

Module 1: Introduction to Lane Repurposing

1. Lane Repurposing is a way to reassign roadway space to achieve other purposes such as economic development, safety, and mobility for all users.
 - a. True
 - b. False

2. Some of the benefits of a Lane Repurposing Project are:
 - a. Speed reductions
 - b. Impacts in the total crashes
 - c. Provide facilities for all modes
 - d. Promotes Economic Development
 - e. All of above

3. Roadways with AADTs of _____ or less are typically good candidates for a Lane Repurposing Project:
 - a. 20,000
 - b. 10,000
 - c. 30,000
 - d. 25,000
 - e. None of above

4. Projects are evaluated for lane repurposing feasibility on a case-by-case.
 - a. True
 - b. False

5. Typically, the purpose of the projects involves:
 - a. Safety Improvements
 - b. Enhance other uses and travel modes
 - c. Traffic Operations Improvements
 - d. Complete Streets
 - e. Community needs
 - f. All of above

6. Some of the factors to be considered are:
 - a. Access Management issues
 - b. Functional Classification
 - c. Right-of-way
 - d. Safety
 - e. All of above
 - f. None of above

7. Lane repurposing projects typically function well in areas with a robust local roadway network which can absorb some of the diverted traffic from the repurposing project.
 - a. True
 - b. False

8. Roadways which serve as evacuation and/or freight routes typically are the best candidates without plans to reroute the evacuation and freight traffic.
 - a. True
 - b. False

9. Applicants should also plan on reviewing access management plans, transit development plans, parks and recreation plans, and local agency parking/downtown circulation plans for critical information on their project.
 - a. True
 - b. False

10. The SIS is a high priority network of facilities which are allocated a significant portion of FDOT resources. If a roadway falls under SIS designation, special considerations may need to be taken.
 - a. True
 - b. False

Module 2: Lane Repurposing Analysis

1. A conceptual design of the roadway including a typical section and intersection designs are necessary, as well as any proposed changes to the design speed limits or posted speed limits.
 - a. True
 - b. False
2. Changes such as, reduced widths, shorter crossing distances, improved sight distances, parking removal, Bike and Ped phasing, corner Clearance, or other Design elements should be included within the concept plans.
 - a. True
 - b. False
3. Potential design exceptions and design variations will be required for cross-section elements that do not meet the design criteria.
 - a. True
 - b. False
4. Design _____ are required when existing or proposed design elements do not meet both the Department's governing criteria and AASHTO's new construction criteria for the Controlling Design Elements.
 - a. Exceptions
 - b. Variations
5. Design _____ are required when existing or proposed design elements do not meet the Department's criteria.
 - a. Exceptions
 - b. Variations
6. These are the elements that Design Exceptions can be applied:
 - a. Design Speed
 - b. Lane Width
 - c. Stopping Sight Distance
 - d. All of above
7. Based on the traffic and safety analyses that are conducted, it may be necessary to reduce the design and/or posted speed limits of the roadways.
 - a. True
 - b. False
8. Consistency with the FDOT planning process is not needed to project implementation.
 - a. True
 - b. False
9. If the project has a PD&E phase, the requirements of the FDM 126 are followed during the PD&E study prior to the selection of a preferred alternative.
 - a. True
 - b. False

10. The purpose of the project will influence how traffic impacts are prioritized when evaluating performance. Preparing a traffic forecast allows for a comparison between the Build and No-Build scenarios for existing and future conditions.
 - a. True
 - b. False

11. Lane repurposing projects, in general, have been demonstrated to reduce crashes, including fatalities for all users, by slowing average speeds and reducing traffic exposure.
 - a. True
 - b. False

12. Applicants should conduct a 3-year crash analysis of the corridor to determine the specific types of crashes.
 - a. True
 - b. False

13. Support by the local community is not important to the long-term success of a lane repurposing project.
 - a. True
 - b. False

14. Florida Statue 335.199 should be followed when any project impacts a median on the SHS.
 - a. True
 - b. False

Module 3: Application Process, Best Practices, and Resources

1. Who can be the applicant of a Lane Repurposing Project?
 - a. Local Government and FDOT
 - b. Private entity may only submit a request through a local government
 - c. FDOT only
 - d. a and b
 - e. b and c
 - f. All of above

2. It is not the responsibility of the applicant to ensure all parts of the application are completed based on FDOT standards and procedures.
 - a. True
 - b. False

3. The FDOT lane repurposing application process is a three-step process involving the lane repurposing applicant, District and Central Office staff, but in each step, there are coordination and review that need to take place: coordination between Applicant and the District, a preliminary review and approval by District, and the final review and approval by Central Office (CO).
 - a. True
 - b. False

4. The completion of Form 126-A does not substitute for the concept report, but it provides guidance about the detailed information that will be needed in the concept report and the topics to be discussed at the Initial Meeting.
 - a. True
 - b. False

5. The Systems Implementation Office has the final authority to approve, deny or object (with comments) to the lane repurposing request.
 - a. True
 - b. False

6. If denied, an explanation for the denial is included and the applicant may resubmit the lane repurposing proposal to the District once the comments have been addressed. The resubmittal must include an updated and signed Form 126-C.
 - a. True
 - b. False

7. What does not constitute a Lane Repurposing project
 - a. Narrowing lanes
 - b. Add exclusive right turn lane
 - c. Eliminating a through lane
 - d. a and c
 - e. a and b
 - f. All of above

8. The project consists of taking one through lane to add bike lanes to a state road facility. The typical section will change from 4-lane to 2-lane with bike lanes. This project has to go through the FDOT Lane Repurposing Process.
 - a. True
 - b. False

9. The project consists of narrowing the through lanes to improve bicycle facilities on a state road. The typical section will change from 4-lane to 4-lane with bike lanes. This project has to go through the FDOT Lane Repurposing Process
 - a. True
 - b. False

10. Projects that take a through lane and repurpose it for multimodal accommodations have to go through lane repurposing process.
 - a. True
 - b. False