

The proposed main route from the mine area to C-337 meanders around the edges of and through the interior of the applicant's "family" property. At parcel 036060020A, the route is adjacent to the north boundary of this parcel where the main building on the site is approximately 300 feet south of the route boundary. Parcel 0360500700 has a structure approximately 700 feet west of the route boundary. Parcel 0360600100 has a structure approximately 650 feet from the route. Parcels 0359200100 and 035900060A are north of the route where it comes out to C-337, however there does not appear to be any structures on these parcels. The route also appears to be located near a house described as the life estate of Janet Dean which is interior to the applicant's property. This house appears to be served an easement to C-337 which will be utilized by the mine traffic. With the exception of the Dean house, the other properties appear to be located sufficiently away from the route so as to not adversely impact them. If these areas are deemed an issue (noise, dust, vibration, etc.), then vegetative buffer or additional separation could be implemented.

It is noted that the application also has offered alternative routes from the mine to other existing roadways. The southern alternate proposes to route mine traffic through the applicant's property south to County Road LCR 103. The northern route proposed to route mine traffic through private ownership to US 27 Alt using an existing 30 foot easement.

The southern route will mentioned was not analyzed in the applicant's submittal. It would access a LCR 103, county road classified as "local". It is a paved road which would take traffic to C-337. The strength of the roadway is not known. This route provides a more direct route from the mine to public right-of-way. This route may be acceptable to County Engineer and Road Department, if provisions are made for the applicant to demonstrate acceptable strength of the roadway for the additional truck traffic and/or enters into an "agreement with the county to make necessary improvements" to sufficiently handle the roadway and to contribute to the maintenance of this roadway based on their proportionate fair share and that adequate connection is made at the connection to LCR 103.

The northern alternate proposes to route mine traffic through an existing 30-foot easement to US Highway 27A easterly of Levy County Road 102. While this route would avoid use of any county roadways, it has several downsides. The first downside is that it is only a 30 foot wide easement that traverses adjacent to a residential subdivision with 1 to 5 acre lots. At this width, there would not appear to be adequate room to develop a roadway for truck and provide any buffering to the residential areas. The second downside is the addition of trucks entering the highway at the intersection of US 27A and County Road 102. Accessory lanes would most likely need to be provided if FDOT would allow the connection. This route is not recommended by the County Engineer in its current setting.

3. A 100 foot buffer with a minimum 50 foot of vegetation is proposed around the perimeter of the mine area. This appears to be adequate for the proposed activity. Some areas of the haul route may need to provide buffering where adjacent to offsite properties.
4. The proposed project does not appear to be against any policies in the Comprehensive Plan. The use is compatible with the present zoning and future land