



## MEMORANDUM

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Date: April 17, 2023  
To: Ms. Stacey Hectus  
Planning and Zoning Director  
Levy County  
320 Mongo Street  
Bronson, FL 32621  
From: Kok Wan Mah, PE  
Project: 3RT Sand Mine  
Subject: Traffic Impact Statement, Roadway Capacity

Project #: 29057

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### Introduction

The purpose of this memorandum is to provide a Traffic Impact Assessment as required by Levy County Code of Ordinances, Sec. 50-719 for the proposed 3RT Sand Mine, which requires a Traffic Impact Assessment to support a Special Exception and demonstrate adequate capacity on impacted roads. The proposed sand mine project location is approximately 1.3 miles east of CR 337 and 1 mile north of NE 30th Street in Levy County, Florida. Access to the site will be a restricted access driveway that will lead out to CR 337 via NE 42<sup>nd</sup> Street. The property includes parcel numbers are 0359701600, 0359700400, 0359700000, and 0359700300. The property is approximately 400 acres. A map showing the parcel boundary and parcel ownership is attached (**Figure 1**).

### Trip Generation Summary and Site Operations

The ITE Trip Generation Manual, 11<sup>th</sup> Edition does not include information for a sand mine or other similar use. Therefore, the trip generation for the proposed project is based on input from the Applicant with a description of the operations for the site.

As a natural resource extraction mine, the site is expected to generate a low volume of trips per day and is not open to the public. The mine is expected to have two to three employees on site and only one or two truck drivers that will make multiple trips to and from the facility along the hauling route. Additionally, the site may work with other contractors in the area to permit their trucks to haul fill from the site. Based on input from the property owner, this may include two or three additional trucks. Each truck has capacity to hold between 10 and 16 cubic yards of fill. Loading times vary, depending on whether the loading is done with an excavator or front loader, the type of loading being done, and distance between the fill and the truck. On a productive day, it is expected that the trucks can make a maximum of 12 to 14 loads per day but often there will be less. Using a conservatively high average of three trucks with 14 loads per truck, this would result in a maximum of 140 trip ends (14 loads \* 2 trips ends \* 5 trucks). Three on-site employees would generate a maximum of 12 trips per day, assuming arrival at the beginning of the workday, departing and arriving for the lunch hour, and then departing at