

| 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 |
| 230 | C.R. 25A | US 27/US 441 | CR 466A | D | 572 | 0 | 0 | 540 | 572 | 572 | 384 | 7 | 391 | C | 337 | 5 | 342 | C | 0.68 | 181 | 18% | 1.22% |
| 240 | C.R. 25A | CR 466A | US 27/US 441 | D | 572 | 0 | 0 | 540 | 572 | 572 | 322 | 7 | 329 | C | 227 | 5 | 232 | C | 0.58 | 243 | 18% | 1.22% |
| 1030 | C.R. 466 | ROLLING ACRES ROAD | US 27 | D | 2,000 | 0 | 0 | 1,910 | 2,000 | 2,000 | 752 | 7 | 759 | C | 721 | 5 | 726 | C | 0.38 | 1,241 | 18% | 0.35% |
| 1040 | C.R. 466 / LAKE GRIFFIN ROAD | US 27 / US 441 | GRAYS AIRPORT ROAD | D | 572 | 0 | 0 | 540 | 572 | 572 | 164 | 1 | 165 | C | 99 | 2 | 101 | C | 0.29 | 407 | 4% | 0.35% |
| 1060 | C.R. 466A | SUMTER COUNTY LINE | CR 468 / ROSE AVENUE | D | 800 | 0 | 0 | 710 | 800 | 800 | 664 | 5 | 669 | C | 552 | 3 | 555 | C | 0.84 | 131 | 12% | 0.63% |
| 1070 | C.R. 466A | CR 468 / ROSE AVENUE | US 27 | D | 750 | 0 | 0 | 370 | 750 | 800 | 396 | 5 | 401 | D | 272 | 3 | 275 | C | 0.53 | 349 | 12% | 0.67% |
| 1080 | C.R. 466A (PICCIOLA ROAD) | US 27 | CR 466B | D | 572 | 0 | 0 | 540 | 572 | 572 | 409 | 0 | 409 | C | 222 | 0 | 222 | C | 0.72 | 163 | 0% | 0.00% |
| 1090 | C.R. 466A (PICCIOLA ROAD) | CR 466B | COUNTY ROAD TERMINI | D | 572 | 0 | 0 | 540 | 572 | 572 | 409 | 0 | 409 | C | 222 | 0 | 222 | C | 0.72 | 163 | 0% | 0.00% |
| 1110 | C.R. 468 | CR 466A | PINE RIDGE DAIRY ROAD | D | 792 | 0 | 0 | 747 | 792 | 792 | 159 | 0 | 159 | C | 138 | 0 | 138 | C | 0.20 | 633 | 0% | 0.00% |
| 1120 | C.R. 468 | PINE RIDGE DAIRY ROAD | GRIFFIN ROAD | D | 792 | 0 | 0 | 747 | 792 | 792 | 268 | 0 | 268 | C | 263 | 0 | 263 | C | 0.34 | 524 | 0% | 0.00% |
| 1780 | EAGLES NEST ROAD | US 27 | CR 466B | D | 572 | 0 | 0 | 540 | 572 | 572 | 155 | 1 | 156 | C | 88 | 2 | 90 | C | 0.27 | 416 | 4% | 0.35% |
| 1940 | GRAYS AIRPORT ROAD | CR 466 | GRIFFIN VIEW DRIVE | D | 572 | 0 | 0 | 540 | 572 | 572 | 97 | 1 | 98 | C | 77 | 1 | 78 | C | 0.17 | 474 | 3% | 0.17% |
| 1950 | S GRAYS AIRPORT ROAD | GRIFFIN VIEW DRIVE | EAGLES NEST ROAD | D | 560 | 0 | 0 | 497 | 560 | 560 | 100 | 1 | 101 | C | 72 | 1 | 73 | C | 0.18 | 459 | 3% | 0.18% |
| 2010 | GRIFFIN VIEW DRIVE | US 27 | GRAYS AIRPORT ROAD | D | 572 | 0 | 0 | 540 | 572 | 572 | 237 | 1 | 238 | C | 126 | 2 | 128 | C | 0.42 | 334 | 4% | 0.35% |
| 2250 | LAKE ELLA ROAD | SUMTER COUNTY LINE | ROLLING ACRES ROAD | D | 560 | 0 | 0 | 497 | 560 | 560 | 65 | 1 | 66 | C | 132 | 1 | 133 | C | 0.24 | 427 | 3% | 0.18% |
| 2255 | LAKE ELLA ROAD | ROLLING ACRES ROAD | US 27 | D | 560 | 0 | 0 | 497 | 560 | 560 | 92 | 1 | 93 | C | 76 | 1 | 77 | C | 0.17 | 467 | 3% | 0.18% |
| 3600 | THOMAS AVENUE | CR 460 | CR 44A | D | 572 | 0 | 0 | 540 | 572 | 572 | 354 | 6 | 360 | C | 317 | 4 | 321 | C | 0.63 | 212 | 15% | 1.05% |
| 3610 | THOMAS AVENUE | GRIFFIN ROAD (CR 44A) | MAIN STREET | D | 572 | 0 | 0 | 540 | 572 | 572 | 336 | 6 | 342 | C | 278 | 4 | 282 | C | 0.60 | 230 | 15% | 1.05% |
| 3690 | US 27/US441 | ALT US 441 / ALT US 27 | CR 466 | D | 2,000 | 0 | 0 | 1,910 | 2,000 | 2,000 | 1,265 | 5 | 1,270 | C | 1,400 | 7 | 1,407 | C | 0.70 | 593 | 18% | 0.35% |
| 3700 | US 27/US441 | CR 466 | LAKE ELLA ROAD | D | 2,000 | 0 | 0 | 1,910 | 2,000 | 2,000 | 1,531 | 12 | 1,543 | C | 1,574 | 15 | 1,589 | C | 0.79 | 411 | 39% | 0.75% |
| 3710 | US 27/US441 | LAKE ELLA ROAD | CR 466A / MILLER BOULEVARD | D | 3,020 | 0 | 0 | 2,940 | 3,020 | 3,020 | 1,372 | 21 | 1,393 | C | 1,072 | 16 | 1,088 | C | 0.46 | 1,627 | 54% | 0.70% |
| 3720 | US 27/US441 | CR 466A / MILLER BOULEVARD | CR 460 (MARTIN LUTHER KING BLVD) | D | 3,020 | 0 | 0 | 2,940 | 3,020 | 3,020 | 1,351 | 9 | 1,360 | C | 1,055 | 7 | 1,062 | C | 0.45 | 1,660 | 24% | 0.30% |
| 3730 | US 27/US441 | CR 460 (MARTIN LUTHER KING BLVD) | CR 466A (LEE ROAD) | D | 3,020 | 0 | 0 | 2,940 | 3,020 | 3,020 | 1,726 | 9 | 1,735 | C | 1,628 | 6 | 1,634 | C | 0.57 | 1,285 | 22% | 0.30% |
| 3740 | US 27/US441 | CR 466A (LEE ROAD) | CR 44A/ GRIFFIN ROAD | D | 3,020 | 0 | 0 | 2,940 | 3,020 | 3,020 | 1,717 | 9 | 1,726 | C | 1,622 | 6 | 1,628 | C | 0.57 | 1,294 | 22% | 0.30% |

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