

Analysis Set Summary Report

(Based on Facility Service Capacity)
 Lake-Sumter 2025 LRTP
 Cost Affordable Alternative 2

| | | |
|--------------|-----------------|------|
| Network: | Lake-Sumter MPO | |
| Base Year: | 2010ec | 2010 |
| Future Year: | 2025ca2 | 2025 |

| | |
|--------------|------------|
| Sort Order: | N/A |
| Report Date: | 7/21/2006 |
| Report Time: | 9:35:25 AM |

| Segment Inventory: | Base Year | | | | Future Year | | | |
|--------------------------------------|-----------|---------|-------|-----------|-------------|-----------|-------|-----------|
| | State | County | Other | Total | State | County | Other | Total |
| Number of segments: | 168 | 333 | 0 | 501 | 170 | 345 | 0 | 515 |
| Segments with data: | 0 | 0 | 0 | 0 | 170 | 325 | 0 | 495 |
| Centerline miles: | 223.03 | 426.30 | 0.00 | 649.33 | 235.02 | 445.57 | 0.00 | 680.59 |
| Centerline miles with data: | 0.00 | 0.00 | 0.00 | 0.00 | 235.02 | 427.00 | 0.00 | 662.02 |
| Percent coverage: | 0.00 | 0.00 | 0.00 | 0.00 | 100.00 | 95.83 | 0.00 | 97.27 |
| Lane-miles: | 780.39 | 920.46 | 0.00 | 1,700.85 | 884.50 | 1,060.98 | 0.00 | 1,945.48 |
| r2Way Vehicle-Miles of Travel (VMT): | 0 | 0 | 0 | 0 | 884,542 | 403,199 | 0 | 1,287,741 |
| Way Vehicle-Miles of MSV (VMMSV): | 539,342 | 580,977 | 0 | 1,120,319 | 656,848 | 882,138 | 0 | 1,538,986 |
| Vay Vehicle-Miles of Capacity (VMC): | 881,694 | 798,579 | 0 | 1,680,273 | 989,677 | 1,136,182 | 0 | 2,125,860 |
| % VMT Below Standard (Facility): | 0.00 | 0.00 | 0.00 | 0.00 | 87.86 | 24.45 | 0.00 | 68.01 |
| % VMT Below Standard (Segment): | 0.00 | 0.00 | 0.00 | 0.00 | 90.14 | 27.45 | 0.00 | 70.51 |

| System Performance: | Base Year | | | | Future Year | | | |
|---------------------------------|-----------|--------|-------|-------|-------------|--------|-------|-------|
| | State | County | Other | Total | State | County | Other | Total |
| % VMT at V:MSV = 0.001 - 0.100: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.17 | 0.00 | 0.37 |
| % VMT at V:MSV = 0.101 - 0.200: | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 4.29 | 0.00 | 1.37 |
| % VMT at V:MSV = 0.201 - 0.300: | 0.00 | 0.00 | 0.00 | 0.00 | 0.11 | 8.22 | 0.00 | 2.65 |
| % VMT at V:MSV = 0.301 - 0.400: | 0.00 | 0.00 | 0.00 | 0.00 | 1.07 | 9.11 | 0.00 | 3.59 |
| % VMT at V:MSV = 0.401 - 0.500: | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 12.28 | 0.00 | 3.89 |
| % VMT at V:MSV = 0.501 - 0.600: | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | 7.53 | 0.00 | 2.47 |
| % VMT at V:MSV = 0.601 - 0.700: | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 5.99 | 0.00 | 2.02 |
| % VMT at V:MSV = 0.701 - 0.800: | 0.00 | 0.00 | 0.00 | 0.00 | 2.20 | 8.90 | 0.00 | 4.30 |
| % VMT at V:MSV = 0.801 - 0.900: | 0.00 | 0.00 | 0.00 | 0.00 | 2.29 | 10.25 | 0.00 | 4.78 |
| % VMT at V:MSV = 0.901 - 1.000: | 0.00 | 0.00 | 0.00 | 0.00 | 5.98 | 9.45 | 0.00 | 7.07 |
| % VMT at V:MSV = 1.001 - 1.100: | 0.00 | 0.00 | 0.00 | 0.00 | 5.58 | 4.34 | 0.00 | 5.19 |
| % VMT at V:MSV = 1.101 - 0.200: | 0.00 | 0.00 | 0.00 | 0.00 | 15.07 | 9.95 | 0.00 | 13.47 |
| % VMT at V:MSV = 1.201 - 1.300: | 0.00 | 0.00 | 0.00 | 0.00 | 4.72 | 2.14 | 0.00 | 3.91 |
| % VMT at V:MSV = 1.301 - 1.400: | 0.00 | 0.00 | 0.00 | 0.00 | 11.73 | 2.66 | 0.00 | 8.89 |
| % VMT at V:MSV = 1.401 - 1.500: | 0.00 | 0.00 | 0.00 | 0.00 | 2.84 | 2.99 | 0.00 | 2.88 |
| % VMT at V:MSV = 1.501 - 1.600: | 0.00 | 0.00 | 0.00 | 0.00 | 15.56 | 0.17 | 0.00 | 10.74 |
| % VMT at V:MSV = 1.601 - 1.700: | 0.00 | 0.00 | 0.00 | 0.00 | 11.71 | 0.00 | 0.00 | 8.04 |
| % VMT at V:MSV = 1.701 - 1.800: | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 | 0.11 |
| % VMT at V:MSV = 1.801 - 1.900: | 0.00 | 0.00 | 0.00 | 0.00 | 6.78 | 0.00 | 0.00 | 4.66 |
| % VMT at V:MSV = 1.901 - 2.000: | 0.00 | 0.00 | 0.00 | 0.00 | 1.08 | 0.00 | 0.00 | 0.74 |
| % VMT at V:MSV = Over 2.000: | 0.00 | 0.00 | 0.00 | 0.00 | 12.65 | 0.55 | 0.00 | 8.86 |
| Weighted Average V:MSV Ratio: | 0.000 | 0.000 | 0.000 | 0.000 | 1.604 | 0.733 | 0.000 | 1.331 |

| Improvement Analysis: | Future Year | | | |
|----------------------------------|---------------|---------------|-------|---------------|
| | State | County | Other | Total |
| Design Costs: | \$48,498,486 | \$22,612,463 | \$0 | \$71,110,949 |
| Right-of-Way Costs: | \$62,243,584 | \$29,827,754 | \$0 | \$92,071,338 |
| Construction Costs: | \$189,818,916 | \$122,358,063 | \$0 | \$312,176,979 |
| Miscellaneous Costs: | \$20,000,000 | \$0 | \$0 | \$20,000,000 |
| Total Cost: | \$320,560,986 | \$174,798,280 | \$0 | \$495,359,266 |
| Cost Where no Lane Changes: | \$0 | \$500,000 | \$0 | \$500,000 |
| Vehicle-Miles of Capacity Added: | 107,984 | 337,603 | 0 | 445,587 |
| Cost per Vehicle-Mile: | \$2,969 | \$518 | \$0 | \$1,112 |