

LEVEL OF SERVICE (LOS) - PROJECT CAPACITY INQUIRY

Segment ID	Roadway	Segment		Adopted LOS	Adopted Capacity	Pk Hr/Pk Dir Volume Capacities					Existing + Committed PM Peak Hour/Peak Direction							V/C Ratio	Available Capacity	Project Trip Distr (%)	Project Impact (%)	
		From	To			A	B	C	D	E	NB/EB	Project	Total	LOS	SB/WB	Project	Total					LOS
100	BLACKSTILL LAKE ROAD	FOSGATE ROAD	CR 50	D	560	0	0	497	560	560	200	302	502	D	205	342	547	D	0.98	13	55%	61.07%
960	C.R. 455	CR 561	CR 561A	D	1,200	0	450	850	1,200	1,640	174	28	202	B	209	31	240	B	0.20	960	5%	2.58%
970	C.R. 455	CR 561 A	RIDGEWOOD AVENUE	D	1,200	0	450	850	1,200	1,640	263	44	307	B	243	50	293	B	0.26	893	8%	4.17%
980	C.R. 455	RIDGEWOOD AVENUE	CR 455/ CR 50	D	1,200	0	450	850	1,200	1,640	728	11	739	C	468	12	480	C	0.62	461	2%	1.00%
990	C.R. 455	CR 455 / CR 50	SR 50	D	572	0	0	540	572	572	661	112	773	F	603	99	702	F	1.35	-201	18%	19.58%
1670	CITRUS TOWER BOULEVARD	US 27	OAKLEY SEAVER DRIVE	D	792	0	0	747	792	792	364	44	408	C	532	50	582	C	0.73	210	8%	6.31%
1680	CITRUS TOWER BOULEVARD	OAKLEY SEAVER DRIVE	SR 50	D	1,800	0	0	1,719	1,800	1,800	602	56	658	C	614	49	663	C	0.37	1,137	9%	3.11%
1690	CITRUS TOWER BOULEVARD	SR 50	HOOKS STREET	D	1,800	0	0	1,719	1,800	1,800	557	50	607	C	888	44	932	C	0.52	868	8%	2.78%
1692	CITRUS TOWER BOULEVARD	HOOKS STREET	JOHNS LAKE ROAD	D	1,800	0	0	1,719	1,800	1,800	568	25	593	C	670	22	692	C	0.38	1,108	4%	1.39%
2060	N. HANCOCK ROAD	CR 50	N RIDGE BOULEVARD	D	1,800	0	0	1,719	1,800	1,800	1,053	186	1,239	C	936	165	1,101	C	0.69	561	30%	10.33%
2070	N. HANCOCK ROAD	N RIDGE BOULEVARD	SR 50	D	1,800	0	0	1,719	1,800	1,800	1,316	112	1,428	C	1,061	99	1,160	C	0.79	372	18%	6.22%
2080	S. HANCOCK ROAD	SR 50	HOOKS STREET	D	1,800	0	0	1,719	1,800	1,800	788	25	813	C	984	22	1,006	C	0.56	794	4%	1.39%
2085	S. HANCOCK ROAD	HOOKS STREET	JOHNS LAKE ROAD	D	792	0	0	747	792	792	775	25	800	F	975	22	997	F	1.26	-205	4%	3.16%
3540	SR 50	US 27	HANCOCK ROAD	D	3,020	0	0	2,940	3,020	3,020	1,513	12	1,525	C	2,012	11	2,023	C	0.67	997	2%	0.40%
3550	SR 50	HANCOCK ROAD	CR 455	D	3,020	0	0	2,940	3,020	3,020	1,704	104	1,808	C	2,236	118	2,354	C	0.78	666	19%	3.91%
3560	SR 50	CR 455	ORANGE COUNTY LINE	D	3,020	0	0	2,940	3,020	3,020	2,154	104	2,258	C	3,199	118	3,317	F	1.10	-297	19%	3.91%
3840	US 27/SR 25	CR 561	CR 561A	C	1,910	0	0	1,910	2,000	2,000	1,192	22	1,214	C	1,317	25	1,342	C	0.70	568	4%	1.31%
3850	US 27/SR 25	CR 561A	CR 561/ MAIN AVENUE	C	1,910	0	0	1,910	2,000	2,000	1,259	22	1,281	C	1,230	25	1,255	C	0.67	629	4%	1.31%
3860	US 27/SR 25	CR 561/ MAIN AVENUE	CR 50	C	1,910	0	0	1,910	2,000	2,000	1,232	25	1,257	C	1,207	22	1,229	C	0.66	653	4%	1.31%
3870	US 27/SR 25	CR 50	GRAND HIGHWAY	C	2,940	0	0	2,940	3,020	3,020	1,294	25	1,319	C	1,181	22	1,203	C	0.45	1,621	4%	0.85%
3880	US 27/SR 25	GRAND HIGHWAY	SR 50	C	2,940	0	0	2,940	3,020	3,020	1,003	25	1,028	C	1,043	22	1,065	C	0.36	1,875	4%	0.85%

Note: Existing + Committed Volumes are based on the Lake County TMS Report dated September 27, 2013.