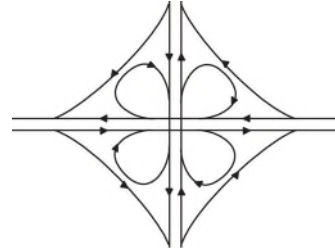


## Module 1 Quiz Questions

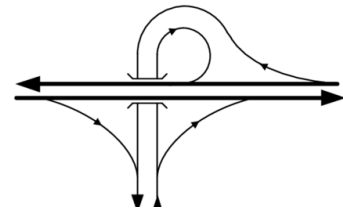
**Question 1: An interchange that features a series of 4 loop ramps in the shape of a clover, it is called a**

- A. Full Cloverleaf Interchange
- B. Diamond Interchange
- C. Trumpet Interchange
- D. Single-Point Urban Interchange (SPUI)



**Question 2: When a side road forms a T intersection with a freeway or an expressway, it is called a**

- A. Cloverleaf Interchange
- B. Diamond Interchange
- C. Trumpet Interchange
- D. Single-Point Urban Interchange (SPUI)



**Question 3: True or False: Ramps providing access to rest areas, information centers and weigh station are considered access points.**

- A. True
- B. False

**Question 4: True or False: An IAR is a request for new or modified access to the Interstate Highway System or Non-interstate limited access facilities on the State Highway System.**

- A. True
- B. False

**Question 5: True or False: The requestor of an IAR can be a private entity:**

- A. True
- B. False

## Module 2 Quiz Questions

**Question 1: True or False: The MLOU is required for all IJR and IMRs.**

- A. True
- B. False

**Question 2: What type of an IAR is required when the proposed modification recommends removal of a loop ramp at a full Cloverleaf interchange?**

- A. IMR
- B. SIMR
- C. IOAR
- D. IJR

**Question 3: True or False: The MLOU serves as a scope of work.**

- A. True
- B. False

**Question 4: What type of an IAR is required when converting unsignalized ramp terminal to a signalized ramp terminal?**

- A. IMR
- B. SIMR
- C. IOAR
- D. IJR

**Question 5: True or False: The IAR approval process consists of either SO&E acceptance or PD&E completion.**

- A. True
- B. False

**Question 6: Which stakeholder is responsible for responding to and resolving all comments for an IAR?**

- A. DIRC
- B. SMA
- C. Requestor
- D. SIRC

## Module 3 Quiz Questions

**Question 1: A new interchange is being proposed outside a TMA. Is this IAR Programmatic or Non-Programmatic?**

- A. Non-Programmatic
- B. Programmatic

**Question 2: Major modifications to a system to system interchange are being recommended in an IAR. Is this IAR Programmatic or Non-Programmatic?**

- A. Non-Programmatic
- B. Programmatic

**Question 3: True or False: TMA is a subset of urbanized areas with  $\geq 200,000$  population.**

- A. True
- B. False

**Question 4: Which signature authorities are needed when a non-programmatic IMR proposed by a developer is prepared?**

- A. Requestor, DIRC, Systems Management Administrator and District Secretary
- B. Developer, DIRC, Systems Management Administrator and Chief Engineer
- C. Requestor, DIC, Systems Management Administrator, Assistant Secretary for Strategic Development and FHWA
- D. Requestor, DIRC, Systems Management Administrator and FHWA

**Question 5: Which signature authorities are needed when a programmatic MLOU is prepared?**

- A. Requestor, DIRC, Systems Management Administrator, Assistant Secretary for Strategic Development and FHWA
- B. Requestor, DIRC, Systems Management Administrator and FHWA
- C. Requestor, DIRC, and Systems Management Administrator
- D. Requestor, DIRC and FHWA

**Question 6: The SIRC shall perform its first review and submit comments of an IAR within how many business days?**

- A. 10
- B. 15
- C. 5
- D. 20

**Question 7: As part of the performance management of programmatic IARs, FDOT must submit a report of FHWA consisting of the following topics except:**

- A. A summary of the results of all programmatic and non-programmatic IARs
- B. Verification that the IARs were processed and complied with the PA
- C. An identification and implementation plan for IAR process improvements
- D. A summary of potential IARs in the coming year

## Module 4 Quiz Questions

**Question 1: True or False: The DIRC meetings should be held at least quarterly.**

- A. True
- B. False

**Question 2: True or False: The AOI along the crossroad shall extend at a minimum, up to one half-mile in either direction of the proposed access change.**

- A. True
- B. False

**Question 3: True or False: The AOI for an IOAR must include at least the first adjacent interchanges on either side of the interchange modification.**

- A. True
- B. False

**Question 4: The design year is typically how many years after the opening year?**

- A. 10
- B. 25
- C. 20
- D. 30

**Question 5: Which year of the selected travel demand forecasting model is calibrated?**

- A. Planning Horizon Year
- B. Base Year

**Question 6: Which of the following are MLOU qualifying provisions.**

- A. Coordination of assumptions, procedures, data, networks, and outputs for project traffic review during the access request process will be maintained throughout the evaluation process.
- B. Full compliance with all MLOU requirements does not obligate the Acceptance Authorities to accept the IAR.
- C. The Requestor shall inform the approval authorities of any changes to the approved methodology in the MLOU, and an amendment shall be prepared if determined to be necessary.
- D. All the above.

**Question 7: True or False: The MLOU should include the base and planning years of the travel demand model.**

- A. True
- B. False

**Question 8: True or False: Performance measures must be selected to meet the purpose and need for the IAR.**

- A. True
- B. False

**Question 9: What is the LOS target for a transitioning/rural area?**

- A. LOS A
- B. LOS B
- C. LOS C
- D. LOS D

**Question 10: True or False: Any work done prior to the signing of the MLOU will be grandfathered into the project.**

- A. True
- B. False

**Question 11: True or False: Changing the analysis years after the MLOU has been approved will not require amendment.**

- A. True
- B. False

## **Module 5 Quiz Questions**

**Question 1: True or False: The IAR should be consistent with the approved methodology discussed in the MLOU.**

- A. True
- B. False

**Question 2: The IAR shall address and document the following except:**

- A. Purpose and Need
- B. Alternatives Analysis
- C. Environmental Impacts
- D. Recommendation

**Question 3: True or False: The FHWA Policy Points do not have to be provided in the Executive Summary.**

- C. True
- D. False

**Question 4: MOEs are used to compare alternatives and address which of the following:**

- A. Safety
- B. Operational and engineering performance
- C. Environment considerations
- D. All the above

**Question 5: Traffic analysis should follow the guidelines and thresholds provided in which handbook?**

- A. FDOT Project Traffic Forecasting Handbook
- B. IARUG Safety Analysis Guidance
- C. FDOT Traffic Analysis Handbook
- D. FDOT Design Manual

**Question 6: A project is proposing to evaluate a complex weaving area. What type of traffic analysis should be performed?**

- A. Freeway Elements Analysis (Highway Capacity Software)
- B. Intersection Analysis
- C. Generalized LOS Volume Table Analysis
- D. Microsimulation

**Question 7: Design Exceptions and Variations must be submitted in accordance with:**

- A. FDOT Traffic Analysis Handbook
- B. FDOT Design Manual
- C. FDOT PD&E Manual
- D. AASHTO Policy on Geometric Design of Highways and Streets

**Question 8: True or False: A commitment of funding and inclusion of projects in adopted plans is not required for determination of SO&E acceptability.**

- A. True
- B. False

**Question 9: True or False: In-depth documentation of the environmental considerations in the IAR should be provided.**

- A. True
- B. False

**Question 10: The conceptual signing plan should be prepared based on guidance provided in the following:**

- A. Manual on Uniform Traffic Studies (MUTS)
- B. Manual on Uniform Traffic Control Devices (MUTCD)
- C. AASHTO Green Book
- D. FDOT Design Manual



## **Module 6 Quiz Questions**

**Question 1: What type of analysis should be performed if no CMF and/or SPF can be applied to the proposed modification?**

- A. Countermeasure CMF methodology
- B. HSM Part C methodology
- C. Qualitative methodology
- D. Existing safety analysis only

**Question 2: The safety analysis discussion in the MLOU should include?**

- A. Safety analysis years
- B. Crash data sources
- C. Summary of existing crash analysis
- D. Both A and B

**Question 3: True or False: Safety analysis should be performed using the most year of crash data.**

- A. True
- B. False

**Question 4: True or False: The study limits of the existing safety analysis are the same as limits of the operational analyses.**

- A. True
- B. False

**Question 5: What are the three main sources of the historic crash data available?**

- A. CAR Online
- B. SSOGIS
- C. Signal Four Analytics.
- D. All of the above

**Question 6: The description of the existing crash trends should provide the following information:**

- A. Number of crashes occurred (crash frequency)
- B. The most frequent crash type
- C. Common crash cause
- D. Severity of crashes
- E. All of the above

**Question 7: True or False: Crash Modification Factors (CMFs) from the CMF Clearinghouse with a star rating of two or higher should be used for IAR safety analysis.**

- A. True
- B. False

**Question 8: True or False: FDOT Crash Reduction Factors (CRFs) that are based on fewer than five projects should not be used in the IAR safety analysis.**

- A. True
- B. False

**Question 9: A CMF of 1.1 indicates the modification will \_\_\_\_ the number of crashes.**

- A. Have no effect on
- B. Increase
- C. Decrease
- D. None of the above

**Question 10: True or False: Safety Performance Functions (SPFs) predict the crash frequency by facility type as a function of roadway characteristics and traffic volume.**

- A. True
- B. False

**Question 11: Future predictive safety analysis should be performed between the \_\_\_\_ year and \_\_\_\_ year.**

- A. Opening and Interim
- B. Existing and Opening
- C. Existing and Design
- D. Opening and Design

**Question 12: For intersection segmentation, crashes within how many feet of the intersection are assigned to the intersection?**

- E. 250 feet
- F. 100 feet
- G. 500 feet
- H. 300 feet

**Question 13: True or False: Empirical Bayes method should be applied to all predictive safety analyses.**

- A. True
- B. False

**Question 14: For IAR projects, the KABCO HSM Crash Distribution for Florida must be applied. What source is available that contains the HSM Crash Distribution for Florida.**

- A. FDOT Design Manual
- B. IARUG
- C. FDOT Traffic Analysis Handbook
- D. ISATe Analysis Tool

**Question 15: True or False: Safety-based benefit-cost analysis is not required in IARs.**

- A. True
- B. False

**Question 16: ISATe cannot evaluate the predicted number of crashes for what type of facility?**

- A. Basic freeway and ramp segments
- B. Arterial segments and intersections
- C. Ramp terminal intersections
- D. Merge/diverge/weaving freeway segments

**Question 17: An innovative interchange configuration is being recommended. There are no known CMFs or SPFs to evaluate the innovative interchange. What type of safety analysis should be performed?**

- A. Countermeasure CMF Methodology
- B. HSM Part C Methodology
- C. Qualitative Safety Analysis
- D. None of the above

## Module 7 Quiz Questions

**Question 1: The IAR is reviewed for the following reasons except**

- A. Consistency with the project scope.
- B. Compliance with FHWA's two policy points.
- C. Consistency with the MLOU.
- D. Sufficiency, completeness, correctness, and consistency of the data.

**Question 2: True or False: Once SO&E acceptability is determined, the IAR is complete and affirmative determination has been achieved.**

- A. True
- B. False

**Question 3: How many times is an IAR typically reviewed by the SIRC and FHWA?**

- A. One
- B. Two
- C. Three
- D. The SIRC does not review

**Question 4: Who submits the IAR for FHWA review?**

- A. Requestor
- B. DIRC
- C. SIRC
- D. Systems Management Administrator

**Question 5: The \_\_\_\_ performs the Quality Control (QC) for the deliverables and \_\_\_\_ performs the Quality Assurance (QA) for the deliverables.**

- A. Requestor and DIRC
- B. DIRC and Central Office Systems Implementation Office (SIO)
- C. Requestor and FHWA
- D. SIO and FHWA

**Question 5: True or False: The purpose of the QAR is to ensure that the Districts follow the procedures and guidelines for the submittal and review of report documents.**

- A. True
- B. False

**Question 6: What is a benefit of the Quality Assurance Reviews?**

- A. Valuable tool for identifying areas of improvement
- B. Opportunity to learn new ideas
- C. Satisfies a requirement for the SO&E delegation
- D. All the above

**Question 7: True or False: FHWA Staff can resolve comments in the ERC System.**

- A. True
- B. False

## Module 8 Quiz Questions

**Question 1: Which of the following conditions require need for a re-evaluation.**

- 1 Change in the approved IAR design concept
  - 2 Minor change in conditions
  - 3 Failure of an IAR to progress to the construction phase within two years of IAR approval.
- 
- A. 1.
  - B. 2.
  - C. 3.
  - D. All of the above

**Question 2: True or False: An MLOU is optional for an IAR re-evaluation.**

- A. True
- B. False

**Question 3: For a design change due to a Design-Build project, the design-build concept should operate equal to or better than the \_\_\_\_\_ concept?**

- A. No-Build
- B. Request for Proposal (RFP)
- C. Both A and B
- D. Neither A or B

**Question 4: True or False: Traffic validation is an optional step in the re-evaluation process. Traffic validation is only required for projects that were previously approved five or more years ago.**

- A. True
- B. False

**Question 5: True or False: A quantitative safety analysis is required for all IAR re-evaluations including those that did not previously include quantitative safety analysis.**

- A. True
- B. False