Regional Freight Plan

Summary Report

UPWP Task 5.15

June 2024

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Executive Summary

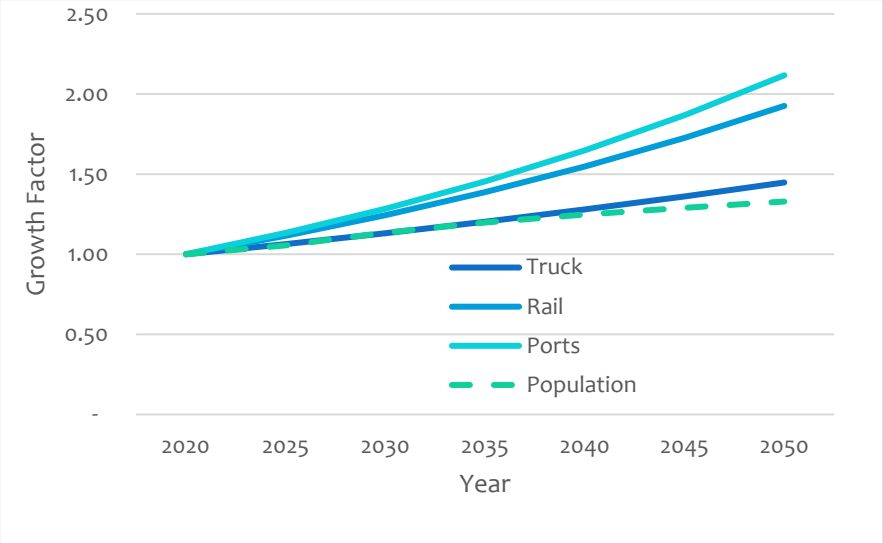
Our region is located at the confluence of three major railroads (Norfolk Southern, CSX and Florida East Coast (FEC)) and two major Interstates (I-10 and I-95). North Florida includes major port facilities at Blount Island, Dames Point Talleyrand and Fernandina; an international airport; and a spaceport facility at Cecil Commerce Center.

More than 55 million persons or 17% of the U.S. population is reachable in one day by truck. We serve as the gateway to Florida's 23 million residents. These unique transportation market service areas solidify our region's position as America's Logistic Center.

Based on data published by the Bureau of Transportation Statistics, the Jacksonville metropolitan statistical area's transportation industry generated $3.6 billion in direct household wages representing 6.5% of all wages earned. Transportation and logistics represent 4.7% of the region's gross domestic product.

Florida's strong economic outlook and population growth make this market one of the fastest growing in the US. These markets demand and the shippers that serve them expect reliable and efficient transportation services for our region to maintain our competitiveness in the global economy.

By the year 2050, freight flows within the region are anticipated to increase faster than the population as shown on Exhibit 1 and summarized below.



Truck tons will increase 45%, or 1.24% per year compounding growth rate

Rail tons will increase 93%, or 2.21% per year compounding growth rate

Ports tons 112% or 2.53% per year compounding growth rate

Population by 33% or 0.95% per year compounding growth rate.

Exhibit 1. Relative Growth of Freight by Mode to Population

Exhibit 2 and Exhibit 3 summarize the Florida Department of Transportation's unfunded needs on the Strategic Intermodal System (SIS). Exhibit 4 summarizes additional needs identified in this project that are not part of the SIS Unfunded Needs Plan. Exhibit 5 shows the location of these needs. The needs were identified regardless of funding or detailed studies to determine if the projects are viable based on environmental, right of way or construction considerations. Engineering studies are needed to determine their feasibility and costs.

Exhibit 2. 2045 SIS Unfunded Needs Plan Table

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
2625	Duval	I-295	SR 9B to I-95 South Interchange	Add Managed Lane	Capacity	Long
2949	Duval	I-295	SR-13 San Jose Boulevard to SR-21 Blanding Boulevard (Buckman Bridge)	Add Managed Lane	Capacity	Long
2940	Duval	I-295	Collins Road	Modify Interchange	Capacity	Long
2628	Nassau	SR-A1a/SR-200 Buccaneer Trail	Overpass of US-17	New Bridge	Capacity	Long
2581	Nassau	I-95	Duval County Line to SR-A1A/SR-200 Buccaneer Trail	A2-8	Capacity	Long
2582	Nassau	I-95	SR-A1A/SR-200 Buccaneer Trail to Georgia State Line	A2-8	Capacity	Long
466	St. Johns	I-95	US-1 and SR-206	Modify Interchange	Capacity	Long
467	St. Johns	I-95	SR-206 to CR-13A International Golf Parkway	Add Managed Lane	Capacity	Long
2623	Duval	I-10	US-301	Modify Interchange	Capacity	Long
2624	Duval	I-10	SR-23 First Coast Expressway to I-295	Add Managed Lane	Capacity	Long
283	Duval	I-10	I-295 Interchange	Modify Interchange	Capacity	Long

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
287	Duval	I-95	SR-109 University Boulevard and Bowden Road	Modify Interchange	Capacity	Long
288	Duval	I-95	US-1 Alt. Emerson Street	Modify Interchange	Capacity	Long
2574	Duval	I-95	I-10 to SR-139/US-23 Kings Road	Add Managed Lane	Capacity	Long
2577	Duval	I-95	SR-115 Lem Turner Road to SR-111 Edgewood Avenue	A2-8	Capacity	Long
2578	Duval	I-95	SR-111 Edgewood Avenue to SR-105 Heckscher Drive	A2-8	Capacity	Long
2580	Duval	I-95	Pecan Park Road to Nassau County Line	A2-8	Capacity	Long
2573	Duval	Pritchard Road	CSX to I-295	A2-6	Capacity	Long
278	St. Johns	I-95	Flagler County Line to SR-206	A2-8	Capacity	Long
2579	Duval	I-95	SR-102 Airport Road to Pecan Park Road	A2-8	Capacity	Long
2583	St. Johns	I-95	CR-210 to Duval County Line	A2-12	Capacity	Long
436	Bradford	US-301	CR-233 to Bradford County Line	A2-6	Capacity	Long
305	St. Johns	US-301	Bradford County Line to Clay/Duval County Line	A2-6	Capacity	Long
437	Duval	US-301	Clay/Duval County Line to I-10	A2-6	Capacity	Long

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
2253	Duval	CSX	Eastport Connector to Blount Island and Dames Point	Track Addition and Switch Yard Improvements	Capacity	Mid
2939	Duval	I-10	SR-121	Modify Interchange	Capacity	Mid
2353	Duval	FEC	Bowden Yard	Yard Improvements	Capacity	Mid
2113	Clay	CSX Transportation	CR-28	Grade Separation	Capacity	Mid
2947	Duval	I-295	West of US-17 to SR-134 103rd Street	Add Managed Lane	Capacity	Mid
2942	Duval	I-295	US-17/Wells Road	Modify Interchange	Capacity	Mid
2943	St. Johns	SR-23 First Coast Expressway	SR-13 to I-95	New Road	System Linkage	Mid
2588	Nassau	SR-A1A/SR-200 Buccaneer Trail	8th Street from Lime Street to Centre Street	A2-4	Capacity	Short
2123	Duval	Talleyrand Terminal Railroad	Talleyrand Terminal Railroad	Track Addition	Capacity	Short
152	Duval	I-95	North of Fuller Warren Bridge to SR-104 Dunn Avenue	Add Managed Lane	Capacity	Short
265	Duval	I-295	SR-113 Southside Connector to SR-202 JTB	Add Managed Lane	Capacity	Short
2597	Clay	US-17	SR-16 West to Governor's Street	A2-6	Capacity	Short

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
2575	Duval	I-95	SR-15/US-17 to SR-122 Golfair Avenue	A2-8	Capacity	Short
2576	Duval	I-95	SR-122 Golfair Avenue to SR-115 Lem Turner Road	A2-8	Capacity	Short

A2 = Add to lanes to get 6, 8, etc. Unfunded needs as identified in Multimodal Unfunded Needs Plan Update (2017). Retrieved June 28, 2024. Only projects identified on high-truck corridors are listed.

Exhibit 3. 2045 SIS Unfunded Needs Plan Map

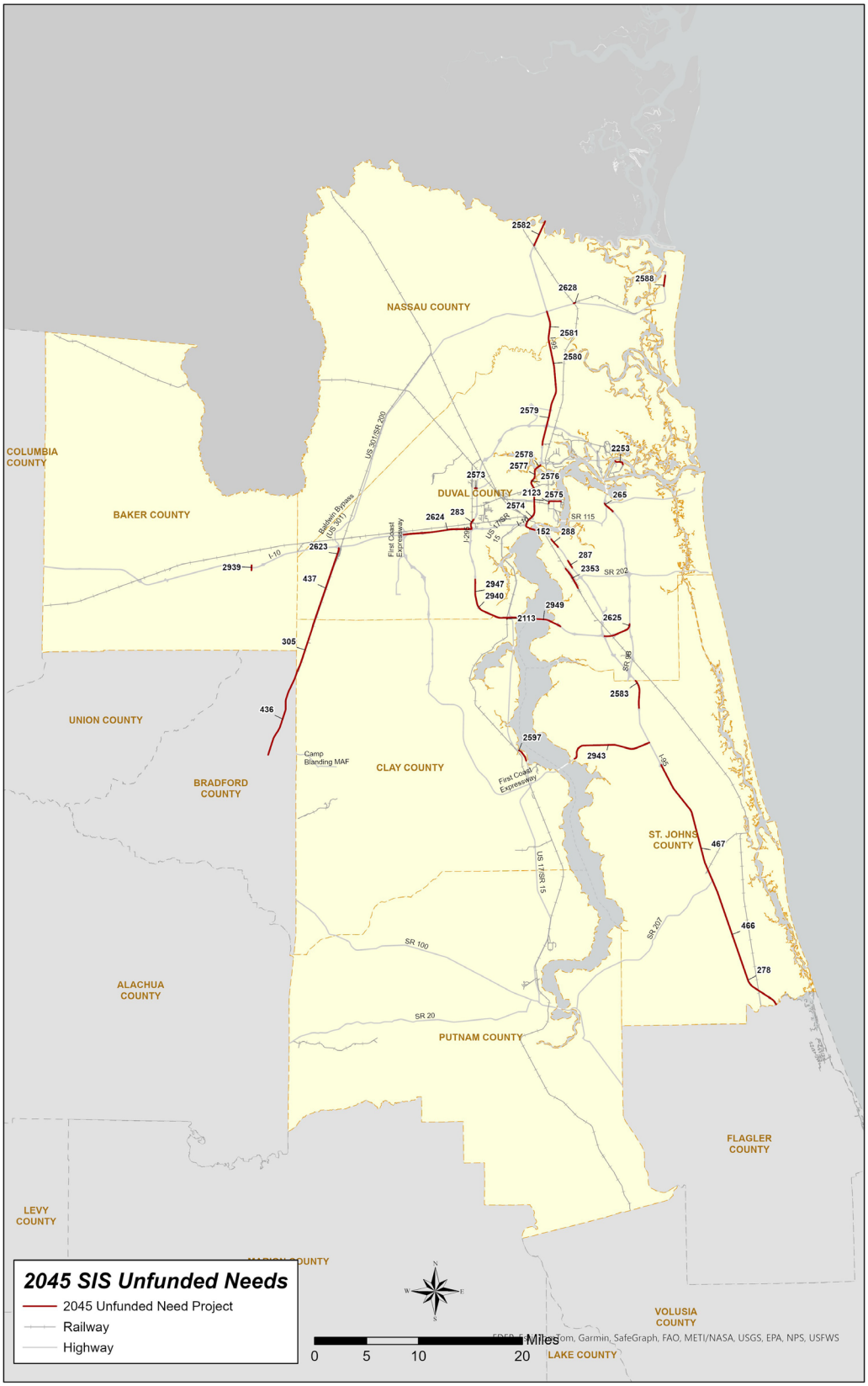


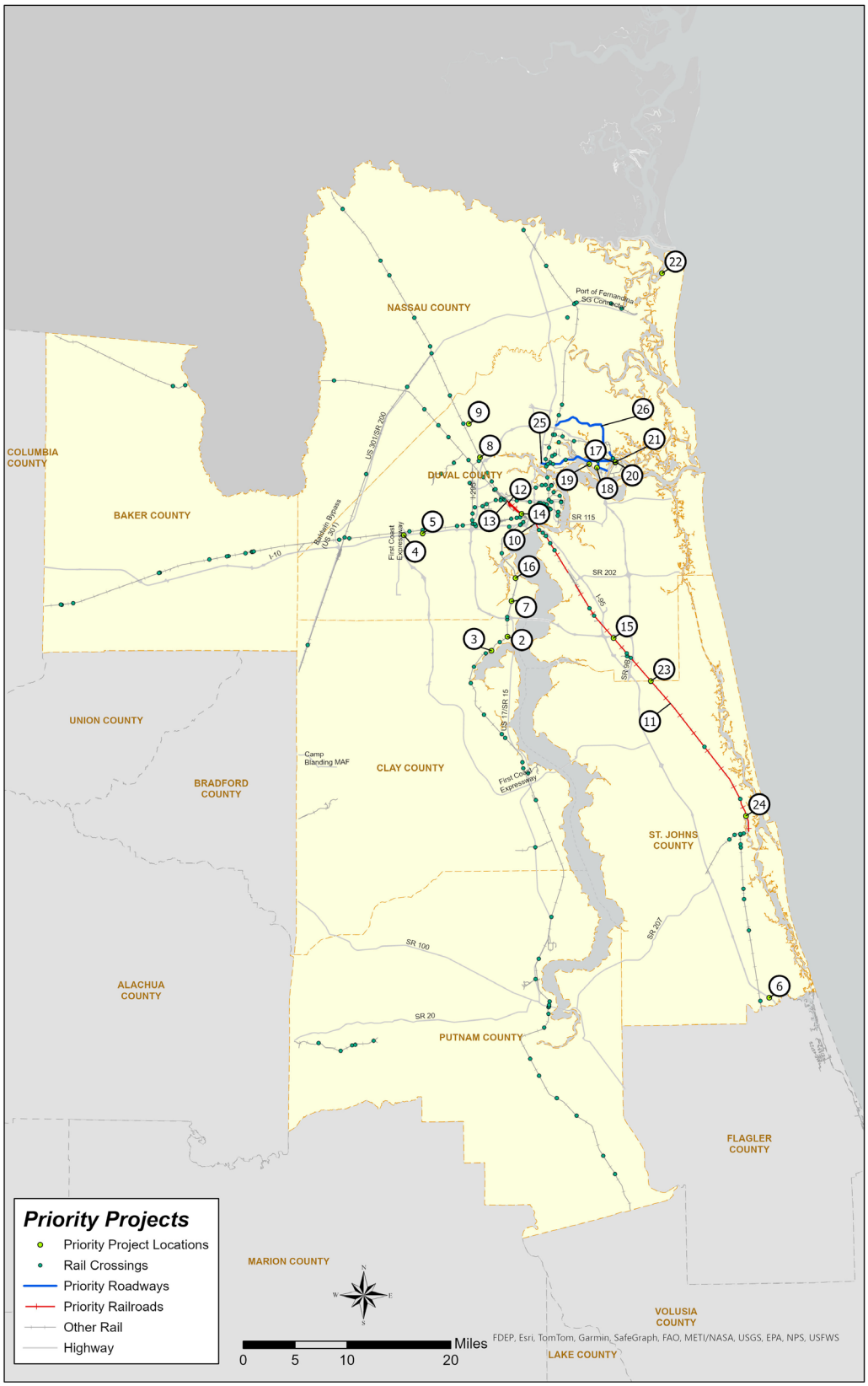
Exhibit 4. Summary of Other Needs

Map ID	County	Route	Location	Need	Justification	SIS Facility
1	Regional	All	Rail crossings	Rail crossing notification system	Provide traveler information when crossings are blocked to reduce delays	Y
2	Clay	SR-224 Kingsley Avenue	CSX	Grade separation	AADT and no. of trains	Y
3	Clay	Woodland Road	CSX	Crossing improvements	Crossing fatality	Y
4	Duval	I-10/ US-90	SR-23	Truck Parking	Intersection of two truck routes	Y
5	Duval	I-10	Near CR-115C Chaffee Road in Duval County	NEVI Charging Station	Identified in state plan to comply with NEVI	Y
6	Duval	I-95	US-1 South in St. Johns County	NEVI Charging Station	Identified in state plan to comply with NEVI	Y
7	Duval	CSX	Avent Drive	Crossing improvements	Crossing fatality	Y
8	Duval	CSX	Trout River Blvd	Grade separation	Safety improvements. 4 crashes. Concepts developed by FDOT.	Y
9	Duval	CSX	Acree Road Overpass	Grade separation	New connector to US-1 and an overpass to serve Dinsmore area.	Y
10	Duval	FEC	St. Johns River Bridge	Capacity improvements beyond the CRISSI project	System bottleneck for future passenger rail	Y
11	Duval & St. Johns	FEC	St. Augustine to St. Johns River	Capacity improvements	System bottleneck for future passenger rail	Y
12	Duval	FEC/CSX	Moncrief Yard	Capacity improvements	Operational improvements for interchange between FEC and CSX	Y
13	Duval	Amtrak	Moncrief Yard	Capacity improvements	Operational improvements to accommodate Amtrak move to convention center	Y

Map ID	County	Route	Location	Need	Justification	SIS Facility
14	Duval	CSX	McQuade/ Broadway St	Crossing improvements	Being studied for closing as part of the FEC CRISSI grant. Coordination underway with the City of Jacksonville.	Y
15	Duval	FEC	Greenland Road	Crossing improvements	Safety and AADT	Y
16	Duval	CSX	SR-134 Timuquana Avenue	Crossing improvements	Crossing fatality, two crashes and AADT	Y
17	Duval	JAXPORT	Blount Island	Gate security and access improvements	Anticipated queues and spill back onto roadways	Y
18	Duval	JAXPORT	Dames Point	Gate security and access improvements	Anticipated queues and spill back onto roadways	Y
19	Duval	JAXPORT	Cruise Terminal	Parking and access improvements	Needed to accommodate larger ships and avoid queue spillback	Y
20	Duval	SR-105 Heckscher Drive	CSX R/R and David Rawls Boulevard	Grade separation and interchange	Reduce delays and conflicts associated with highway-rail crossing	Y
21	Duval	New road	JEA Power Site	New road and bridge	Connect to vacant site for development of port-related operations	New Road
22	Nassau	Port of Fernandina	Entrance	Gate security and access improvements	Anticipated queues and spill back onto roadways	Y
23	St. Johns	FEC	Race Track Road/CR-210 Nocatee Parkway	Crossing Improvements	AADT and train traffic	Y
24	St. Johns	FEC	SR-16	Crossing improvements	AADT and train traffic	Y
25	Duval	SR-105 Heckscher Drive	I-95 to David Rawls Boulevard	Freight Signal Priority	More efficient access to JAXPORT	Y
26	Duval	New Berlin Road	Terrel Road to Armsdale Road	Freight Signal Priority	More efficient access to major warehousing clusters	N

Rail roads are on the SIS and therefore crossings identified as SIS facilities.

Exhibit 5. Summary of Needs Map



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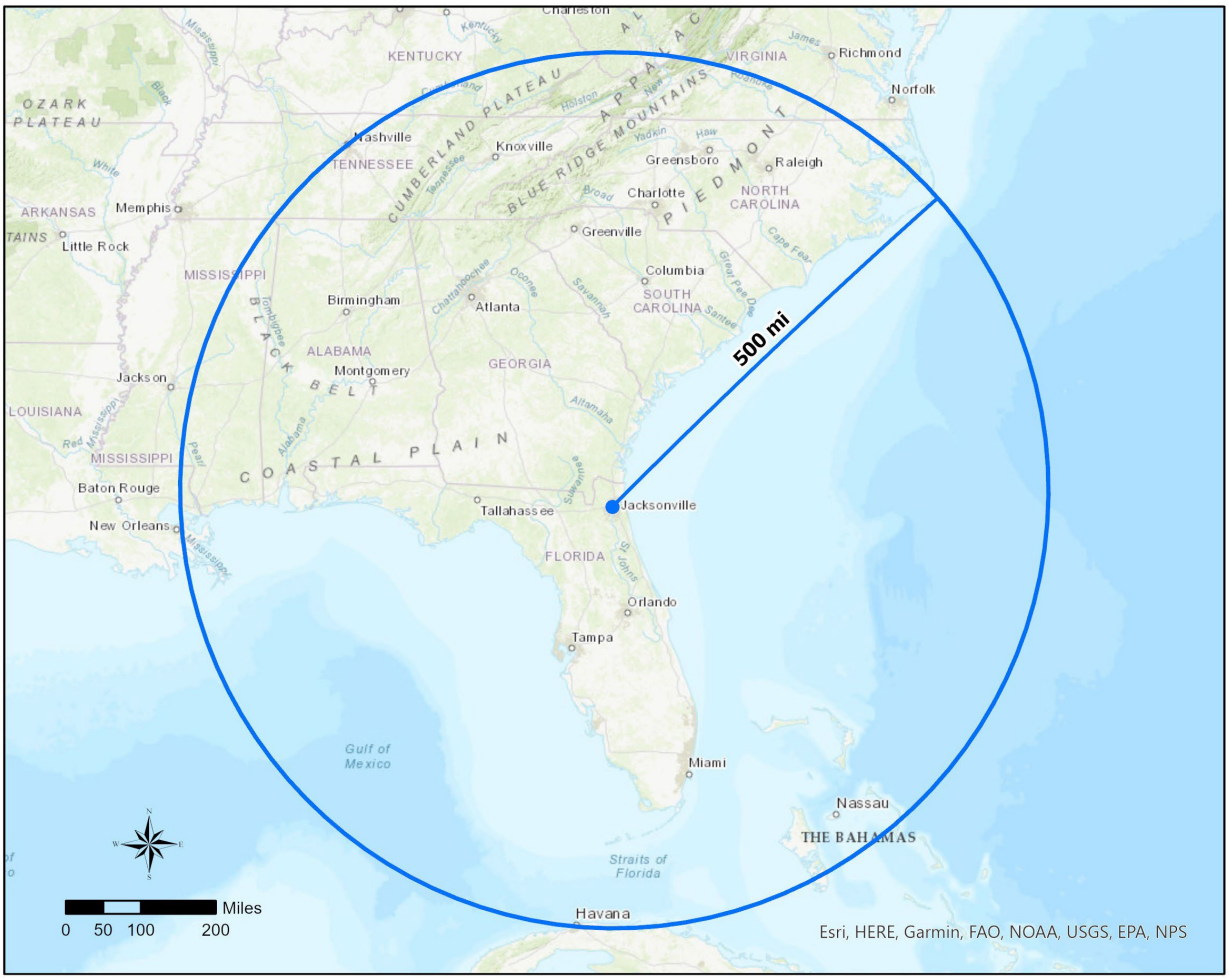
1 Background

All deliveries, the goods you purchase, the gas you buy to fill your car and the food you eat are all delivered by trucks, rail and ships through our port and airport.

Our region is located at the confluence of three major railroads (Norfolk Southern, CSX and Florida East Coast (FEC)) and two major interstates (I-10 and I-95). North Florida includes major port facilities at Blount Island, Dames Point Talleyrand and Fernandina; an international airport; and a spaceport facility at Cecil Commerce Center.

More than 55 million persons or 17% of the U.S. population is reachable in one day by truck. We serve as the gateway to Florida's 21.7 million residents. These unique transportation market service areas solidify our region's position as America's Logistic Center.

Figure 1. Catchment Area



1.1 Need for This Plan

Based on data published by the Bureau of Transportation Statistics, the Jacksonville metropolitan statistical area's transportation industry generated $3.6 billion in direct household wages representing 6.5% of all wages earned. Transportation and logistics represent 4.7% of the region's gross domestic product.

Florida's strong economic outlook and population growth make this market one of the fastest growing in the US. These markets demand and the shippers that serve them expect reliable and efficient transportation services for our region to maintain our competitiveness in the global economy.

The movement of goods on our rails and roads is anticipated to grow significantly. This growth will contribute to major increases in highway road congestion. Efficient and reliable access to rail facilities and ports are critical for our region's ability to compete in the global economy. To relieve this congestion and provide for more efficient movement of freight and intermodal container movements, investments in freight-related projects are needed.

1.2 Purpose

This study's purpose is to create a regional freight plan that addresses the needs of a vibrant and growing economy. This plan is organized in the following sections.

Regional Infrastructure Overview -This section provides a summary of the region's infrastructure and assets that move goods identified in the FDOT's Strategic Intermodal System (SIS) and the FHWA's National Highway Freight Network. This includes roadways, rail, water, air and space transportation systems and the connections between these modes.

Road Network and Trucking - This section analyzes in more detail the roadways that are most heavily traveled by trucks or are regulated as designated truck routes. The operations of these roads were analyzed to evaluate their Level of Service (LOS), the Truck Travel Time Reliability (TTTR), and the system bottlenecks based on the delay experienced from recurring traffic congestion and events such as crashes and weather. The pavement condition of the roadways was also analyzed and is summarized Integral to the future of trucking in our region is the access to electric vehicle charging and truck parking.

Rail Network and Service – The regional rail network and its use for freight and passenger service in North Florida are summarized. An analysis of the safety at rail-highway grade crossings is provided.

Ports – This section summarizes major port facilities within the region and the shipments that occur through these facilities.

Air Freight – This section summarizes air cargo facilities and freight shipped within our region.

Logistics Clusters – This section discusses the location of the industrial clusters within the region that produce or consume goods in manufacturing and industry.

Freight and Commodity Flows - Analyzing the flow of commodities within and through the region to understand the movement of goods and how they will grow are summarized in this section.

Summary of Needs – This section summarizes the needs for investment to enhance the safety, efficiency and reliability of the movement of good within our region. The needs were determined where capacity constraints exist within the network to reduce delays, improve efficiency and enhance travel time reliabilities.

2 Regional Infrastructure Overview

The level of connectivity to the North Florida region is a significant economic advantage for our region. I-95 serves as the major highway gateway to Florida's 19.5 million persons. I-10 connects our region along an east-west route to the southwest, western states, and Pacific Ocean. A third interstate, I-295, serves as a beltway around Jacksonville that connects both Interstates and provides direct access to major Jacksonville Port Authority (JAXPORT) marine terminals at Blount Island and Dames Point, and rail intermodal facilities for CSX and Norfolk Southern railroads. I-75, the nation's central spine connecting Florida, southeastern and mid-western states is located 60 miles to the west of our region. North Florida provides the rail gateway into Florida. Norfolk Southern and FEC railroads have their Florida termini in North Florida. CSX and FEC both maintain their corporate headquarters in North Florida. Genesee & Wyoming Inc., which operates major short line railroads across the US and in Australia, maintains its operations headquarters in Jacksonville.

This study focuses on the North Florida TPO's planning boundaries which includes Clay, Duval, Nassau and St. Johns counties. The adjoining counties of Baker and Putnam are also considered in many of the analysis based on the economic linkages in the region.

The following summarizes the major components of the freight network within North Florida including the Florida Department of Transportation's (FDOT's) Strategic Intermodal System (SIS). Figure 2 shows the location of the major elements of the multimodal freight network in North Florida. An interactive version of this map is available at this link.

FDOT's Strategic Intermodal System (SIS) is:

> *"The Strategic Intermodal System (SIS), established in 2003, is a statewide network of high priority transportation facilities most critical for statewide and interregional travel. The SIS includes the state's largest and most significant commercial service airports, spaceports, deep-water seaports, freight rail terminals, passenger rail, intercity bus terminals, rail corridors, waterways, and highways."*

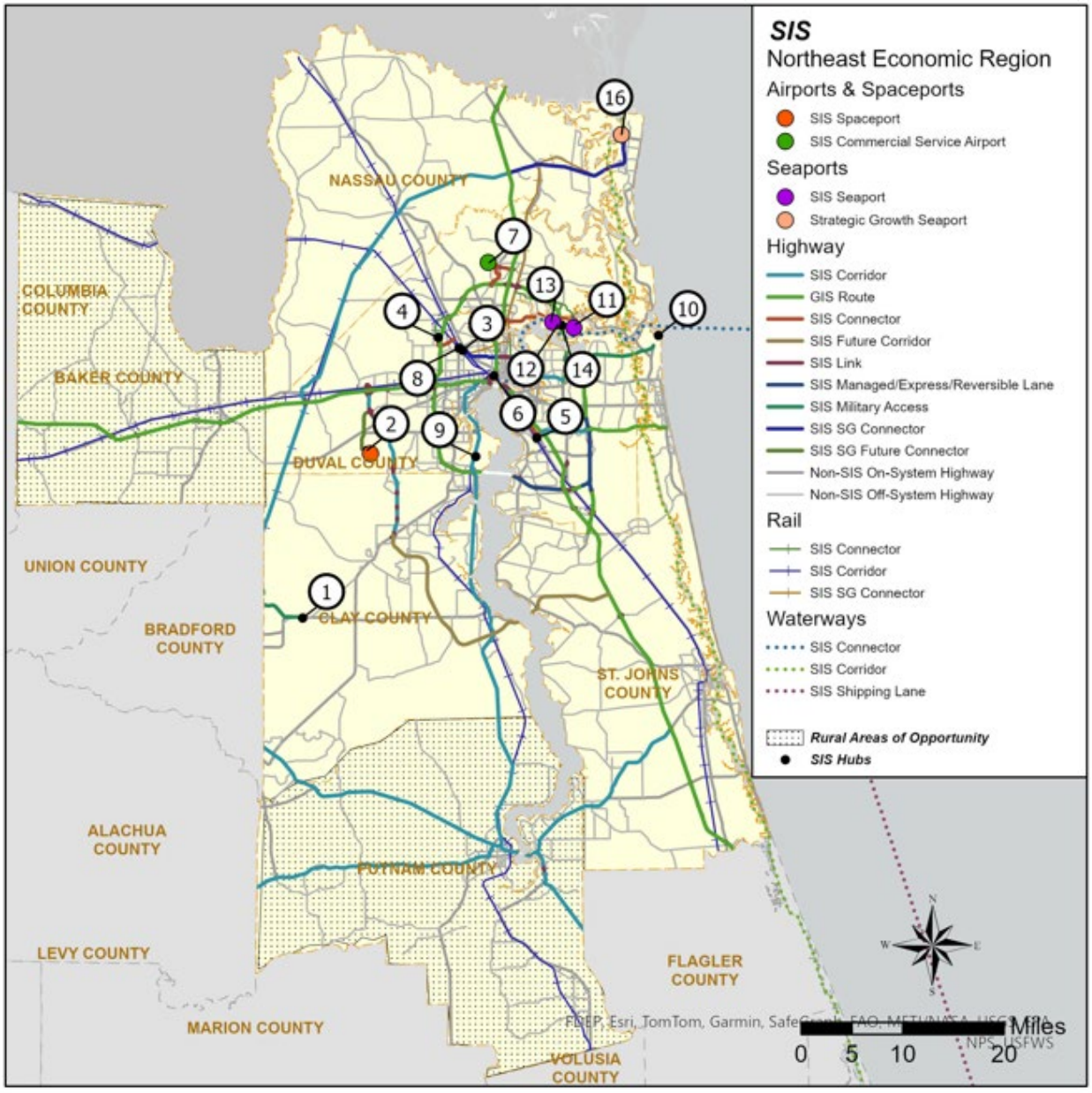
There are hubs identified as points of major connections between modes or military facilities. Connectors between these hubs and the major SIS highways are elements of the Strategic Highway Network (STRAHNET) or the primary access to the hub. The hubs are summarized in Table 1. The connectors were shown based on the Map ID.

The SIS includes facilities that are designated by Federal Highway Administration (FHWA) as elements of the National Highway Freight Network (NHFN) which was established in the Moving Ahead for Progress in the 21st Century Act (MAP-21) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The elements of the 2022 version of NHFN in our region include:

- I-10, I-295, and I-95
- Connector from I-95 to the FEC Bowden Yard to I-95 that includes parts of SR-109 University Blvd, US-1 Philips Highway, and SR-202 J. T. Butler Boulevard
- Connector from I-10 to the Norfolk Southern Simpson Yard that includes parts of SR-111 Cassatt Avenue, Edgewood Avenue and Edgewood Drive. This connector is different than the SIS Connector to this facility which connects to I-295 vs. I-10 via Pritchard Road.

- Connector from I-95 to JAXPORT's Talleyrand Terminal that includes parts of 20th Street Expressway, Phoenix Avenue, 8th Street, US-1 Alt. MLK Parkway, and Talleyrand Avenue.
- Connector from I-295 to the CSX Jacksonville Intermodal Facility that includes parts of Sportsman Club Road and Pritchard Road.

Figure 2. Strategic Intermodal System



Data from FDOT GIS Portal. Retrieved 2/14/24.

Table 1. SIS Hubs

Map ID	County	Intermodal Hub
1	Clay	Camp Blanding 5629 FL-16 Starke, FL 32091
2	Duval	Cecil Airport 13365 Simpson Way, Jacksonville, FL 32221
3	Duval	Jacksonville Amtrak Station 3570 Clifford Ln, Jacksonville, FL 32209
4	Duval	CSX Intermodal Jacksonville Yard 5902 Sportsman Club Rd, Jacksonville, FL 32219
5	Duval	FEC Bowden Yard 7150 Philips Hwy, Jacksonville, FL 32217
6	Duval	Jacksonville Transportation Authority Jacksonville Regional Transportation Center 100 LaVilla Center Drive, Jacksonville, FL 32204
7	Duval	Jacksonville International Airport (JAX) 2400 Yankee Clipper Dr, Jacksonville, FL 32218
8	Duval	Norfolk Southern Jacksonville Intermodal Facility – Simpson Yard 6098 Soutel Drive, Jacksonville, FL 32219
9	Duval	Naval Air Station Jacksonville 6801 Roosevelt Blvd, Jacksonville, FL 32212
10	Duval	Naval Station Mayport 1576 Massey Ave, Jacksonville, FL 32227
11	Duval	JAXPORT Blount Island Marine Terminal 9620 Dave Rawls Blvd, Jacksonville, FL 32226
12	Duval	JAXPORT Dames Point 9834 New Berlin Rd, Jacksonville, FL 32226
13	Duval	JAXPORT Cruise Terminal 9810 August Dr, Jacksonville, FL 32226
14	Duval	JAXPORT Intermodal Container Transfer Facility 9600 New Berlin Rd, Jacksonville, FL 32226
15	Duval	JAXPORT Talleyrand Terminal 2831 Talleyrand Ave, Jacksonville, FL 32206
16	Nassau	Port of Fernandina 315 N 2nd St, Fernandina Beach, FL 32034

3 Road Network and Trucking

3.1 High Volume Truck Network

The average daily truck volumes on the region's highways were estimated using the FDOT's Annual Average Daily Traffic data. Truck volumes are shown in Figure 3. The road network most heavily traveled by trucks (5,000 trucks per day or more) are summarized in Table 2.

Table 2. Corridors with Over 5,000 Trucks per Day

Road	From	To
I-10	Columbia County Line	I-95
I-95	Flagler County Line*	Georgia State Line
I-295	East Beltway	West Beltway
SR-202 J. T. Butler Boulevard*	I-295	Hodges Boulevard
US-1 Alt. MLK Parkway	SR-115 Arlington Expressway	8th Avenue
US-301	Bradford County Line	I-95

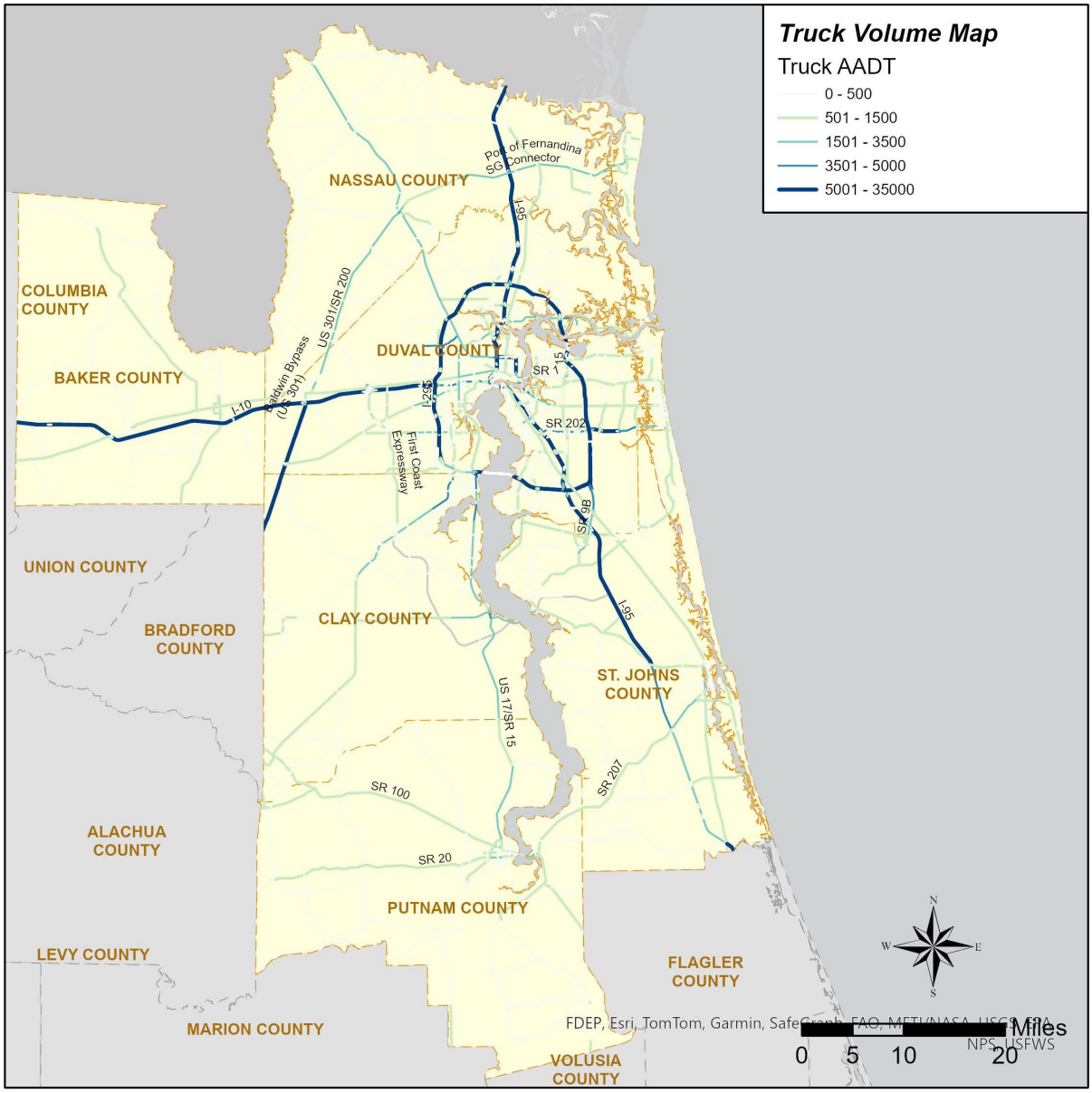
Source: Data from FDOT GIS Portal. Retrieved 2/14/24.
*Not on SIS

The City of Jacksonville also has a Regulated Truck Route System that was designated as part of Ordinance 2017-807 (New Part 16 –Truck Routes Regulations; Chapter 804 – Jacksonville Traffic Code).

> *The use of the public roads within the City is to serve the daily needs of its citizens. Truck movement is essential to providing the vital goods and services citizens need in daily interactions. The ordinance does not prohibit trucks from using all roads within the municipality, but it does require the use of certain roads that are more suitable for truck traffic to the greatest extent possible, and also to minimize truck intrusion into sensitive areas, to the greatest extent possible.*

The SIS and other state-maintained highways are part of the preferred truck routes. Other local roads are also identified as preferred truck routes. The routes are shown in Appendix A.

Figure 3. Truck Volumes



Data from FDOT GIS Portal. Retrieved 2/14/24.

3.2 Operations

3.2.1 Congested Facilities

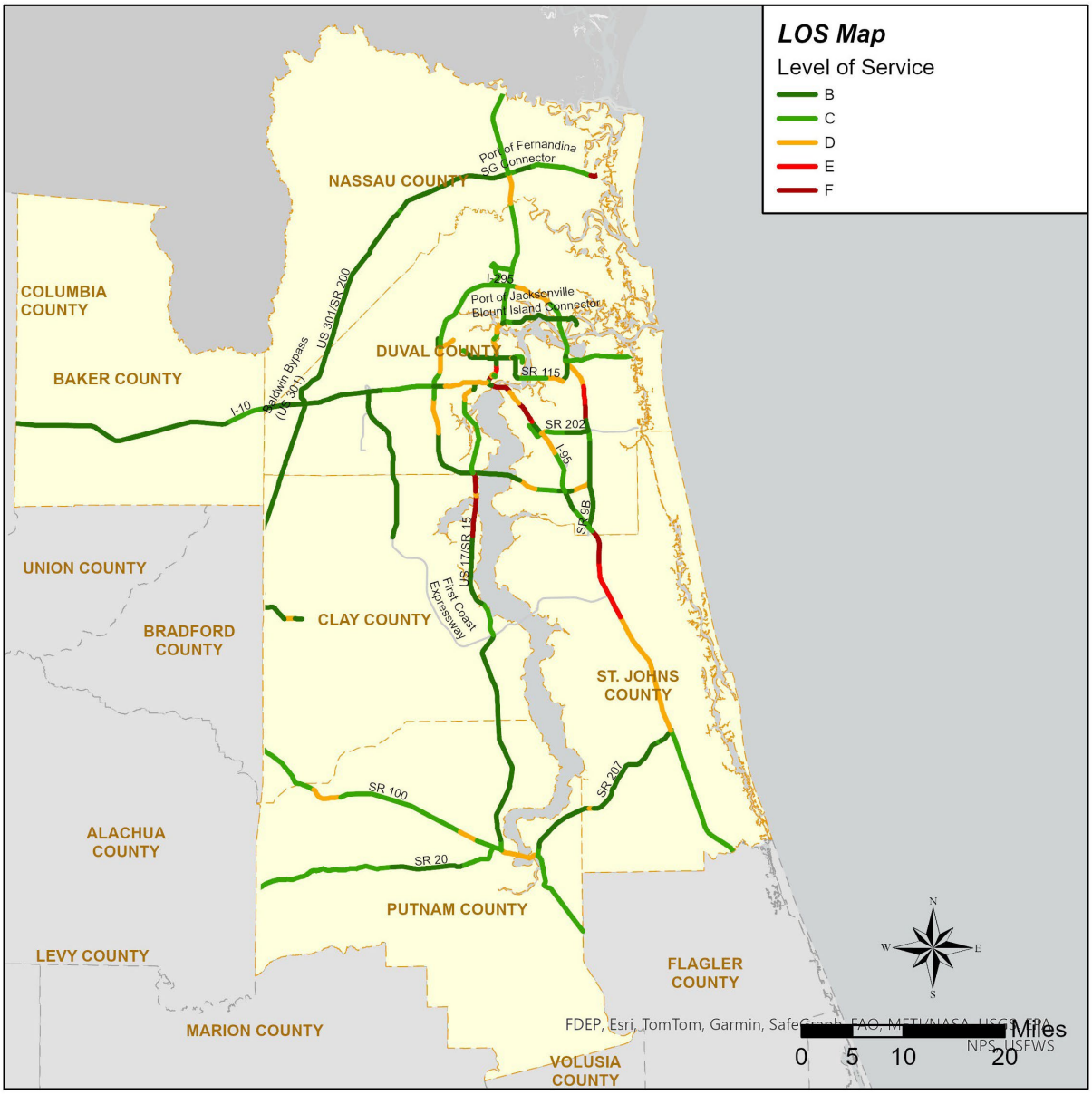
Table 3 summarizes the Level of Service (LOS) on SIS facilities that currently operate at LOS E or F. These facilities are shown on Figure 4.

Table 3. Congested Facilities

County	Road	From	To	Lanes	LOS
Clay	US-17	CR-220	I-295	6	F
Duval	I-95	SR-109 University Boulevard	Emerson Expressway	6	F
	I-95	Fuller Warren Bridge	US-17 Kings Road	6	F
	I-95	US-17 Kings Road	SR-114 8th Street	6	E
	I-10	SR-129 McDuff Avenue	US 17	6	E
	I-10	Cassatt Avenue	Luna Avenue Ramps	6	E
	I-10	Lane Avenue	Cassatt Avenue	6	E
	I-295	Alta Drive	I-95 (North)	6	E
	I-295	SR-202	St. Johns Bluff Road	6	F
	I-295	St. Johns Bluff Road	SR-116 Merrill Road	6	E
	I-295	SR-13 San Jose Boulevard	SR-21 Blanding Boulevard	6	F
	I-295	SR 134 103rd Street	SR 228 Normandy Boulevard	6	E
	I-295	I-10	Pritchard Road	6	F
	I-295	Old St. Augustine Road	SR 13 / San Jose Boulevard	6	E
	US-1 Philips Highway	I-95	SR-202 J.T. Butler Boulevard	6	F
Nassau	SR-200 Buccaneer Trail	US-17	Chester Road	6	E
	SR-200 Buccaneer Trail	Chester Road	Sadler Road	6	F
St. Johns	I-95	CR 210	Duval County Line	6	E

Source: FDOT Level of Service Report. Retrieved 1/30/24.

Figure 4. LOS Map



Source: FDOT District 2 Level of Service Report. Retrieved 6/30/24.

3.2.2 Truck Travel Time Reliability

Travel time reliability is consistently reported as on of the top concerns of truckers.

Freight movement is assessed by Truck Travel Time Reliability (TTTR). TTTR is the ratio of the 95th percentile time by the median time (50th percentile) for each segment. The goal is to maintain a TTTR ratio of under 2.0. For the North Florida TPO region, the systemwide TTTR was 1.49 in 2022. The TTTR on key freight corridors is summarized in Table 4. Transportation Systems Management and Operations (TSM&O) strategies are needed on the segments identified with a TTTR greater than 2.0.

Table 4. Truck Travel Time Reliability, 2022

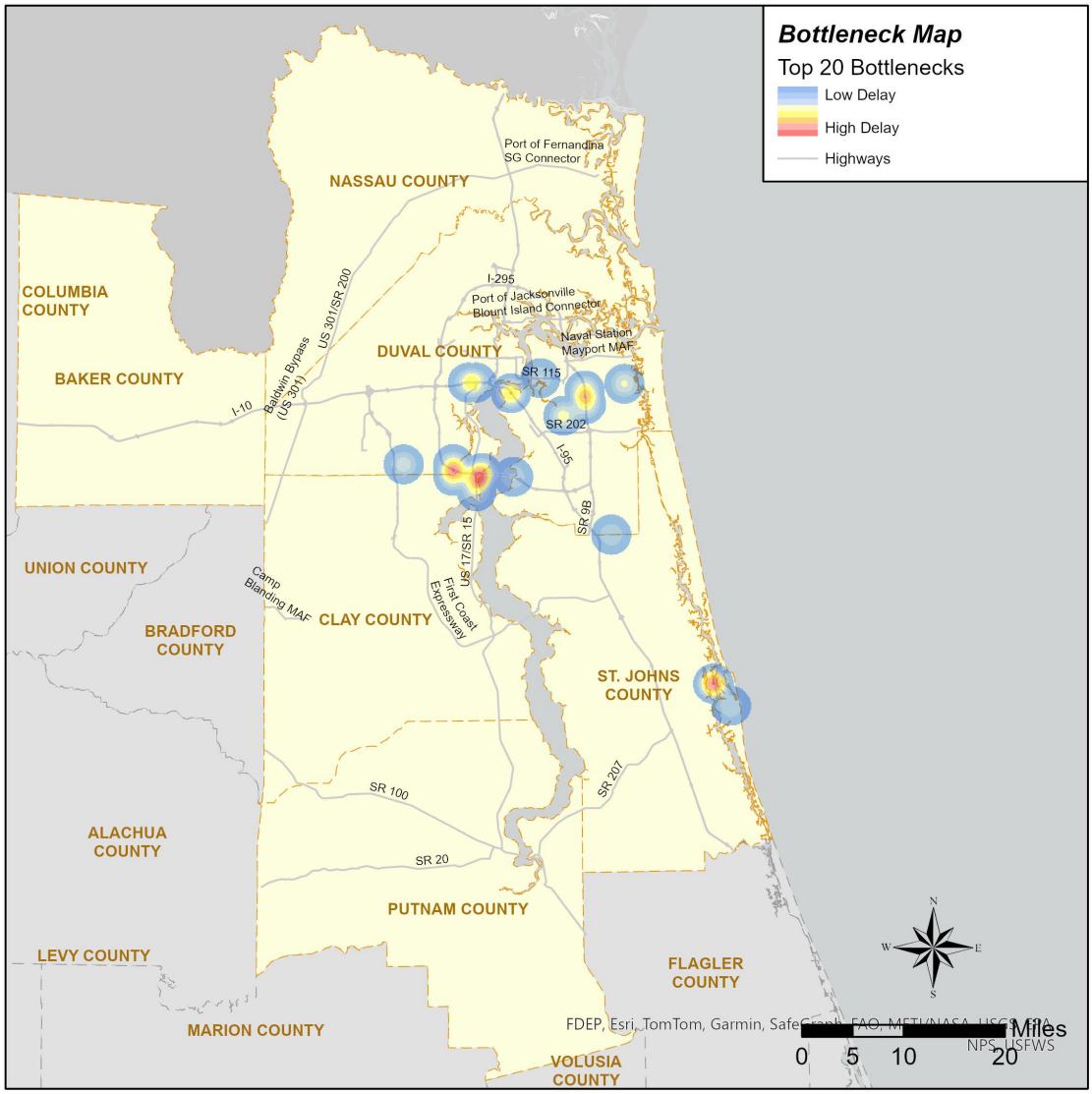
Facility	Direction	Critical Segment	Critical Period	Critical Value	Corridor
I-10	Eastbound	I-295 to Stockton Street	Weekday 6 -10 a.m.	2.11	2.11
I-10	Westbound	Stockton Street to I-295	Weekday 4 – 8 p.m.	1.32	1.32
I-295 East Beltway	Northbound	I-95 to SR-152 (Baymeadows Road)	Weekday 4 – 8 p.m.	2.78	1.86
I-295 East Beltway	Southbound	SR-152 (Baymeadows Road) to I-95	Weekday 4 – 8 p.m.	6.76	2.92
I-295 West Beltway	Northbound	Commonwealth Avenue to Pritchard Road	All Days 8 p.m. -6 a.m.	1.62	1.22
I-295 West Beltway	Southbound	I-10 to SR-228 (Normandy Boulevard)	Weekday 4 – 8 p.m.	2.53	1.55
I-95	Northbound	North of Old St. Augustine Road to I-295	Weekday 6 -10 a.m.	2.61	2.04
I-95	Southbound	SR-111 (Edgewood Avenue) to		2.86	1.70
SR-200 (Buccaneer Trail)	Eastbound	Amelia Island Pkwy to Sadler Road	Weekday 6 -10 a.m.	1.63	1.48
SR-200 (Buccaneer Trail)	Westbound	Chester River Road to I-95	Weekday 4 – 8 p.m.	2.24	1.83
US 1 (Philips Highway)	Northbound	SR-202 (JT Butler Boulevard) to		2.31	1.68
US 1 (Philips Highway)	Southbound	Chester River Road to I-95	Weekday 4 – 8 p.m.	2.24	1.53
US 17	Northbound	SR-134 (Timuquana Road) to Collins Road		2.05	1.54
US 17	Southbound	SR-134 (Timuquana Road) to Collins Road	Weekday 4 – 8 p.m.	3.05	1.73

Source: North Florida TPO, 2024 Congestion Management Plan.

3.2.3 Bottleneck Analysis

A bottleneck analysis was performed using RITIS data for the 2023 calendar year for the SIS Network. One unique aspect of this analysis is that delay from incidents and lane closures are part of the estimate of total delay. These locations are summarized on Figure 5 and Table 5.

Figure 5. Top 20 Bottlenecks on SIS



Source: Data from RITIS. Retrieved 2/14/24. Mapped using ArcGIS Pro.

Table 5. Summary of Top 20 Bottlenecks

Major Road	Minor Road	Delay (veh-min/year)
I-295	Buckman Bridge	155,142,408
I-295	SR-212/Beach Boulevard	110,410,131
I-295	St Johns Bluff Road	92,229,392
Us-17/Park Street	Wells Rd	81,227,227
I-10	Luna St	78,044,729
I-295	Dames Point Bridge	76,097,175
I-295	Town Center Parkway/UNF Drive	72,837,762
I-10	SR-129/McDuff Avenue	71,137,946
US-17/Park Street	SR-224/Kingsley Avenue	66,789,791
US-17/Roosevelt Boulevard	SR-129/McDuff Avenue	60,457,007
I-295	US-17/Roosevelt Boulevard	52,854,867
I-295	SR-10/Atlantic Blvd/St Johns Bluff Road	51,613,908
I-295	SR-134/103rd Street	48,769,328
I-295	I-95 Interchange North*	40,098,424
I-10	US-17/Roosevelt Boulevard	36,961,760
I-10	SR-111/Edgewood Avenue	36,249,171
SR-105/Heckscher Dr	I-295 Interchange	35,879,222
I-295	SR-113/Southside Connector	33,126,278
US-17/Roosevelt Blvd	Willow Branch Ave	31,717,997

* under construction.

Source: Data from RITIS. Retrieved 2/14/24.

3.3 Pavement Condition

Pavement condition within the study area is evaluated by the FDOT. The areas reviewed include major roads such as interstates and highways with U.S. or state road numbers. The FDOT standard for acceptable pavement is set at 80% in fair or good condition on the State Highway System (SHS). According to data from the FDOT state materials office, a pavement condition survey program showed that for 2023, District 2 had 72.7% of SHS pavement meeting FDOT standards.

The percentage of Interstate System pavement in poor condition in the North Florida TPO region was 0.2% The percentage of non-interstate National Highway System (NHS) pavement in poor condition was 1.6%. Table 6 summarizes the 2022 data for the North Florida TPO.

Table 6. 2022 North Florida TPO Pavement Condition

Road Type	% of Interstate pavements in			% of Interstate lane miles with MISSING Data	% of Interstate lane miles with INVALID Data
	Good	Fair	Poor		
Interstate NHS	58.4%	41.4%	0.2%	0.0%	0.0%
Non-Interstate NHS	42.1%	56.3%	1.6%	0.0%	1.2%

Source: FDOT Sourcebook (PM2 – Pavement). Retrieved 1/30/24.

3.4 SIS Plan Highway Needs

The following highway projects are included in FDOT's 2045 SIS Unfunded Needs Plan.

Table 7. 2045 SIS Unfunded Needs Plan - Highways

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
2625	Duval	I-295	SR 9B to I-95 South Interchange	Add Managed Lane	Capacity	Long
2949	Duval	I-295	SR-13 San Jose Boulevard to SR-21 Blanding Boulevard (Buckman Bridge)	Add Managed Lane	Capacity	Long
2940	Duval	I-295	Collins Road	Modify Interchange	Capacity	Long

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
2628	Nassau	SR-A1a/SR-200 Buccaneer Trail	Overpass of US-17	New Bridge	Capacity	Long
2581	Nassau	I-95	Duval County Line to SR-A1A/SR-200 Buccaneer Trail	A2-8	Capacity	Long
2582	Nassau	I-95	SR-A1A/SR-200 Buccaneer Trail to Georgia State Line	A2-8	Capacity	Long
466	St. Johns	I-95	US-1 and SR-206	Modify Interchange	Capacity	Long
467	St. Johns	I-95	SR-206 to CR-13A International Golf Parkway	Add Managed Lane	Capacity	Long
2623	Duval	I-10	US-301	Modify Interchange	Capacity	Long
2624	Duval	I-10	SR-23 First Coast Expressway to I-295	Add Managed Lane	Capacity	Long
283	Duval	I-10	I-295 Interchange	Modify Interchange	Capacity	Long
287	Duval	I-95	SR-109 University Boulevard and Bowden Road	Modify Interchange	Capacity	Long
288	Duval	I-95	US-1 Alt. Emerson Street	Modify Interchange	Capacity	Long
2574	Duval	I-95	I-10 to SR-139/US-23 Kings Road	Add Managed Lane	Capacity	Long
2577	Duval	I-95	SR-115 Lem Turner Road to SR-111 Edgewood Avenue	A2-8	Capacity	Long

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
2578	Duval	I-95	SR-111 Edgewood Avenue to SR-105 Heckscher Drive	A2-8	Capacity	Long
2580	Duval	I-95	Pecan Park Road to Nassau County Line	A2-8	Capacity	Long
2573	Duval	Pritchard Road	CSX to I-295	A2-6	Capacity	Long
278	St. Johns	I-95	Flagler County Line to SR-206	A2-8	Capacity	Long
2579	Duval	I-95	SR-102 Airport Road to Pecan Park Road	A2-8	Capacity	Long
2583	St. Johns	I-95	CR-210 to Duval County Line	A2-12	Capacity	Long
436	Bradford	US-301	CR-233 to Bradford County Line	A2-6	Capacity	Long
305	St. Johns	US-301	Bradford County Line to Clay/Duval County Line	A2-6	Capacity	Long
437	Duval	US-301	Clay/Duval County Line to I-10	A2-6	Capacity	Long
2939	Duval	I-10	SR-121	Modify Interchange	Capacity	Mid
2947	Duval	I-295	West of US-17 to SR-134 103rd Street	Add Managed Lane	Capacity	Mid
2942	Duval	I-295	US-17/Wells Road	Modify Interchange	Capacity	Mid
2943	St. Johns	SR-23 First Coast Expressway	SR-13 to I-95	New Road	System Linkage	Mid

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
2588	Nassau	SR-A1A/SR-200 Buccaneer Trail	8th Street from Lime Street to Centre Street	A2-4	Capacity	Short
152	Duval	I-95	North of Fuller Warren Bridge to SR-104 Dunn Avenue	Add Managed Lane	Capacity	Short
265	Duval	I-295	SR-113 Southside Connector to SR-202 JTB	Add Managed Lane	Capacity	Short
2597	Clay	US-17	SR-16 West to Governor's Street	A2-6	Capacity	Short
2575	Duval	I-95	SR-15/US-17 to SR-122 Golfair Avenue	A2-8	Capacity	Short
2576	Duval	I-95	SR-122 Golfair Avenue to SR-115 Lem Turner Road	A2-8	Capacity	Short

A2 = Add to lanes to get 6, 8, etc. Unfunded needs as identified in Multimodal Unfunded Needs Plan Update (2017). Retrieved June 28, 2024. Only projects identified on high-truck corridors are listed.

3.5 National Electric Vehicle Infrastructure (NEVI)

The NEVI program is a part of the Infrastructure Investment and Jobs Act (IIJA). Through this effort, two funding sources were created, a formula program with $5B and a discretionary program with $2.5B. The current focus of FDOT's NEVI program is on the formula funds.

EV charging infrastructure key considerations include:

- EV charging infrastructure must be public or to authorized commercial motor vehicle operators from more than one company.
- EV charging must be located along a designated AFC.
- States must prioritize charging locations along the Interstate Highway System.
- EV charging locations should be spaced at a maximum of 50 miles apart.
- States must prioritize charging locations along the Interstate Highway System.
- EV charging locations must meet certain power capabilities.
- States should prioritize rural, underserved, and disadvantaged communities for EV charging infrastructure.

- Consider locations with publicly available restrooms, appropriate lighting, and sheltered seating areas.

Florida's Electric Vehicle Infrastructure Deployment Plan was published by FDOT in October 2023.

The following existing charging locations were used that are associated with priority corridors.

Table 8. Existing NEVI Locations

Address	Route	EV Network	DCFC Ports
10300 Southside Blvd, Jacksonville	US-1	Electrify America	4
7953 Normandy Blvd, Jacksonville	I-295	eVgo Network	7
9200 FL-228 Macclenny	I-10	FPLEV	4

Source: FDOT 2023 NEVI Plan Update, Table 1. Retrieved 6/30/24

Table 9 summarizes the gaps in the North Florida TPO planning area.

Table 9. Phase 1 Gaps

Route	MP	Location
I-10	343-351	Between US-301 and CR-115 Chaffee Road
I-95	293-298	US-1 South in St. Johns County

Source: FDOT 2023 NEVI Plan Update, Table 2, Retrieved 6/30/24

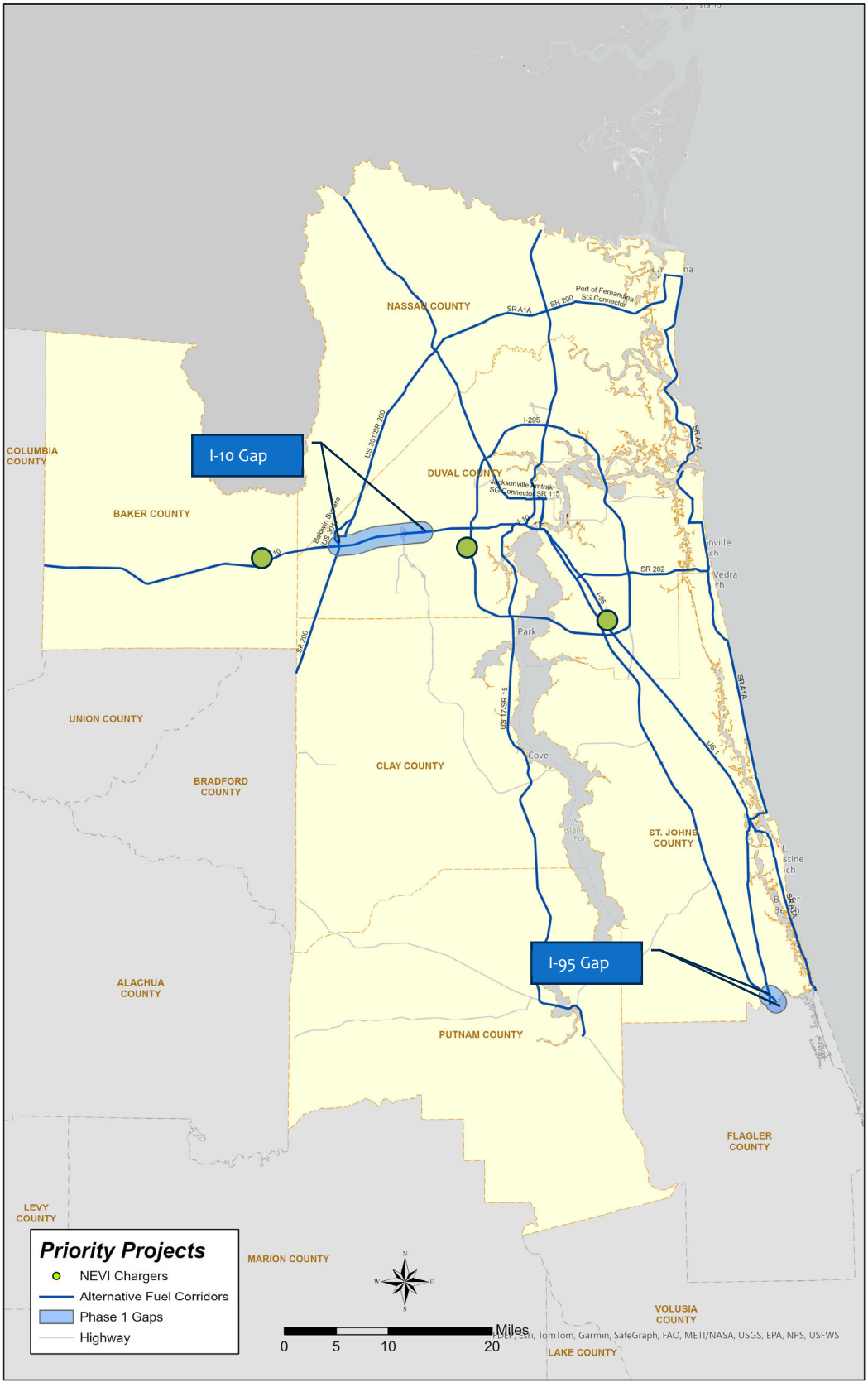
Figure 6 depicts existing NEVI charging locations in the North Florida TPO Region, the Phase 1 gaps, and FHWA-designated alternative fuel corridors.

FHWA designated alternative fuel corridors in 2022. These corridors are eligible for grant funding under the FHWA's Charging Station Infrastructure Program. Table 10 summarizes the corridors within the North Florida TPO planning boundaries.

Table 10. Alternative Fuel Corridors

Route	Limits
I-10	Nassau and Duval
I-295	Clay and Duval
I-95	St. Johns, Duval and Nassau
SR-A1A	St. Johns and Duval
SR-200 Buccaneer Trail	Nassau County
SR-202 J. T. Butler Boulevard	Duval County
US-1	St. Johns and Duval
US-17	Clay and Duval
US-301	Clay, Duval and Nassau

Figure 6. Existing Charging Locations



3.6 Truck Parking

According to the FDOT's Truck Parking Study, "Truck parking facilities provide truck drivers with a location to take required rest breaks and position themselves in advance of pick-ups and deliveries (i.e., staging to meet a pick-up or delivery window). Therefore, the availability of strategically-located truck parking is critical to roadway safety and to the efficient movement of freight via truck."

Truck parking is needed to address the needs for drivers to rest at the end of their daily service hour maximums (10 driving and 1 to destination) and to provide a safe area for drivers.

There are two FDOT truck parking facilities in the North Florida TPO planning area:

- I-95 Rest Area, MM 331, in St. Johns County
- I-95 Weigh Station, MM 376, in Nassau County

FDOT District 2 has concept plans for new truck parking facilities at the following locations.

- I-10 at Loves Travel Stop in the US-301 interchange area, MM 344
- I-10 within the SR-23 First Coast Expressway interchange, MM 350

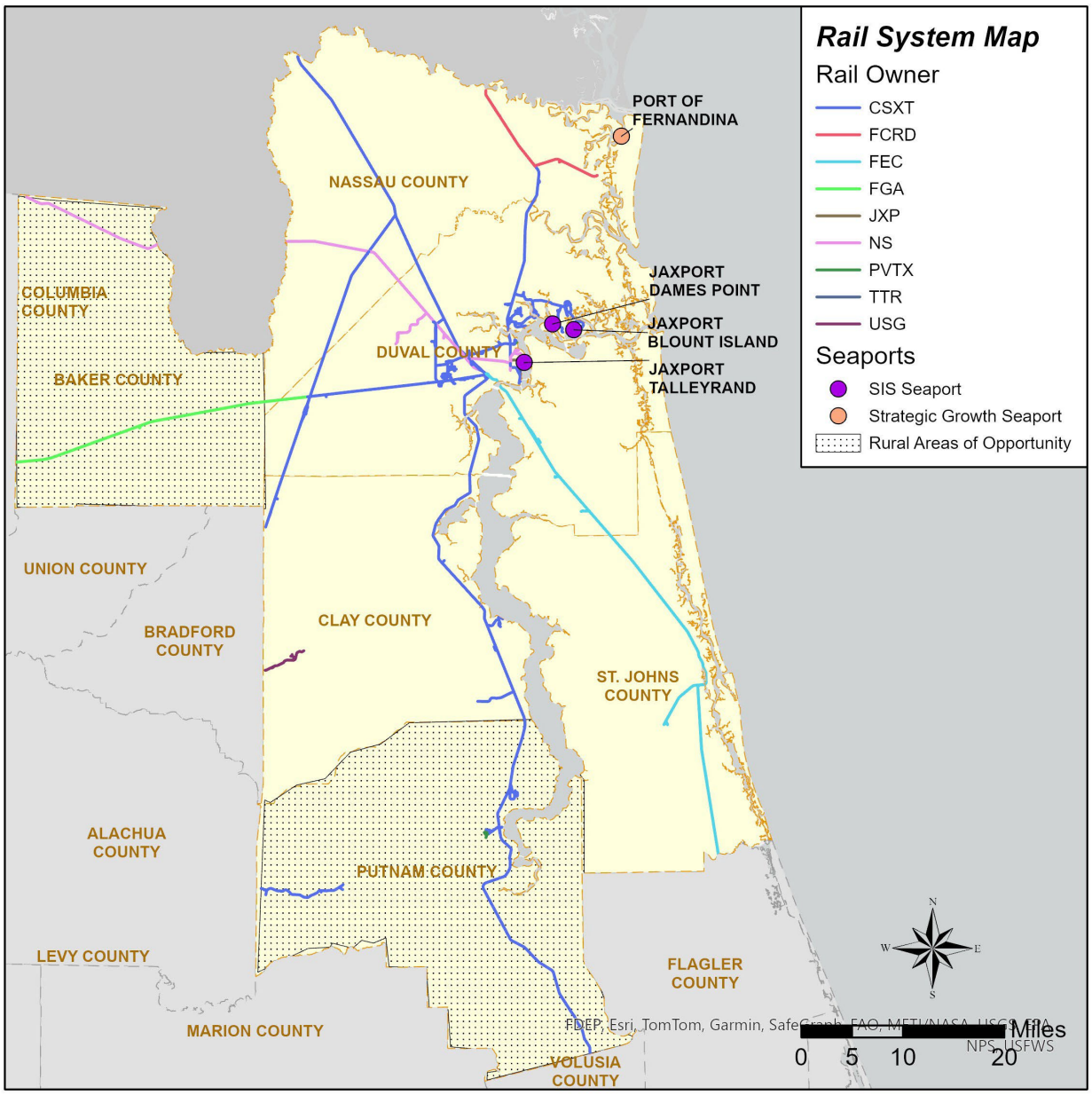
In addition, truck parking along US-301 south of I-10 is a significant concern. Based on studies performed in 2023, more than 90 trucks per day park for 30 minutes or more along the shoulder of US-301. Although FDOT's truck parking system is intended for interstate facilities, additional considerations are needed at this important intrastate corridor junction.

4 Rail Network and Service

North Florida is located at a key junction for three railroads, CSX, Norfolk Southern and Florida East Coast Railway (FEC). CSX and Norfolk Southern are Class I railroads. The FEC is a Class II railroad. The Dames Point Intermodal Yard - Intermodal Container Transfer Facility (ICTF) is also located at JAXPORT's Dames Point Terminal.

Figure 7 summarizes the track usage rights on each railway and summarizes the rail system and major terminals.

Figure 7. Rail System Map



Source: Data from FDOT GIS Portal.

4.1 FEC Railroad

The FEC maintains its corporate operations center and its northern terminus in Jacksonville including a St. Johns River Bridge adjacent to the SR-13 Acosta Bridge, and Springfield switch, which facilitates connections to the CSX and Norfolk Southern railroads. The FEC provides service to Miami and transfer service via CSX and Norfolk Southern. Connections with other railroads serve the destinations shown on Figure 8.

The FEC Industries intermodal terminal (Bowden Yard), located west of US 1 Philips Highway near SR 202 J. T. Butler Boulevard is included as a hub in the SIS. This terminal serves distribution facilities and shippers in Florida accessing the facility using I-95 and I-10. Preliminary estimates show this facility generates approximately 300,000 lifts (a lift is the move of one container on or off a rail car) per year which would equate to about 600,000 truck trips per year.

The schedule for southbound and northbound trains are summarized Table 11 and Table 12

Figure 8. FEC System Map

Source: North American Rail Network. Retrieved 1/23/24.

Table 11. FEC Southbound Schedule

Origin	Destination	Train ID	Departure Days
Jacksonville	Titusville	109	SU,M,TU,W,TH,F
	Ft Pierce	103	M,TU,W,TH
	Fort Lauderdale	107	SU,M,TU,W,TH,F
		101	SU,M,TU,W,TH,F,SA
	Miami	105	M,TU,W,TH
		105	F,SA
		105	SU
		107	SU,M,TU,W,TH,F,SA
		101	SU,M,TU,W,TH,F,SA
	Port Miami	101	SU,M,TU,W,TH,F,SA
Titusville	Port Miami	335	SU,M,TU,W,TH
Atlanta (Ns249)	Fort Lauderdale	107	SA,SU,M,TU,W,TH
		101	F
	MIAMI	105	SU,M,TU,W
			TH,F
			SA
Atlanta	Titusville	109 (NS 249)	SU,M,TU,W,TH, F, SA
Charlotte	Fort Lauderdale	101	SU,M,TU,W,TH,F,SA
	MIAMI		SU,M,TU,W,TH,F,SA
	PORT MIAMI		SU,M,TU,W,TH,F,SA
Charlotte (Q037)	Fort Lauderdale	101	SU,M,TU,W,TH,F,SA
	MIAMI		SU,M,TU,W,TH,F,SA
	PORT MIAMI		SU,M,TU,W,TH,F,SA

Source: Flexible Schedule - Florida East Coast Railway (fecrwy.com). Retrieved 1/31/24.

Table 12. FEC Northbound Table

Origin	Destination	Train ID	Departure Days
Port Miami	Titusville	202	M,TU,W,TH,F
	CSC Inland Destination	202	SU,M,TU,W,TH,F,SA
	CSX Charlotte	202	SU,M,TU,W,TH,F,SA
	NS Atlanta Only	202	M,TU,W,TH,F
			SA,SU
	NS Inland Destination	202	M,TU,W,TH,F
			SA,SU
Miami	Jacksonville	208	M,TU,W,TH,F,SA,SU
		202	M,TU,W,TH,F,SA,SU
	NS Atlanta Only	202	M,TU,W,TH,F,SA
	NS Inland Destination	202	M,TU,W,TH,F
	NS Charlotte	202	M,TU,W,TH,F
			SU
	CSX Charlotte	202	M,TU,W,TH,F
			SU
Ft Lauderdale	Jacksonville	210	SU,M,TU,W,TH,F
	Titusville	210	SU,M,TU,W,TH
	NS Atlanta Only	210	M,TU,W,TH,F
	NS Charlotte	210	M,TU,W,TH,F
			SU
	CSX Charlotte	210	M,TU,W,TH,F
			SU
Ft Pierce	Jacksonville	208	TU,W,TH,F,SA
Titusville	Jacksonville	210	SU,M,TU,W,TH,F

Source: Flexible Schedule - Florida East Coast Railway (fecrwy.com). Retrieved 1/31/24.

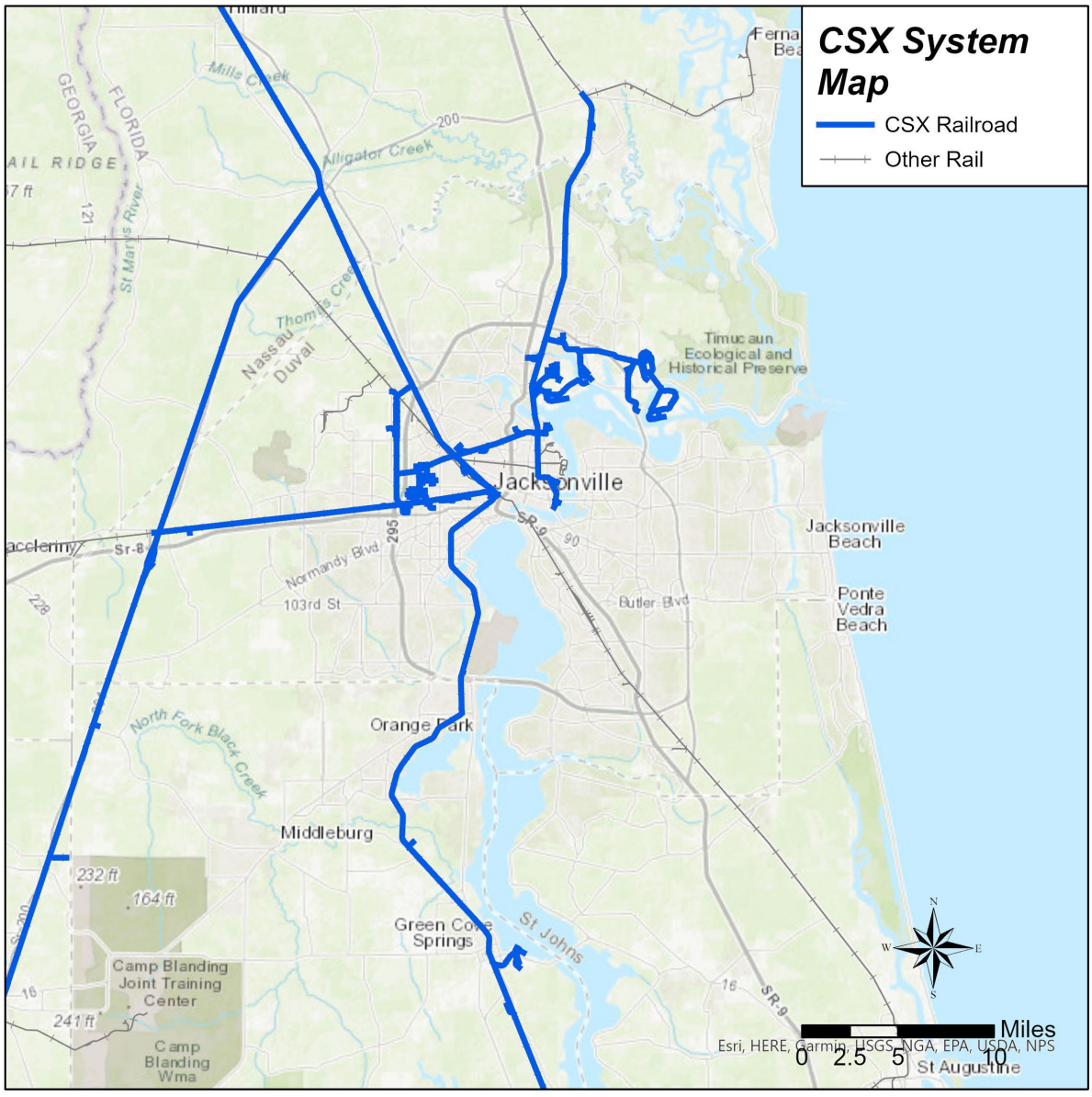
4.2 CSX

CSX is a Class 1 railroad, headquartered in Jacksonville, and it maintains the largest rail network in Florida. The following connectors are along the SIS network.

- CSX Eastport Railroad Connector to Blount Island and Dames Point Terminals
- CSX Connector to CSX Intermodal Facility
- CSX Downtown Jacksonville to Port of Fernandina along US 17 Main Street and SR 200 Buccaneer Trail

Figure 9 shows the CSX system.

Figure 9. CSX System Map



Source: North American Rail Network. Retrieved 1/31/24.

The CSX intermodal terminal (Jacksonville Yard), located just west of I-295 at the Pritchard Road interchange, is a major intermodal facility within CSX's operations and is included as a hub in the SIS. This terminal serves distribution facilities and shippers in Florida accessing the facility using I-95 and I-10. Preliminary estimates show this facility generates approximately 300,000 lifts per year which would equate to about 600,000 truck trips. The location serves:

- Union Pacific domestic intermodal transfers (UMAX) partnership with CSX. UMAX provides access to a fleet of more than 40,000, 53-foot domestic containers and demonstrates both carriers' commitment to maximize customers' shipping options, while featuring truck-competitive services
- RailPlus is CSX Transportation's nationwide complete door-to-door intermodal service through the UMAX partnership
- Service to JAXPORT's Intermodal Container Transfer Facility (ICTF)
- Trailer on Flat Car (TOFC) services
- Private containers

The UMAX and RailPlus service are shown on Figure 10.

Figure 10. Railplus Service

The locations on the map shown with circles are CSX intermodal facilities. The squares are major port or intermodal terminals where freight is transferred for international markets. The yellow area is the CSX service area and the blue flow lines represent service provided through permit on other railroads.

In total, CSX has scheduled service for 33 destinations from Jacksonville. https://next.shipcsx.com/#/plan/schedules/intermodal

CSX also operates an auto distribution facility in the study area with access from Commonwealth Boulevard to the south. This facility serves the JAXPORT auto terminal and other commercial ramps, and shippers of automobile traffic destined for the southeastern US. This facility is currently not part of the SIS. Table 13 and Table 14 summarize the origins, destinations and train identifications for CSX. All trains operate 7 days a week.

Table 13. CSX Service Schedule Destinations

Destination	Train ID
Baltimore, MD	1032
Bedford Park, IL	1026
Buffalo, NY	1026
Cincinnati, OH	1026
Dallas, TX	1026
Denver, CO	1026
Houston. TX	1026
Indianapolis, IN	I142
Interpuerto, SL	1026
Laredo, TX	1026
Las Vegas, NV	1026
Lathrop, CA	I142
Los Angeles, CA	I142
Memphis, TN	L761
Monterry Ferromex, NL	1026
North Bergen, NJ	1032
Northwest Ohio, ICTF	1026
Oakland, CA	1026
Philadelphia, PA	1032
Portland, OR	1026
Puerta Mexico, EM	1026
Rio Valley, TX	1026
Sait, TX	1026
Sparks, NV	1026
Springfield, MA	1026
St. Paul, MN	1026
Syracuse, NY	1032
Tacsim, WA	1026
Tampa, FL	1045
Tucson, AZ	1026

Source: ShipCSX https://next.shipcsx.com/#/plan/schedules/intermodal

Table 14. CSX Service Schedules Origins

Destination	Train ID
Central Florida ILC	I278
Bedford Park, IL	1025
Lathrop, CA	L761
Worcester, MA	1025
Northwest Ohio ICTF	L761
Baltimore, MD	1031
Memphis, TN	0756
Cincinnati, OH	L761
Santa Teresa Ramp, NM	L761
St. Paul, MN	1025
Slcit, UT	1025
North Bergen, NJ	1031
Laredo, TX	L761
Syracuse, NY	1025
Los Angeles, CA	L761
Buffalo, NY	L761
Tampa, FL	1025
Portland, OR	L761

Source: ShipCSX https://next.shipcsx.com/#/plan/schedules/intermodal

4.3 Norfolk Southern

Norfolk Southern maintains its Florida terminus in northwest Jacksonville.

The Norfolk Southern intermodal terminal (Simpson Yard), located east of the I-295 interchange with Pritchard Road, is included as a hub in the SIS. This terminal serves distribution facilities and shippers in Florida accessing the facility using I-95 and I-10. Preliminary estimates show this facility generates approximately 225,000 lifts per year which would equate to about 450,000 truck trips.

Norfolk Southern also operates an auto distribution facility with access from Old Kings Road north of Pritchard Road in the project study area. This facility serves the Jacksonville Port Authority (JAXPORT) auto terminal and other commercial shippers of automobile traffic destined for in the southeastern US. The facility was closed during the COVID-19 pandemic and is anticipated to restore operations in 2024.

This facility is currently not part of the SIS. JAXPORT is currently moving its auto terminal from Talleyrand to Blount Island.

Norfolk Sothern's published schedules are summarized in Table 15.

Table 15. Norfolk Southern Schedule

Origin	Destination	Train ID	Departure Days
Jacksonville	Atlanta, GA	24A	M, TU, W, TH, F, SA, SU
	Austell, GA	26c	M, TU, W, TH, F, SA, SU
	Chicago Calumet, IL*	24a-240	M, TU, W, TH, F, SA, SU
	Chicago Landers, IL	26c	M, TU, W, TH, F, SA, SU
	Cincinnati, OH	24A-28C	M, TU, W, TH, F, SA, SU
	Kansas City, MO*	287-224	M, TU, W, TH, F, SA, SU
	Memphis-Rossville, TN	287	M, TU, W, TH, F, SA, SU
	St. Louis, MO*	287-224	M, TU, W, TH, F, SA, SU
	Dallas - WIT, TX	24A	M, TU, W, TH, F, SA, SU
Atlanta, GA	Jacksonville, FL	29F	M, TU, W, TH, F, SA, SU
Austell, GA		G88-28J	M, TU, W, TH, F, SA, SU
Chicago Calumet, IL*		29F	M, TU, W, TH, F, SA, SU
Chicago Landers, IL		268-29A-28J	M, TU, W, TH, F, SA, SU
Cincinnati, OH		29F	M, TU, W, TH, F, SA, SU
Columbus, OH		239-T11-29F	M, TU, W, TH, F, SA, SU
Kansas City, MO*		219-321	M, TU, W, TH, F, SA, SU
Memphis-Rossville, TN		286-28J	M, TU, W, TH, F, SA, SU
Rutherford, PA		27A-28J	M, TU, W, TH, F, SA, SU
St. Louis, MO*		219-321	M, TU, W, TH, F, SA, SU
Dallas - WIT, TX		WIT-26A-28J	M, TU, W, TH, F, SA, SU

*indicates private terminal.

4.4 First Coast Railroad

The First Coast Railroad (FCRD) is operated by Genesee and Wyoming Inc. (G&W). G&W operates major short line railroads across the US and in Australia, maintains its operations headquarters in Jacksonville providing "last-mile" rail service.

The FCRD operates 46 miles (33 in FL, 14 in GA) as shown in Figure 11. It serves:

- Port of Fernandina
- Nassau Terminal Kindermorgan (Friendly Road Warehouse) in Fernandina Beach, **
- Nassau Tradeplex*,**
- BlueLinx Corp in Yulee
- Wildlight Commerce Park, *
- Manly Siding near the I-95/US-17 interchange, **
- Kings Bay Naval Base, GA
- St. Mary's GA
- Kingsland Business Park in Kingsland, GA, *

*Industrial Development, **Transloading to NS or CSX

Figure 11. First Coast Railroad

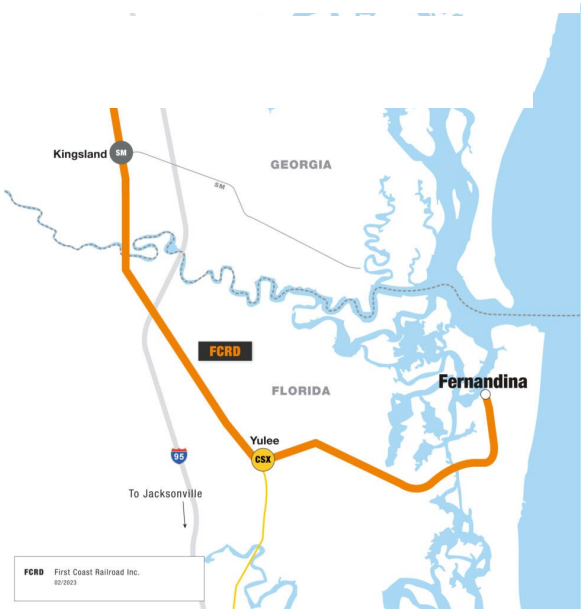
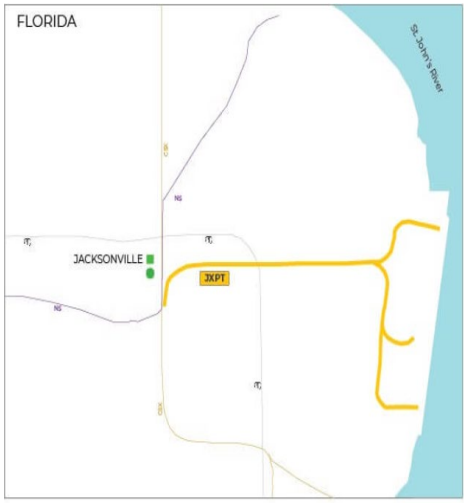


Figure 12. Jacksonville Port Terminal Railroad



4.5 Jacksonville Port Terminal Railroad

The Jacksonville Port Terminal Railroad (JPTX) is operated by Watco and is a SIS Connector and provides industrial service to JAXPORT's Talleyrand Terminal as shown on Figure 12.

No schedules are published.

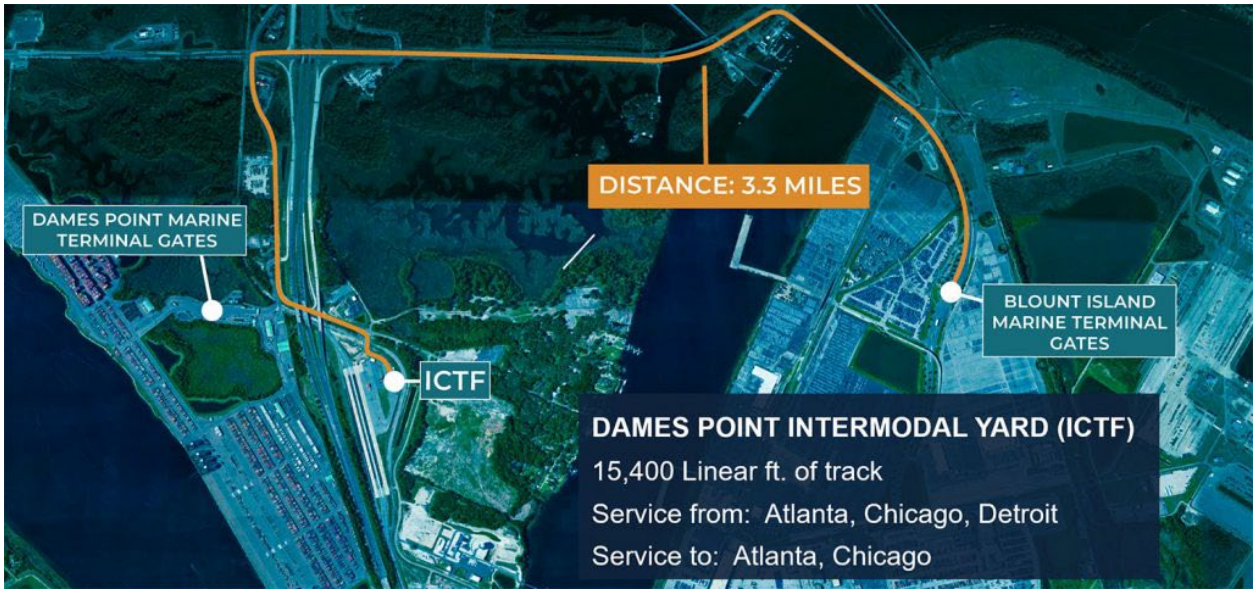
4.6 Intermodal Container Transfer Facility (ICTF) at JAXPORT

Per the JAXPORT website,

> *The [ICTF provides] the direct transfer of containers between vessels and trains speeds up the shipment process and reduces the number of trucks on the road. Dames Point Jacksonville manages the day-to-day operations and maintenance of the facility.*
>
> *Rail that connects to CSX's main line allows for two unit trains each day (one inbound and one outbound) carrying up to 200 containers each. Two truck lanes allow vehicles to transport containers to and from the adjacent shipping terminals.*

Ceres Terminals operates the terminal for JAXPORT. The location is shown in Figure 13.

Figure 13. ICTF at Dames Point



Two unit trains are scheduled (one inbound, one outbound) carrying 200 containers each day of the week.

4.7 Passenger Rail

Amtrak, the National Railroad Passenger Corporation, operates a passenger intermodal facility on the northwest side of Jacksonville off of US 23/SR 15 New Kings Road. This facility served 48,144 passengers per year in 2022.[1]

Amtrak's Silver Meteor and Silver Star routes stop at the Jacksonville Amtrak Station. This facility is part of the SIS.

[1] https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/FLORIDA22.pdf

4.8 Rail-Highway Grade Crossings

Rail-highway grade crossings present one of the most severe safety issues on the freight network.

Table 16 summarizes the at-grade crossings where crashes occurred in 2018-2023, the average number of trains per day, and the Annual Average Daily Traffic (AADT). Three fatalities occurred and 49 total crashes occurred at rail-highway grade crossings.

Figure 14 shows the location of crashes.

Table 17 shows the crossings that have more than 10,000 vehicles per day.

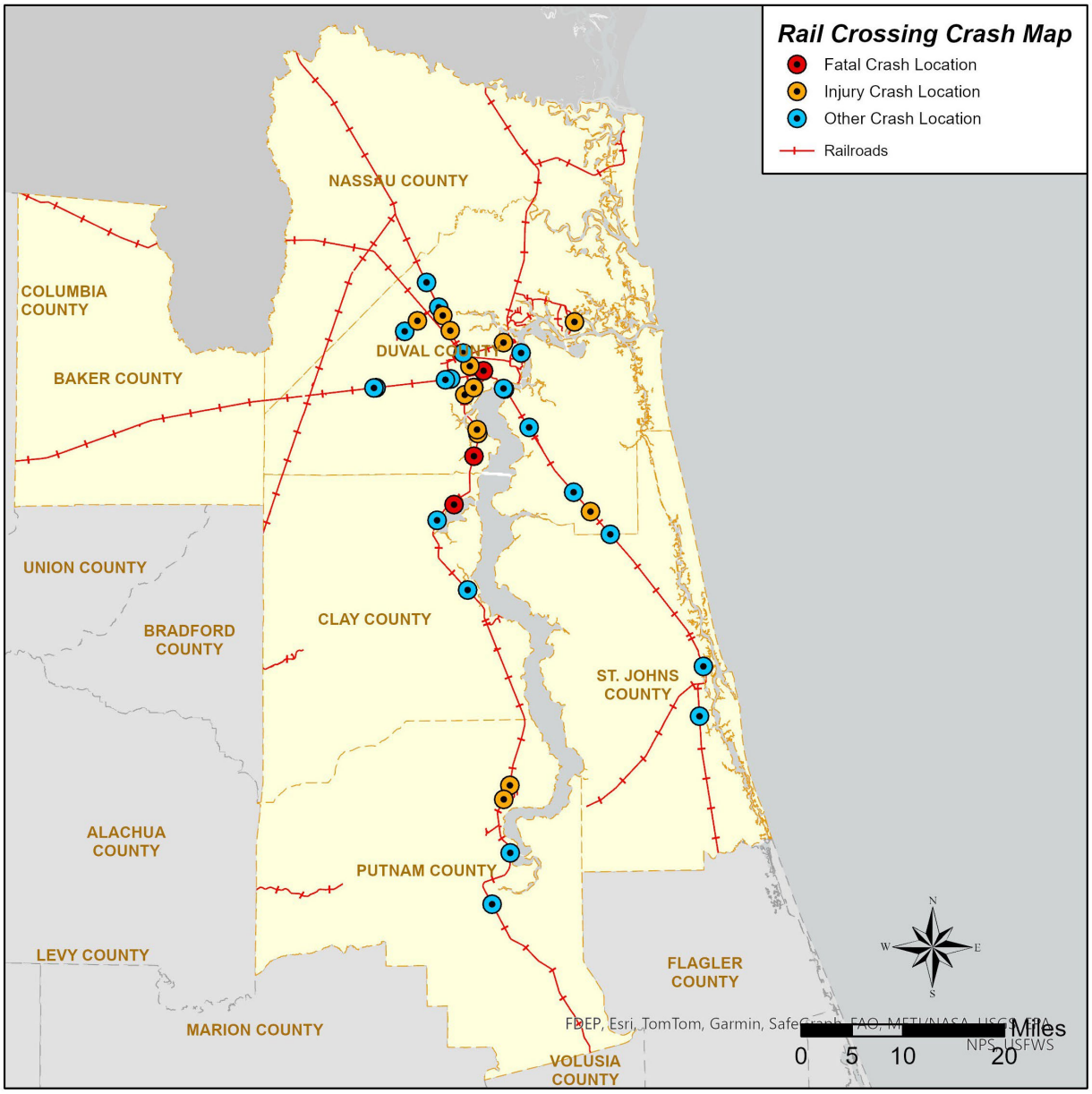
Table 16. Crashes at Rail-Highway Crossings

County	Railroad	Amtrak Train	Road	Fatalities	Injuries	All Crashes	Trains/ Day	AADT
Clay	CSX	ATK	Woodland Road	1	0	1	3	700
Clay	CSX		Cr 315	0	0	1	3	4,900
Clay	CSX		Peoria Rd	0	0	1	3	10,500
Duval	CSX		Avent Dr	1	0	2	3	100
Duval	CSX		McQuade/Broadway St	1	1	2	3	2,200
Duval	FEC		Greenland Rd	0	0	1	24	19,300
Duval	CSX		Private Industry	0	1	1	2	100
Duval	NS		Talleyrand Ave	0	0	1	2	3,200
Duval	FEC		Yard Crossing	0	0	4	24	100
Duval	CSX		SR-134 Timuquana Rd	0	1	2	3	19,800
Duval	FEC		Gran Bay Parkway	0	1	1	24	1,260
Duval	CSX		Plymouth St*	0	2	2	4	3,400
Duval	CSX		Ellis Rd	0	0	1	7	5,000
Duval	NS		Jones Road	0	0	1	2	4,400
Duval	CSX		US-90 Beaver St	0	0	1	1	7,600
Duval	CSX	ATK	Long Bow Rd	0	1	1	1	5,706
Duval	CSX		SR-103 Lane Ave	0	0	1	5	16,100
Duval	CSX		SR-13 Hendricks Ave	0	0	1	8	10,700
Duval	CSX		Pearl St	0	1	1	1	4,400
Duval	CSX	ATK	SR-228 Post St	0	0	1	4	6,200
Duval	CSX		Private Road	0	0	1	2	230
Duval	CSX	ATK	SR-129 McDuff Ave	0	2	1	4	8,700
Duval	CSX		Halsema Rd	0	0	1	2	5,285
Duval	NS		Fifth St	0	1	1	2	300
Duval	CSX	ATK	Old Kings Rd	0	0	1	2	1,400
Duval	NS		CR-117 Garden Rd	0	1	1	2	4,400
Duval	CSX	ATK	Civic Club Rd	0	0	1	2	1,400
Duval	NS		Private	0	0	1	2	100
Duval	CSX		Trout River Blvd	0	1	4	2	4,400
Duval	NS		Nira Street	0	0	1	24	2,400
Duval	CSX	ATK	Moncrief Rd	0	1	1	4	10,800
Putnam	CSX		Seminole Electric	0	16	2	1	100
Putnam	CSX		Buffalo Bluff Road	0	0	1	1	3,500
Putnam	CSX	ATK	Private	0	3	1	2	100
Putnam	CSX	ATK	SR-100 Reid Street	0	0	1	2	25,500
St. Johns	FEC		Race Track Road	0	0	1	24	20,500
St. Johns	FEC		Kings Estates Road	0	0	1	24	6,100
St. Johns	FEC		SR-16	0	0	1	24	26,000
Total				**3**	**33**	**49**		

Source: FRA Highway Grade Crossing Accident Incident Source Data. Retrieved 12/12/2023. If the train is not shown, the operator and owner are the same. ATK = Amtrack.

*Improvements proposed as part of SR-129 McDuff Avenue and SR-228 Post Street improvements.

Figure 14. Location of Highway-Rail Crossing Crashes



Source: Data from FRA Highway Grade Crossing Accident Incident Source Data. Retrieved 12/12/2023.
If

Table 17. Rail-Highway Grade Crossings with 10,000 Vehicles per Day or More

County	Crossing ID	Rail	Street	AADT
Baker	620724G	FGA	Sixth St	10,500
Clay	620917F	CSX	Doctors Inlet Rd	31,000
Clay	620901J	CSX	Wells Rd	26,500
Clay	627490E	CSX	CR-218	12,500
Clay	620929A	CSX	Idlewild Ave	11,200
Clay	620921V	CSX	Russell Rd	11,000
Clay	620914K	CSX	Peoria Rd	10,500
Clay	620934W	CSX	US-17 Orange Ave	10,500
Duval	621214G	CSX	Us-17 Roosevelt Blvd	53,000
Duval	621188U	CSX	Soutel Dr	32,000
Duval	620605X	CSX	Commonwealth Ave	28,069
Duval	621275X	CSX	S Edgewood Ave	24,000
Duval	621268M	CSX	US-90 Beaver St	20,400
Duval	620891F	CSX	SR-134 Timuquana Rd	19,800
Duval	620899K	CSX	Collins Rd	17,600
Duval	621223F	CSX	San Juan Ave	17,200
Duval	620619F	CSX	SR-103 Lane Ave	16,100
Duval	621274R	CSX	SR-129 McDuff Ave	11,500
Duval	620631M	CSX	Devoe St	11,400
Duval	620661E	CSX	US-90 Beaver St	11,000
Duval	620753S	CSX	Moncrief Rd	10,800
Duval	620629L	CSX	Cahoon Rd	10,000
Duval	271823P	FEC	SR-152 Baymeadows Rd	39,000
Duval	272912K	FEC	SR-111 Riverside Ave	27,000
Duval	273128Y	FEC	SR-111 Riverside Ave	27,000
Duval	273005M	FEC	SR-109 University Boulevard	21,500
Duval	271824W	FEC	Sunbeam Rd	20,500
Duval	271831G	FEC	CR-210 Race Track Rd	20,500
Duval	271816E	FEC	SR-10 Atlantic Blvd	19,800
Duval	271829F	FEC	Greenland Rd	19,300
Duval	271800H	FEC	Prudential Dr	17,991
Duval	271825D	FEC	Shad Rd	17,200
Duval	271819A	FEC	SR-126 Emerson St	16,500
Duval	271830A	FEC	Old St Augustine Rd	15,700
Duval	271827S	FEC	Mussells Acres Rd	11,583
Duval	271801P	FEC	San Marco Blvd	11,400
Duval	271809U	FEC	SR-13 Hendricks Ave	10,700
Duval	713552K	NS	Soutel Dr	32,000

County	Crossing ID	Rail	Street	AADT
Putnam	620968R	CSX	SR-100 Reid St	25,500
Putnam	620959S	CSX	US-17	11,200
St Johns	272975P	FEC	SR-312	28,500
St Johns	271844H	FEC	SR-16 C. Usinas Memorial Hwy	26,000
St Johns	271852A	FEC	Holmes Blvd	17,000
St Johns	271891R	FEC	Pinecrest St	11,500
St Johns	271887B	FEC	CR-214 W King St	11,000

Source: FRA Rail Crossing Inventory. Retrieved 12/12/23.

4.9 SIS Plan Rail Needs

The following rail projects are included in FDOT's 2045 SIS Unfunded Needs Plan.

Table 18. 2045 SIS Unfunded Needs Plan - Rail

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
2253	Duval	CSX	Eastport Connector to Blount Island and Dames Point	Track Addition and Switch Yard Improvements	Capacity	Mid
2353	Duval	FEC	Bowden Yard	Yard Improvements	Capacity	Mid
2113	Clay	CSX Transportation	CR-28	Grade Separation	Capacity	Mid
2123	Duval	Talleyrand Terminal Railroad	Talleyrand Terminal Railroad	Track Addition	Capacity	Short

Unfunded needs as identified in Multimodal Unfunded Needs Plan Update (2017). Retrieved June 28, 2024. Only projects identified on high-truck corridors are listed.

5 Ports

5.1 JAXPORT

JAXPORT and its maritime partners handle containerized cargo, automobiles, recreational boats and construction equipment, dry and liquid bulks, break-bulk commodities, and oversized and specialty cargoes.

5.1.1 Blount Island

Blount Island is a 754-acre terminal and JAXPORT's largest marine facility. It is one of the largest vehicle import/export centers in the United States. The terminal also handles bulk cargo via roll-on/roll-off, heavy lift, and liquid bulk cargo operations. Blount Island has one 112- ton whirly crane and eight container cranes (five 50-ton cranes, one 45-ton crane and two 40-ton cranes). The terminal also offers 240,000-square feet of transit shed space and a 90,000-square-foot Container Freight Station for cross-dock efficiency. The US Marine Corps Terminal is located on Blount Island and supports deployments by the US Transportation Command. Shipments include roll-on-roll off cargo, intermodal and break-bulk cargo. JAXPORT recently entered into an agreement to develop a new state-of-the-art terminal at Blount Island. SSA Marine will expand up to 120 acres and will serve the 47-feet deep channel.[2] Access to CSX is provided on dock.

5.1.2 Dames Point

The Dames Point Marine Terminal (TraPac) is located 14 nautical miles from the sea buoy in the Atlantic Ocean. The Dames Point Marine Terminal is home to the 158-acre TraPac Container Terminal, where vessels from Tokyo-based MOL and other carriers offer direct containership service between Jacksonville and ports throughout Asia. The TraPac terminal features roadways, terminal buildings, two 1,200-foot berths, six Panamax container cranes and six 40-ton rubber-tired gantry cranes. This 173-acre terminal has 5,002 feet of berthing space on 47-feet of deep-water. There are 15,400 feet of intermodal rail available from CSX.

5.1.3 Talleyrand Terminal

Talleyrand terminal offers two 50-LT capacity rubber-tired gantry cranes, both of which straddle four rail spurs totaling 4,800 linear feet. Talleyrand's on-dock rail facilities run by Talleyrand Terminal Railroad, Inc. provide direct switching service for Norfolk Southern and CSX rail lines. The terminal is only 25 minutes from Florida East Coast Railroad's intermodal ramp. It is conveniently located within minutes of interstates I-95 and I-10. Talleyrand is equipped with four container cranes, on-dock rail and 160,000 square feet of transit shed space capable of handling cargo in refrigerated, freezer or ambient conditions. Additionally, a 553,000-square foot warehouse stores a variety of cargoes, including rolls of fine and specialty papers.

[2] https://www.Jaxport.com/Jaxport-and-ssa-marine-reach-long-term-agreement-on-238-7-million-international-container-terminal-at-blount-island/

5.2 Port of Fernandina

The Ocean Highway and Port Authority (OHPA) operates the Port of Fernandina which has deep-water access with 47-ft channel depth and two berths. The Port consistently handles over 225 vessels per year. The Port's principal cargoes include break bulk cargo consisting of forest products including Kraft liner board, wood pulp, steel and treated lumber, imports of lumber, wood pulp, hardboard, and steel. The containerized commodities moving through the Port include wood pulp, automobile parts, steel products, beer, frozen foods, machinery, consumer goods, and others.

5.3 Private Ports

A network of privately-owned maritime facilities also operates in Jacksonville's harbor, and in Northeast Florida.

5.4 Shipments

Figure 15 through Figure 17 summarize the tonnage, containers and automobile shipments from JAXPORT and the Port of Fernandina.

Figure 15. Thousands of Tons Shipped

Tons shipped from ports in the region saw a slight dip during COVID but have returned to pre-COVID levels and a record year is anticipated in 2023.

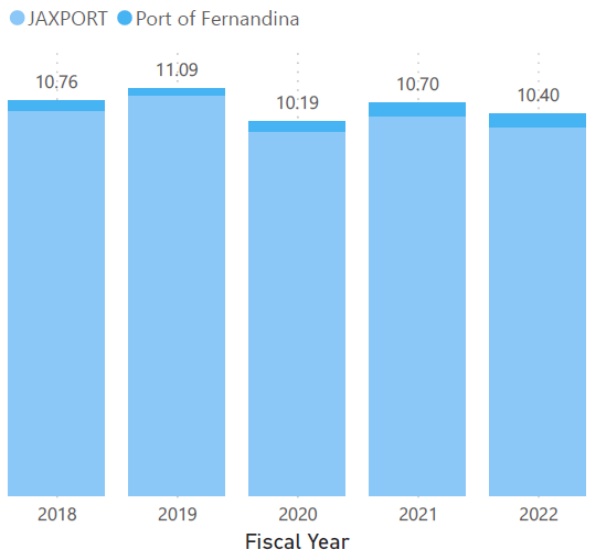


Figure 16. Millions of Containers Shipped from JAXPORT Facilities (TEU)

Container growth was strong during COVID as west coast ports were constrained and diverted to JAXPORT. Completion of the harbor dredging and other improvements position JAXPORT for strong growth.

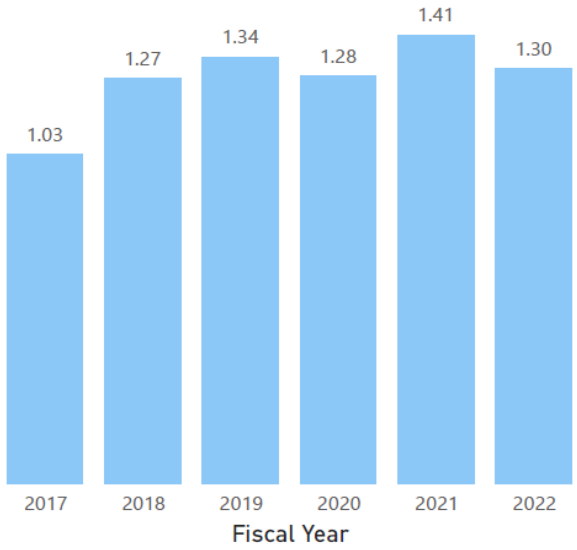
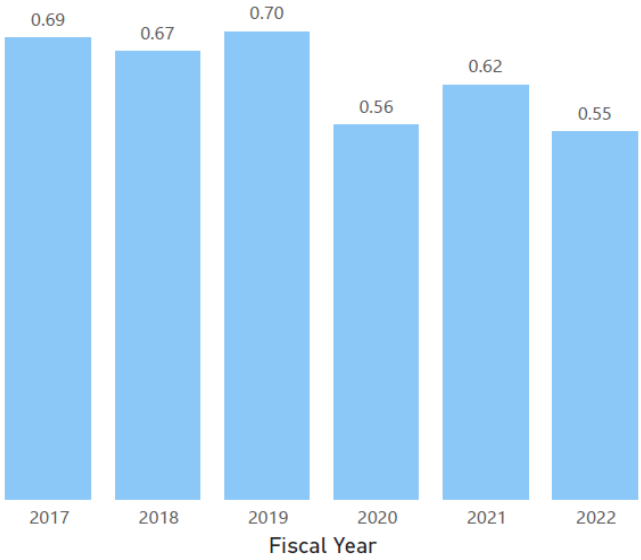


Figure 17. Automobiles Shipped (millions)

JAXPORT is one of the leading auto ports in the nation and market growth is anticipated to continue during the recovery from COVID. Toyota's move to Blount Island promises to enhance JAXPORT as a major import destination.



6 Air Freight

Although a smaller market relative to tonnage handled by other modes of transportation, aviation services are also part of the region's freight movement. Several passenger airlines and dedicated all-cargo airlines provide air cargo service at the Jacksonville International Airport (JIA). The airport's air cargo area has more than 200,000 square feet of warehouse space dedicated to air cargo operations and hundreds of acres of on-airport property suitable for air cargo development. FedEx, UPS, and Airborne all utilize JIA.

Cecil Airport supports economic development within the region, serving both aviation and aerospace dependent industries. The airport is adjacent to the Cecil Commerce Center and is designated a spaceport.

The St. Augustine Regional Airport (Northeast Florida Regional Airport) does not have any schedule air cargo services.

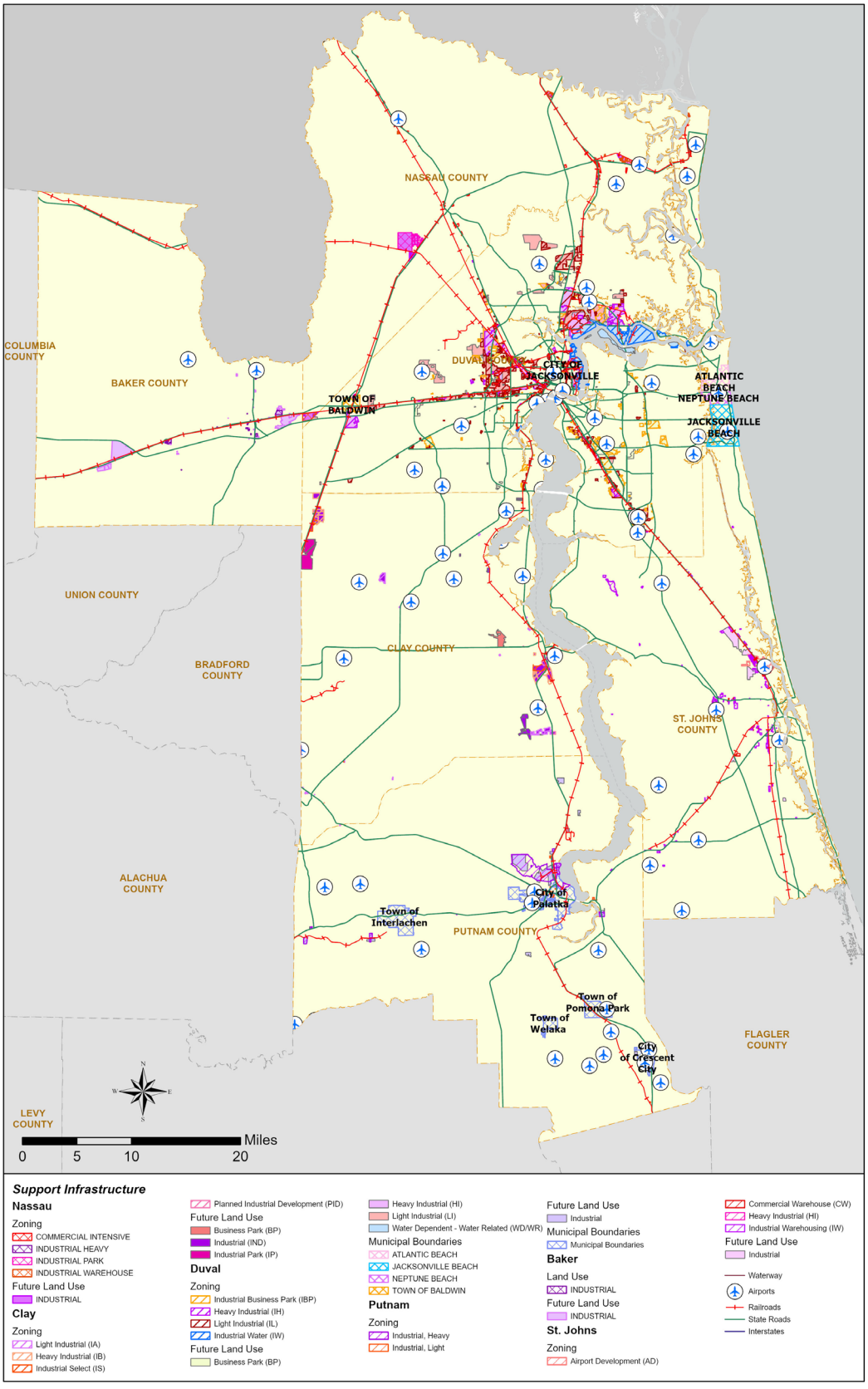
7 Logistics Clusters

North Florida maintains a significant amount of support infrastructure such as distribution centers, warehousing, industrial and manufacturing facilities. In fact, this region includes more than 120 million square feet of such space and has added nearly 20 million square feet in the past five years.

The existing and planned industrial and warehousing areas are shown on Figure 18.

With the harbor deepening to 47-ft significant demand for industrial warehousing and fulfillment centers is rising. JAXPORT had a record year in 2023 and is now serving 12,000 container ships on a weekly basis.

Figure 18. Industrial and Warehousing Land Uses



8 Freight and Commodity Flows

Total movement of freight by mode is summarized for the Jacksonville Metropolitan Statistical Area in the Freight Analysis Framework (FAF).

> *Produced through a partnership between Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA), integrates data from a variety of sources to create a comprehensive picture of freight movement among states and major metropolitan areas by all modes of transportation. Starting with data from the 2017 Commodity Flow Survey (CFS) and international trade data from the Census Bureau, FAF version 5 (FAF5) incorporates data from agriculture, extraction, utility, construction, service, and other sectors.*
>
> *The FAF5 provides estimates for tonnage and value by regions of origin and destination, commodity type, and mode for base year 2017 and a 30- year forecasts. FAF5 forecasts provide a range of future freight demands at five-year increments representing three different economic growth scenarios, through 2050, by various modes of transportation.*

8.1 Shipments Originating and Destined by Mode

The following FAF data (retrieved 12/27/23) are reported on the total weight of the commodities shipped in thousands of tons and the value of the goods shipped in millions of dollars in 2017$. 2017$ are used in this report unless otherwise noted.

Intraregional flows are those that originate and are destined within the area. These are typically the "last-mile" truck movements - delivery trucks, truck movements between distribution centers and point of sale. Intraregional rail movements include the movement of shipment between carriers. Mail carriers are also identified in the FAF. Freight that originates and remains in the region, or intraregional shipments, are shown on Figure 19 and Figure 20.

The region imports and exports freight that originates domestically. Freight that originates domestically and is imported to the region is shown on Figure 21 and Figure 22.

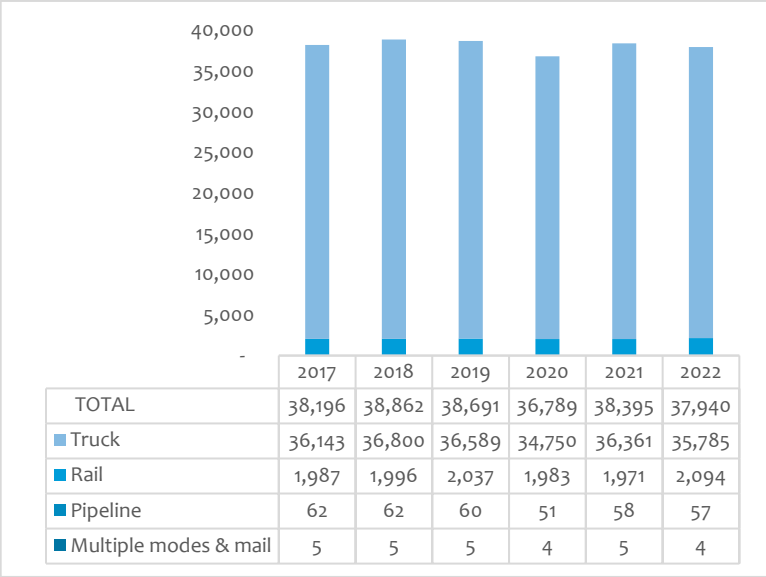
Freight destined for the region that originates domestically is shown on Figure 21 and Figure 24.

Goods that are produced or consumed within the region and shipped internationally were identified. International imports to the region are shown on Figure 25 and Figure 26. International exports from region by mode are shown on Figure 27 and Figure 28.

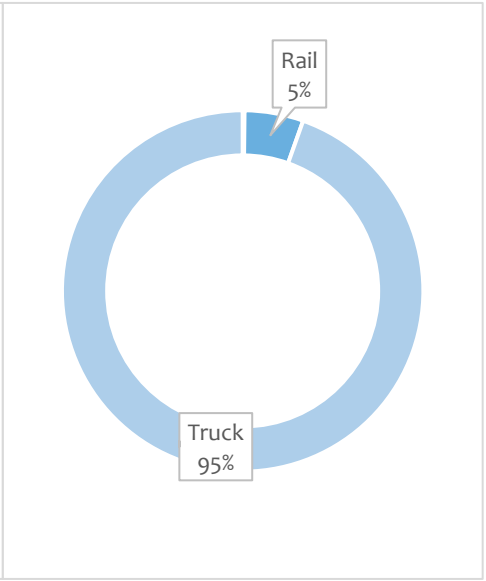
The top 5 origins and destinations for these movements are summarized in Table 19 and Table 20.

Transshipments are goods that travel through the area, such as goods that arrive in our ports and are shipped to other regions and are not included in these figures.

Figure 19. Total Intraregional Freight by Mode (thousand tons)

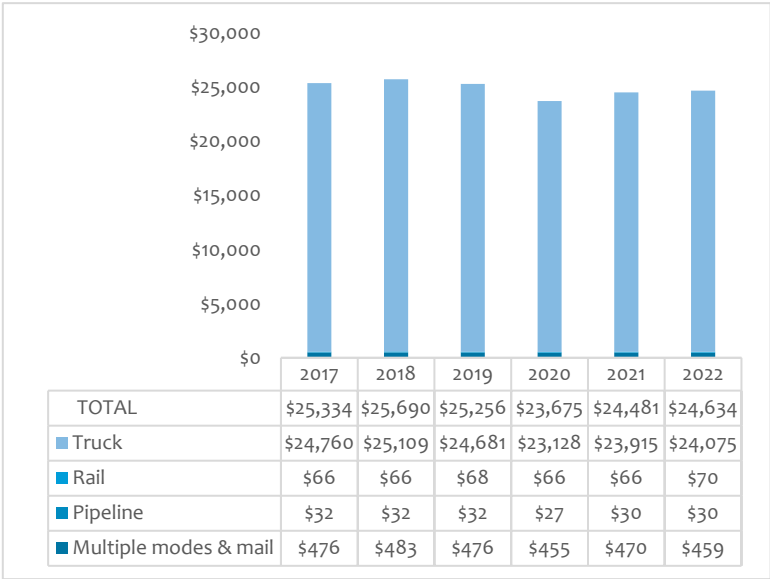


	2017	2018	2019	2020	2021	2022
TOTAL	38,196	38,862	38,691	36,789	38,395	37,940
Truck	36,143	36,800	36,589	34,750	36,361	35,785
Rail	1,987	1,996	2,037	1,983	1,971	2,094
Pipeline	62	62	60	51	58	57
Multiple modes & mail	5	5	5	4	5	4

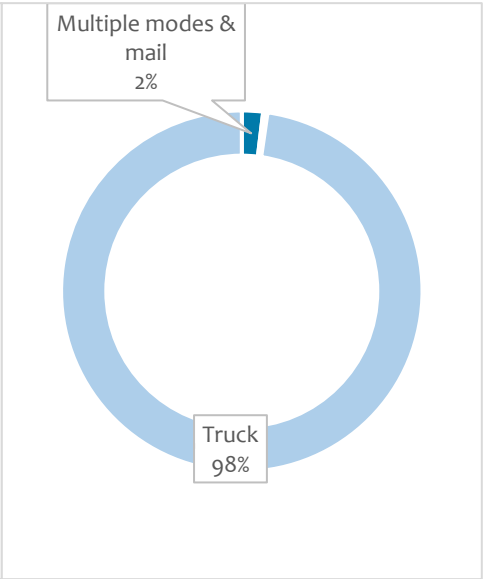


Modes not shown on chart are less than 1%.

Figure 20. Total Intraregional Freight by Mode (millions $)



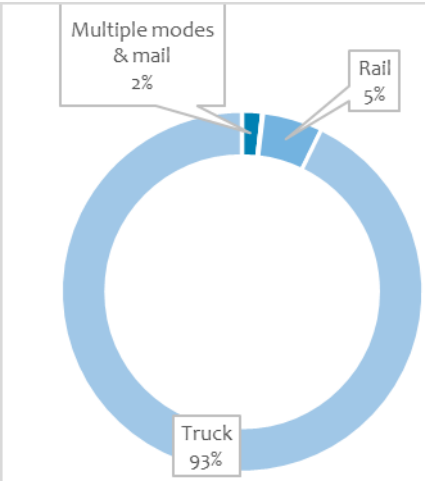
	2017	2018	2019	2020	2021	2022
TOTAL	$25,334	$25,690	$25,256	$23,675	$24,481	$24,634
Truck	$24,760	$25,109	$24,681	$23,128	$23,915	$24,075
Rail	$66	$66	$68	$66	$66	$70
Pipeline	$32	$32	$32	$27	$30	$30
Multiple modes & mail	$476	$483	$476	$455	$470	$459



Modes not shown on chart are less than 1%.

Figure 21. Domestic Imports, 2017-2022 (thousand tons)

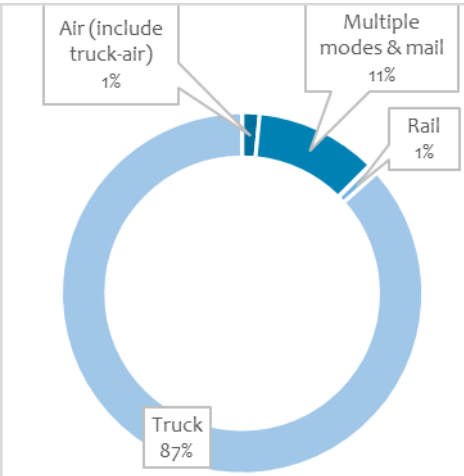
	2017	2018	2019	2020	2021	2022
TOTAL	56,981	57,676	57,258	55,130	56,780	56,253
Water	30	0	1	0	0	0
Truck	52,571	53,592	53,178	51,138	52,822	52,206
Rail	3,187	2,981	3,033	2,973	2,937	3,027
Pipeline	63	63	61	51	59	58
Other and unknown	14	0	0	0	0	0
Multiple modes & mail	1,108	1,032	976	960	955	955
Air (include truck-air)	8	9	8	8	8	7



Modes not shown on chart are less than 1%.

Figure 22. Domestic Imports, 2017-2022 (millions $)

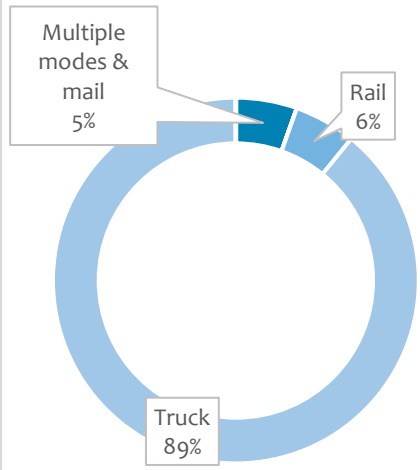
	2017	2018	2019	2020	2021	2022
TOTAL	$81,510	$82,304	$80,870	$75,575	$77,796	$79,090
Water	$6	$0	$1	$0	$0	$0
Truck	$70,397	$71,462	$70,126	$65,442	$67,305	$68,550
Rail	$726	$699	$683	$602	$651	$678
Pipeline	$32	$32	$32	$27	$30	$30
Other and unknown	$83	$11	$19	$2	$5	$5
Multiple modes & mail	$8,997	$8,863	$8,753	$8,325	$8,567	$8,578
Air (include truck-air)	$1,269	$1,238	$1,256	$1,177	$1,238	$1,250



Modes not shown on chart are less than 1%.

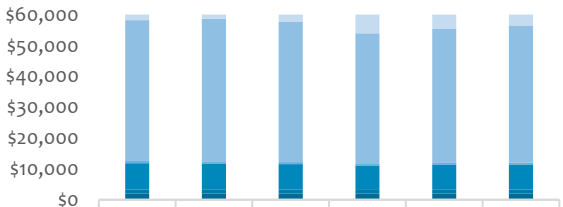
Figure 23. Domestic Exports (thousand tons)

	2017	2018	2019	2020	2021	2022
TOTAL	18,785	18,814	18,566	18,341	18,386	18,313
Water	30	0	1	0	0	0
Truck	16,428	16,792	16,588	16,388	16,461	16,421
Rail	1,200	985	997	990	966	933
Pipeline	1	1	1	1	1	1
Other and unknown	14	0	0	0	0	0
Multiple modes & mail	1,104	1,027	971	955	950	951
Air (include truck-air)	8	9	8	8	8	7

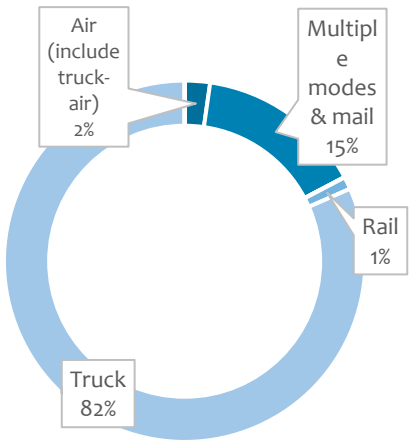


Modes not shown on chart are less than 1%.

Figure 24. Domestic Exports (millions $)

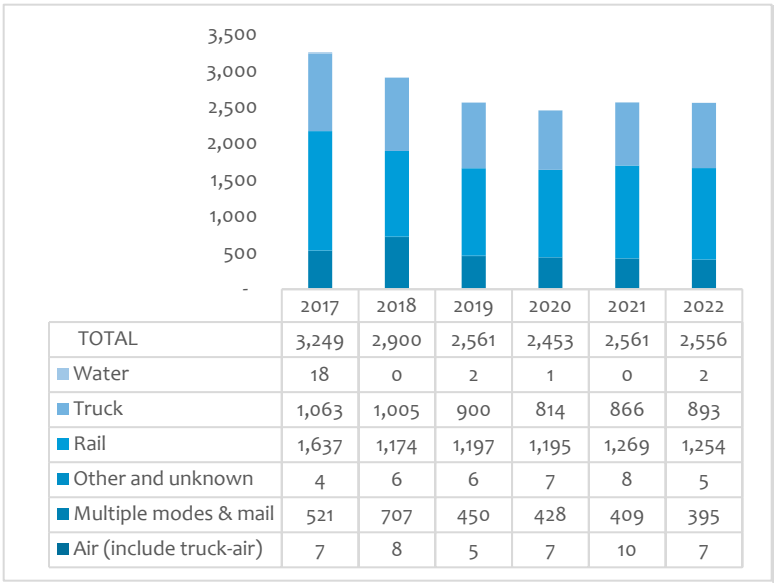


	1	2	3	4	5	6
TOTAL	$56,175	$56,614	$55,614	$51,899	$53,316	$54,456
Water	$6	$0	$1	$0	$0	$0
Truck	$45,636	$46,353	$45,445	$42,314	$43,390	$44,475
Rail	$660	$633	$616	$536	$585	$608
Pipeline	$0	$0	$0	$0	$0	$0
Other and unknown	$83	$11	$19	$2	$5	$5
Multiple modes & mail	$8,521	$8,380	$8,277	$7,870	$8,097	$8,118
Air (include truck-air)	$1,269	$1,238	$1,256	$1,177	$1,238	$1,250
Mode	2017	2018	2019	2020	2021	2022

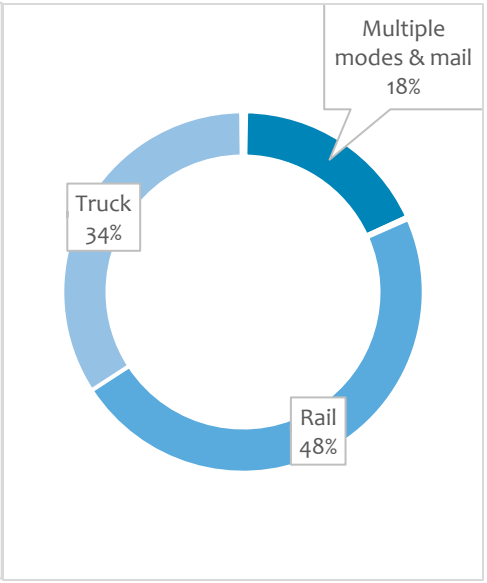


Modes not shown on chart are less than 1%.

Figure 25. International Imports by Mode (thousand tons)

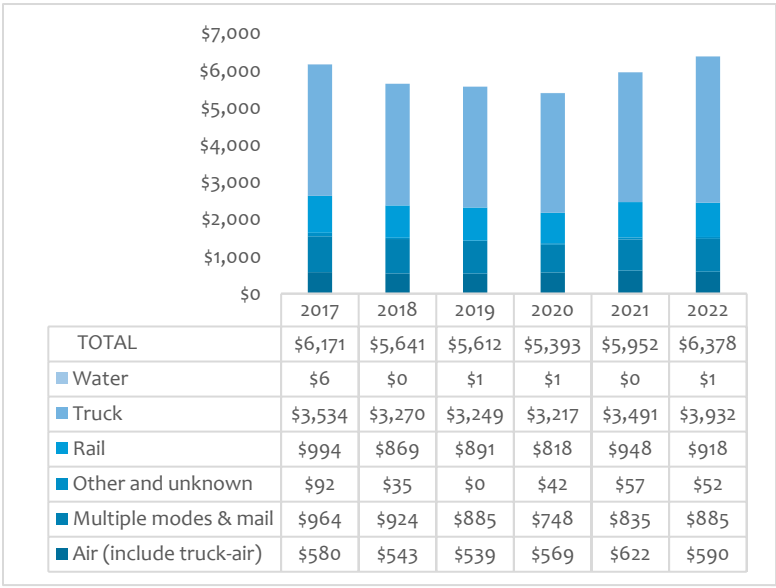


	2017	2018	2019	2020	2021	2022
TOTAL	3,249	2,900	2,561	2,453	2,561	2,556
Water	18	0	2	1	0	2
Truck	1,063	1,005	900	814	866	893
Rail	1,637	1,174	1,197	1,195	1,269	1,254
Other and unknown	4	6	6	7	8	5
Multiple modes & mail	521	707	450	428	409	395
Air (include truck-air)	7	8	5	7	10	7

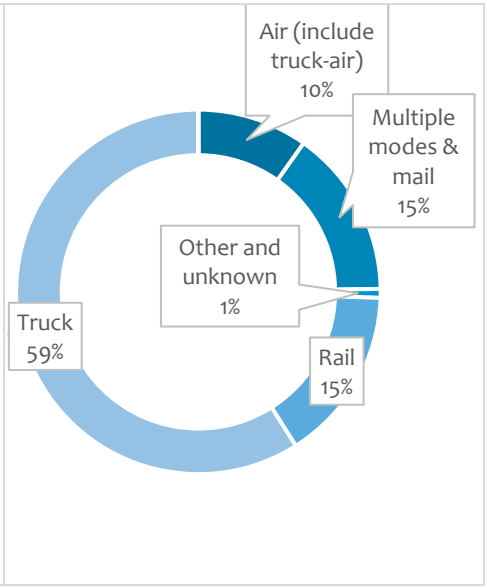


Modes not shown on chart are less than 1%.

Figure 26. International Imports by Mode (millions $)

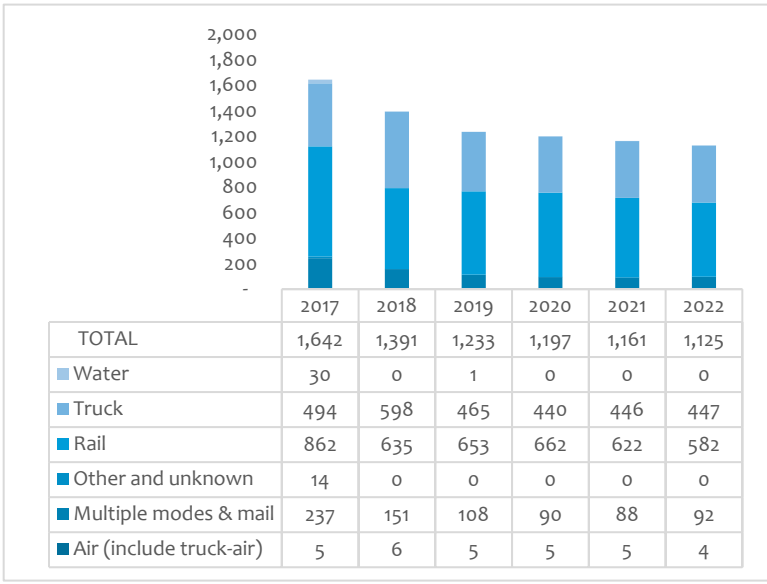


	2017	2018	2019	2020	2021	2022
TOTAL	$6,171	$5,641	$5,612	$5,393	$5,952	$6,378
Water	$6	$0	$1	$1	$0	$1
Truck	$3,534	$3,270	$3,249	$3,217	$3,491	$3,932
Rail	$994	$869	$891	$818	$948	$918
Other and unknown	$92	$35	$0	$42	$57	$52
Multiple modes & mail	$964	$924	$885	$748	$835	$885
Air (include truck-air)	$580	$543	$539	$569	$622	$590

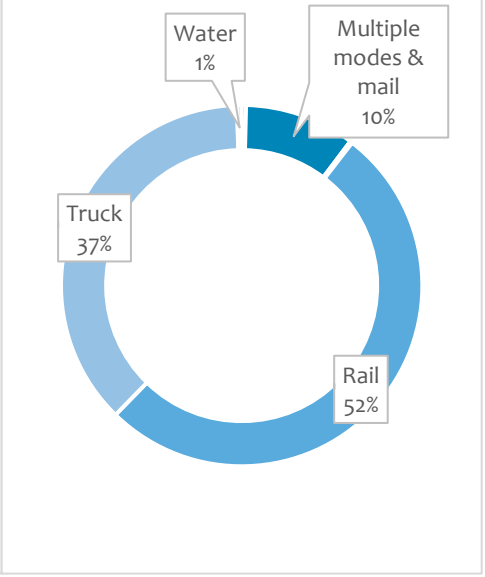


Modes not shown on chart are less than 1%.

Figure 27. International Exports by Mode (thousand tons)

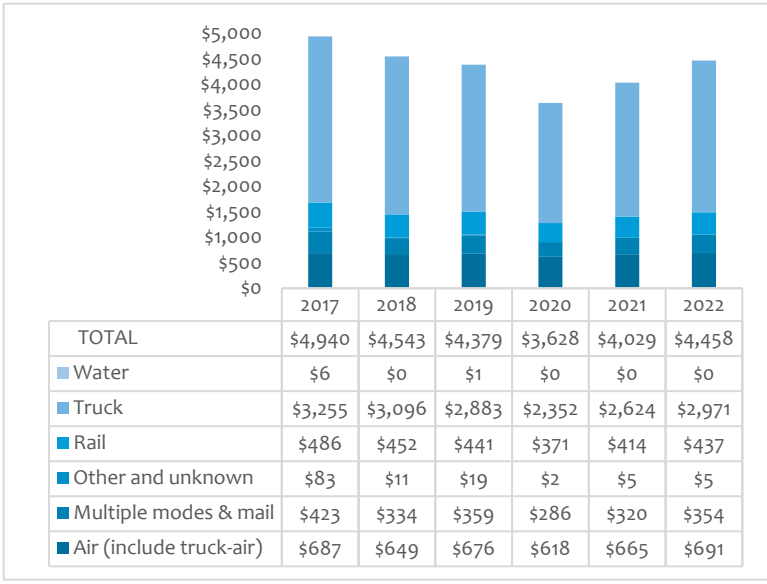


	2017	2018	2019	2020	2021	2022
TOTAL	1,642	1,391	1,233	1,197	1,161	1,125
Water	30	0	1	0	0	0
Truck	494	598	465	440	446	447
Rail	862	635	653	662	622	582
Other and unknown	14	0	0	0	0	0
Multiple modes & mail	237	151	108	90	88	92
Air (include truck-air)	5	6	5	5	5	4

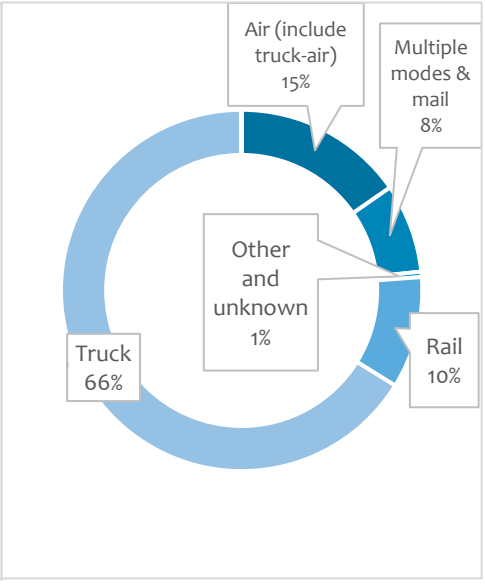


Modes not shown on chart are less than 1%.

Figure 28. International Exports by Mode (millions $)



	2017	2018	2019	2020	2021	2022
TOTAL	$4,940	$4,543	$4,379	$3,628	$4,029	$4,458
Water	$6	$0	$1	$0	$0	$0
Truck	$3,255	$3,096	$2,883	$2,352	$2,624	$2,971
Rail	$486	$452	$441	$371	$414	$437
Other and unknown	$83	$11	$19	$2	$5	$5
Multiple modes & mail	$423	$334	$359	$286	$320	$354
Air (include truck-air)	$687	$649	$676	$618	$665	$691



Modes not shown on chart are less than 1%.

Table 19. Top Origins and Destinations (thousand tons)

Origin FAF Zone	Destination FAF Zone	2017	2018	2019	2020	2021	2022	Total	Percent
North Florida	**Total Freight**	**66,243**	**65,214**	**65,575**	**62,292**	**64,371**	**63,858**	**387,553**	
	International Exports	1,642	1,391	1,233	1,197	1,161	1,125	7,749	2.0%
	North Florida	38,939	39,385	39,238	37,256	38,870	38,412	232,100	59.9%
	Miami FL	4,817	4,150	4,185	3,743	3,793	3,812	24,500	6.3%
	Orlando FL	3,801	3,532	3,627	3,421	3,476	3,448	21,304	5.5%
	Rest of FL	5,260	5,336	5,516	5,153	5,223	5,222	31,710	8.2%
	Tampa FL	2,899	2,398	2,513	2,366	2,435	2,413	15,024	3.9%
Total Imports		**34,357**	**38,097**	**36,778**	**35,483**	**36,155**	**35,291**	**216,161**	
International Imports		3,249	2,900	2,561	2,453	2,561	2,556	16,280	7.5%
Miami FL		2,819	2,991	2,450	2,426	2,502	2,395	15,583	7.2%
Orlando FL		2,751	2,729	2,712	2,707	2,700	2,672	16,270	7.5%
Rest of FL		3,806	3,804	3,779	3,713	3,818	3,786	22,707	10.5%
Savannah GA		3,816	4,150	4,393	4,325	4,254	3,896	24,836	11.5%
Tampa FL		3,134	3,128	3,095	3,130	3,087	3,111	18,685	8.6%

Source: FAF. Retrieved 12/27/23.

The North Florida to North Florida trips are intraregional. The total freight flows that are intra-regional are slightly different using this report than from the total flows report.

Table 20. Origins and Destinations (millions $)

Origin FAF Zone	Destination FAF Zone	2017	2018	2019	2020	2021	2022	Total	Percent
North Florida	**Total Freight**	**$101,478**	**$102,774**	**102,765**	**93,048**	**95,406**	**97,117**	**592,589**	
	International Exports	$4,940	$4,543	4,379	3,628	4,029	4,458	25,977	4.4%
	North Florida	$26,382	$26,676	26,334	24,583	25,379	25,732	155,086	26.2%
	Miami FL	$10,269	$11,294	11,433	10,374	10,590	11,522	65,481	11.1%
	Orlando FL	$6,504	$6,499	6,531	5,904	6,057	6,554	38,048	6.4%
	Rest of FL	$15,710	$15,500	15,456	13,400	14,053	15,517	89,636	15.1%
	Tampa FL	$4,192	$4,020	4,119	3,693	3,768	4,244	24,036	4.1%
Total Imports		**$34,357**	**$38,097**	**36,778**	**35,483**	**36,155**	**35,291**	**216,161**	
International Imports		$6,171	$5,641	5,612	5,393	5,952	6,378	35,147	16.3%
Miami FL		$4,691	$4,376	4,412		25,379	4,483	43,341	20.1%
Orlando FL		$4,685	$4,651	4,706	4,130	14,053	4,770	36,995	17.1%
Rest of FL		$5,788	$5,820	5,934	4,574	10,590	6,009	38,715	17.9%
Savannah GA			$2,334	2,426	5,748	6,057		16,566	7.7%
Tampa FL		$2,346			2,578	3,768	2,623	11,315	5.2%

Source: FAF. Retrieved 12/27/23.

The total freight flows that are intra-regional are slightly different using this report than from the total flows report.

8.1.1 International Transshipments

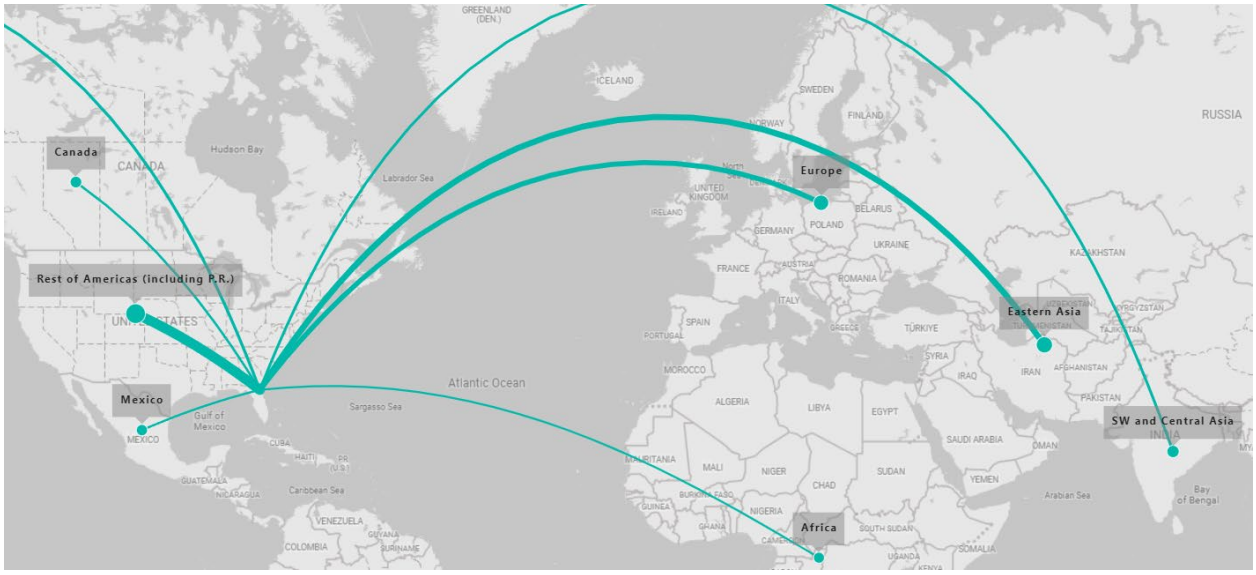
The FAF provides data on the goods moved through the region as summarized in Table 21 and Table 22. Transshipments are good that originate outside of North Florida, travel through North Florida, and are destined for locations outside of North Florida.

Table 21. International Transshipments (2017-2022) (millions of tons)

Region	Imports	Percent	Exports	Percent	Trade Balance
Canada	1,205.57	8.9%	1,675.62	4.8%	470.06
Mexico	959.88	7.1%	1,177.61	3.4%	217.73
Rest of Americas (including P.R.)	4,416.69	32.5%	13,964.27	40.4%	9,547.58
Europe	2,969.55	21.8%	6,731.74	19.5%	3,762.19
Africa	226.36	1.7%	248.31	0.7%	21.96
SW and Central Asia	1,604.71	11.8%	2,538.58	7.3%	933.87
Eastern Asia	1,860.37	13.7%	6,705.82	19.4%	4,845.45
SE Asia and Oceania	363.54	2.7%	1,556.92	4.5%	1,193.38
Total	**13,606.66**		**34,598.88**		**20,992.22**

Source: FAF. Retrieved 12/27/23.

Figure 29. International Transshipments Flow Map



International shipments that enter the US in North Florida and are destined for this region represent 6.2% of the 34.598 million tons of international shipments or (2.14 tons).

Table 22. International Transshipment Imports 2017-2022 (millions of tons)

	International Origin										
Domestic Destination	Canada	Mexico	Rest of Americas (including Puerto Rico)	Europe	Africa	SW and Central Asia	Eastern Asia	SE Asia and Oceania	Total	Percent	Cumulative Percent
Miami, FL	403	399	3,490	1,839	72	680	1,813	425	9,121	28.1%	28.1%
Rest of FL	329	296	2,815	1,572	63	611	1,628	367	7,682	23.7%	51.8%
Orlando, FL	193	190	1,675	887	35	329	878	205	4,392	13.5%	65.3%
Tampa, FL	186	185	1,613	846	33	312	831	196	4,202	12.9%	78.2%
Atlanta, GA	8	1	156	25	0	79	286	18	574	1.8%	80.0%
Rest of NC	122	0	377	7	0	1	6	0	514	1.6%	81.6%
Chicago, IL	6	0	78	369	4	18	33	3	512	1.6%	83.2%
Charlotte, NC	102	0	309	4	0	1	3	0	419	1.3%	84.5%
Raleigh-Dirham, NC	92	0	278	4	0	1	3	0	378	1.2%	85.6%
Rest of GA	4	1	70	13	0	40	141	9	277	0.9%	86.5%
Greensboro--Winston-Salem--High Point NC	62	0	190	3	0	1	2	0	258	0.8%	87.3%
Los Angeles, CA	-	0	42	38	5	31	88	49	254	0.8%	88.0%
New York, NJ Part	0	2	158	5	1	15	27	12	219	0.7%	88.7%
Dallas-Ft Worth, TX	3	0	95	66	2	8	15	7	196	0.6%	89.3%
Albany, NY	-	0	177	1	-	1	3	1	183	0.6%	89.9%
Houston, TX	3	0	87	60	2	7	14	6	178	0.5%	90.4%
New York, NY Part	-	0	34	14	0	90	26	13	176	0.5%	91.0%
Rest of IL	2	0	20	130	2	6	12	1	173	0.5%	91.5%
Rest of LA	-	0	163	2	0	0	3	1	170	0.5%	92.0%
Rest of TX	2	0	82	55	2	6	13	5	166	0.5%	92.6%
Total	**1,518**	**1,075**	**11,909**	**5,943**	**220**	**2,236**	**5,825**	**1,319**	**30,045**		
Percent	**5.1%**	**3.6%**	**39.6%**	**19.8%**	**0.7%**	**7.4%**	**19.4%**	**4.4%**			

Source: FAF. Retrieved 12/27/23.

Note: "Rest of FL" does not include our region.

8.2 Verification of Commodity Flows

A comparison of the tons shipped through our ports reported by JAXPORT and the Port of Fernandina was compared with the FAF data. There was only a 4.9% difference in the total for the period 2017-2022 as shown in Table 23. Based on these totals, the FAF forecasts will be reasonable to use for the purposes of this regional plan.

Table 23. Comparison of FAF and JAXPORT/Port of Fernandina Reported Tons Shipped

	JAXPORT and Port of Fernandina Reported	FAF International Transshipments	FAF International Imports*	FAF International Exports	FAF Total	Difference
TOTAL	62.5	32.5	2.1	31.0	65.6	4.9%

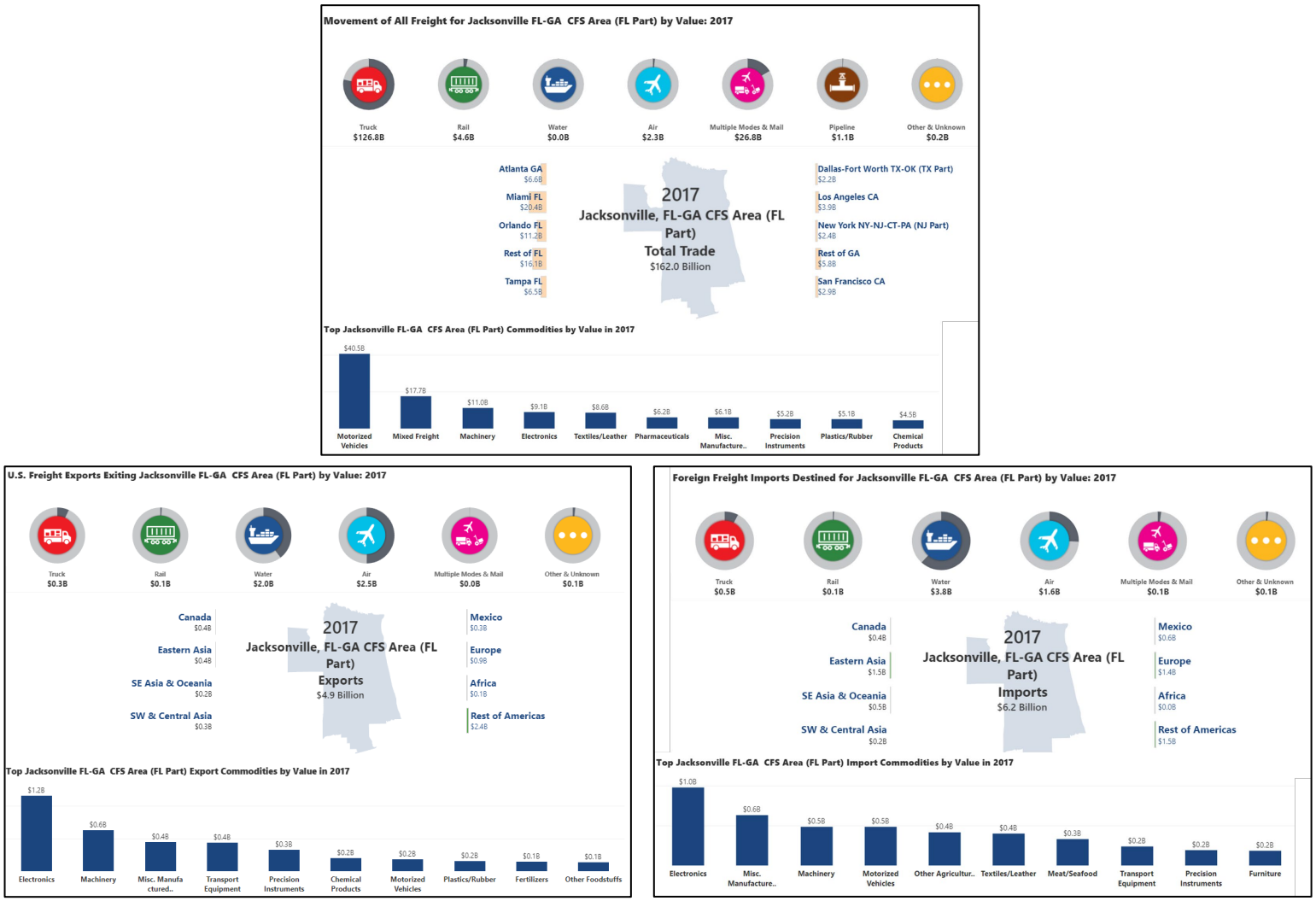
Source: FAF. Retrieved 12/27/23.

*Adjusted to be only goods consumed within region (see note at the bottom of Table 40). All other goods are included in the transshipment totals. The transshipment total was reduced accordingly.

8.3 Summary of Commodity Flows

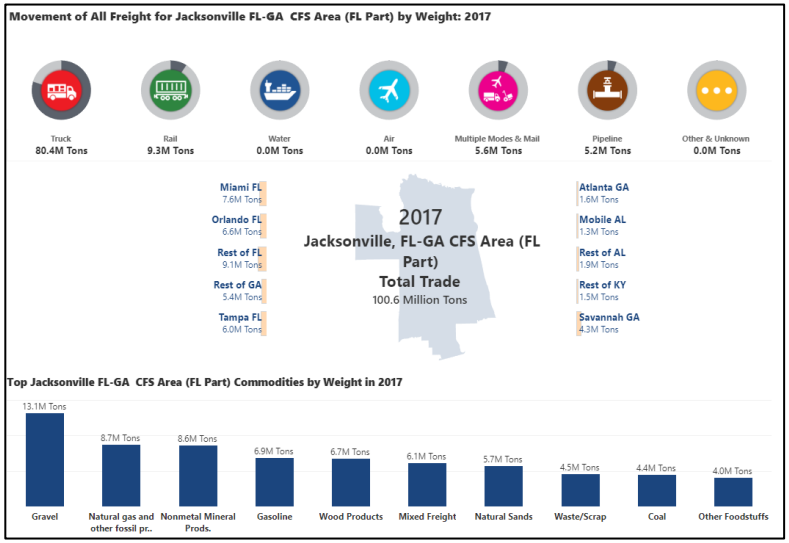
The FAF Data Visualization Tool, published by the U.S. Department of Transportation Federal Highway Administration, provides an interactive dashboard that can be used to visualize both domestic and international freight flows at the nation-wide, state, and FAF zone levels. Figure 30 displays views of the FAF Data Visualization Tool for 2017 commodity flows in the NFTPO region by dollar value, while Figure 31 displays 2017 commodity flows by tonnage.

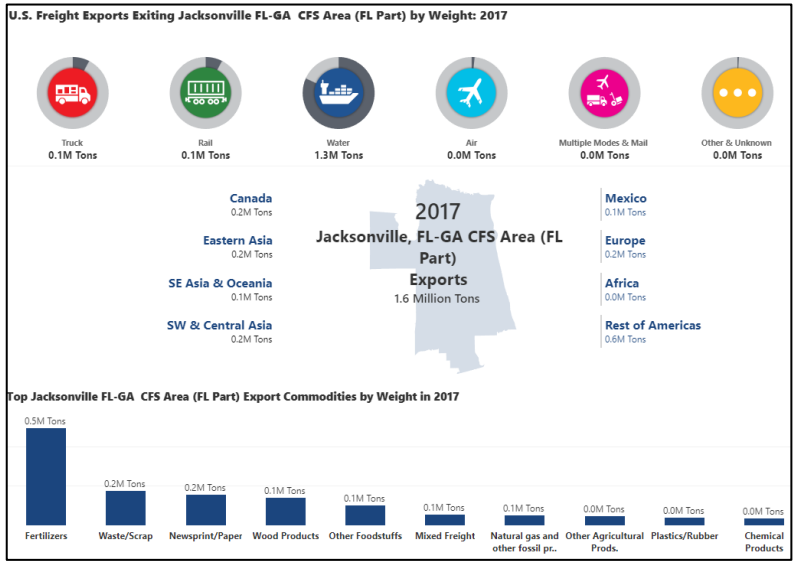
Figure 30. FAF Commodity Flow Infographics by Value for 2017

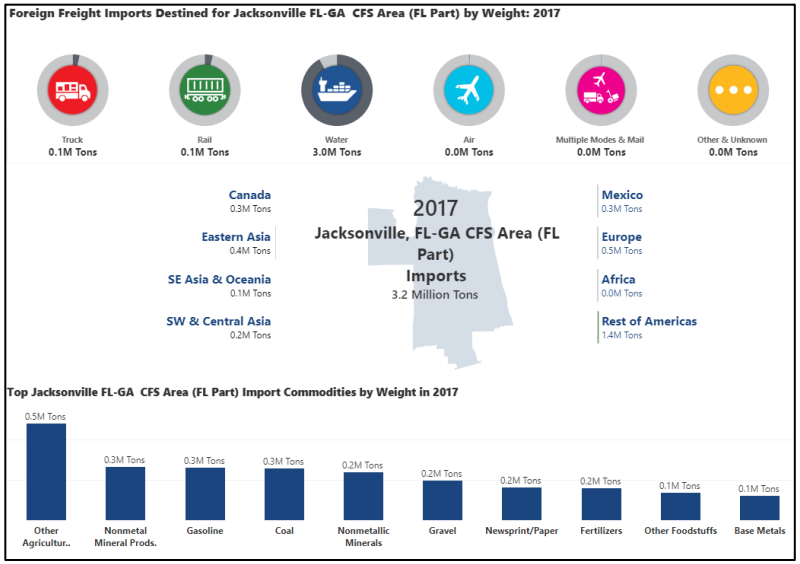


Source: FAF. Retrieved 12/27/23.

Figure 31. FAF Commodity Flow Infographics by Weight for 2017







Source: FAF. Retrieved 12/27/23.

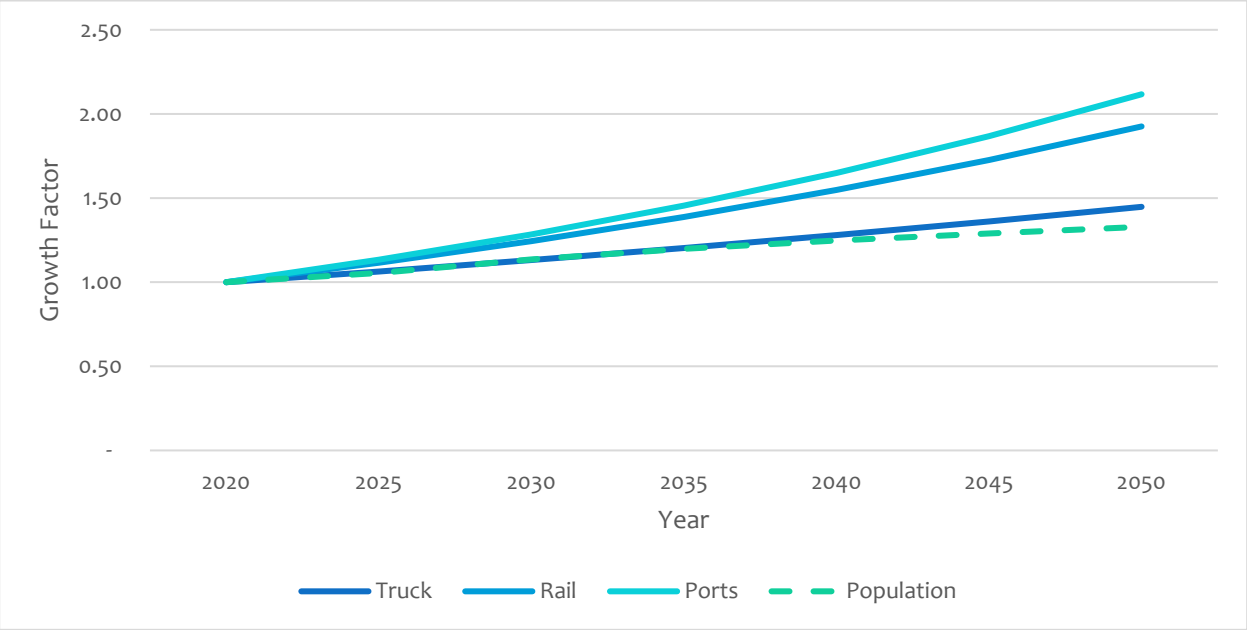
8.4 2050 Demand Forecasts

By the year 2050, freight flows within the region are anticipated to increase

- Trucks 45%, or 1.24% per year compounding growth rate
- Rail 93%, or 2.21% per year compounding growth rate
- Ports 112% or 2.53% per year compounding growth rate

Based on the Bureau of Economic Research at the University of Florida, population is anticipated to increase by less than the growth in each mode: 33% or 0.95% per year compounding growth rate through 2050. The relationship between these forecasts is shown on Figure 32.

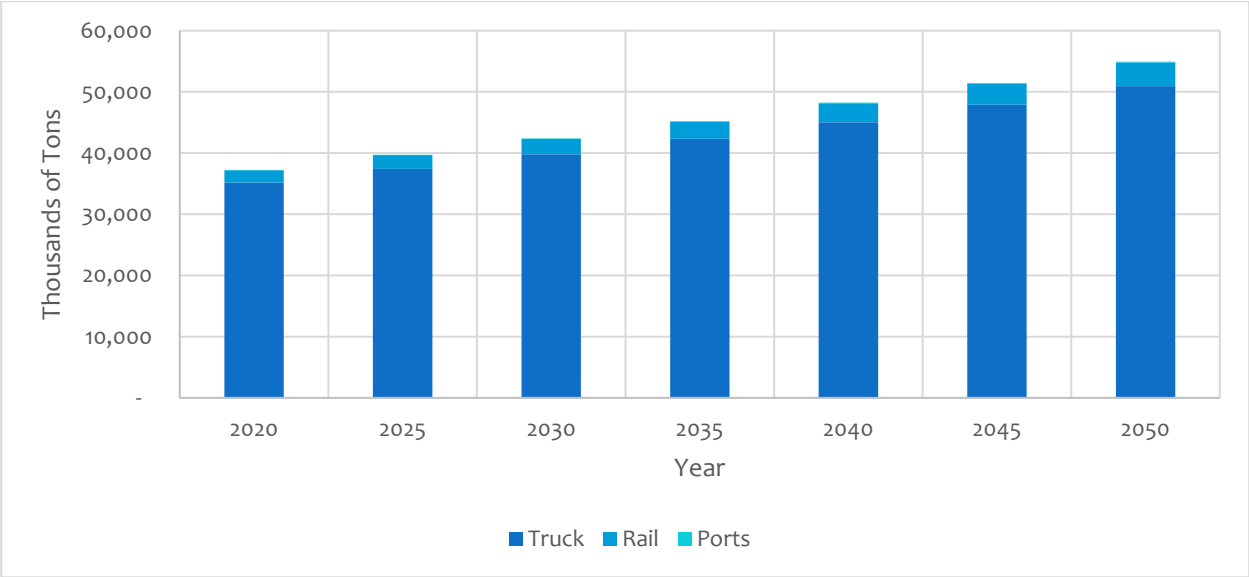
Figure 32. Relative Growth of Freight by Mode and Population



Source: FAF. Retrieved 12/27/23.

Figure 33 summarizes the growth in freight flows by mode by year.

Figure 33. Freight Flow Forecasts (thousands of tons)



Source: FAF. Retrieved 12/27/23.

Table 24 through Table 28 summarize the 2050 forecasts.

Table 24. 2050 Freight Flow Forecasts (thousands of tons)

Commodity	Tons Within	Commodity	Tons Outbound	Commodity	Tons Inbound
Total	**54,873.9**		**46,890.9**		**54,701.7**
Gravel	12,946.5	Gravel	7,240.6	Natural gas and other fossil products	8,435.8
Nonmetal min. prods.	7,011.3	Mixed freight	5,937.5	Natural sands	5,686.6
Wood prods.	6,478.3	Motorized vehicles	5,014.2	Gravel	4,515.9
Gasoline	3,758.3	Wood prods.	4,670.0	Other foodstuffs	3,675.5
Natural gas and other fossil products	3,670.2	Newsprint/paper	2,906.4	Basic chemicals	3,542.2
Waste/scrap	3,327.1	Nonmetal min. prods.	2,531.0	Mixed freight	3,001.4
Logs	3,092.6	Alcoholic beverages	2,250.6	Nonmetal min. prods.	2,727.2
Mixed freight	2,978.3	Other ag prods.	1,695.5	Motorized vehicles	1,778.8
Fuel oils	2,340.1	Plastics/rubber	1,279.9	Wood prods.	1,767.4
Natural sands	1,977.5	Waste/scrap	1,081.7	Other ag prods.	1,509.4

Data from the Freight Analysis Framework Version 5.5.1. Retrieved 12/27/24
Outbound: Outbound flow from the given FAF Zone to all other FAF Zones (not including Within)
Inbound: Inbound flow all other FAF Zones to the given FAF Zone (not including Within)

Table 25. 2050 Freight Flows (millions of $)

Commodity	Within	Commodity	Outbound	Commodity	Inbound
Total	46,597.7		162,779.8		122,200.2
Machinery	8,149.0	Motorized vehicles	66,385.7	Motorized vehicles	17,176.3
Mixed freight	7,012.5	Textiles/leather	15,361.5	Pharmaceuticals	13,246.0
Precision instruments	3,506.2	Mixed freight	14,560.0	Mixed freight	12,878.2
Motorized vehicles	3,456.0	Precision instruments	8,411.8	Electronics	10,714.6
Gasoline	2,004.7	Electronics	6,531.1	Misc. mfg. prods.	8,668.7
Plastics/rubber	1,905.1	Plastics/rubber	6,466.4	Machinery	8,405.5
Alcoholic beverages	1,715.8	Misc. mfg. prods.	6,317.6	Chemical prods.	5,524.0
Electronics	1,692.6	Pharmaceuticals	5,645.6	Plastics/rubber	4,854.6
Other foodstuffs	1,691.7	Machinery	4,734.3	Textiles/leather	4,770.9
Chemical prods.	1,402.6	Chemical prods.	4,371.7	Meat/seafood	3,581.5

Data from the Freight Analysis Framework Version 5.5.1

Outbound: Outbound flow from the given FAF Zone to all other FAF Zones (not including Within)

Inbound: Inbound flow all other FAF Zones to the given FAF Zone (not including Within)

Table 26. 2050 Top Trading Partners (tons)

Destination	Thousand Tons	Percent	Millions $	Percent
Total	101,764.9	100.0%	209,377.5	100.0%
Within North Florida	54,873.9	53.9%	46,597.7	22.3%
Rest of FL	8,116.6	8.0%	20,985.8	10.0%
Miami FL	7,292.6	7.2%	32,370.7	15.5%
Orlando FL	5,836.4	5.7%	13,593.5	6.5%
Tampa FL	4,695.3	4.6%	9,055.1	4.3%

Does not include transshipment (ports)

Table 27. 2050 Mode Split (thousands of tons)

	Within	Percent	Outbound	Percent	Inbound	Percent
Total	**54,873.9**	**100.0%**	**46,890.9**	**100.0%**	**54,701.7**	**100.0%**
Domestic	**53,892.0**	**98.2%**	**30,360.4**	**64.7%**	**45,596.2**	**83.4%**
Air (include truck-air)	0.0	0.0%	8.2	0.0%	11.1	0.0%
Multiple modes & mail	10.7	0.0%	1,536.6	3.3%	4,994.0	9.1%
Pipeline	46.6	0.1%	1.0	0.0%	8,235.6	15.1%
Rail	3,818.0	7.0%	552.6	1.2%	3,073.7	5.6%
Truck	50,016.7	91.1%	28,261.9	60.3%	29,281.7	53.5%
Water	0.0	0.0%	0.0	0.0%	0.1	0.0%
Export	**185.1**	**0.3%**	**2,805.3**	**6.0%**	**3,620.6**	**6.6%**
Air (include truck-air)	0.0	0.0%	10.3	0.0%	0.0	0.0%
Multiple modes & mail	14.1	0.0%	468.8	1.0%	152.1	0.3%
Other and unknown	0.0	0.0%	29.0	0.1%	0.4	0.0%
Rail	14.5	0.0%	1,445.5	3.1%	130.2	0.2%
Truck	156.4	0.3%	797.0	1.7%	3,337.7	6.1%
Water	0.0	0.0%	54.7	0.1%	0.1	0.0%
Import	**796.9**	**1.5%**	**13,725.2**	**29.3%**	**5,485.0**	**10.0%**
Air (include truck-air)	0.0	0.0%	0.7	0.0%	14.8	0.0%
Multiple modes & mail	16.7	0.0%	1,535.3	3.3%	890.3	1.6%
Other and unknown	0.0	0.0%	0.0	0.0%	4.5	0.0%
Rail	17.3	0.0%	524.0	1.1%	3,392.9	6.2%
Truck	762.9	1.4%	11,665.2	24.9%	1,173.2	2.1%
Water	0.0	0.0%	0.0	0.0%	9.3	0.0%

Most port traffic (water) is a transshipment and reported separately.

Table 28. 2050 Forecasts by Mode (millions $)

	Within	Percent	Outbound	Percent	Inbound	Percent
Total	46,597.7	100.0%	162,779.8	100.0%	122,200.2	100.0%
Domestic	44,267.3	95.0%	108,222.6	66.5%	96,668.3	79.1%
Air (include truck-air)	0.0	0.0%	1,728.6	1.1%	1,249.0	1.0%
Multiple modes & mail	1,359.7	2.9%	20,761.3	12.8%	26,328.3	21.5%
Pipeline	22.2	0.0%	0.3	0.0%	1,726.0	1.4%
Rail	126.9	0.3%	255.8	0.2%	1,241.9	1.0%
Truck	42,758.5	91.8%	85,476.6	52.5%	66,123.1	54.1%
Water	0.0	0.0%	0.0	0.0%	0.0	0.0%
Export	249.1	0.5%	9,589.8	5.9%	13,832.8	11.3%
Air (include truck-air)	0.0	0.0%	1,281.2	0.8%	4.9	0.0%
Multiple modes & mail	4.2	0.0%	876.1	0.5%	1,129.9	0.9%
Other and unknown	6.3	0.0%	154.0	0.1%	67.6	0.1%
Rail	4.2	0.0%	933.2	0.6%	1,036.9	0.8%
Truck	234.3	0.5%	6,331.9	3.9%	11,593.2	9.5%
Water	0.0	0.0%	13.5	0.0%	0.3	0.0%
Import	2,081.3	4.5%	44,967.4	27.6%	11,699.0	9.6%
Air (include truck-air)	0.0	0.0%	20.0	0.0%	1,318.1	1.1%
Multiple modes & mail	12.0	0.0%	10,707.2	6.6%	2,045.4	1.7%
Other and unknown	0.0	0.0%	0.8	0.0%	183.0	0.1%
Rail	30.0	0.1%	3,886.1	2.4%	1,992.3	1.6%
Truck	2,039.2	4.4%	30,353.4	18.6%	6,156.0	5.0%
Water	0.0	0.0%	0.0	0.0%	4.2	0.0%

Most port traffic (water) is a transshipment and reported separately.

9 Summary of Needs

9.1 SIS Needs Plan

FDOT's 2045 SIS Unfunded Needs Plan identifies highway and rail needs projects to address reliability, congestion, and operational concerns. Table 29 summarizes the SIS Unfunded Needs projects in the NFPTO region and these needs are shown on Figure 34, labelled by their Project ID in the SIS Plan.

Table 29. 2045 SIS Unfunded Needs Plan Table

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
2625	Duval	I-295	SR 9B to I-95 South Interchange	Add Managed Lane	Capacity	Long
2949	Duval	I-295	SR-13 San Jose Boulevard to SR-21 Blanding Boulevard (Buckman Bridge)	Add Managed Lane	Capacity	Long
2940	Duval	I-295	Collins Road	Modify Interchange	Capacity	Long
2628	Nassau	SR-A1a/SR-200 Buccaneer Trail	Overpass of US-17	New Bridge	Capacity	Long
2581	Nassau	I-95	Duval County Line to SR-A1A/SR-200 Buccaneer Trail	A2-8	Capacity	Long
2582	Nassau	I-95	SR-A1A/SR-200 Buccaneer Trail to Georgia State Line	A2-8	Capacity	Long
466	St. Johns	I-95	US-1 and SR-206	Modify Interchange	Capacity	Long
467	St. Johns	I-95	SR-206 to CR-13A International Golf Parkway	Add Managed Lane	Capacity	Long

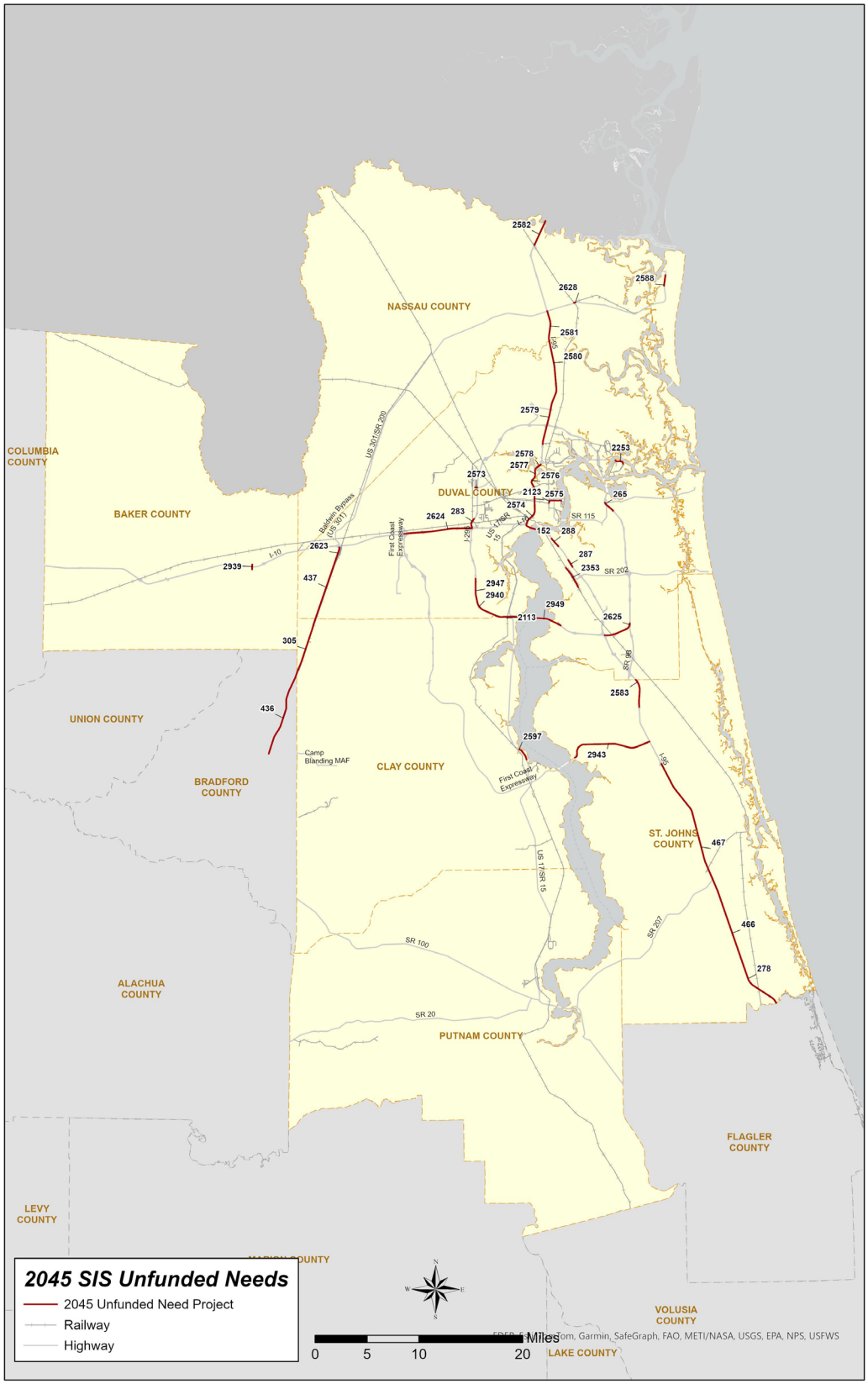
Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
2623	Duval	I-10	US-301	Modify Interchange	Capacity	Long
2624	Duval	I-10	SR-23 First Coast Expressway to I-295	Add Managed Lane	Capacity	Long
283	Duval	I-10	I-295 Interchange	Modify Interchange	Capacity	Long
287	Duval	I-95	SR-109 University Boulevard and Bowden Road	Modify Interchange	Capacity	Long
288	Duval	I-95	US-1 Alt. Emerson Street	Modify Interchange	Capacity	Long
2574	Duval	I-95	I-10 to SR-139/US-23 Kings Road	Add Managed Lane	Capacity	Long
2577	Duval	I-95	SR-115 Lem Turner Road to SR-111 Edgewood Avenue	A2-8	Capacity	Long
2578	Duval	I-95	SR-111 Edgewood Avenue to SR-105 Heckscher Drive	A2-8	Capacity	Long
2580	Duval	I-95	Pecan Park Road to Nassau County Line	A2-8	Capacity	Long
2573	Duval	Pritchard Road	CSX to I-295	A2-6	Capacity	Long
278	St. Johns	I-95	Flagler County Line to SR-206	A2-8	Capacity	Long
2579	Duval	I-95	SR-102 Airport Road to Pecan Park Road	A2-8	Capacity	Long
2583	St. Johns	I-95	CR-210 to Duval County Line	A2-12	Capacity	Long

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
436	Bradford	US-301	CR-233 to Bradford County Line	A2-6	Capacity	Long
305	St. Johns	US-301	Bradford County Line to Clay/Duval County Line	A2-6	Capacity	Long
437	Duval	US-301	Clay/Duval County Line to I-10	A2-6	Capacity	Long
2253	Duval	CSX	Eastport Connector to Blount Island and Dames Point	Track Addition and Switch Yard Improvements	Capacity	Mid
2939	Duval	I-10	SR-121	Modify Interchange	Capacity	Mid
2353	Duval	FEC	Bowden Yard	Yard Improvements	Capacity	Mid
2113	Clay	CSX Transportation	CR-28	Grade Separation	Capacity	Mid
2947	Duval	I-295	West of US-17 to SR-134 103rd Street	Add Managed Lane	Capacity	Mid
2942	Duval	I-295	US-17/Wells Road	Modify Interchange	Capacity	Mid
2943	St. Johns	SR-23 First Coast Expressway	SR-13 to I-95	New Road	System Linkage	Mid
2588	Nassau	SR-A1A/SR-200 Buccaneer Trail	8th Street from Lime Street to Centre Street	A2-4	Capacity	Short
2123	Duval	Talleyrand Terminal Railroad	Talleyrand Terminal Railroad	Track Addition	Capacity	Short

Project ID in SIS Plan	County	Route	Location	Need	Justification	SIS Plan Horizon
152	Duval	I-95	North of Fuller Warren Bridge to SR-104 Dunn Avenue	Add Managed Lane	Capacity	Short
265	Duval	I-295	SR-113 Southside Connector to SR-202 JTB	Add Managed Lane	Capacity	Short
2597	Clay	US-17	SR-16 West to Governor's Street	A2-6	Capacity	Short
2575	Duval	I-95	SR-15/US-17 to SR-122 Golfair Avenue	A2-8	Capacity	Short
2576	Duval	I-95	SR-122 Golfair Avenue to SR-115 Lem Turner Road	A2-8	Capacity	Short

A2 = Add to lanes to get 6, 8, etc. Unfunded needs as identified in Multimodal Unfunded Needs Plan Update (2017). Retrieved June 28, 2024. Only projects identified on high-truck corridors are listed.

Figure 34. 2045 SIS Unfunded Needs Plan Map



9.2 Additional Needs

In addition to the SIS Plan needs that are summarized in Section 9.1, additional needs projects were identified to address capacity, operational, and safety concerns identified in this plan.

With the increase in demand that is anticipated to occur for freight rail and intermodal movements, the operational capacity on the existing rail infrastructure is anticipated to reach or exceed capacity within the region.

Congestion levels are anticipated to increase significantly by 2050 and reliability is the most important consideration for trucking. These needs are summarized in the highway needs plan. Truck parking also continues to be a significant concern for drivers who need safe and convenient locations to rest during their required service breaks. Delays at port gates are anticipated to increase.

Currently there are as many as 24 trains per day that operate on the FEC line, 14 trains per day operate on CSX's S-line main. Six trains per day operate on Norfolk Southern main line. With the addition of intercity passenger service proposed by Amtrak and commuter rail by the JTA, the available operational capacity will be further impacted. The most significant bottleneck on the system today is the FEC Railroad Bridge over the St. Johns River. This bridge is a system bottleneck and will limit the capacity for trains to move through region and access the intermodal and port facilities. A project is underway to provide signal and switch improvements to make the operations more efficient, but this project will not provide the capacity needed for the horizon year of this plan, 2050.

Safety improvements are needed at high-crash rail-highway grade crossings. Risk is inherent in these crossings with the conflicting needs for roadway system connectivity and existing rail corridors. Constructing grade separations may result in significant right-of-way impacts and construction costs.

Improvements are needed at our ports to address the growth in demand and to maintain our region's competitiveness. Expansion of off-dock services and capacity for container storage is needed. Raising the JEA power lines at Fulton Cut is needed to complete the last step for post-Panamax container ships to be served at Dames Point and Blount Island.

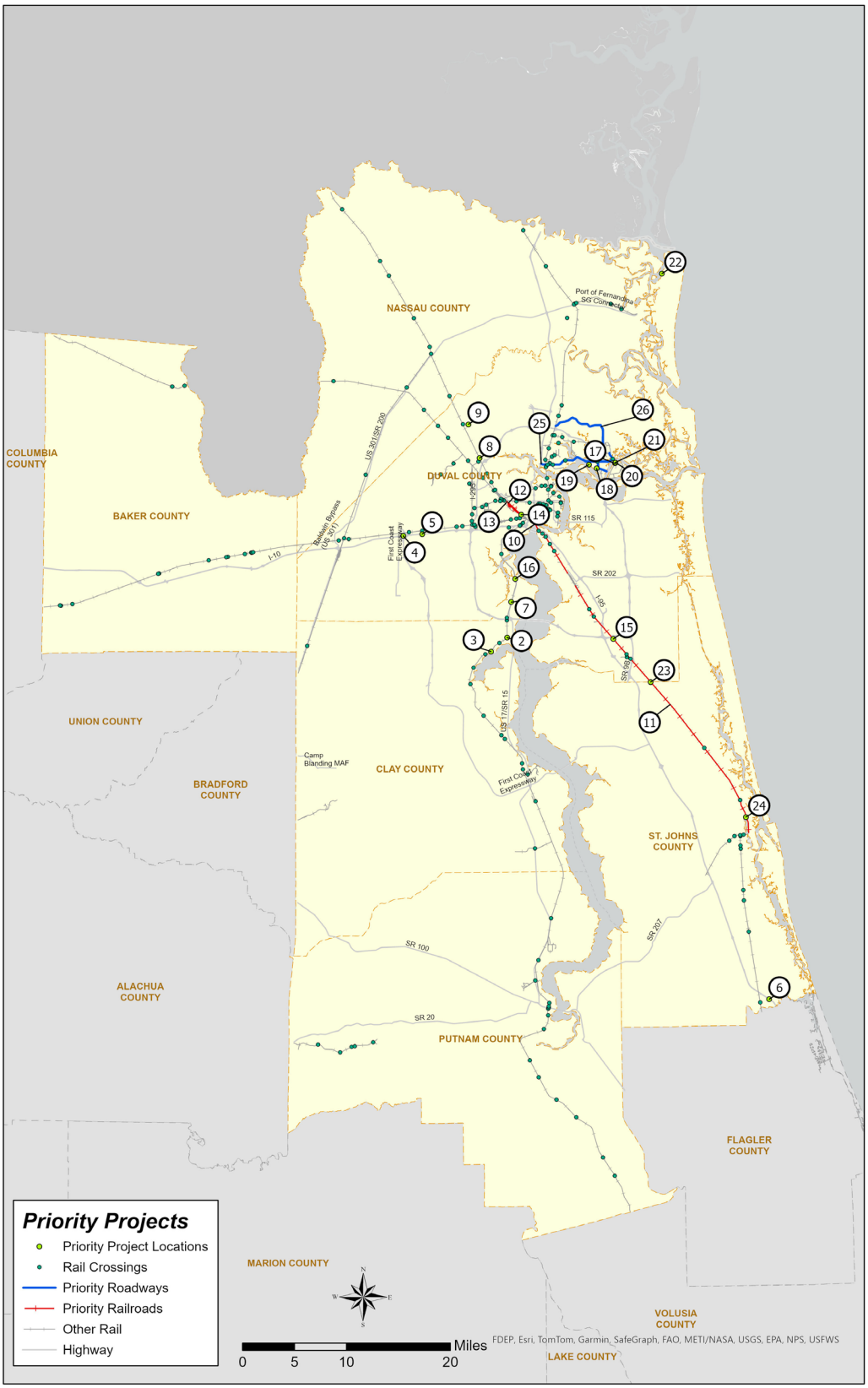
Table 30 summarizes the freight and intermodal needs and these needs are shown on Figure 35.

Table 30. Summary of Needs

Map ID	County	Route	Location	Need	Justification	SIS Facility
1	Regional	All	Rail crossings	Rail crossing notification system	Provide traveler information when crossings are blocked to reduce delays	Y
2	Clay	SR-224 Kingsley Avenue	CSX	Grade separation	AADT and no. of trains	Y
3	Clay	Woodland Road	CSX	Crossing improvements	Crossing fatality	Y
4	Duval	I-10/ US-90	SR-23	Truck Parking	Intersection of two truck routes	Y
5	Duval	I-10	Near CR-115C Chaffee Road in Duval County	NEVI Charging Station	Identified in state plan to comply with NEVI	Y
6	Duval	I-95	US-1 South in St. Johns County	NEVI Charging Station	Identified in state plan to comply with NEVI	Y
7	Duval	CSX	Avent Drive	Crossing improvements	Crossing fatality	Y
8	Duval	CSX	Trout River Blvd	Grade separation	Safety improvements. 4 crashes. Concepts developed by FDOT.	Y
9	Duval	CSX	Acree Road Overpass	Grade separation	New connector to US-1 and an overpass to serve Dinsmore area.	Y
10	Duval	FEC	St. Johns River Bridge	Capacity improvements beyond the CRISSI project	System bottleneck for future passenger rail	Y
11	Duval & St. Johns	FEC	St. Augustine to St. Johns River	Capacity improvements	System bottleneck for future passenger rail	Y
12	Duval	FEC/CSX	Moncrief Yard	Capacity improvements	Operational improvements for interchange between FEC and CSX	Y
13	Duval	Amtrak	Moncrief Yard	Capacity improvements	Operational improvements to accommodate Amtrak move to convention center	Y

Map ID	County	Route	Location	Need	Justification	SIS Facility
14	Duval	CSX	McQuade/ Broadway St	Crossing improvements	Being studied for closing as part of the FEC CRISSI grant. Coordination underway with the City of Jacksonville.	Y
15	Duval	FEC	Greenland Road	Crossing improvements	Safety and AADT	Y
16	Duval	CSX	SR-134 Timuquana Avenue	Crossing improvements	Crossing fatality, two crashes and AADT	Y
17	Duval	JAXPORT	Blount Island	Gate security and access improvements	Anticipated queues and spill back onto roadways	Y
18	Duval	JAXPORT	Dames Point	Gate security and access improvements	Anticipated queues and spill back onto roadways	Y
19	Duval	JAXPORT	Cruise Terminal	Parking and access improvements	Needed to accommodate larger ships and avoid queue spillback	Y
20	Duval	SR-105 Heckscher Drive	CSX R/R and David Rawls Boulevard	Grade separation and interchange	Reduce delays and conflicts associated with highway-rail crossing	Y
21	Duval	New road	JEA Power Site	New road and bridge	Connect to vacant site for development of port-related operations	New Road
22	Nassau	Port of Fernandina	Entrance	Gate security and access improvements	Anticipated queues and spill back onto roadways	Y
23	St. Johns	FEC	Race Track Road/CR-210 Nocatee Parkway	Crossing Improvements	AADT and train traffic	Y
24	St. Johns	FEC	SR-16	Crossing improvements	AADT and train traffic	Y
25	Duval	SR-105 Heckscher Drive	I-95 to David Rawls Boulevard	Freight Signal Priority	More efficient access to JAXPORT	Y
26	Duval	New Berlin Road	Terrel Road to Armsdale Road	Freight Signal Priority	More efficient access to major warehousing clusters	N

Figure 35. Summary of Freight Needs



TRUCK ROUTES ORDINANCE

City of Jacksonville Ordinance 2017-807
(New Part 16 –Truck Routes Regulations; Chapter 804 – Jacksonville Traffic Code)

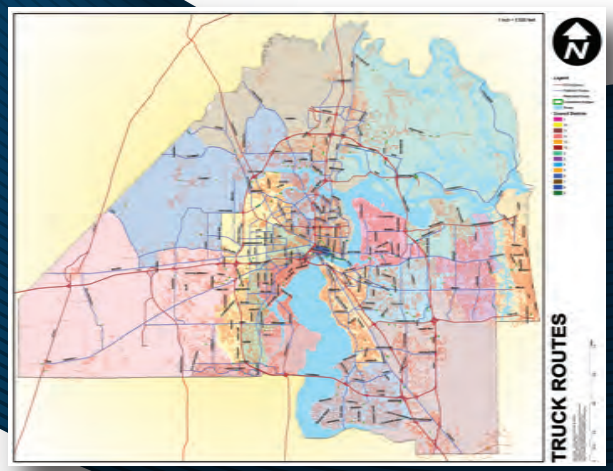
The use of the public roads within the City is to serve the daily needs of its citizens. Truck movement is essential to providing the vital goods and services citizens need in daily interactions. The ordinance does not prohibit trucks from using all roads within the municipality, but it does require the use of certain roads that are more suitable for truck traffic to the greatest extent possible, and also to minimize truck intrusion into sensitive areas, to the greatest extent possible.

Truck route ordinance and map are available at **http://bit.ly/truckroutesordinance**.

PATROL ZONE SUBSTATIONS:

Downtown / Springfield / Eastside
P: 904.630-8144 | F: 904.630-8155 | JSOZone1@jaxsheriff.org
Gateway Town Center
5258-13 Norwood Avenue - 32208

Arlington / Intracoastal West
P: 904.630.8166 | F: 904.630-8170 | JSOZone2@jaxsheriff.org
Regency Square Mall
9501 Arlington Expressway - 32225



Southside / Mandarin / San Marco
P: 904.630.8100 | F: 904.630.8101 | JSOZone3@jaxsheriff.org
Prominence Parkway
8875 Liberty Ridge Drive, Suite 110 - 32256

Riverside / Avondale / Ortega / Westside
P: 904.630.8133 | F: 904.630.8122 | JSOZone4@jaxsheriff.org
Cedar Hills Shopping Center
3726 Blanding Boulevard, Jacksonville, FL 32210

Northwest / New Town / Baldwin
P: 904.470.8900 | F: 904.384.8610 | JSOZone5@jaxsheriff.org
Edward Waters College
1767 Kings Road- 32209

Northside / San Mateo / Oceanway
P: 904.630.8688 | Fax: 904.630.8677 | JSOZone6@jaxsheriff.org
Highland Square Shopping Center
936 Dunn Avenue - 32218

HOURS OF OPERATION:

Monday - Friday; 8 AM - 5 PM

CITY OF JACKSONVILLE

TRUCK ROUTE SYSTEMS

Planning & Development Department
904.255.7800 | lurise@coj.net

City Traffic Engineer
904-255-7533 | CLeDew@coj.net

630-CITY
904.630.2489 | 630CITY@coj.net

OBJECTIVE OF THE TRUCK ROUTE SYSTEM

The truck routes ordinance establishes truck routes within the City that reduce the use of regulated trucks traveling on restricted roads (except for delivery and pickup); enhance safety for vehicles, bicyclists, and pedestrians; and minimize pavement maintenance in conjunction with the following:

- Designate acceptable routes for trucks to access the Strategic Intermodal System (SIS) and State Highway System (SHS) in order to complete extended distance travel;
- The City Traffic Engineer to install signage designating the truck route system;
- Protect residential neighborhoods from:
  1. Excessive truck traffic creating greater hazards to pedestrians and bicyclists;
  2. Increased congestion and noise pollution from truck traffic; and
  3. Pavement pot holes, raveling, rutting, and other pavement distress conditions that cause hazards to motorcyclists, bicyclists, pedestrians, motorists and local residents;
- Procedures for enforcing truck route violations.

SCAN ME
with a QR code reader to view the truck route ordinance and map.

TRUCK ROUTE DEFINITIONS

For the purpose of this ordinance:

Gross Weight means the net weight of the motor vehicle in pounds plus the weight of the load carried by it, pursuant to Florida Statute 320.01(7).

Regulated Truck means a truck having a gross weight which exceeds 26,001 pounds, and is designated for the specific purpose of transporting freight. A regulated truck does not include those trucks that are used for government, utility, or solid waste purposes.

Truck Route System means those streets that are defined and identified as truck routes on the City of Jacksonville Regulated Truck Route Map as described below:

Preferred Truck Routes (Blue) means those routes or roads designated for travel for regulated trucks as the primary means of travel within Jacksonville

Restricted Roads (Red) means those routes or roads that are prohibited for travel or use by regulated trucks.

Non-regulated Truck Routes (Grey) means those routes or roads that are not designed as a preferred truck route or restricted road. Regulated trucks are permitted to travel on these truck routes.

ENFORCEMENTS & PENALTIES

Chapter 804, Ordinance Code directs the Jacksonville Sheriff's Office to issue warnings for the first 6 months after the effective date (1/22/2019).

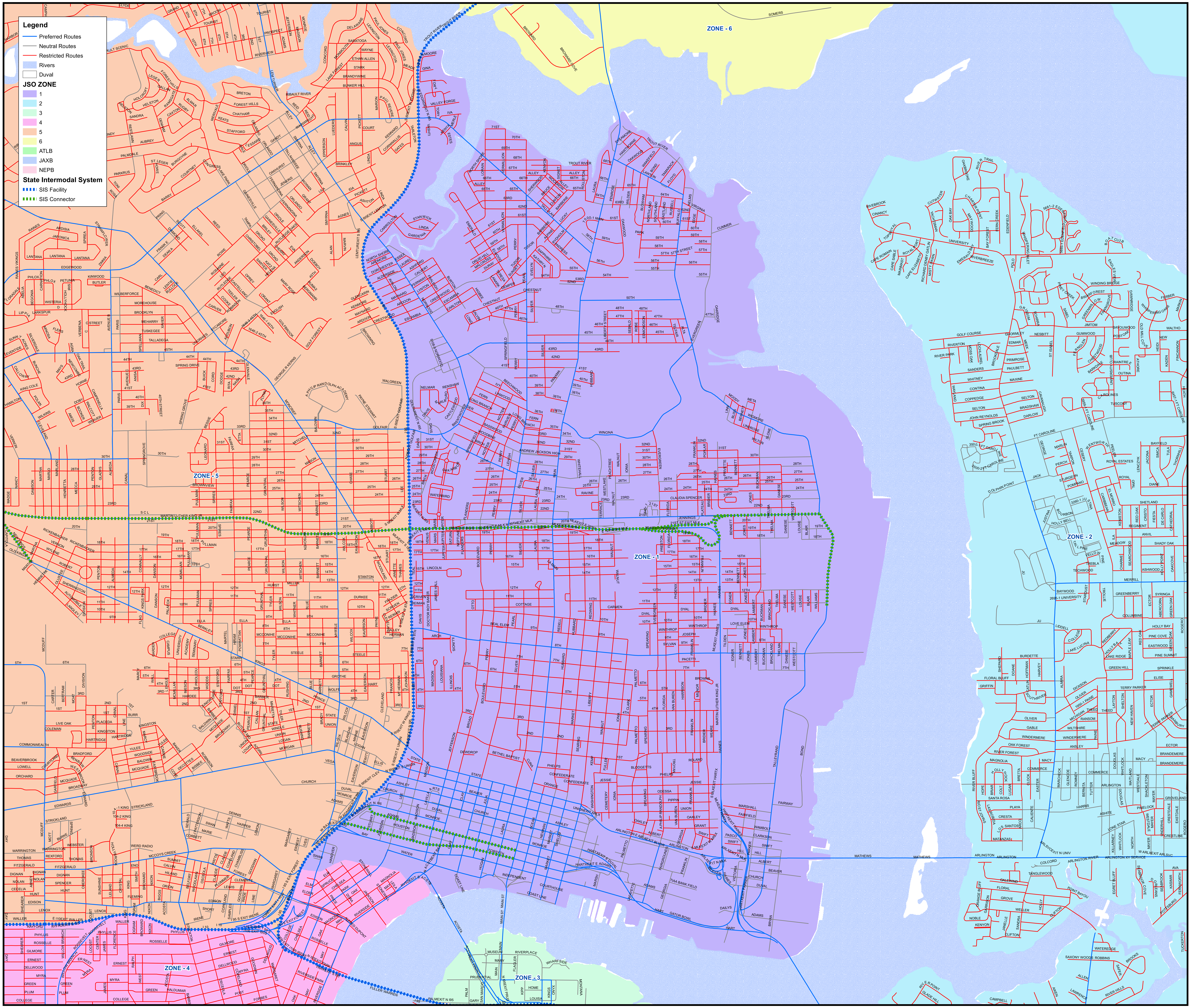
Sec. 804.1606 – Documented Records required for operation on a Restricted road (Red); enforcement; penalties.

(a) Any person driving or in charge or control of any regulated truck operating on a Restricted Road (Red) shall be prepared to present for the inspection to the Jacksonville Sheriff's Office ("JSO") officers, the truck's log book, weight slips, delivery slips, or other written records of the regulated truck's origin and destination to justify the operation on the Restricted Road (Red).

(b) Due to the transient nature of these actions, a violation of this Section shall constitute an irreversible and irreparable violation and will result in the immediate issuance of a civil citation by a JSO officer pursuant to Section 804.301, Ordinance Code and Section 636.204, Ordinance Code.

(c) A violation of this Section shall constitute a Class C offense.

For Truck Routes System Map visit
http://bit.ly/truckroutesmap



COJ Regulated Truck Route System Map

Map Scale: 1 inch equals 5,500 feet at ANSI E.
Created: February 20th, 2019
Developed by: COJ Planning and Developent GIS Section
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This document is intended for illustrative purposes only.

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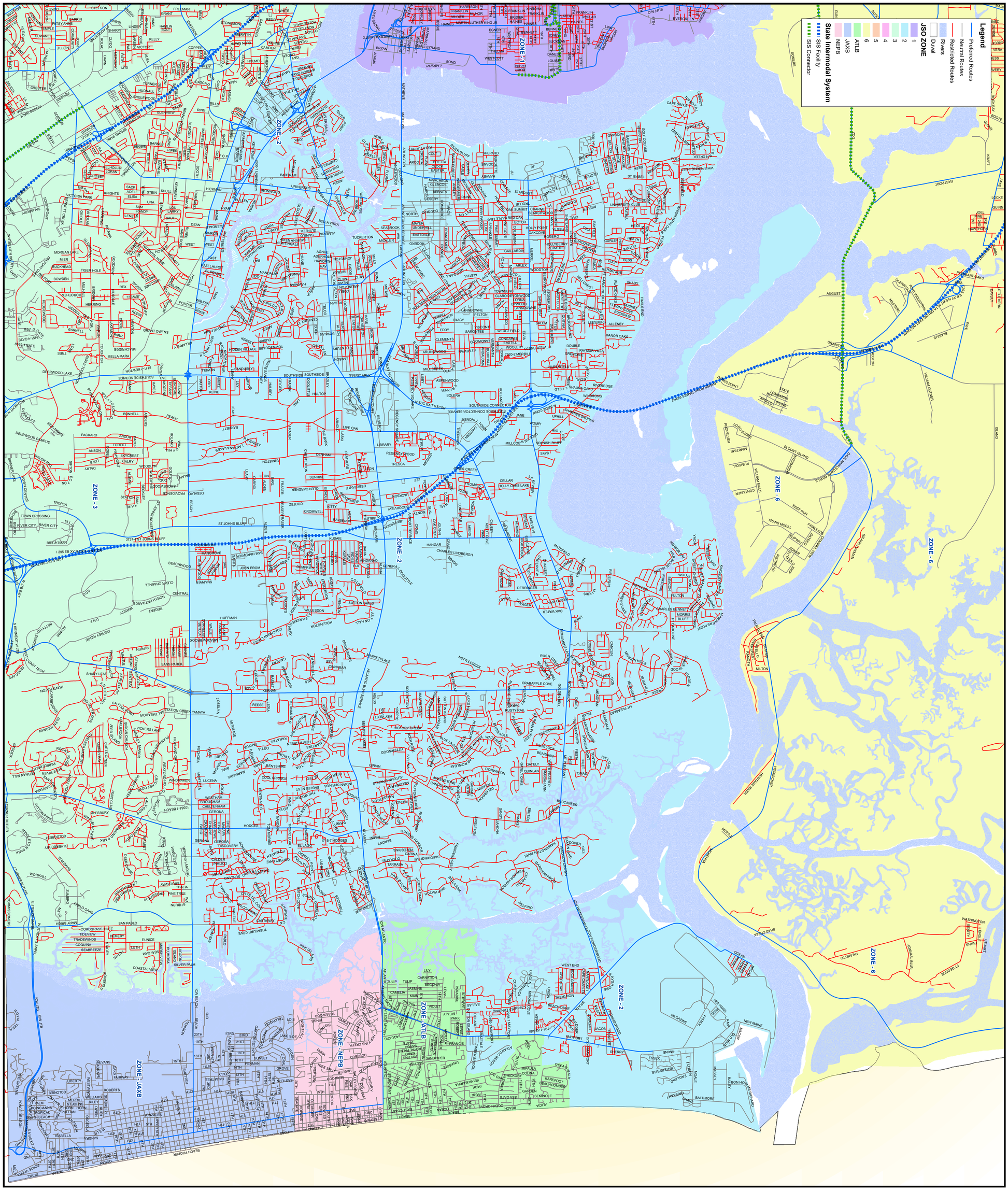
COJ Regulated Truck Route System Map



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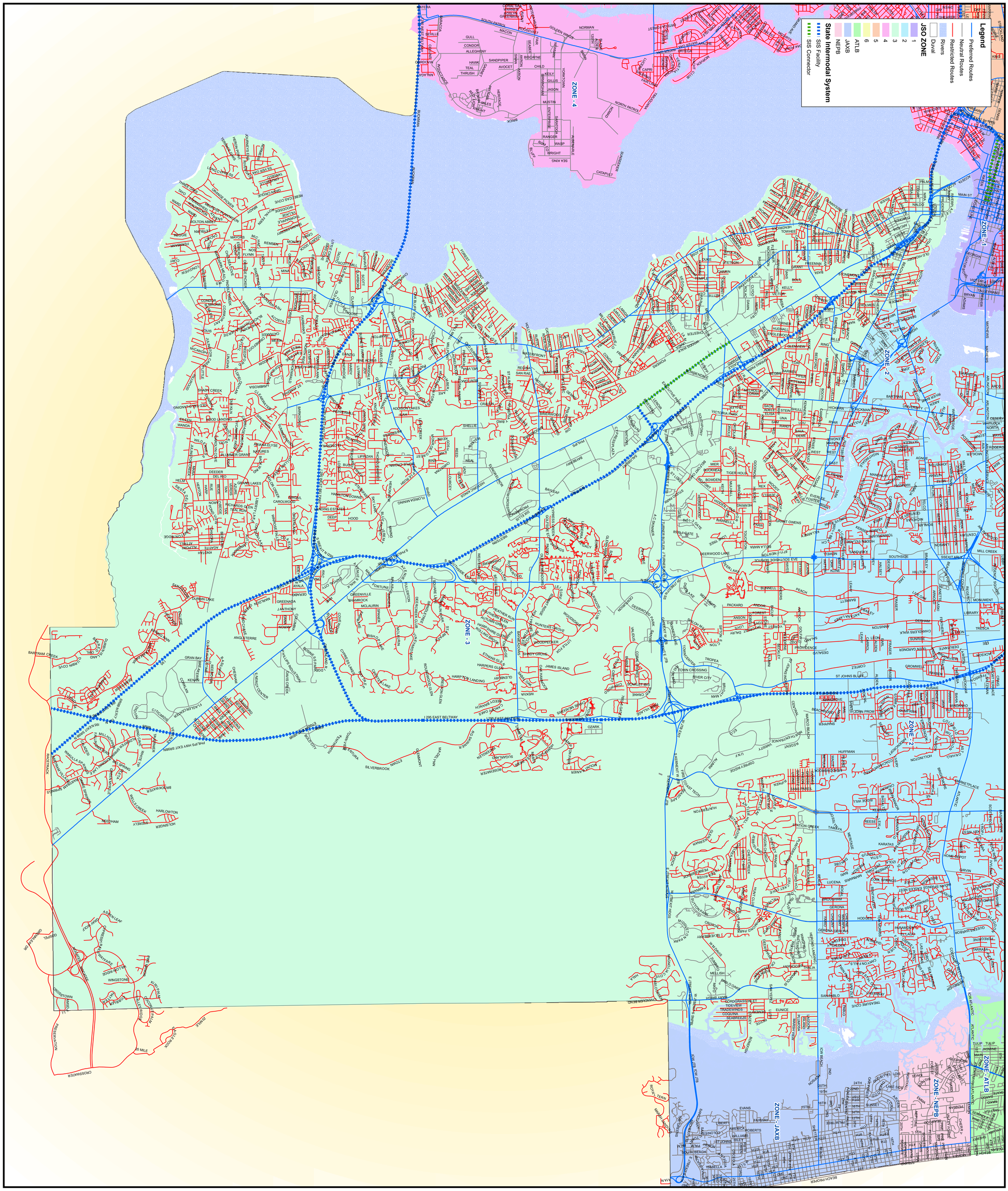

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COJ Regulated Truck Route System Map

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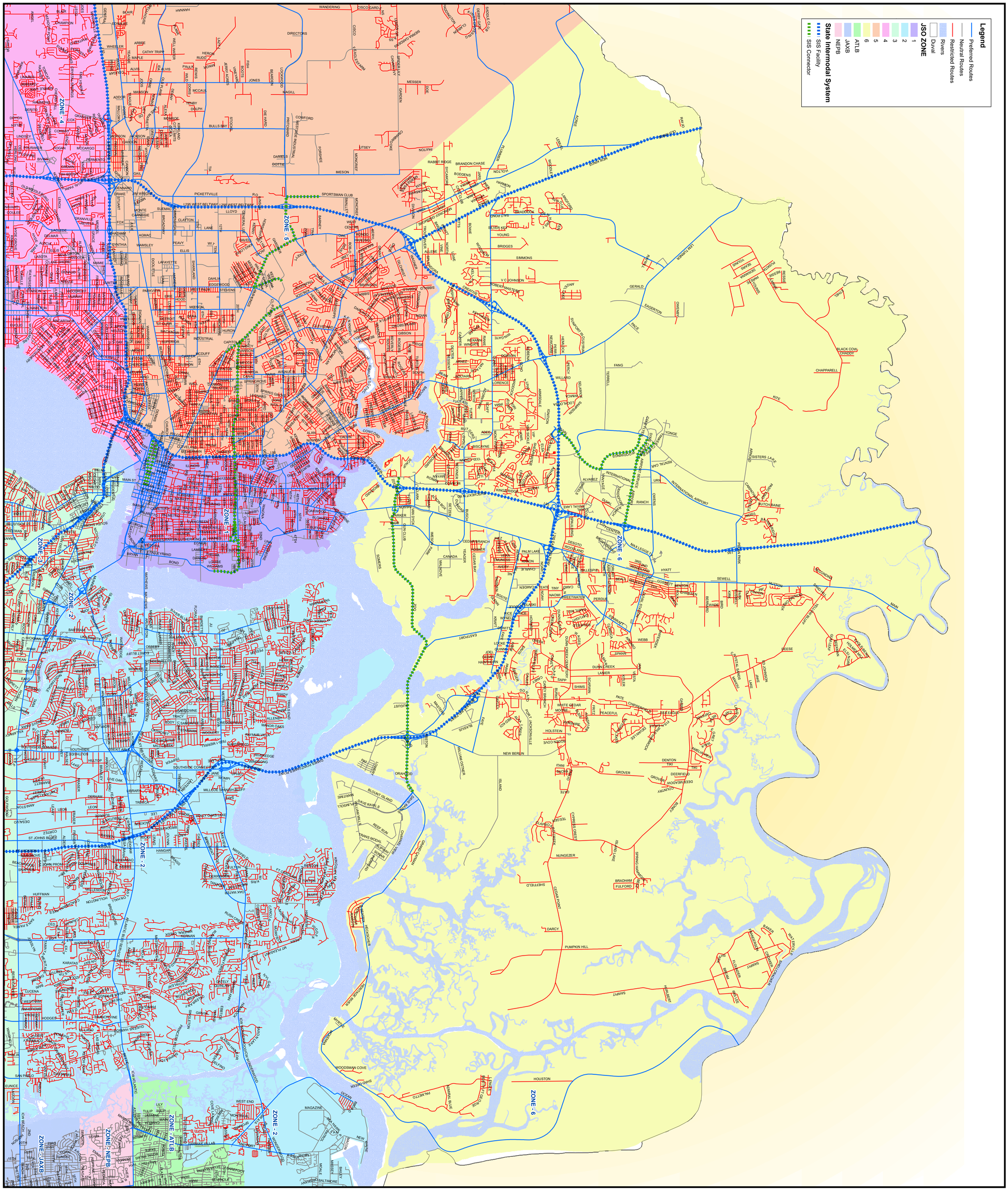
COJ Regulated Truck Route System Map



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