Chapter 10 Intersection Control Evaluation

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10-1 Introduction

Intersection Control Evaluations (ICE) are a data-driven, performance-based framework used to objectively screen alternatives and identify an optimal geometric and control solution for an intersection. It is scalable and flexible in content to achieve a selection supported by data. ICE studies can include more than one intersection, including corridors as needed. ICE policy is intended to be flexible, adaptable, and document a transparent, multimodal decision-making process.

Intersection Control Evaluations and their purpose have evolved since "intersection control" choices have shown to be so critical in reducing crashes and increasing efficiency of the transportation system. This process also extends to multimodal aspects, being considered as the transportation system has become more focused on all modes, not solely on vehicles.

The Intersection Control Evaluation, as outlined in *Design Manual* Chapter 1300 is a signed decision by the Region Traffic Engineer with concurrence from the State Traffic Design Engineer on those projects and their intersection control choice(s) selected. Projects that require ICE documentation are usually alterations of existing intersections or new intersections being proposed on the system within a project.

10-2 Simplified Intersection Control Evaluation Approval – Delegated Authority

The Region Traffic Engineer is delegated authority to approve Simplified Intersection Control Evaluations (ICE) for single-lane roundabouts prepared in accordance with *Design Manual* Section 1300.05 and Project Delivery Memo 25-02.

Delegated authority applies only to roundabouts meeting the following criteria:

- Single-lane roundabouts, defined as roundabouts that do not exceed one (1) vehicle lane at any entry, exit, or within the circulating roadway under both opening year and design year conditions.
- Roundabouts not located at freeway or expressway interchange ramp terminals.
- Roundabouts that do not include right-turn slip lanes or channelized right-turn lanes.

Upon approval, the Region shall provide a copy of the approved Simplified Intersection Control Evaluation to the State Traffic Design Engineer for documentation and recordkeeping.

Simplified Intersection Control Evaluations that do not meet these criteria must be submitted to the State Traffic Design Engineer for review and concurrence.

10-3 References

- *Design Manual* Section 1300.05
- Project Delivery Memo 25-02
- FHWA Intersection Control Evaluation website