256423 14

Florida Department of Transportation

11201 N. McKINLEY DRIVE * TAMPA, FL 33612-6456 * (813) 975-6119 * 1-800-226-7220
MODAL PLANNING AND DEVELOPMENT * M.S. 7-500

:B BUSH
VERNOR

THOMAS F. BARRY, JR.
SECRETARY

May 9, 2002

Mr. Doug Dryman, City Manager
City of Dade City
38020 Meridian Avenue
Dade City, FL 33525

RE: WPI Seg No. 256423 1/ FAP No. 3112-017P
U.S. 98 Noise Study Technical Memorandum

Dear Mr. Dryman:

The Florida Department of Transportation has completed the Project Development and Environment (PD&E) Study for the above referenced project. As part of the process, a Noise Study Technical Memorandum was prepared. The report delineates distances from the improved roadway to a point where noise levels will reach the Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) of 67 dBA (decibels on the A-weighted scale). Types of sites, which may be impacted by this noise level, are residences, motels, hotels, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks. The information found within the attached report may be useful to your jurisdiction to deter the above types of development in the delineated areas. This should reduce incompatibility between future land development and anticipated highway/roadway noise levels.

If you have any questions or require any additional information, please call me at (813) 975-6496 or 1-800-226-7220.

Sincerely,

Robin M. Rhinesmith

Robin M. Rhinesmith
Environmental Scientist
robin.rhinesmith@dot.state.fl.us

Certified Mail No: 7001 2510 0001 1316 4662
cc: Mike Seifert
File

Scanned 6-26-12

256423.14

Florida Department of Transportation

11201 N. McKINLEY DRIVE * TAMPA, FL 33612-6456 * (813) 975-6119 * 1-800-226-7220
MODAL PLANNING AND DEVELOPMENT * M.S. 7-500

B BUSH
VERNOR

THOMAS F. BARRY, JR.
SECRETARY

May 9, 2002

Mr. Bipin Parikh, P.E. Assistant County Administrator
Pasco County Development Services
7530 Little Road, Suite 320
New Port Richey, FL 34654

RE: WPI Seg No. 256423 1/ FAP No. 3112-017P
U.S. 98 Noise Study Technical Memorandum

Dear Mr. Parikh:

The Florida Department of Transportation has completed the Project Development and Environment (PD&E) Study for the above referenced project. As part of the process, a Noise Study Technical Memorandum was prepared. The report delineates distances from the improved roadway to a point where noise levels will reach the Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) of 67 dBA (decibels on the A-weighted scale). Types of sites, which may be impacted by this noise level, are residences, motels, hotels, schools, churches, libraries, hospitals, picnic areas, recreation areas, playgrounds, active sports areas, and parks. The information found within the attached report may be useful to your jurisdiction to deter the above types of development in the delineated areas. This should reduce incompatibility between future land development and anticipated highway/roadway noise levels.

If you have any questions or require any additional information, please call me at (813) 975-6496 or 1-800-226-7220.

Sincerely,

Robin M. Rhinesmith
Environmental Scientist
robin.rhinesmith@dot.state.fl.us

Certified Mail No: 7001 2510 0001 1316 4679
cc: Mike Seifert
File

Scanned 6-26-12

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Bipin Parikh, P.E.
Pasco Co. Development Serv.
7530 Little Rd, Suite 320
New Port Richey, FL
34654

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X
☐ Agent
☐ Addressee

B. Received by (Printed Name)

C. Date of Delivery
5/12/11

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 7001 2510 0001 3164 4679

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

MEMORANDUM

FLORIDA DEPARTMENT OF TRANSPORTATION
Modal Planning & Development *7-500* 813-975-6455

DATE: May 8, 2002

TO: Louis Reis, P.E.

FROM: Mike Seifert, P.E. KB for

COPIES: Kirk Bogen; File

SUBJECT: WPI Seg. 256423-1 (US 98 Dade City Bypass)
WPI Seg. 256243-1 (SR 52 Reevaluation)

Please find enclosed one copy of WPI Seg. 256423-1 US 98 Dade City Bypass Preliminary Engineering Report and one copy of WPI Seg. 256243-1 SR 52 Reevaluation Working Paper. If you have any questions, please contact me at SunCom 512-8011 or via e-mail at michael.seifert@dot.state.us.

TB

256423.14

Parsons Brinckerhoff
Consulting Engineers
5405 West Cypress Street, Suite 300
Tampa, FL 33607 Phone: (813) 289-5300 FAX: (813) 289-4405

TRANSFER OF MATERIAL

To:	**Florida Department of Transportation**	Re:	**US 98 Noise Study Technical Memorandum**
	11201 N. McKinley Drive		
	Mail Station 7-500 District 7	Project:	**US 98 Dade City Bypass PD&E**
	Tampa, FL 33612-6456	Date:	**April 18, 2002**
	(813) 975-6922	Project No.:	**15486**
		WPI Seg. No.:	**256423 1**
Attn:	**Mr. Mike Seifert, P.E., PSM**	FAP No.:	**3112-017P**

We are forwarding the following: ☒ Attached ☐ Under Separate Cover ☐ Prints

Copies	Date	No.	Description
10	**March 2002**	--	**Final Noise Study Technical Memorandum**

WE ARE SENDING YOU:

☐ For Approval ☐ No exception taken ☐ Review and Comment
☐ As requested ☐ Rejected - See Remarks ☐ Submit specified items
☒ For your use ☐ Proceed subject to corrections noted ☐ _____

REMARKS:

Parsons Brinckerhoff Quade & Douglas, Inc.

By: Jeffrey L. Sawyer, AICP, P.L.S.
Project Manager
E-mail: sawyerj@pbworld.com

File - 15486A-3.08

M:\1. PROJECTS\US 98 Dade City PD&E\Transmit\seitran77.wpd

Scanned 6-26-R

256423.14 065

Parsons Brinckerhoff
Consulting Engineers
5405 West Cypress Street, Suite 300
Tampa, FL 33607
Phone: (813) 289-5300 FAX: (813) 289-4405

TRANSFER OF MATERIAL

To:	**Florida Department of Transportation**	Re:	**Air Quality Technical Memorandum**
	11201 N. McKinley Drive		
	Mail Station 7-500 District 7	Project:	**US 98 Dade City Bypass PD&E**
	Tampa, FL 33612-6456	Date:	**March 25, 2002**
	(813) 975-6922	Project No.:	**15486**
		WPI Seg. No.:	**256423 1**
Attn:	**Mr. Mike Seifert, P.E., PSM**	FAP No.:	**3112-017P**

We are forwarding the following: ☒ Attached ☐ Under Separate Cover ☐ Prints

Copies	Date	No.	Description
5	**December 2001**	–	**FINAL Air Quality Technical Memorandum**

WE ARE SENDING YOU:

☒ For Approval ☐ No exception taken ☐ Review and Comment
☐ As requested ☐ Rejected - See Remarks ☐ Submit specified items
☐ For your use ☐ Proceed subject to corrections noted ☐ _____

REMARKS:

Parsons Brinckerhoff Quade & Douglas, Inc.

By: Jeffrey L. Sawyer, AICP, P.L.S.
Project Manager
E-mail: sawyerj@pbworld.com

File - 15486A-3.10

M:\1. PROJECTS\US 98 Dade City PD&E\Transmit\seitran72.wpd

Scanned 6-26-12

256423 , 14

Parsons Brinckerhoff
Consulting Engineers
5405 West Cypress Street, Suite 300
Tampa, FL 33607 Phone: (813) 289-5300 FAX: (813) 289-4405

TRANSFER OF MATERIAL

To:	**Florida Department of Transportation**	Re:	**Revised Draft Noise Study Report**
	11201 N. McKinley Drive		**Technical Appencices**
	Mail Station 7-500 District 7	Project:	**US 98 Dade City Bypass PD&E**
	Tampa, FL 33612-6456	Date:	**November 29, 2001**
	(813) 975-6922	Project No.:	**15486**
		WPI Seg. No.:	**256423 1**
Attn:	**Mr. Mike Seifert, PSM, E.I.**	FAP No.:	**3112-017P**

We are forwarding the following: ☒ Attached ☐ Under Separate Cover ☐ Prints

Copies	Date	No.	Description
3	11/29/01		**Revised Draft US 98 Noise Study Report Technical Appendices**

WE ARE SENDING YOU:

☒ For Approval ☐ No exception taken ☐ Review and Comment
☐ As requested ☐ Rejected - See Remarks ☐ Submit specified items
☐ For your use ☐ Proceed subject to corrections noted ☐ _____

REMARKS:

Parsons Brinckerhoff Quade & Douglas, Inc.

By: Jeffrey L. Sawyer, AICP, P.L.S.
Project Manager
E-mail: sawyerj@pbworld.com

File - 15486A-3.08

M:\1. PROJECTS\US 98 Dade City PD&E\Transmit\seitran65.wpd

Scanned 6-26-12

256423 1.14

Parsons Brinckerhoff
Consulting Engineers
5405 West Cypress Street, Suite 300
Tampa, FL 33607 Phone: (813) 289-5300 FAX: (813) 289-4405

TRANSFER OF MATERIAL

To:	**PBS&J**	Re:	**Noise & Air Quality Reports**
	5300 West Cypress Street		
	Suite 300	Project:	**US 98 Dade City Bypass PD&E**
	Tampa, FL 33607	Date:	**October 11, 2001**
	(813) 282-7275	PB Project No.	**15486**
Attn:	**Julie Rowell**	WPI Seg. No.:	**256423 1**
		FAP No.	**3112 017 P**

We are forwarding the following: ☒ Attached ☐ Under Separate Cover ☐ Prints

Copies	Date	No.	Description
6	**N/A**	**--**	**Figures for Noise Technical Memorandum**
6	**N/A**		**Figures for Air Quality Report**

WE ARE SENDING YOU:

☐ For Approval ☐ No exception taken ☐ Review and Comment
☒ Request ☐ Rejected - See Remarks ☐ Submit specified items
☐ For your use ☐ Proceed subject to corrections noted ☐ _____

REMARKS:

Parsons Brinckerhoff Quade & Douglas, Inc.

By: Kathryn R. Ortega
Kathryn R. Ortega, AICP
Planner
E-mail: ortega@pbworld.com

File: 15486A-3.20
PD&E\Transmit\pbsjROWtran17.wpd

M:\1. PROJECTS\US 98 Dade City

Scanned 6-26-12

256423, 14

Robin M Rhinesmith

11/06/01 01:05 PM

To: dcdoebler@pbsj.com
cc: Michael J Seifert/D7/FDOT@FDOT, Richard Adair/D7/FDOT@FDOT, sawyerj@pbworld.com
Subject: US 98 Dade City Bypass Noise Study Report

Dan:

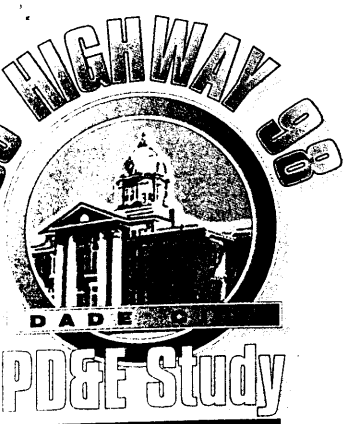
During my review of the noise data, I detected an the alignment issue in the vicinity of TECO building north to the end of project. The noise analysis will need to be amended as a result of that minor shift in order to stay consistent. Please consult with Jeff Sawyer about potential relocations associated with that alignment shift. This alignment shift was made a few months ago and should have been accurately depicted in the Noise Report which was recently submitted for review. The Project Manager expects these changes to be made prior to the upcoming public meeting.

A side note - VE is an integral part of the PD&E schedule and helps to determine a preferred alignment. The VE team for US 98 has yet to formally make any recommendations. But I have been told by Rick and Mike that PD&E studies do consider VE recommendations as part of the project.

Noise report receiver # 26W is not depicted as a relocation . BUT, the same home is noted as parcel # 33A (on the lager roll out Mike has) and IS marked as a relocation. Jeff Sawyer needs to confirm that relocation potential. The aerial in the Noise Report does not show the proposed ROW line as encroaching into parcel 33A (receiver # 26W).

Robin M. Rhinesmith
District Seven Environmental Management Office
Florida Department of Transportation
11201 N. McKinley Drive MS 7-500
Tampa, Florida 33612-6456
(813) 975-6496 FAX (813) 975-6451
e-mail: robin.rhinesmith@dot.state.fl.us

256423.14



Florida Department of Transportation
Project Development and Environment (PD&E) Study

Air Quality Technical Memorandum

U.S. 98 DADE CITY BYPASS

From U.S. 301 South to U.S. 301 North
Dade City, Pasco County

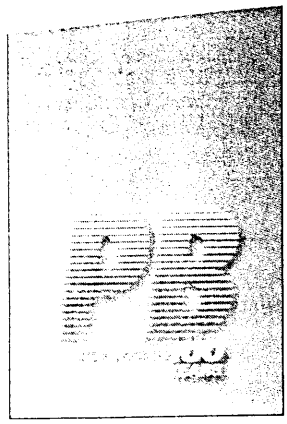
W.P.I. Segment No. 256423 1
Federal-Aid Project No. 3112-017P

Please review
mike.

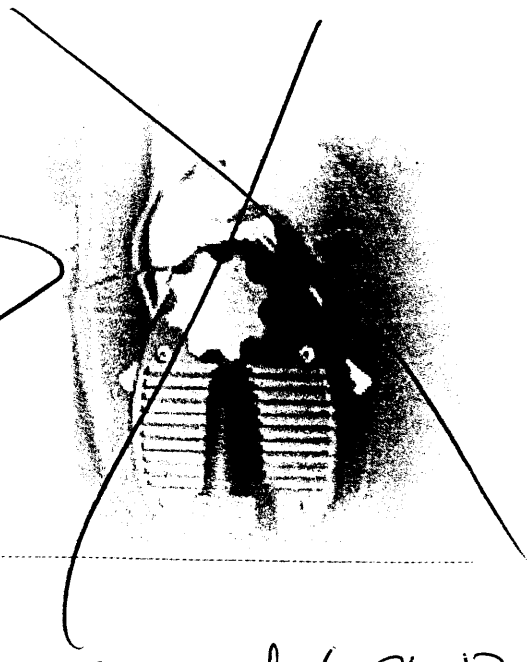
a Department
nsportation
Seven
orida

Comments noted.
RR

Rick has no new
Comments



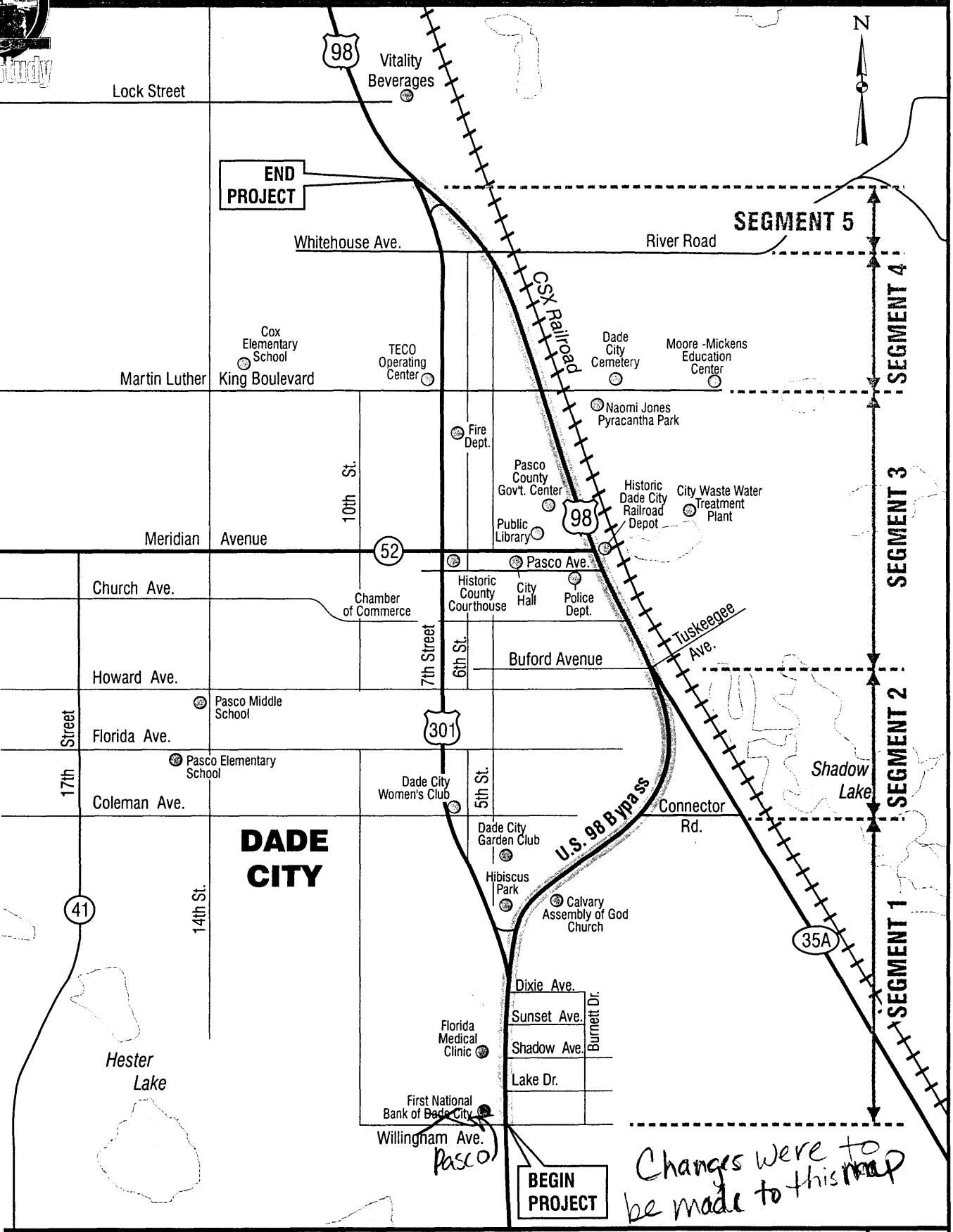
Remove



October 2001

Scanned 6-26-12

U.S. 98 DADE CITY BYPASS PD&E STUDY

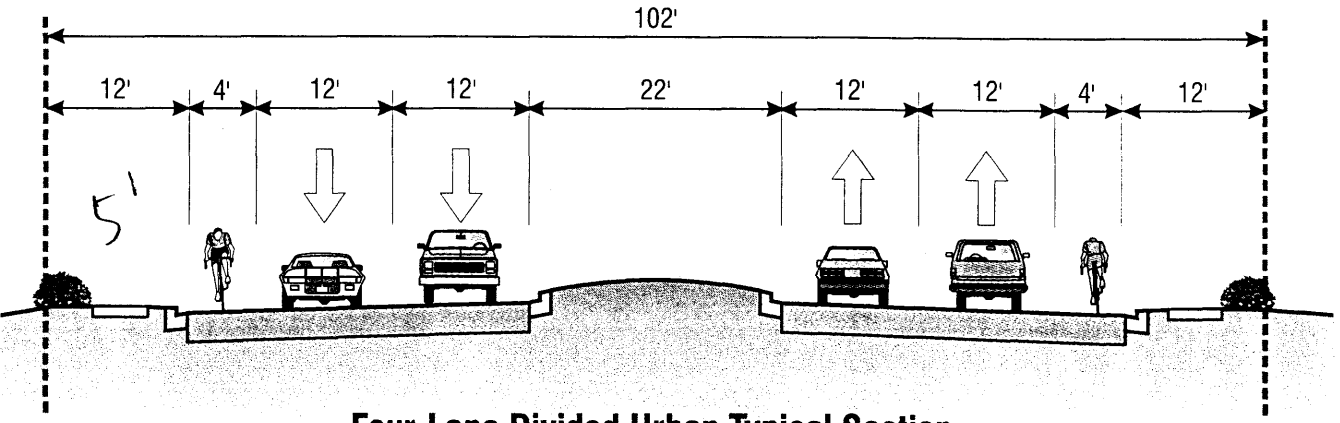


Dade City, Pasco County
WPI Segment No. 256423 1
eral Aid Project Number 3112-017P

PROJECT LOCATION MAP

Figure 1

Comments made previously - Keep all documents Consistent.



Four-Lane Divided Urban Typical Section

potential for the CO standard to be exceeded. The NAAQS for CO are 35 parts per million and 9 parts per million for 1-hour and 8-hours, respectively.

Traffic data used in the analysis were provided in the May 2001 Traffic Report[2] prepared separately for this study. The traffic data reflect opening year (2005) and design year (2025) traffic conditions for the No-Build and Build Alternatives. Aerial photography and the preferred design concept were used to determine receptor/roadway distance relationships. Based on a review of land use, the area was modeled as a suburban setting.

Motor vehicle emissions is typically worst at intersections where operating speeds are slower and vehicles incur delay. A review of the traffic data documented in the Traffic Report showed the signalized intersection of US 98 and US 301 South as having the highest approach volumes, longest vehicle delay times and highest volume to capacity ratio. Additionally, reasonable receptor sites are located in close proximity to the intersection. Therefore, the intersection of US 98 and US 301 South was evaluated as a worst-case scenario.

Traffic data used in the analysis are provided in Table 1 and the traffic data sheets documented in the Traffic Report are provided in the Appendix. As indicated, the analysis was performed for the opening year (2005) and design year (2025) for No-Build and Build conditions.

The build & no-build should be different due to the 65/35 split.

Table 1
Traffic Data

Scenario	Hourly Traffic Volume[1]	Free Flow Approach Speed
2005 No-Build	1,870	40 mph
2025 No-Build	2,214	40 mph
2005 Build	1,870	40 mph
2025 Build	2,214	40 mph

[1] Most congested leg approaching the intersection.

APPENDIX

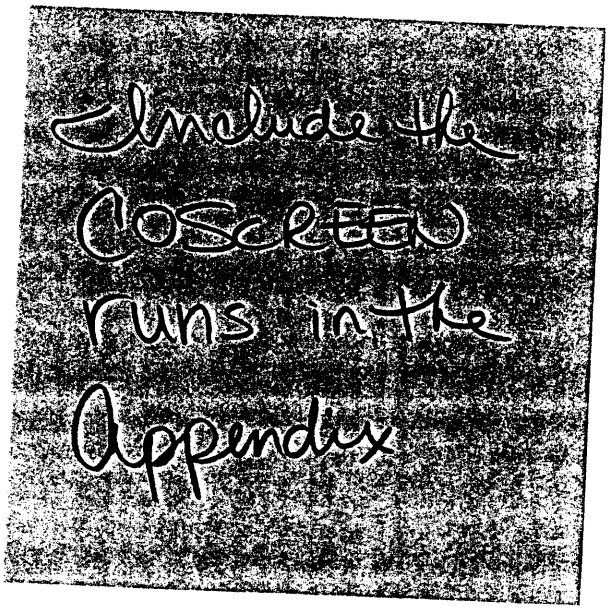


EXHIBIT 5-2

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 18-Apr-01
PREPARED BY: PBS&J (P. Campbell)

Financial Project Number(s):
Work Program Item No.: 256423 1
Federal Aid Numbers (s):
Project Description: PD&E Study for U.S. 98 Dade City Bypass from U.S. 301 South to U.S. 301 North

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be two different intersections based on the "Build" vs. "No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the approach speed for the most congested leg no closer than 152.4 m (500') from the intersection.

U.S. 98 Dade City Bypass at U.S. 301 South (7th Street S.)

OPENING YEAR: 2005

Build & No-Build Should differ from 65/35 split.

"Build"

Signalized Intersection: U.S. 98 Dade City Bypass at U.S. 301 South (7th Street S.)
Design or Peak Hour Traffic for most congested leg: 1870 vph
Specify leg: NB - U.S. 301 S. (7th St. S.)
Approach Speed: 40 mph

"No-Build"

Signalized Intersection: U.S. 98 Dade City Bypass at U.S. 301 South (7th Street S.)
Design or Peak Hour Traffic for most congested leg: 1870 vph
Specify leg: NB - U.S. 301 S. (7th St. S.)
Approach Speed: 40 mph

DESIGN YEAR: 2025

"Build"

Signalized Intersection: U.S. 98 Dade City Bypass at U.S. 301 South (7th Street S.)
Design or Peak Hour Traffic for most congested leg: 2214 vph
Specify leg: NB - U.S. 301 S. (7th St. S.)
Approach Speed: 40 mph

"No-Build"

Signalized Intersection: U.S. 98 Dade City Bypass at U.S. 301 South (7th Street S.)
Design or Peak Hour Traffic for most congested leg: 2214 vph
Specify leg: NB - U.S. 301 S. (7th St. S.)
Approach Speed: 40 mph

256423, 14

Parsons Brinckerhoff
Consulting Engineers
5405 West Cypress Street, Suite 300
Tampa, FL 33607 Phone: (813) 289-5300 FAX: (813) 289-4405

TRANSFER OF MATERIAL

To:	**Florida Department of Transportation**	Re:	**Noise Study & Air Quality Tech. Memos**
	11201 N. McKinley Drive		
	Mail Station 7-500 District 7	Project:	**US 98 Dade City Bypass PD&E**
	Tampa, FL 33612-6456	Date:	**October 17, 2001**
	(813) 975-6922	Project No.:	**15486**
		WPI Seg. No.:	**256423 1**
Attn:	**Mr. Mike Seifert, PSM, E.I.**	FAP No.:	**3112-017P**

We are forwarding the following: ☒ Attached ☐ Under Separate Cover ☐ Prints

Copies	Date	No.	Description
3	October 2001		US 98 Noise Study Technical Memorandum
3	October 2001		US 98 Noise Study Technical Memorandum Appendices
3	October 2001		US 98 Air Quality Technical Memorandum

WE ARE SENDING YOU:

☒ For Approval ☐ No exception taken ☐ Review and Comment
☐ As requested ☐ Rejected - See Remarks ☐ Submit specified items
☐ For your use ☐ Proceed subject to corrections noted ☐ For your file

REMARKS:

Parsons Brinckerhoff Quade & Douglas, Inc.

By: Jeffrey L. Sawyer, AICP, P.L.S.
Project Manager
E-mail: sawyerj@pbworld.com

File - 15486A-3.08

M:\1. PROJECTS\US 98 Dade City PD&E\Transmit\seitran58.wpd

Scanned 6-26-12

2564231.14

81-14

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

TRANSMITTAL MEMORANDUM

MAIL STATION	
DISTRICT	

Mike Seifert

From: Robin Rhinesmith

Date: 8/8/00

EE ME ☒ HANDLE ☐ REPLY ☐ APPROVE ☐ _____

: US98 Traffic Memo — Air Quality

ive attached some comments (in addition to those last week). pulled out the "new" COSCREEN 98 handbook and it ay defined the speeds differently than what the PD&E anual does. The Manual's Air Quality Chpt should be updated on. Please include these comments when submitting e Report back to PBS&J.

Robin

File: 15486A-4.12

SECTION 5

TRAFFIC DATA FOR NOISE AND AIR STUDIES

Traffic data used for both the noise and air studies, which will be completed for the U.S. 98 PD&E Study, are reported in various sections throughout this report. The purpose of this section is to document the specific traffic data for use in the noise and air studies. The following subsections summarize data for use in these studies.

5.1 TRAFFIC DATA FOR NOISE STUDY

Traffic data was provided for the following five (5) segments along the U.S. 98 study corridor:

- U.S. 98 between U.S. 301 S. (7th Street S.) and C.R. 35A
- U.S. 98 between C.R. 35 and Tuskeegee Avenue
- U.S. 98 between Tuskeegee Avenue and Meridian Avenue
- U.S. 98 between Meridian Avenue and MLK Boulevard
- U.S. 98 between MLK Boulevard and U.S. 301 N. (7th Street N.)

Worksheets were provided for each segment listed above. These worksheets required information for three traffic alternative conditions. These conditions include: 1) existing (1999), 2) design year (2025) No-Project, and 3) design year (2025) Build. The completed worksheets for each segment are included as Exhibit 5-1. The data requested in these worksheets were primarily obtained from tables and figures included in this report. Table 5-1 list the data requested and the sources used to obtain the information.

completed worksheets for each intersection are included as Exhibit 5-2. The data was provided for the four (4) signalized intersections (two existing and two potential) since receptors have not been established at this time. The data requested in these worksheets were obtained from figures included in this report. Table 5-2 list the data requested and the sources used to obtain the information.

Table 5-2

Sources for Traffic Data (for Air Study)

Traffic Data	Source
Total PHV of the Most Congested Leg	Peak hour volumes were developed by using the future AADT volumes and traffic characteristics established for the study corridor, this information is summarized in this report. See Figures 3-2 and 3-3 for opening year (2005) No-Project and Build alternatives, and Figures 3-4 and 3-5 for design year (2025) No-Project and Build alternatives.
Average Cruise Speed	Based on information provided FDOT Memorandum dated July 26, 1994. Copy of memorandum is provided in Appendix H.
Intersection Traffic Volumes	Peak hour volumes were developed by using the future AADT volumes and traffic characteristics established for the study corridor, this information is summarized in this report. See Figures 3-2 and 3-3 for opening year (2005) No-Project and Build alternatives, and Figures 3-4 and 3-5 for design year (2025) No-Project and Build alternatives.

EXHIBIT 5-2

DISTRICT 7 PD&E
TRAFFIC DATA FOR AIR STUDY SCREENING TEST

DATE: 22-Jun-00
PREPARED BY: PBS&J (P. Campbell)

Financial Project Number(s):
Work Program Item No.: 256423 1
Federal Aid Numbers (s):
Project Description: PD&E Study for U.S. 98 Dade City Bypass from U.S. 301 South to U.S. 301 North

NOTE: The most congested intersection is the intersection with the highest total volume and lowest departure speeds and it could be a different intersection based on the "Build" vs. No-Build" alternatives. The traffic volumes are to be the vph of the most congested leg approaching the intersection. The speeds are to be the average cruise speed for the most congested leg no closer than 152.4 m (500') from the intersection. ✓ updated ✓

U.S. 98 at U.S. 301 S. (7th St. S.)

OPENING YEAR: 2005

"Build"

Signalized Intersection:
U.S. 98 at U.S. 301 S. (7th St. S.)
Design or Peak Hour Traffic
for most congested leg: 1050 vph
Specify leg: SB - U.S. 301 S. (7th St. S.)
Average Cruise Speed: 40 mph

"No-Project"

Signalized Intersection:
U.S. 98 at U.S. 301 S. (7th St. S.)
Design or Peak Hour Traffic
for most congested leg: 1014 vph
Specify leg: SB - U.S. 301 S. (7th St. S.)
Average Cruise Speed: 40 mph

Confirm all speeds are the "Approach Speeds" ✓

DESIGN YEAR: 2025

"Build"

Signalized Intersection:
U.S. 98 at U.S. 301 S. (7th St. S.)
Design or Peak Hour Traffic
for most congested leg: 1244 vph
Specify leg: SB - U.S. 301 S. (7th St. S.)
Average Cruise Speed: 40 mph

"No-Project"

Signalized Intersection:
U.S. 98 at U.S. 301 S. (7th St. S.)
Design or Peak Hour Traffic
for most congested leg: 1201 vph
Specify leg: SB - U.S. 301 S. (7th St. S.)
Average Cruise Speed: 40 mph

COSCREEN98 Update to Windows

For Reference

FINAL REPORT

to

FLORIDA DEPARTMENT OF TRANSPORTATION

(WPI 0510786; State Job No. 99700-3353-119; Contract No. BA-492)

by

Dr. C. David Cooper, PhD, PE
Professor & Project Director

Debra K. Keely
Research Assistant

Civil & Environmental Engineering Department
University of Central Florida

FDOT Project Officer - Amy Datz
Tallahassee, Florida

March 1999

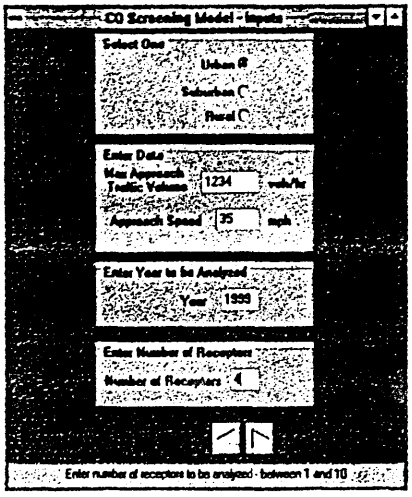


Figure 5. Inputs Screen

Inputs Screen

The Inputs screen allows the analyst to enter the land use type, the maximum approach traffic volume, the approach speed, the year of analysis and the number of receptors as shown in Figure 5.

Land Use Type. The choices for land use type are urban, suburban or rural. Selection of the land use type determines the surface roughness factor (Z_o), the atmospheric stability class, and the one-hour and eight-hour *background* CO concentrations.

Maximum Approach Traffic Volume. The maximum approach traffic volume is the maximum volume of traffic *coming from any one direction* summed across all lanes. Within the model, this volume will be applied to *all* approaches. This makes for a very conservative model, but that is part of the intent of a screening model. The model accepts traffic volumes between 1 and 9999 VPH. FDOT policy states that intersections with approach traffic volumes greater than 10,000 VPH automatically fail the screening test; therefore, the model does not allow the analysis of volumes that are 10,000 VPH or greater. FDOT policy also states that intersections with approach traffic volumes less than 1000 VPH automatically pass the screening test; however, the model does allow the analyst to input volumes less than 1000 VPH, if desired.

Approach Speed. The approach speed is the average link speed for the highest peak-hour volume leg at a distance between 500 and 2500 feet away from the intersection. The model accepts speeds between 15 and 65 miles per hour.

Year of Analysis. The year of analysis that can be input is limited by MOBILE5a to between 1960 and 2020.

Number of Receptors. The model allows the analyst to select the locations of the most reasonable receptors. The analyst may enter up to ten receptors.