



the end of the day (2 work trips * 2 lunch trips * 3 employees). This would result in a total of 152 trip ends per day and less than 10 trips during the peak-hour. It should be noted that the current land use on the property includes agricultural operations. Per the owner of the property, during harvesting seasons, the number of trucks entering and leaving the highway exceeds the number of truck trips that would be experienced as a sand mine.

Roadway Capacity Evaluation

Roadways within a 3-mile radius of the site were evaluated for existing and future capacities.

Segment ID	Segment	From	To	# Lanes	Classification	LOS Std.	Daily Capacity	2021 AADT	LOS	v/c
349131	CR 337	E Levy Street	Alt US 27	2	Arterial	C	6,020	2,400	B	0.40
349100	NE 60th Street	CR 337	Alt US 27	2	Collector	C	9,030	850	C	0.09
349111	CR 343	CR 326	CR 337	2	Arterial	C	6,020	250	B	0.04
340132	Alt US 27	CR 337	NE 60th Street	4	Arterial	C	34,000	9,200	C	0.27
Source: LOS Standard based on Levy County Comprehensive Plan, daily capacity from FDOT Generalized LOS tables										
AADT from FDOT Traffic Online										

As the table shows, there is adequate capacity on the area roadway segments. Even if all project traffic were routed on the same segment, none of the segments would be over capacity. The volume-to-capacity ratio for road segments in the area range from 0.09 to 0.40.

Driveway Access Assessment

Access to the proposed property will be to CR 337 via NE 42nd Street. A map showing the general routing from the site to CR 337 is provided in **Figure 2**. The truck route shown will navigate through the site and properties owned by the Applicant or Applicant’s family to CR 337.

Conclusion

In conclusion, the proposed sand mine site is expected to be a low trip generator, producing approximately 152 trips per day and less than 10 trips during the peak-hour. The number of truck trips is expected to be less than the current agricultural operations on the site. This analysis is provided to support the Special Exception Application. We would appreciate the County’s consideration of this request.

Sincerely,

Kok Wan Mah, P.E.
Associate Transportation Engineer
Kittelson and Associates Inc.
kmah@kittelson.com