

Chapter 10 *Intersection Control Evaluation*

10-1 Introduction

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

Intersection Control Evaluations and their purpose have evolved since “intersection control” choices have shown to be so critical to reducing crashes and increasing efficiency of our transportation system. This process also extends to multi-modal aspects being considered as our transportation system has become more focused on the people carrying capacity of a facility, not solely the vehicle capacity.

The data driven process as outlined in *Design Manual Chapter 1300* (currently titled Intersection Control Type in 2018 version) is a final recorded 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.

A signed and approved ICE document is the requirement. It is scalable and flexible in content to achieve a selection supported by data. It should be noted that in previous design and guidance documents, ICE has also been called ICA (Intersection Control Analysis) and ICT (Intersection Control Type).

10-2 References

- *Design Manual Section 1300.05*
- [FHWA Intersection Control Evaluation website](#)

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