

## **Module 1 Quiz Questions**

**Question 1: What is the purpose of the FDOT Project Traffic Forecasting Handbook?**

- A. Describe policies and procedures accepted by FDOT
- B. Offer guidelines on principles and techniques for preparing project traffic
- C. Standardize the traffic forecasting process
- D. All of the above

**Question 2: True or False: Forecasting traffic is not required after Planning and PD&E phases of the project.**

- A. True
- B. False

## Module 2 Quiz Questions

**Question 1: Which Traffic Data Sources are contained in the FTO?**

- A. Turning Movement Counts
- B. Travel Demand Models
- C. Short-Term Count Sites
- D. Continuous Count Sites
- E. Both C and D

**Question 2: When calculating AADT, what Seasonal Factor should be used?**

- A. MSF (Monthly Seasonal Factor)
- B. YSF (Yearly Seasonal Factor)
- C. SF (Weekly Seasonal Factor)
- D. DSF (Daily Seasonal Factor)

**Question 3: True or False: The ACF is determined using continuous vehicle counts only.**

- A. True
- B. False

**Question 4: The method to calculate AADT from raw counts is different based upon the type of count (short term or continuous) available.**

- A. True
- B. False

**Question 5: You are developing traffic for an existing arterial. During the daily peak hour, the EB volume is 520 and the WB volume is 480. What is the D Factor?**

- A. 48%
- B. 50%
- C. 52%
- D. None of the Above

## Module 3 Quiz Questions

**Question 1: Arrange the 4-step model process in the correct order.**

- a. Mode Choice,
- b. Trip Distribution,
- c. Trip Assignment,
- d. Trip Generation

- A. a, b, c, d
- B. d, c, a, b
- C. d, b, a, c
- D. b, c, a, d

**Question 2: Arrange the model selection in hierarchical order.**

- a. Regional Models,
- b. MPO/TPO/TPA Models,
- c. Florida Statewide Model or Florida's Turnpike Model

- A. a, b, c
- B. b, a, c
- C. c, a, b
- D. a, c, b

**Question 3: True or False: Most of the models used in the State of Florida are validated to average daily travel conditions.**

- A. True
- B. False

**Question 4: True or False: MOCF, SF and PSCF can be obtained by requesting from FDOT District Offices.**

- A. True
- B. False

**Question 5: True or False: Base Year and Future Year Model volumes should be checked for accuracy and reasonableness.**

- A. True
- B. False

**Question 6: True or False: Future year model volumes are often adjusted to account for possible traffic assignment errors due to inherent discrepancies between base year model volumes and base year traffic counts.**

- A. True
- B. False

## Module 4 Quiz Questions

**Question 1: Data needed to determine traffic growth trends are:**

- A. Historic Traffic Count Data
- B. Current and Historic Population Data and Population Projections
- C. Existing and Future Land Uses
- D. All the Above

**Question 2: True or False: Traffic Growth Trends can be determined using three years of historical traffic data.**

- A. True
- B. False

**Question 3: True or False: ITE Trip Generation rates could be used to establish daily trips for the new land uses while forecasting without a TDM.**

- A. True
- B. False

**Question 4: What R<sup>2</sup> percentage must be achieved when using the FDOT Traffic Trends Analysis Tool to assure historical growth trend is a good fit?**

- A. 50%
- B. 25%
- C. 75%
- D. 95%

## Module 5 Quiz Questions

**Question 1: PSWADT is converted to DDHV by multiplying with:**

- a. K Factor,
- b. D Factor,
- c. Peak Hour Factor (PHF),
- d. MOCF

- A. a, b, d
- B. a, b
- C. c, d
- D. b, c, d

**Question 2: True or False: Multiplying AADT by K Factor is equal to DDHV.**

- A. True
- B. False

**Question 3: True or False: Traffic Diurnal Distribution Factors are the hour by hour distribution of AADT over the 24-hour period for facilities characterized by area type, facility type and area size.**

- A. True
- B. False

**Question 4: True or False: NCHRP Report 765 provides detailed guidance on Traffic Diurnal Distribution Factors.**

- A. True
- B. False

## Module 6 Quiz Questions

**Question 1: Future year estimates of peak hour intersection turning movements are required for the following project type.**

- A. Intersection Design
- B. Traffic Operational Analyses
- C. Site Impact Evaluations
- D. All of Above

**Question 2: The degree of accuracy that can be obtained from “intersection balancing” methods depends on the following**

- A. Magnitude of change in land use and travel pattern expected to occur between the existing and future design years
- B. Analyst’s experience
- C. Intersection balancing method
- D. All of above

**Question 3: The growth factor method can be used to develop future turning movement volumes when**

- A. In oversaturated conditions
- B. Existing turning movement counts are available and no major changes in land use patterns are expected
- C. Existing turning movement counts are not available
- D. All of above

**Question 4: The TURNS5 allows the user to develop future turning movements based on these methods**

- A. Enter existing year AADT and specify simple growth for future years.
- B. Enter existing year and model forecast year AADT and the program will interpolate and extrapolate for the other periods
- C. All of Above

**Question 5: Which of the following can estimate future turning volumes for multiple periods at the same time?**

- A. Growth Factor Method
- B. TMTool
- C. TURNS5
- D. NCHRP 765

**Question 6: True or False: The TURNS5 incorporates volume verification procedure to prevent zero or negative growth.**

- A. True
- B. False

**Question 7: True or False: The TMTool can be used to develop turning movements for existing and planned intersections.**

- A. True
- B. False

**Question 8: True or False: The TMTool utilizes base year and projected future year AADT volumes together with existing year turning movement counts to calculate the future turning movement volumes.**

- A. True
- B. False



## Module 7 Quiz Questions

**Question 1: ESAL Calculations are crucial for determining the type of pavement to be used.**

- A. True
- B. False

**Question 2: True or False: The Equivalency Factor can be considered as the proportion of directional traffic in the design lane.**

- A. True
- B. False

**Question 3: True or False: It is recommended to perform the ESAL Process by hand.**

- A. True
- B. False

**Question 4: True or False: The ESAL Analysis Tool automates the ESAL Process by calculating the Lane Equivalency Factor and hard coding the Equivalency Factor.**

- A. True
- B. False

## Module 8 Quiz Questions

**Question 1: True or False: The Project Traffic Forecasting Handbook provides guidance on High Occupancy Vehicle (HOV) Lanes travel demand forecasting strategies.**

- A. True
- B. False

**Question 2: True or False: Managed Lanes limit access points, which affects trip eligibility and potential demand for the facility.**

- A. True
- B. False

**Question 3: True or False: Value of Travel Time Savings is the implied toll a traveler would pay to reduce the variability of a trip's travel time.**

- A. True
- B. False

**Question 4: What is the appropriate approach to forecast project traffic for Express Lanes?**

- A. Manual Method
- B. Travel Demand Model Based
- C. Microsimulation Model
- D. All of Above

**Question 5: True or False: The Microsimulation Model method only relies on user assumption of static assignment of traffic in Express Lanes.**

- A. True
- B. False

**Question 6: True or False: ELToD is a standalone application that follows FSUTMS standards and works in conjunction with all Florida TDM.**

- A. True
- B. False

**Question 7: True or False: ELToD estimates traffic in both GUL and EL by applying the Express Lanes Share equation to O-D matrices from any travel demand model.**

- A. True
- B. False