

TECHNICAL MEMORANDUM AIR QUALITY SCREENING TEST

Date: November 2, 2009

Subject: FDOT WPI Segment Number: 419235-2
Interstate 75 (I-75) PD&E Study, Moccasin Wallow Road to South of US 301
Manatee and Hillsborough Counties, FL

The referenced proposed project is located in Manatee and Hillsborough Counties, FL, an area currently designated as being attainment for the following criteria air pollutants: nitrogen dioxide, particulate matter (2.5 microns in size and 10 microns in size), sulfur dioxide, carbon monoxide, lead and ozone.

The ETDM Programming Screen (ETDM #8001) performed in 2007 for this project concluded that Air Quality be identified with a summary degree of effect of Minimal.

The preferred alternative was subjected to a carbon monoxide (CO) screening model that makes various conservative worst-case assumptions related to site conditions, meteorology and traffic. The Florida Department of Transportation's (FDOT's) screening model, CO Florida 2004 (released September 7, 2004) uses the latest United States Environmental Protection Agency (USEPA) approved software (**MOBILE6 and CAL3QHC**) to produce estimates of one-hour and eight-hour CO levels at default air quality receptor locations. The one-hour and eight-hour estimates can be directly compared to the one and eight hour **National Ambient Air Quality Standards (NAAQS)** for CO that are 35 parts per million (ppm) and 9 ppm, respectively.

The Big Bend Road Interchange is forecasted to have the highest total traffic volumes around the receptors adjacent to the merge/diverge areas with Big Bend Road, while Gibsonton Drive is forecasted to have the highest total traffic volumes around the receptors adjacent to the merge/diverge areas with I-75. For purposes of this screening both interchanges were subjected to a CO Screening assuming a diamond interchange within CO Florida 2004. The Build and No-Build scenarios for the design year (2035) were evaluated using PM peak hour volumes.

Estimates of CO were predicted for receptors with distances from the edge of roadway as identified on the baseplans for the no-build and build scenarios. These distances were entered into the model as the minimum distances from the edge of pavement to the right-of-way lines for the arterial roadway along with the on/off ramps. Graphics depicting these distances are attached to this memorandum. Based on the results from the screening model, the highest project-related CO one and eight hour levels are not predicted to meet or exceed the one or eight hour **NAAQS** for this pollutant with either the Build or No-Build alternatives. As such, the project "passes" the screening model test. The results of the screening model test, along with the traffic data used in the analysis, are attached to this memorandum.

"The project is located in an area which is designated attainment for all of the **National Ambient Air Quality Standards** under the criteria provided in the **Clean Air Act**. Therefore, the **Clean Air Act** conformity requirements do not apply to the project."



49'

50'

70'

55'

PROPOSED SOUTHSHORE COMMONS

HILLSBOROUGH COUNTY PUBLIC WORKS

GOLDEN ASTER SCRUB NATURE PRESERVE (TITP)

TECO



Structure No. 100363

Structure No. 100364

HILLSBOROUGH COUNTY

HILLSBOROUGH COUNTY

VANCE VOGEL PARK

BULLFROG CREEK

DIMENSIONS ARE FROM EDGE OF TRAVEL LANE TO RIGHT-OF-WAY LINE. NOTE: DIMENSIONS ARE APPROXIMATE.

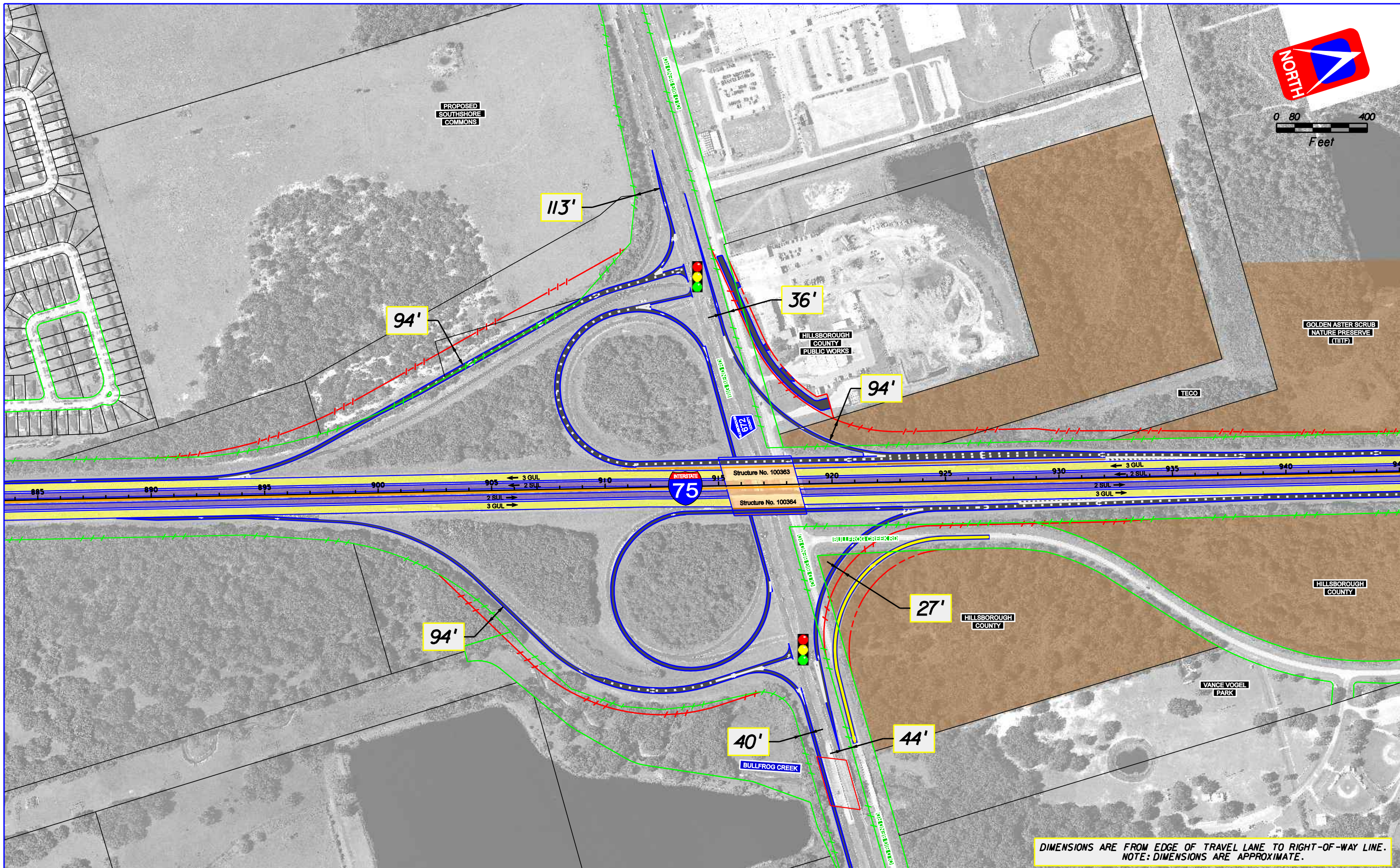
LEGEND

- PUBLIC MANAGED LANDS
- BRIDGES
- SPECIAL USE LANES
- GENERAL USE LANES
- PROPOSED EDGE OF TRAVEL LANE
- BARRIER WALL
- EXISTING ROW
- EXISTING LA ROW
- PROPOSED LA ROW
- PROPERTY LINES
- FEMA 100 YEAR FLOOD PLAIN WETLAND OR OTHER SURFACE WATERS BOUNDARY
- POTENTIAL BUSINESS RELOCATION
 - NUMBER OF BUSINESSES WITHIN PARCEL
- POTENTIAL RESIDENTIAL RELOCATION
 - NUMBER OF RESIDENCES WITHIN PARCEL
- POTENTIALLY CONTAMINATED SITE
- POTENTIAL POND SITE
- # GUL → NUMBER OF GENERAL USE LANES
- # SUL → NUMBER OF SPECIAL USE LANES
- DATE OF AERIAL: JUNE, 2008

American
 Consulting Engineers of Florida, LLC
 2818 Cypress Ridge Blvd, Suite 200
 Wesley Chapel, Florida 33544
 Phone: (813) 435-2600 Fax: (813) 435-2601
 Certificate of Authorization No. 9302
 Jeffrey S. Novotny, P.E. No. 51083

I-75 PD & E STUDY - WPI SEG. NO. 419235-2
AIR QUALITY SCREENING
BIG BEND ROAD AT I-75
EXISTING RIGHT-OF-WAY
FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO.



DIMENSIONS ARE FROM EDGE OF TRAVEL LANE TO RIGHT-OF-WAY LINE.
NOTE: DIMENSIONS ARE APPROXIMATE.

LEGEND

- PUBLIC MANAGED LANDS
- BRIDGES
- SPECIAL USE LANES
- GENERAL USE LANES
- PROPOSED EDGE OF TRAVEL LANE
- BARRIER WALL
- EXISTING ROW
- EXISTING LA ROW
- PROPOSED LA ROW
- PROPERTY LINES
- FEMA 100 YEAR FLOOD PLAIN WETLAND OR OTHER SURFACE WATERS BOUNDARY
- POTENTIAL BUSINESS RELOCATION
 - NUMBER OF BUSINESSES WITHIN PARCEL
- POTENTIAL RESIDENTIAL RELOCATION
 - NUMBER OF RESIDENCES WITHIN PARCEL

- POTENTIALLY CONTAMINATED SITE
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- # GUL → NUMBER OF GENERAL USE LANES
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I-75 PD & E STUDY - WPI SEG. NO. 419235-2
AIR QUALITY SCREENING
BIG BEND ROAD AT I-75
PROPOSED RIGHT-OF-WAY
FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO.



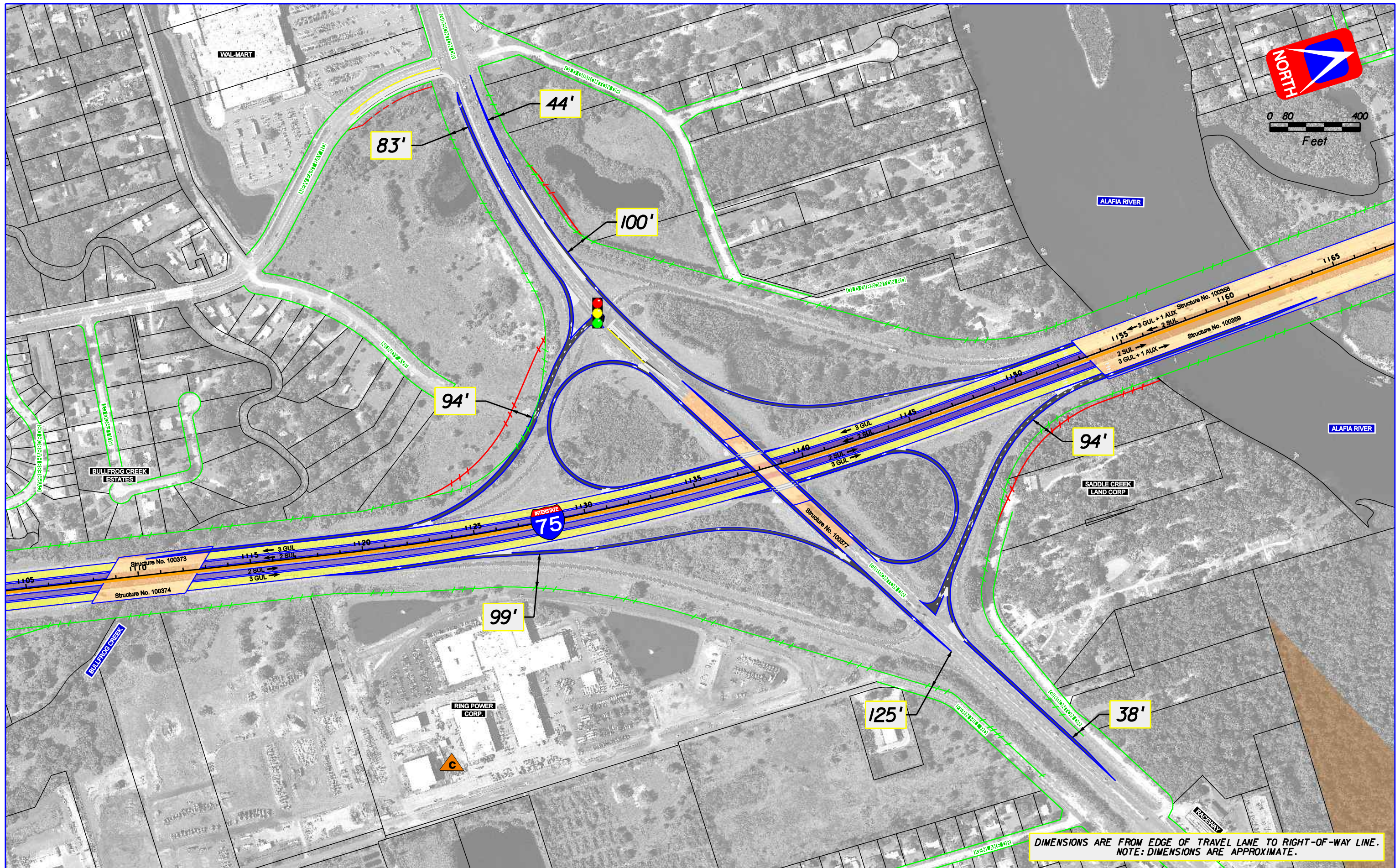
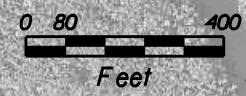
DIMENSIONS ARE FROM EDGE OF TRAVEL LANE TO RIGHT-OF-WAY LINE.
NOTE: DIMENSIONS ARE APPROXIMATE.

LEGEND	PUBLIC MANAGED LANDS	PROPOSED EDGE OF TRAVEL LANE	FEMA 100 YEAR FLOOD PLAIN	POTENTIALLY CONTAMINATED SITE
	BRIDGES	BARRIER WALL	WETLAND OR OTHER SURFACE WATERS BOUNDARY	POTENTIAL POND SITE
	SPECIAL USE LANES	EXISTING ROW	POTENTIAL BUSINESS RELOCATION	# GUL → NUMBER OF GENERAL USE LANES
	GENERAL USE LANES	EXISTING LA ROW	POTENTIAL RESIDENTIAL RELOCATION	# SUL → NUMBER OF SPECIAL USE LANES
	PROPOSED LA ROW	NUMBER OF BUSINESSES WITHIN PARCEL	NUMBER OF RESIDENCES WITHIN PARCEL	DATE OF AERIAL: JUNE, 2008

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I-75 PD & E STUDY - WPI SEG. NO. 419235-2
AIR QUALITY SCREENING
GIBSONTON DRIVE AT I-75
EXISTING RIGHT-OF-WAY
FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO.



DIMENSIONS ARE FROM EDGE OF TRAVEL LANE TO RIGHT-OF-WAY LINE.
NOTE: DIMENSIONS ARE APPROXIMATE.

LEGEND

- PUBLIC MANAGED LANDS
- BRIDGES
- SPECIAL USE LANES
- GENERAL USE LANES
- PROPOSED EDGE OF TRAVEL LANE
- BARRIER WALL
- EXISTING ROW
- EXISTING LA ROW
- PROPOSED LA ROW
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- # GUL → NUMBER OF GENERAL USE LANES
- # SUL → NUMBER OF SPECIAL USE LANES

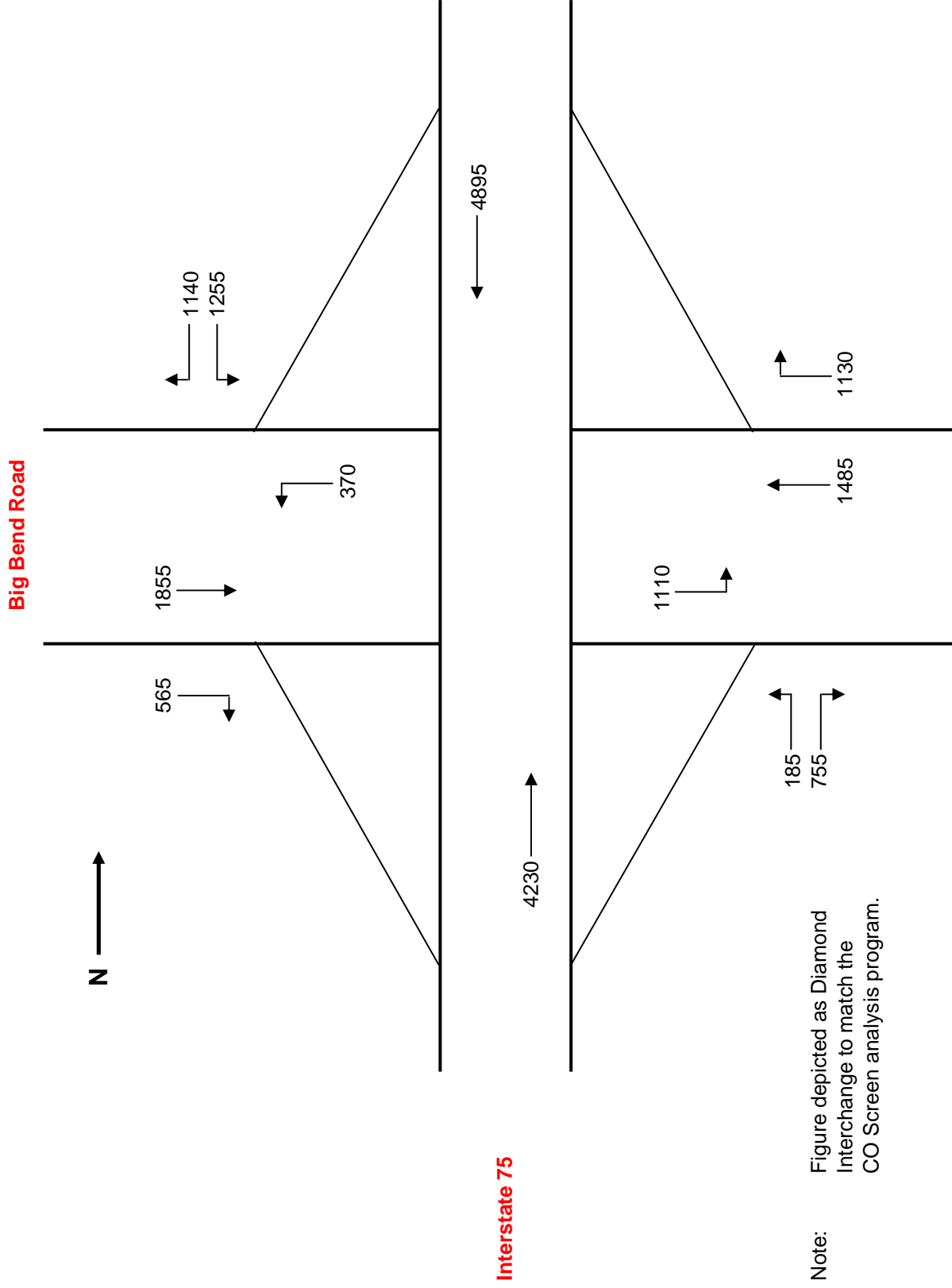
DATE OF AERIAL: JUNE, 2008

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I-75 PD & E STUDY - WPI SEG. NO. 419235-2
AIR QUALITY SCREENING
GIBSONTON DRIVE AT I-75
PROPOSED RIGHT-OF-WAY
FROM MOCCASIN WALLOW RD TO SOUTH OF US 301

SHEET NO.

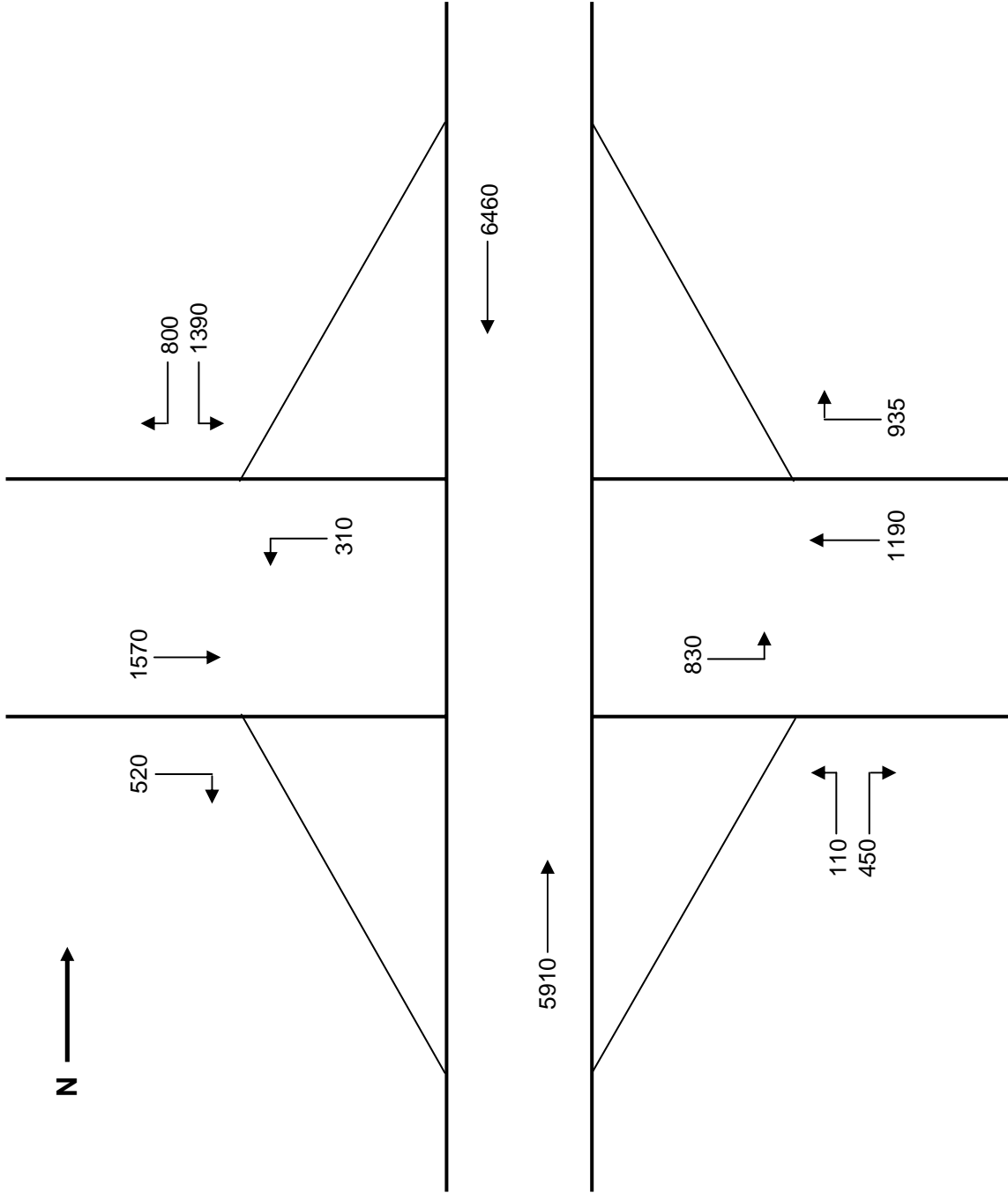
Year 2035 PM Design Hour No Build Traffic Data for Air Quality Screening
 Volumes as Obtained from the Design Traffic Technical Memorandum, Sept. 2009



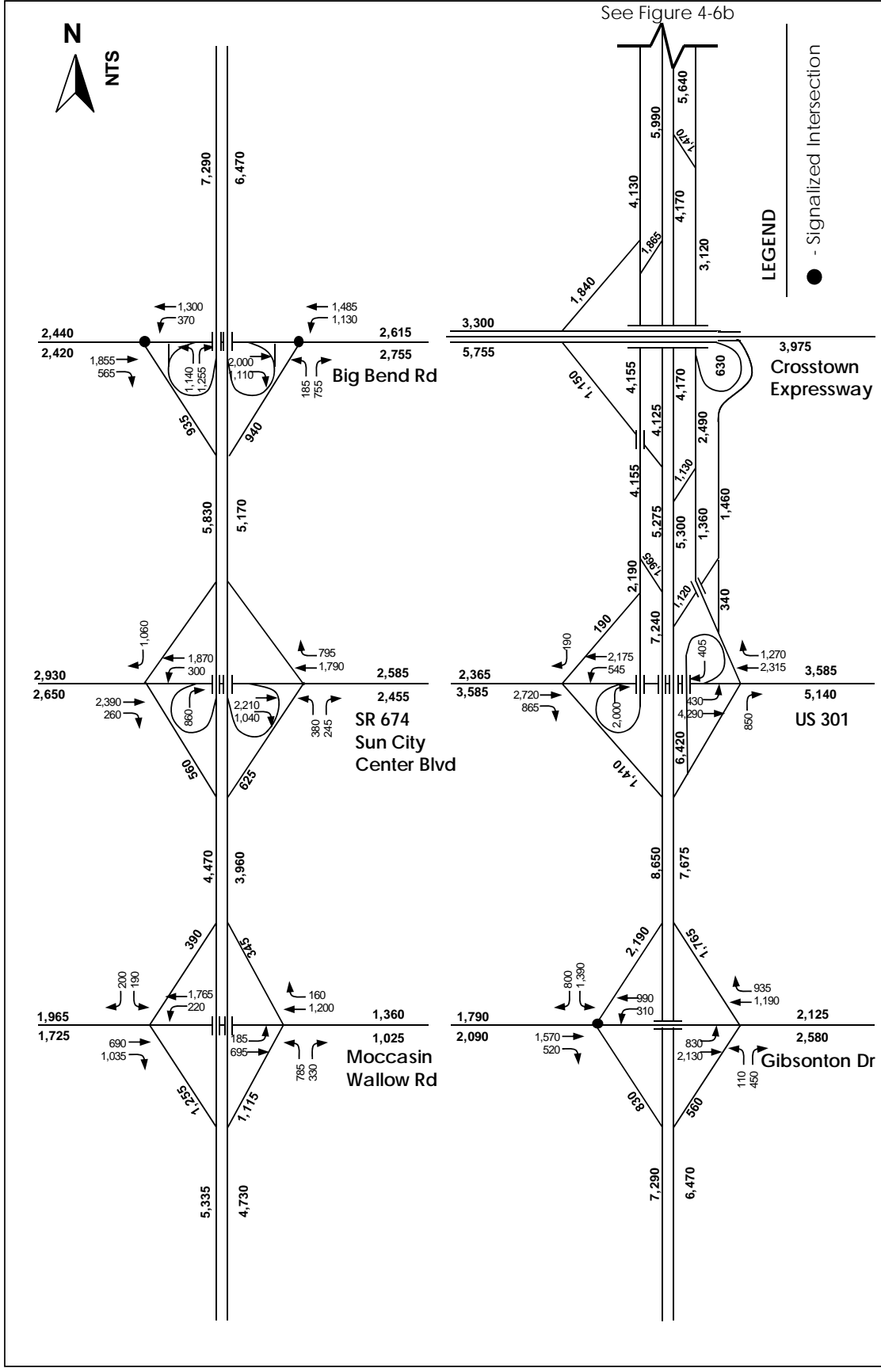
Note: Figure depicted as Diamond Interchange to match the CO Screen analysis program.

Year 2035 PM Design Hour No Build Traffic Data for Air Quality Screening
Volumes as Obtained from the Design Traffic Technical Memorandum, Sept. 2009

Gibsonston Drive



Interstate 75

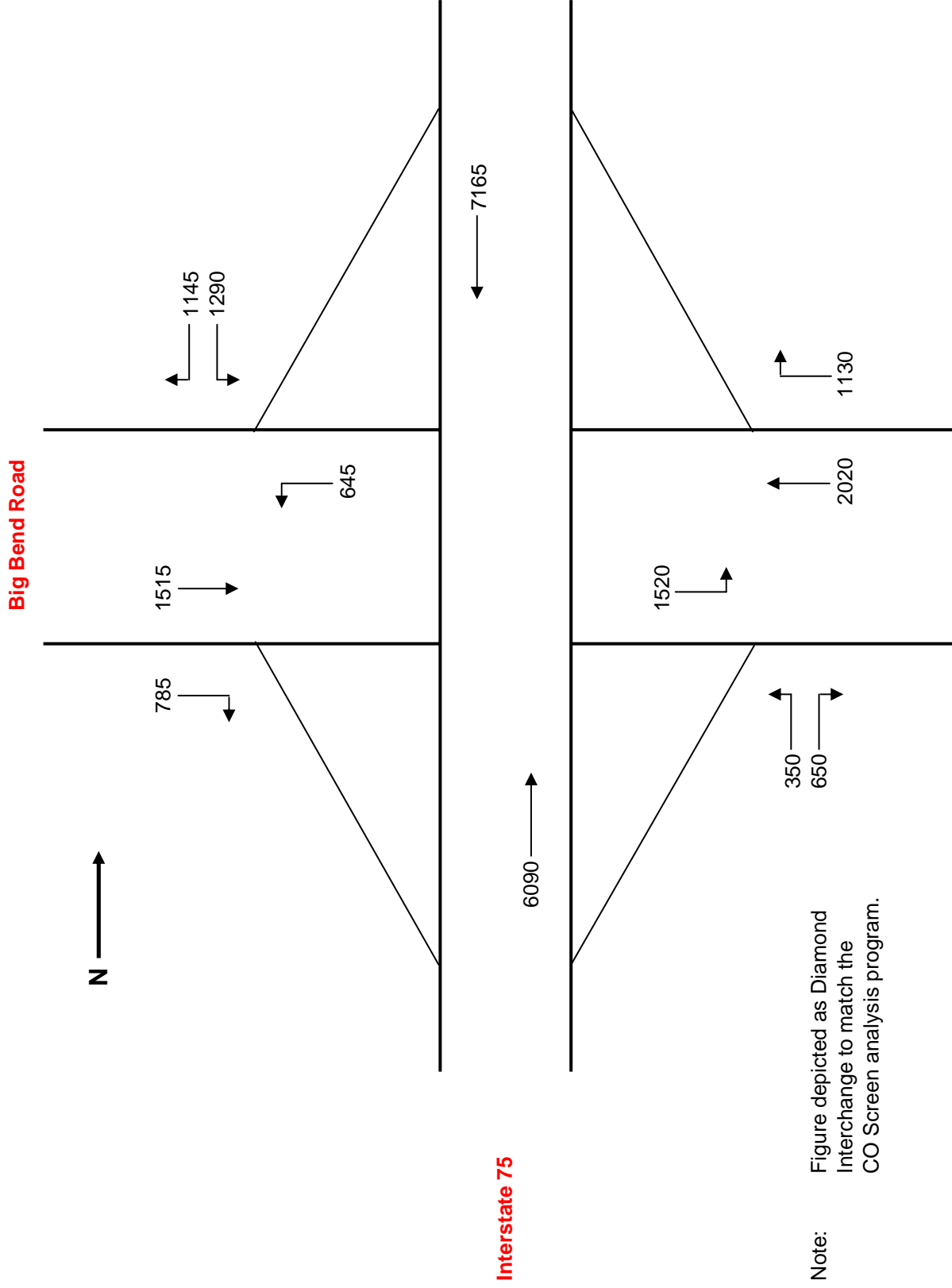


I-75 Traffic & PD&E Studies
 Design Traffic Technical Memorandum
 Traffic Study from Moccasin Wallow Road to north of Fletcher Avenue
 WPI Segment Number 419235-1

**YEAR 2035 NO-BUILD ALTERNATIVE
 PM DESIGN HOUR VOLUMES (SOUTH)**

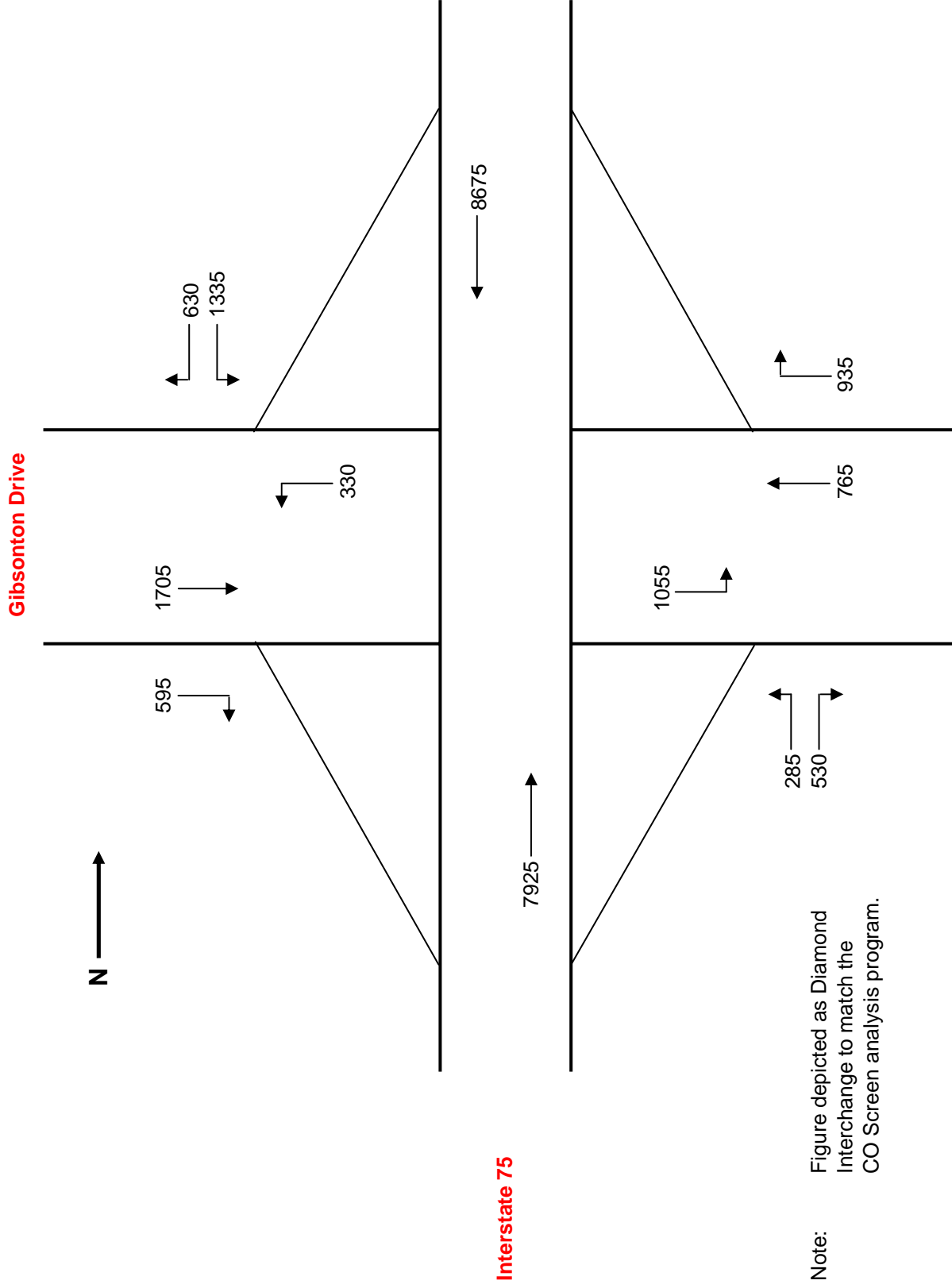
Figure 4-6a

Year 2035 PM Design Hour Build Traffic Data for Air Quality Screening
 Volumes as Obtained from the Design Traffic Technical Memorandum, Sept. 2009



Note: Figure depicted as Diamond Interchange to match the CO Screen analysis program.

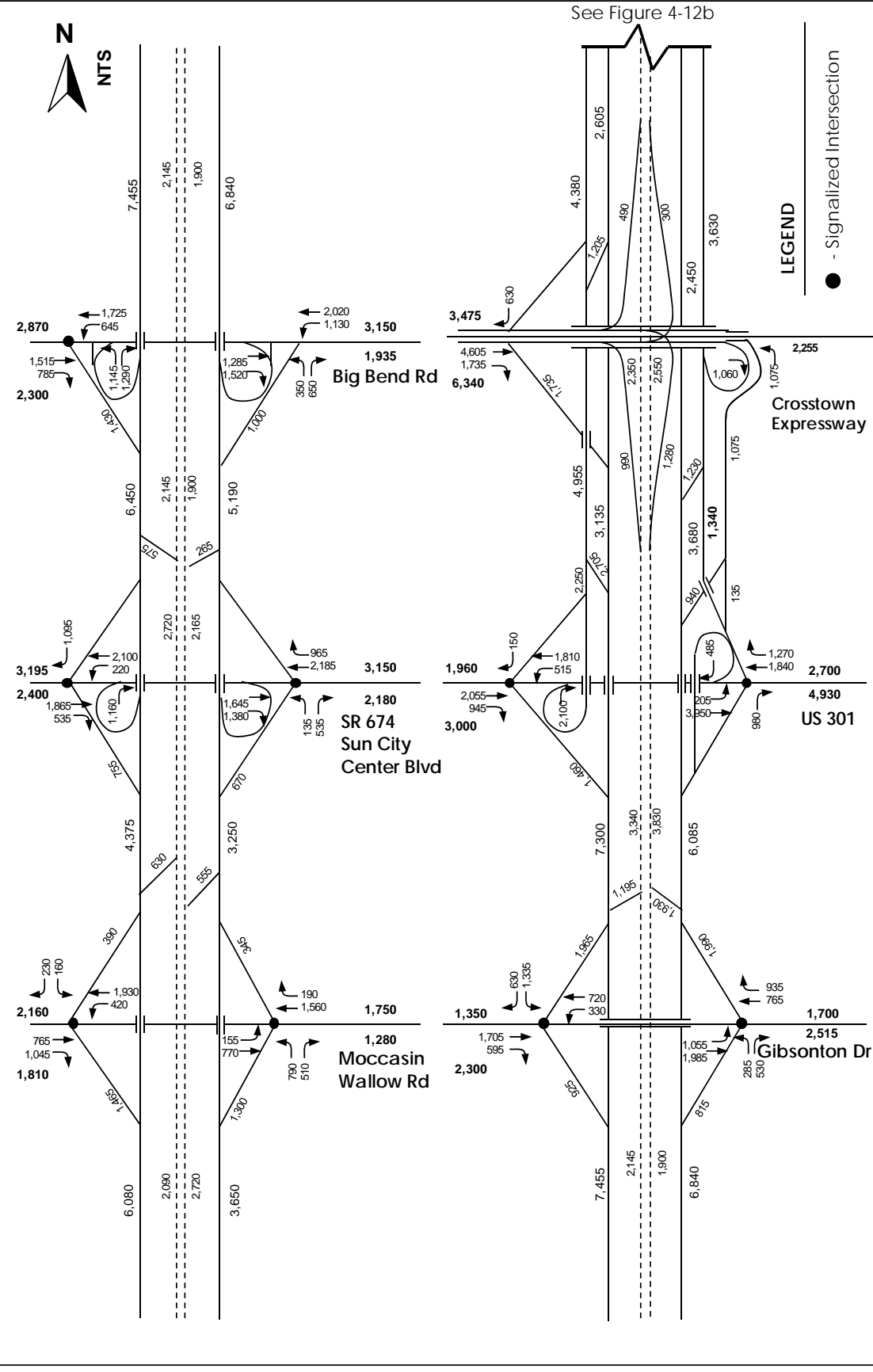
Year 2035 PM Design Hour Build Traffic Data for Air Quality Screening
 Volumes as Obtained from the Design Traffic Technical Memorandum, Sept. 2009



Note: Figure depicted as Diamond Interchange to match the CO Screen analysis program.

Design Traffic Technical Memorandum
Technical Report No. 1
Evaluation of Alternatives

WPI Segment Number: 419235-1



<p>I-75 Traffic & PD&E Studies Design Traffic Technical Memorandum Traffic Study from Moccasin Wallow Road to north of Fletcher Avenue WPI Segment Number 419235-1</p>	<p>YEAR 2035 BUILD ALTERNATIVE 3 PM DESIGN HOUR VOLUMES (SOUTH)</p>	<p>Figure 4-12a</p>
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CO Florida 2004

Project: I-75 PD&E Study from Moccasin Wallow Road to South of US 301
 Facility: I-75 NO BUILD 2035 Big Bend
 Analyst: Corey Carter

Environmental Data:

Temperature: 50 F
 Reid Vapor Pressure: 11.5 psi
 Land Use: Suburban
 Stability Class: D
 Surface Roughness: 108
 Background Concentration: 1-hr = 3.3 ppm 8-hr = 2.0 ppm

Project Data:

Region: 4: Hillsborough / Pinellas
 Year: 2035
 Intersection Type: Diamond Interchange
 Max Freeway Traffic: 7290 veh/hour
 Max Arterial Traffic: 3530 veh/hour
 Freeway Speed: 65
 Arterial Speed: 50

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	50	1020	6
Default Rec 2	50	50	6
Default Rec 3	50	46	6
Default Rec 4	150	46	6
Default Rec 5	50	-1020	6
Default Rec 6	50	-50	6
Default Rec 7	50	-46	6
Default Rec 8	150	-46	6
Default Rec 9	-50	-1020	6
Default Rec 10	-50	-50	6
Default Rec 11	-50	-46	6
Default Rec 12	-150	-46	6
Default Rec 13	-50	1020	6
Default Rec 14	-50	50	6
Default Rec 15	-50	46	6
Default Rec 16	-150	46	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	7.8	4.7
Default Rec 2	8.5	5.1
Default Rec 3	8.6	5.2
Default Rec 4	7.8	4.7
Default Rec 5	8.2	4.9
Default Rec 6	8.5	5.1
Default Rec 7	8.6	5.2
Default Rec 8	7.8	4.7
Default Rec 9	7.8	4.7
Default Rec 10	8.5	5.1
Default Rec 11	8.6	5.2
Default Rec 12	7.8	4.7
Default Rec 13	8.2	4.9
Default Rec 14	8.5	5.1
Default Rec 15	8.6	5.2
Default Rec 16	7.8	4.7

PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED

CO Florida 2004 - Intersection - C:\CO Florida 2004\UsrFiles\I75nobuildbigbend.inp

INPUTS:

FREEWAY SPEED, mph	65
--------------------	----

1 "SOUTHBOUND" FREEWAY:

THROUGH Traffic, veh/hr	4895
EXIT RAMP LEFT, veh/hr	1255
EXIT RAMP RIGHT, veh/hr	1140

2 "NORTHBOUND" FREEWAY:

THROUGH Traffic, veh/hr	4230
EXIT RAMP LEFT, veh/hr	185
EXIT RAMP RIGHT, veh/hr	755

3 "WESTBOUND" ARTERIAL:

THROUGH Traffic, veh/hr	1485
LEFT Traffic, veh/hr	370
RIGHT Traffic, veh/hr	1130

4 "EASTBOUND" ARTERIAL:

THROUGH Traffic, veh/hr	1855
LEFT Traffic, veh/hr	1110
RIGHT Traffic, veh/hr	565

ARTERIAL SPEED, mph: 50

NOTE:
THROUGH TRAFFIC is volume of NON-TURNING traffic approaching the intersection for the peak hour on that leg.
Enter value between 1000 and 9999 vehicles per hour.

NOTE:
SPEED is cruise speed as vehicles approach the intersection before entering the queue - sometimes referred to as mid-block speed. If cruise speed is unknown, use the speed limit.
Enter value between 15 and 65 mph.

Back Next

Title Screen

CO Florida 2004

Project: I-75 PD&E Study from Moccasin Wallow Road to South of US 301
 Facility: I-75-BUILD 2035 Big Bend
 Analyst: Corey Carter

Environmental Data:

Temperature: 50 F
 Reid Vapor Pressure: 11.5 psi
 Land Use: Suburban
 Stability Class: D
 Surface Roughness: 108
 Background Concentration: 1-hr = 3.3 ppm 8-hr = 2.0 ppm

Project Data:

Region: 4: Hillsborough / Pinellas
 Year: 2035
 Intersection Type: Diamond Interchange
 Max Freeway Traffic: 9600 veh/hour
 Max Arterial Traffic: 3820 veh/hour
 Freeway Speed: 65
 Arterial Speed: 50

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	27	1020	6
Default Rec 2	27	50	6
Default Rec 3	50	36	6
Default Rec 4	150	36	6
Default Rec 5	27	-1020	6
Default Rec 6	27	-50	6
Default Rec 7	50	-36	6
Default Rec 8	150	-36	6
Default Rec 9	-27	-1020	6
Default Rec 10	-27	-50	6
Default Rec 11	-50	-36	6
Default Rec 12	-150	-36	6
Default Rec 13	-27	1020	6
Default Rec 14	-27	50	6
Default Rec 15	-50	36	6
Default Rec 16	-150	36	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	11.3	6.8
Default Rec 2	9.9	6.0
Default Rec 3	9.6	5.8
Default Rec 4	8.5	5.1
Default Rec 5	11.6	7.0
Default Rec 6	9.3	5.6
Default Rec 7	9.4	5.7
Default Rec 8	8.4	5.1
Default Rec 9	11.3	6.8
Default Rec 10	9.9	6.0
Default Rec 11	9.6	5.8
Default Rec 12	8.5	5.1
Default Rec 13	11.6	7.0
Default Rec 14	9.3	5.6
Default Rec 15	9.4	5.7
Default Rec 16	8.4	5.1

 PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED

CO Florida 2004 - Intersection - C:\CO Florida 2004\UsrFiles\I75buildbigbend.inp

INPUTS:

FREEWAY SPEED, mph	65
--------------------	----

1 "SOUTHBOUND" FREEWAY:

THROUGH Traffic, veh/hr	7165
EXIT RAMP LEFT, veh/hr	1290
EXIT RAMP RIGHT, veh/hr	1145

2 "NORTHBOUND" FREEWAY:

THROUGH Traffic, veh/hr	6090
EXIT RAMP LEFT, veh/hr	350
EXIT RAMP RIGHT, veh/hr	650

3 "WESTBOUND" ARTERIAL:

ARTERIAL SPEED, mph	50
THROUGH Traffic, veh/hr	2020
LEFT Traffic, veh/hr	645
RIGHT Traffic, veh/hr	1130

4 "EASTBOUND" ARTERIAL:

THROUGH Traffic, veh/hr	1515
LEFT Traffic, veh/hr	1520
RIGHT Traffic, veh/hr	785

NOTE:
THROUGH TRAFFIC is volume of NON-TURNING traffic approaching the intersection for the peak hour on that leg.
Enter value between 1000 and 9999 vehicles per hour.

NOTE:
SPEED is cruise speed as vehicles approach the intersection before entering the queue - sometimes referred to as mid-block speed. If cruise speed is unknown, use the speed limit.
Enter value between 15 and 65 mph.

Back Next

Title Screen

NOT TO SCALE

CO Florida 2004

Project: I-75 PD&E Study from Moccasin Wallow Road to South of US 301
 Facility: I-75 NO BUILD 2035 GIBSONTON
 Analyst: Corey Carter

Environmental Data:

Temperature: 50 F
 Reid Vapor Pressure: 11.5 psi
 Land Use: Suburban
 Stability Class: D
 Surface Roughness: 108
 Background Concentration: 1-hr = 3.3 ppm 8-hr = 2.0 ppm

Project Data:

Region: 4: Hillsborough / Pinellas
 Year: 2035
 Intersection Type: Diamond Interchange
 Max Freeway Traffic: 8650 veh/hour
 Max Arterial Traffic: 2920 veh/hour
 Freeway Speed: 65
 Arterial Speed: 50

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
Default Rec 1	89	1020	6
Default Rec 2	89	50	6
Default Rec 3	50	56	6
Default Rec 4	150	56	6
Default Rec 5	89	-1020	6
Default Rec 6	89	-50	6
Default Rec 7	50	-56	6
Default Rec 8	150	-56	6
Default Rec 9	-89	-1020	6
Default Rec 10	-89	-50	6
Default Rec 11	-50	-56	6
Default Rec 12	-150	-56	6
Default Rec 13	-89	1020	6
Default Rec 14	-89	50	6
Default Rec 15	-50	56	6
Default Rec 16	-150	56	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	7.3	4.4
Default Rec 2	8.1	4.9
Default Rec 3	8.6	5.2
Default Rec 4	7.6	4.6
Default Rec 5	7.9	4.8
Default Rec 6	8.0	4.8
Default Rec 7	8.4	5.1
Default Rec 8	7.6	4.6
Default Rec 9	7.3	4.4
Default Rec 10	8.1	4.9
Default Rec 11	8.6	5.2
Default Rec 12	7.6	4.6
Default Rec 13	7.9	4.8
Default Rec 14	8.0	4.8
Default Rec 15	8.4	5.1
Default Rec 16	7.6	4.6

PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED

CO Florida 2004 - Intersection - C:\CO Florida 2004\UsrFiles\175nobuildgibsonon.inp

INPUTS:

FREEWAY SPEED, mph	65
1 "SOUTHBOUND" FREEWAY:	
A THROUGH Traffic, veh/hr	6460
B EXIT RAMP LEFT, veh/hr	1390
C EXIT RAMP RIGHT, veh/hr	800
2 "NORTHBOUND" FREEWAY:	
D THROUGH Traffic, veh/hr	5910
E EXIT RAMP LEFT, veh/hr	110
F EXIT RAMP RIGHT, veh/hr	450
3 "WESTBOUND" ARTERIAL:	
G THROUGH Traffic, veh/hr	1190
H LEFT Traffic, veh/hr	310
I RIGHT Traffic, veh/hr	935
4 "EASTBOUND" ARTERIAL:	
J THROUGH Traffic, veh/hr	1570
K LEFT Traffic, veh/hr	830
L RIGHT Traffic, veh/hr	520

NOTE:
THROUGH TRAFFIC is volume of NON-TURNING traffic approaching the intersection for the peak hour on that leg.
Enter value between 1000 and 9999 vehicles per hour.

NOTE:
SPEED is cruise speed as vehicles approach the intersection before entering the queue - sometimes referred to as mid-block speed. If cruise speed is unknown, use the speed limit.
Enter value between 15 and 65 mph.

ARTERIAL_SPEED, mph: 50

Buttons: Back, Next, Title Screen

CO Florida 2004

Project: I-75 PD&E Study from Moccasin Wallow Road to South of US 301
 Facility: I-75-BUILD 2035 GIBSONTON
 Analyst: Corey Carter

Environmental Data:

Temperature: 50 F
 Reid Vapor Pressure: 11.5 psi
 Land Use: Suburban
 Stability Class: D
 Surface Roughness: 108
 Background Concentration: 1-hr = 3.3 ppm 8-hr = 2.0 ppm

Project Data:

Region: 4: Hillsborough / Pinellas
 Year: 2035
 Intersection Type: Diamond Interchange
 Max Freeway Traffic: 10640 veh/hour
 Max Arterial Traffic: 3355 veh/hour
 Freeway Speed: 65
 Arterial Speed: 50

Receptor Data (all distances are in feet):

Receptor Name	East-West Distance from Intersection	North-South Distance from Intersection	Receptor Height
-----	-----	-----	-----
Default Rec 1	94	1020	6
Default Rec 2	94	50	6
Default Rec 3	50	38	6
Default Rec 4	150	38	6
Default Rec 5	94	-1020	6
Default Rec 6	94	-50	6
Default Rec 7	50	-38	6
Default Rec 8	150	-38	6
Default Rec 9	-94	-1020	6
Default Rec 10	-94	-50	6
Default Rec 11	-50	-38	6
Default Rec 12	-150	-38	6
Default Rec 13	-94	1020	6
Default Rec 14	-94	50	6
Default Rec 15	-50	38	6
Default Rec 16	-150	38	6

RESULTS (including background CO):

Receptor Name	Max 1-Hr Conc (ppm)	Max 8-Hr Conc (ppm)
Default Rec 1	8.2	4.9
Default Rec 2	8.7	5.2
Default Rec 3	9.6	5.8
Default Rec 4	8.4	5.1
Default Rec 5	8.5	5.1
Default Rec 6	8.4	5.1
Default Rec 7	9.5	5.7
Default Rec 8	8.4	5.1
Default Rec 9	8.2	4.9
Default Rec 10	8.7	5.2
Default Rec 11	9.6	5.8
Default Rec 12	8.4	5.1
Default Rec 13	8.5	5.1
Default Rec 14	8.4	5.1
Default Rec 15	9.5	5.7
Default Rec 16	8.4	5.1

PROJECT PASSES - NO EXCEEDANCES OF NAAQ CO STANDARDS ARE PREDICTED

CD Florida 2004 - Intersection - C:\CD Florida 2004\UsrFiles\I75buildgibsonon.inp

NOT TO SCALE

[Title Screen](#)

[Back](#)

[Next](#)

INPUTS:

FREEWAY SPEED, mph	65
1 "SOUTHBOUND" FREEWAY:	
A THROUGH Traffic, veh/hr	8675
B EXIT RAMP LEFT, veh/hr	1335
C EXIT RAMP RIGHT, veh/hr	630
2 "NORTHBOUND" FREEWAY:	
D THROUGH Traffic, veh/hr	7925
E EXIT RAMP LEFT, veh/hr	285
F EXIT RAMP RIGHT, veh/hr	530
3 "WESTBOUND" ARTERIAL:	
G THROUGH Traffic, veh/hr	765
H LEFT Traffic, veh/hr	330
I RIGHT Traffic, veh/hr	935
4 "EASTBOUND" ARTERIAL:	
J THROUGH Traffic, veh/hr	1705
K LEFT Traffic, veh/hr	1055
L RIGHT Traffic, veh/hr	595

NOTE:
 THROUGH TRAFFIC is volume of NON-TURNING traffic approaching the intersection for the peak hour on that leg.
 Enter value between 1000 and 9999 vehicles per hour.

NOTE:
 SPEED is cruise speed as vehicles approach the intersection before entering the queue - sometimes referred to as mid-block speed. If cruise speed is unknown, use the speed limit.
 Enter value between 15 and 65 mph.