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TRAFFIC CONCURRENCY MINOR TRAFFIC REVIEW FEE $50.00

Growth Management Department
Land Development Division
330 W. Church St.
P.O. Box 9005, Drawer GM03
Bartow, FL 33831-9005
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This procedure should be followed when applying for a Final or Conditional Concurrency Determination. These trips can then be assigned to the "Directly Accessed Segment" on the "Concurrency Determination Network."
(Note: The requirements for the completion of a Minor Traffic Review can be found in Appendix C of the Polk County Land Development Code, "Traffic Impact Study Methodology and Procedures".)

Project Name: Pinecrest Mine (CR 640 Mine Expansion) Project Number: _____

A. Developments generating more than 50 and less than or equal to 750 average daily trips will be required to submit a
Minor Traffic Review with any application for a Final or Conditional Concurrency Determination.

B. Submit four copies of the completed Minor Traffic Review to Land Development Division with any application for a Concurrency Determination.

C. Complete the following information (for help filling out this form refer to the Institute of Transportation (ITE) Manual or Table 1 "Polk County Traffic Impact Study, " attached below):

A. Provide a description and location of the project: Request is for a Conditional Use to operate a non-phosphate mine on approximately 455 +/- acres. This area located north of CR 640 and west of SR 37 and Anderson Road.

Note: Because the intended use does not fit any of the Polk ITE designations, an individual Project calculation is Attached.

Identify the Directly Accessed Segment from the proposed project onto the Concurrency Determination Network.
(Note: Road segments on the Concurrency Determination Network can be obtained from the Polk County Roadway Network Database. The Directly Accessed Segment is the first road on the Concurrency Determination Network which is accessed by a vehicle leaving the project site.)

4069	**CR 640 Pinecrest (From Hillsborough County Line to SR 37)**
Link #	Road Segment Name including the From Road to the To Road

B. Identify each use category and number of units by using the ITE or Column B of Table 1 below.

- Land use category: ****SEE LAST PAGE FOR PROJECT INFORMATION****
- Number of units: **N/A**

C. Estimate of the number of daily and peak hour trips generated (use ITE or Table 1) by multiplying the number of units from above, times the daily trip rate and peak hour trip rate,

- Number of units **(above)** **N/A** X daily trip rate **(ITE or Table 1, Column D)** **N/A**

  = **84** daily trips (*SEE ASSUMPTION PAGE)

- Number of units **(above)** **N/A** X peak hour trip rate **(ITE or Table 1, Column E)** **N/A**

  = **8 (See Assumption Page)** peak hour trips

D. **Indicate the Peak Hour Directional Capacity number of the Directly Accessed Segment and percent of capacity consumed by the project traffic.** *(See Polk County Transportation Planning Organization's (TPO's) Roadway Network Database.)*

Peak Hour Directional Capacity of the Directly Accessed Segment **900**

To calculate the percent of capacity consumed by the project traffic, divide the number of peak hour trips by the answer above.

Peak hour trips **(from Step 3.C. above)** **8** ÷ peak hour directional capacity Directly Accessed Segment

900 = **0.01** X 100 = **1** percent (%) consumed

E. Determine the number of net external peak hour trips that will impact each Directly Accessed Segment for both the peak and off-peak directions (e.g. after internal capture and/or adjacent street capture is considered).

1. Each road segment consists of two (2) directional links, i.e. east and west, or north and south. The direction factor is the percentage (%) of the total traffic traveling a given direction during the peak hour. Identify the direction factor which accompanies each directional link.

4069 E	**0.490**
Link # (E, W, N, S)	D-Factor
4069 W	**0.510**
Link # (E, W, N, S)	D-Factor

To locate the Direction Factor (D-Factor) see (TPO's) Roadway Network Database.)

2. Steps to Determine Peak Hour Trips by Direction:

   a) Multiply the number peak hour trips times the "Percent New Trips" factor **(ITE or Table 1, Column F)**

   - **8** peak hour trips **(Step 3.C.)** X "Percent New Trips" factor **100** %

     = **8** peak hour trips ("new trips")

   b) Identify the greater of the two: the number of vehicle trips entering or exiting the site during the peak hour. For the land use category identified under Step 3.A., identify the percentage (%) of trips entering and exiting the site during the peak hour **(ITE or Table 1, Column G).** Multiply the higher percentage (%) times the number of peak hour trips calculated under Step 3.E.2.a. (Always round this number up to the next whole number.)

   (%) of trips entering the site: **50** (%) of trips exiting the site: **50**

   greater percentage **0.50** X **8** peak hour trips **(Step 3.E.2.)** = **4** peak hour trips (round up)

c.) Identify the peak hour trips the project will add to each directional link on the Directly Accessed Segment.

Multiply the number of peak hour trips obtained from Step 3.E.2.B. time the direction factors identified under Step 3.E.1 for each directional link on a segment. These are the peak hour trips for both the peak and off-peak direction. (Round these numbers to the nearest whole number. Peak and off-peak trips should equal the total trips.) These trips can be assigned to each link on the Directly Accessed Segment.

Segment/Link # **4069 E** : **0.490** Direction Factor **(Step 3.E.1.)** X **4** peak hour trips **(Step 3.e.2.b.)**

= **2** peak hour trips (round to nearest whole number)

Segment/Link # **4069 E** : **0.510** Direction Factor **(Step 3.E.1.)** X **4** peak hour trips **(Step 3.e.2.b.)**

= **2** peak hour trips (round to nearest whole number)

D. The impact of project traffic on the first Directly Accessed Segment on the Concurrency Determination Network, shall be evaluated relative to its adopted level of service. Additional impacted segments may be added by the Land Development Division when it would be in the best interest of Polk County to do so in order to maintain the adopted level of service standards. Based upon this information, a determination shall be made by the Land Development Division whether or not the road facilities are adequate to maintain adopted service levels upon build-out of the proposed development. A Certificate of Concurrency may then be issued according to the procedures identified in the Polk County Land Development Code.

E. If the information submitted pursuant to Chapter 7, Section 703 of the Polk County Land Development Code indicates the level of service will fall below the adopted standard, then the applicant may undertake a more detailed evaluation of future roadway operating conditions to demonstrate acceptable operating conditions (see Appendix C, Section R. Segment Analysis), or the applicant may propose roadway improvements to restore acceptable conditions.

F. The appeals process for a Minor Traffic Review shall be governed by the procedure set forth in the Polk County Land Development Code.

Approval of this application does not waive any other applicable provisions of the Polk County Land Development Code, the Polk County Comprehensive Plan, the Polk County Utility Code which are not part of the request for this application, nor does approval waive any applicable Florida Statutes, Florida Building Code, Florida Fire Prevention Code, or any other applicable laws, rules, or ordinances, whether federal, state or local. The applicant has the obligation and responsibility to be informed of and be in compliance with all applicable laws, rules, codes and ordinances.

I, **David C. Carter, Authorized Representative** (print name), the owner of the property which is the subject of this application, or the authorized representative or owner of the property which is the subject of this application, hereby authorize representatives of Polk County to enter onto the property which is the subject of this application to perform any inspections or site visits necessary for reviewing this application. I understand that representatives of Polk County are not authorized to enter any structures dwellings which may be on the property.

Property owner or property owner's authorized representative — July 31, 2024 Date

This item has been digitally signed and sealed by David C. Carter, P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.
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NOTE: **Because the intended use does not fit any of the Polk ITE designations, an individual project calculation is shown below.**

MINOR TRAFFIC STUDY

Traffic Impact - Detailed methodology and calculations

Assumptions:

1. Based on the predicted demand, the site will be operated with one excavator/operator per day. The hours of operation for the mine are 6:30 a.m. to 5:30 p.m. (11 hours with one hour for operator's lunch).

2. At peak operation, the mine will be able to load 4 trucks per hour (one truck per 15 minutes).

3. Based on location, the project will access link 4069 E & W. 83% of the project trips will travel east on CR 640 to SR 37 and 17% will head west on CR 640 towards Hillsborough County.

Trip Calculation:

4 trucks/hour x 10 hours = 40 loads

1 operator arriving/leaving

1 operator leaving/arriving for lunch

(Must multiply load by 2 since entering & exiting) = 42 x 2 = 84 AADT (Total Trips Entering/Exiting the Site Entrance)

84 x 83% = 70 AADT (Total Trips Traveling East on CR 640)

84 x 17% = 14 AADT (Total Trips Traveling West on CR 640)

70 ADT/11 HRS = 7 PHT (East ADT/Daily hours mining is operational)

28 ADT/11 HRS = 3 PHT (West ADT/Daily hours mining is operational)