AND ON 14TH STREET FROM ATLANTIC AVENUE TO AMELIA ISLAND PARKWAY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Chapter 316, Florida Statutes, the Florida Uniform Traffic Law, Section 316.006, Jurisdiction, subsection 316.006(3), Counties, provides that Nassau County has original jurisdiction over all its streets and highways located within its boundaries, except all state roads and municipal streets and highways, and may place and maintain such traffic control devices which conform to the specifications of the Florida Department of Transportation upon all streets and highways under their original jurisdiction as they shall deem necessary to regulate, warn, or guide traffic; and

WHEREAS, Chapter 316, Florida Statutes, the Florida Uniform Traffic Control Law, Section 316.008, Powers of Local Authorities, subsection 316.008 (1)(i), further provides that local authorities may, with respect to streets and highways under their jurisdiction, exercise the police power to prohibit types of vehicles and,

WHEREAS, the Board of County Commissioners of Nassau County, Florida, finds that placement of both “NO THRU TRUCKS OVER 4 AXLES” and

“LOCAL DELIVERIES ONLY” signs as hereinafter described shall serve the health, safety, welfare, and convenience of the residents of Nassau County.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Nassau County, Florida, that:

Section 1. Findings. The Board of County Commissioners has examined the recommendations by the Department of Engineering Services in relation to local deliveries only at locations on Amelia Island Parkway from SR 200 to South Fletcher and on 14th Street from Atlantic Avenue to Amelia Island Parkway and based upon the investigation, hereby determines “NO THRU TRUCKS OVER 4 AXLES” and “LOCAL DELIVERIES ONLY” signs are necessary.

Section 2. NO THRU TRUCK OVER 4 AXLES and LOCAL DELIVERIES ONLY signs to be placed. “NO THRU TRUCKS OVER 4 AXLES” and “LOCAL DELIVERIES ONLY” at locations on Amelia Island Parkway from SR 200 to South Fletcher and on 14th Street from Atlantic Avenue to Amelia Island Parkway in Fernandina Beach.

Section 3. Penalties. Any person found guilty of violating the “NO THRU TRUCKS OVER 4 AXLES” and “LOCAL DELIVERIES ONLY” restriction established by this Resolution shall be punished according to the provisions of Chapter 316, Florida Statutes, the Florida Uniform Traffic Control Law, Section 316.655, Penalties and Chapter 318, Disposition of Traffic Infractions.

Section 4. Effective Date. This resolution shall take effect upon the “NO THRU TRUCK OVER 4 AXLES” and “LOCAL DELIVERIES ONLY” signs being installed and shall expire upon the removal of said signs.

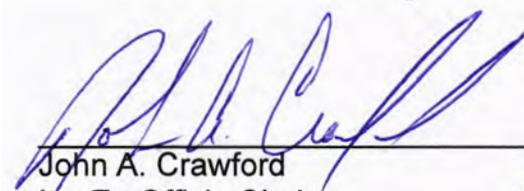
PASSED AND ADOPTED this 13th day of April, 2020.

**BOARD OF COUNTY COMMISSIONERS
NASSAU COUNTY, FLORIDA**



Daniel B. Leeper
Chairman

Attest as to Chairman's signature:



John A. Crawford
Its: Ex-Officio Clerk

MES
04.15.20

Approved as to form by the
Nassau County Attorney:



Michael S. Mullin

APPENDIX E

Cost Estimate

ENGINEER'S ESTIMATE
FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 2

FINANCIAL PROJECT ID:	NA
FILE VERSION:	EE_04/24
PAGE NUMBER:	1 of 1

SIGNING & PAVEMENT MARKINGS

PAY ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
0700 1 11	SINGLE POST SIGN, F&I GM, <12 SF	AS	22	\$571.88	\$12,581.36
0700 1 60	SINGLE POST SIGN, REMOVE	AS	6	\$63.88	\$383.28
0700 3501	SIGN PANEL, RELOCATE, UP TO 12 SF	EA	2	\$50.66	\$101.32
0700 3601	SIGN PANEL, REMOVE, UP TO 12 SF	EA	6	\$51.34	\$308.04
SIGNING & PAVEMENT MARKINGS			COMPONENT TOTAL		\$13,374.00

