

| LEVEL OF SERVICE (LOS) - PROJECT CAPACITY INQUIRY |              |                        |              |             |                  |                                |       |       |       |       |                |                                    |         |       |     |       |         |       |           |                    |                        |                    |       |
|---|--------------|------------------------|--------------|-------------|------------------|--------------------------------|-------|-------|-------|-------|----------------|------------------------------------|---------|-------|-----|-------|---------|-------|-----------|--------------------|------------------------|--------------------|-------|
| Segment ID  | Roadway      | Segment                |              | Adopted LOS | Adopted Capacity | Pk Hr/Pk Dir Volume Capacities |       |       |       |       | Growth Rate(%) | Future 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   |
| 3542150   | C-462        | CR 209                 | US 301/SR 35 | D           | 572              | 0                              | 332   | 533   | 572   | 572   | 1.50%          | 109                                | 7       | 116   | B   | 171   | 4       | 175   | B         | 0.31               | 397                    | 10%                | 1.22% |
| 3541110   | C-462        | US 301/SR 35           | CR 131       | D           | 572              | 0                              | 332   | 533   | 572   | 572   | 1.50%          | 193                                | 6       | 199   | B   | 386   | 11      | 397   | C         | 0.69               | 175                    | 15%                | 1.92% |
| 3537130   | C-466        | CR 209                 | US 301/SR 35 | D           | 572              | 0                              | 332   | 533   | 572   | 572   | 1.50%          | 230                                | 3       | 233   | B   | 417   | 1       | 418   | C         | 0.73               | 154                    | 4%                 | 0.52% |
| 3537140   | C-466        | US 301/SR 35           | CR 105       | D           | 1,960            | 0                              | 1,560 | 1,890 | 1,960 | 1,960 | 1.50%          | 948                                | 6       | 954   | B   | 1,041 | 9       | 1,050 | B         | 0.54               | 910                    | 13%                | 0.46% |
| 3543100   | C-472        | US 301/SR 35           | CR 117       | D           | 572              | 0                              | 332   | 533   | 572   | 572   | 1.50%          | 151                                | 3       | 154   | B   | 129   | 6       | 135   | B         | 0.27               | 418                    | 8%                 | 1.05% |
| 32532601  | US 301/SR 35 | C-466A (Cleveland Ave) | C-462 (S)    | D           | 1,960            | 0                              | 1,560 | 1,890 | 1,960 | 1,960 | 1.50%          | 802                                | 26      | 828   | B   | 741   | 15      | 756   | B         | 0.42               | 1,132                  | 37%                | 1.33% |
| 3253270   | US 301/SR 35 | C-462 (S)              | C-462 (N)    | C           | 1,710            | 0                              | 1,430 | 1,710 | 1,800 | 1,800 | 1.50%          | 1,090                              | 37      | 1,127 | B   | 741   | 21      | 762   | B         | 0.66               | 583                    | 52%                | 2.16% |
| 3253280   | US 301/SR 35 | C-462 (N)              | CR 222       | D           | 1,960            | 0                              | 1,560 | 1,890 | 1,960 | 1,960 | 1.50%          | 1,026                              | 44      | 1,070 | B   | 682   | 25      | 707   | B         | 0.55               | 890                    | 62%                | 2.24% |
| 3253290   | US 301/SR 35 | CR 222                 | C-472        | D           | 1,960            | 0                              | 1,560 | 1,890 | 1,960 | 1,960 | 1.50%          | 753                                | 16      | 769   | B   | 651   | 27      | 678   | B         | 0.39               | 1,191                  | 38%                | 1.38% |
| 32533001  | US 301/SR 35 | C-472                  | C-466        | D           | 1,960            | 0                              | 1,560 | 1,890 | 1,960 | 1,960 | 1.50%          | 1,073                              | 11      | 1,084 | B   | 860   | 19      | 879   | B         | 0.55               | 876                    | 27%                | 0.97% |

Note: Future volumes are based on the Sumter County TMS Report dated November 20, 2011;

\* Capacity volumes for the segment of US 301 (from C-462 (S) to C-462 (N)) were changed from the original TMS report to reflect a transitioning area type.