



GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.15 | Revised 07/01/2019

Waiver Request - Level 1

In certain circumstances where an ICE would otherwise be required, an ICE may be waived based on appropriate evidence presented with a written request. Scenarios in which an ICE waiver request may be considered include:

- Proposed improvements do not substantially alter the character of the intersection, and are considered minor in nature, such as extending existing turn lane(s) or modifying signal phasing at an existing traffic signal
- The intersection consists of a public roadway intersecting a divided, multilane roadway where the access will be limited to a closed median with only right-in/right-out access that will operate acceptably; or
- The intersection is along an undivided, two-lane roadway that will not be widened and meets the following criteria:
 - Low risk in terms of exposure (total intersection entering volume less than 1,000 vehicles /day)
 - Latest 5 years of crash history is not indicative of a crash problem (no discernible crash patterns coupled with low crash frequency and severity)
 - Layout has no unusual or undesirable geometric features (such as restricted sight distance)
 - The proposed changes are not expected to adversely affect safety

If only one alternative is determined to be feasible from the ICE Stage 1, then a waiver may be submitted in lieu of completing ICE Stage 2. The waiver must clearly explain why there is no other feasible alternative. A Waiver Form should also be submitted to document an agreed upon decision to select a preferred alternative other than the highest scoring alternative in Stage 2.

ICE waiver forms with supporting documentation should be submitted for approval to the Office of Traffic Operations or District Engineer (depending on Waiver level). Questions regarding the waiver process should be routed to the State Traffic Engineer.

Project Information: Location: US 41/SR 7 @ Val Del Rd
 County: Lowndes
 GDOT District: 4 - Tifton
 Area Type: Suburb/Transition
 Existing Intersection Control: Signal (turn lanes on mainline)

GDOT PI # (or N/A): 0000000
 Requested By: Lowndes County
 Prepared By: SEI
 Analyst: JPS
 Date: 2/4/2022

Waiver Request Type:

Traffic and Operations Data:¹

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Avg Daily Traffic (Major Street):	30,846	
Existing Avg Daily Traffic (Minor Street):	8,164	
Analysis Period:	AM Peak	PM Peak
2022 Opening Yr Peak Hour Intersection Delay:	26.0 sec	19.0 sec
2022 Opening Yr Peak Hour Intersection V/C:	0.89	0.82
2042 Design Yr Peak Hour Intersection Delay:	53.0 sec	33.0 sec
2042 Design Yr Peak Hour Intersection V/C:	1.19	0.94

Crash Data (Required): ¹			
Crash Type	Crash Data: Enter most recent 5 years of crash data	Crash Severity	
		PDO	Injury Crash*
Angle	17	9	0
Head-On	0	0	0
Rear End	56	3	0
Sideswipe - same	2	2	0
Sideswipe - opposite	1	1	0
Not Collision w/Motor Veh	5	0	0
TOTALS:	81	15	0

¹Crash data required for all existing intersections. ADT's required if available (from data collected or nearest GDOT count station site). Capacity data is optional unless needed to justify basis of the waiver request.

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	To improve capacity of the intersection for expected continued growth in the area the Val Del Road lane assignments are recommended to be modified. The approach has three lanes, currently a left, through, and right turn lane. The approach is recommended to be modified to a left, through-left, and right turn lane. This will also result in signal phasing modification to make the side street approaches split phased.
Proposed Intersection Control:	Traffic Signal

REQUESTED BY: Chris Maddox, SEI Date: _____

Title: Traffic Engineer

APPROVED BY: _____ Date: _____

Name: _____

Chief Engineer or (Approved Delegate)