Intersection Control Evaluation

North Godley Station Boulevard at Towne Center Boulevard

ICE Stage 1

Based on a review of warrants in the 2023 *Manual of Uniform Traffic Control Devices* (MUTCD), it was determined that both All-Way Stop Control and Traffic Signal Warrants were met at the intersection of N Godley Station Boulevard and Towne Center Boulevard. Additionally, based on a review of existing traffic volumes, crash history, and location context, the following four alternatives were deemed reasonable and feasible for further consideration at the intersection of N Godley Station Boulevard and Towne Center Boulevard:

1. All-Way Stop Control (AWSC)
2. Single-Lane Roundabout
3. Minor Street Stop Control (MSSC) with a southbound left-turn lane and northbound right-turn lane
4. Traffic Signal

ICE Stage 2

The 2048 Design Year capacity analysis results, estimated costs, and expected safety benefits of each alternative were used to calculate the final ICE Stage 2 score for each of the four potential intersection alternatives. The final ranking of these alternatives is presented below in **Table 1.**

Table 1: ICE Stage 2 Alternative Selection Decision Record Summary
N Godley Station Boulevard at Towne Center Boulevard

Alternative	ICE Stage 2 Score	ICE Stage 2 Rank
1 – All-Way Stop Control	5.1	2
2 – Single Lane Roundabout	**5.5**	**1**
3 – Add Left and Right Turn Lanes	4.3	3
4 – Traffic Signal	4.2	4

As shown in **Table 1**, the Single Lane Roundabout alternative scored highest and is the recommended long-term intersection control at this intersection. To assist the City's planning and implementation, a supplemental analysis was also performed to determine the design life of the AWSC alternative as a potential interim solution until the long-term recommendation is implemented. Based on this analysis, it is expected that the AWSC alternative will result in acceptable operations through 2035, at which point failing operations may be experienced. The ICE Stage 1 and 2 Reports are included as **Attachment A**.

Towne Center Boulevard at Maxwell Drive

ICE Stage 1

Based on a review of existing traffic volumes, crash history, and location context, only a Traffic Signal alternative was deemed feasible and is therefore recommended as a long-term improvement at the intersection of Towne Center Boulevard and Maxwell Drive. This alternative also includes a westbound left-turn lane and eastbound right- and left-turn lanes along Towne Center Boulevard. As only one alternative was feasible, an ICE Wavier was performed in lieu of an ICE Stage 2 analysis. The ICE Stage 1 and Waiver Form are included as **Attachment B**.

A roundabout alternative was not carried forward to ICE Stage 2 due to expected property impacts, and analysis results showed that both MSSC and AWSC alternatives did not operate acceptably through the 2048 Design Year. Based on a review of warrants in the MUTCD, it was determined that both AWSC and Traffic Signal warrants were met for this intersection. To assist the City's planning and implementation, a supplemental analysis was also performed to determine the design life of the AWSC alternative as a potential interim solution until the long-term recommendation is implemented. Based on this analysis, it is expected that the AWSC alternative will result in acceptable operations through 2035, at which point failing operations may be experienced.

Recommended Improvements

Based on the analyses performed and as described herein, the following improvements have been identified for the Study Intersections:

North Godley Station Boulevard at Towne Center Boulevard

- Reconstruct the intersection as a single-lane roundabout
- As an interim measure, All-Way Stop Control could be installed and is expected to operate acceptably until 2035

Towne Center Boulevard at Maxwell Drive

- Install a traffic signal with pedestrian signals, crosswalks, and ramps in accordance with GDOT Policy
- Construct the following roadway improvements at the intersection:
  - One northbound left-turn lane
  - One northbound shared through/right-turn lane
  - One eastbound left-turn lane with 85 feet of full-width storage and a 100-foot-long taper
  - One eastbound through lane
  - One eastbound right-turn lane with 50 feet of full-width storage and a 100-foot-long taper
  - One southbound left-turn lane
  - One southbound shared through/right-turn lane
  - One westbound left-turn lane with 150 feet of full-width storage and a 100-foot-long taper
  - One westbound shared through/right-turn lane
- As an interim measure, All-Way Stop Control could be installed and is expected to operate acceptably until 2035

Attachment A

North Godley Station Boulevard at Towne Center Boulevard Intersection Control Evaluation

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	N/A	Request By:	City of Pooler		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	Godley Station	Road Class:	Local	Speed Limit:	< 35 mph
Crossing Road:	Towne Center	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	North/South	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)	Project ID:	11583016		
Prepared By:	Kimley-Horn	Date:	11/11/2025		
Project Purpose:	Determine intersection improvement reccomendations for N Godley Station Boulevard at Towne Center Boulevard				

Existing Data Year:	2025
Project Opening Year:	2028
Project Design Year:	2048
Annual Growth Rate:	1.0%
K Factor*:	9%

* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

APPROACH SPLITS:

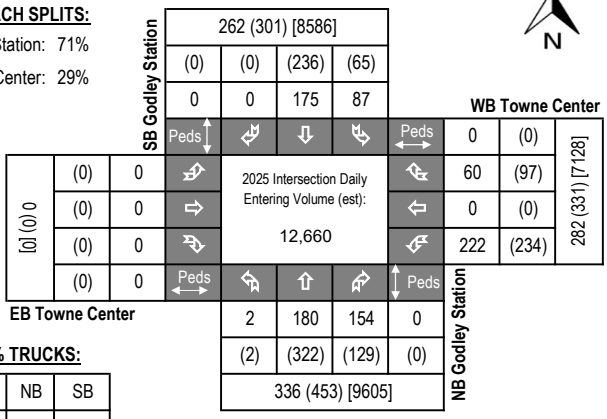
Godley Station: 71%

Towne Center: 29%

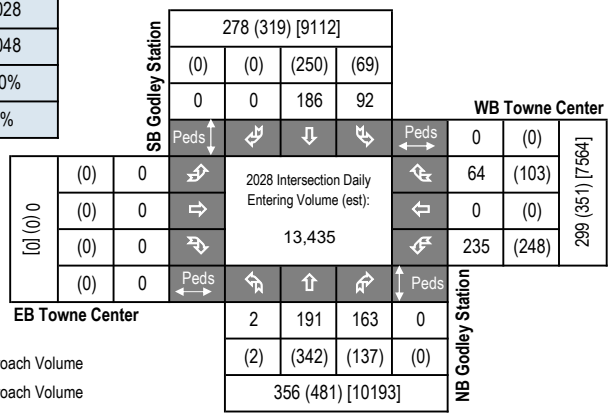
PEAK HR % TRUCKS:

EB	WB	NB	SB
0%	1%	1%	1%

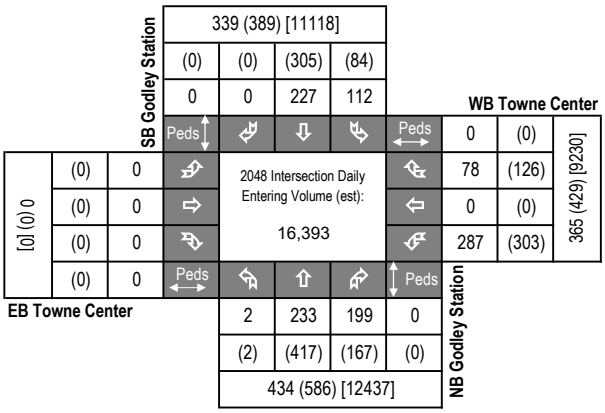
2025 EXISTING YEAR VOLUMES



2028 OPENING YEAR VOLUMES



2048 DESIGN YEAR VOLUMES



LEGEND:

000 = AM Peak Approach Volume

(000) = PM Peak Approach Volume

[000] = ADT Volume (Estimate)

Introduction: In 2005, SAFETEA-LU established the Highway Safety Improvement Program (HSIP) and mandated that each state prepare a Strategic Highway Safety Plan (SHSP) to prioritize safety funding investments. Intersections quickly became a common component of most states' SHSP emphasis areas and HSIP project lists, including Georgia's SHSP. Intersection Control Evaluation (ICE) policies and procedures represent a traceable and transparent procedure to streamline the evaluation of intersection control alternatives, and further leverage safety advancements for intersection improvements beyond just the safety program. Approximately one-third of all traffic fatalities and roughly seventy five percent of all traffic crashes in Georgia occur at or adjacent to intersections. Accordingly, the Georgia SHSP includes an emphasis on enhancing intersection safety to advance the *Toward Zero Deaths* vision embraced by the Georgia Governor's Office of Highway Safety (GOHS). This ICE tool was developed to support the ICE policy, developed and adopted to help ensure that intersection investments across the entire Georgia highway system are selected, prioritized and implemented with defensible benefits for safety towards those ends.

Tool Goal: The goal of this ICE tool is to provide a simplified and consistent way of importing traffic, safety, cost, environmental impact and stakeholder posture data to assess and quantify intersection control improvement benefits. The tool supports the ICE policy and procedures to provide traceability, transparency, consistency and accountability when identifying and selecting an intersection control solution that both meets project purpose and reflects overall best value in terms of specific performance-based criteria.

Requirements: An ICE is required for any intersection improvement (e.g. new or modified intersection, widening/reconstruction or corridor project, or work accomplished through a driveway or encroachment permit that affects an intersection) where: **1)** the intersection includes at least one roadway designated as a State Route (State Highway System) or as part of the National Highway System; or **2)** the intersection will be designed or constructed using State or Federal funding. In certain circumstances where an ICE would otherwise be required, the requirement may be waived based on appropriate evidence presented with a written request. (See the "**Waiver**" tab to review criteria that may make a project waiver eligible and for instructions to submit a waiver request to the Department). An ICE is not required when the proposed work does not include any changes to the intersection design, involves only routine traffic signal timing and equipment maintenance, or for driveway permits where the driveway is not a new leg to an already existing intersection on either 1) a divided, multi-lane highway with a closed median and only right-in/right-out access or 2) an undivided roadway where the development is not required to construct left and/or right turn lanes (as per the Driveway Manual and District Traffic Engineer).

Two-Stage Process: A complete ICE process consists of two (2) distinct stages, and it is expected that the respective level of effort for completing both stages of ICE will correspond to the magnitude and complexity of the intersection. Prior to starting an ICE, the District Traffic Engineer and/or State Traffic Engineer should be consulted for advice on an appropriate level of effort. The Stage 1 and Stage 2 ICE forms are designed minimize required data inputs using drop-down menu choices and limiting text entry. All fields shaded grey include drop down menu choices and all fields shaded blue require data entry. All other cells in the worksheet are locked.

Stage 1: Screening Decision Record Stage 1 should be conducted early in the project development process and is intended to inform which alternatives are worthy of further evaluation in Stage 2. Stage 1 serves as a screening effort meant to *eliminate* non-competitive options and identify which alternatives merit further considerations based on their practical feasibility. Users should use good engineering judgement in responding to the seven policy questions by selecting "Yes" or "No" in the drop-down boxes. Alternatives should not be summarily eliminated without due consideration, and reasons for eliminating or advancing an alternative should be documented in the "Screening Decision Justification" column.

Stage 2: Alternative Selection Decision Record Stage 2 involves a more detailed and familiar evaluation of the alternatives identified in Stage 1 in order to support the selection of a preferred alternative that may be advanced to detailed design. Stage 2 data entry may require the use of external analysis tools to determine costs, operations and/or safety data that, combined with environmental and stakeholder posture data, form the basis of the ICE evaluation. A separate "CostEst" worksheet tab helps users develop pre-planning-level cost estimates for each Stage 2 alternative evaluated, and a separate Users Guide has been prepared to give guidance on Stage 1 and Stage 2 data entry. Once all data is entered, each alternative is scored and ranked, with the results reported at the bottom of the Stage 2 worksheet to inform on the best of the intersection controls evaluated for project recommendation.

Documentation: A complete ICE document consists of the combination of the outputs from either a completed and signed waiver form or both Stage 1 and Stage 2 worksheets (along with supporting costing and/or environmental documentation), to be included in the approved project Concept Report (or equivalent) or as a stand-alone document.

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	N/A
Project Location:	Godley Station @ Towne Center
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	11/11/2025

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

		1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Existing Condition is not expected to operate acceptably
	Conventional (All-Way Stop)	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	AWSC warrants are met
	Mini Roundabout	No	No	No	No	No	No	No	Traffic volumes are too high for a mini roundabout
	Single Lane Roundabout	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Traffic Volumes are acceptable for a single roundabout
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	RCUT (stop control)	No	No	No	No	No	No	No	Deemed infeasible due to undesireable access restriction
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Deemed infeasible due to undesireable access restriction
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Add LT Lanes on Both Roads Add RT Lanes on Both Roads	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	MSSC with auxiliary turn lanes should be evaluated
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Traffic Signal Warrants are met and alternative should be evaluated
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes

Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

Project Location: Godley Station @ Towne Center
Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Conventional Non-Safety Funded Project

District: 5 - Jesup
County: Chatham
Area: Urban

GDOT PI #: N/A
Prepared by: Kimley-Horn
Date: 11/11/2025

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Measure of Effectiveness	Intersection Delay	
Traffic Analysis Software Used	Synchro	
Analysis Time Period	AM Peak Hr	PM Peak Hr
2028 Opening Yr No-Build Peak Hr Intersection Delay	30.9 sec	15.3 sec
2028 Opening Yr No-Build Peak Hr Intersection V/C	0.70	0.10
2048 Design Yr No-Build Peak Hr Intersection Delay	102.2 sec	314.5 sec
2048 Design Yr No-Build Peak Hr Intersection V/C	1.07	1.59

Complete Streets Warrants Met?

- ☐ PEDESTRIANS
- ☐ BICYCLES
- ☐ TRANSIT

Crash Type: Crash Data: Enter most recent 5 years of crash data	Crash Severity K*	A*	B*	C*	O	Years: 5
Angle	0	0	0	0	0	0%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	8	3	92%
Sideswipe - same	0	0	0	1	0	8%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	0	0	0	0%
TOTALS:	0	0	0	9	3	12

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

Alternatives Analysis:

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Proposed Control Type/Improvement:	Conventional (All-Way Stop)	Single Lane Roundabout	Add LT and RT Lanes	Traffic Signal	N/A
Project Cost: (From CostEst Worksheet)			*Add LT/RT turn lanes*	*Add LT/RT turn lanes*	*Additional description here*
Construction Cost	$13,000	$1,169,000	$204,000	$641,000	
ROW Cost	$0	$742,000	$297,000	$297,000	
Environmental Cost	$0	$0	$0	$0	
Reimbursable Utility Cost	$0	$14,000	$3,000	$11,000	
Design & Contingency Cost	$2,000	$451,000	$68,000	$264,000	
Cost Adjustment (justification req'd)	0%	0%	0%	0%	
Total Cost	$15,000	$2,376,000	$572,000	$1,213,000	
Traffic Operations:					
Traffic Analysis Software Used	Synchro	Sidra	Synchro	Synchro	
Analysis Period	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr	AM Peak Hr / PM Peak Hr	
2048 Design Yr Build Intersection Delay	19.1 sec / 54.2 sec	6.2 sec / 7.6 sec	54.4 sec / 216.6 sec	20.9 sec / 20.1 sec	
2048 Design Yr Build Intersection V/C	0.69 / 1.06	0.36 / 0.46	0.90 / 1.37	0.85 / 0.86	
Safety Analysis:					
Predefined CRF: PDO	75%	39%	43%	39%	
Predefined CRF: Fatal/Inj	70%	78%	35%	40%	
Predefined CRF Source:	FHWA Clearinghouse #s 310 / 314	FHWA Clearinghouse #s 233 / 234	FHWA Clearinghouse #s 270&285 / 274&288	FHWA Clearinghouse #s 7982 / 7984	
User Defined CRF: PDO	36%				
User Defined CRF: Fatal/Inj	42%				
User Defined CRF Source (write in if applicable):	FHWA Clearinghouse #s 10519/10520				
Environmental Impacts:[1]					
Historic District/Property	None	None	None	None	
Archaeology Resources	None	None	None	None	
Graveyard	None	None	None	None	
Stream	None	None	None	None	
Underground Tank/Hazmat	None	None	None	None	
Park Land	None	None	None	None	
EJ Community	None	None	None	None	
Wooded Area	None	None	None	None	
Wetland	None	None	None	None	
Stakeholder Posture:	*Note: If environmental impact is significant (**RED**), provide justification impact won't jeopardize project delivery using "Env" worksheet*				
	[1] *Environmental impacts are only preliminary estimates; detailed environmental impact documentation will be included with project concept report*				
Local Community Support	Unknown	Unknown	Unknown	Unknown	
GDOT Support	Unknown	Unknown	Unknown	Unknown	
Final ICE Stage 2 Score:	5.1	5.5	4.3	4.2	
Rank of Control Type Alternatives:	2	1	3	4	
Final Intersection Control Selection:	1 - Single Lane Roundabout				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or explain any unique analysis inputs, or results (as necessary):

Attachment B

Towne Center Boulevard
at Maxwell Drive
Intersection Control Evaluation

GDOT INTERSECTION CONTROL EVALUATION (ICE) TOOL

ICE Version 2.3| Revised 10/23/2023

GDOT PI#:	N/A	Request By:	City of Pooler		
County:	Chatham	GDOT District: 5 - Jesup			
Major Road:	Towne Center	Road Class:	Local	Speed Limit:	< 35 mph
Crossing Road:	Maxwell Dr	Road Class:	Local	Speed Limit:	< 35 mph
Major Rd Direction:	East/West	Area Type:	Urban		
Intersection Control:	Conventional (Minor Stop)	Project ID:	11583016		
Prepared By:	Kimley-Horn	Date:	11/11/2025		
Project Purpose:	Determine intersection improvement reccomendations for Towne Center Boulevard at Maxwell Drive				

Existing Data Year:	2025
Project Opening Year:	2028
Project Design Year:	2048
Annual Growth Rate:	1.0%
K Factor*:	9%

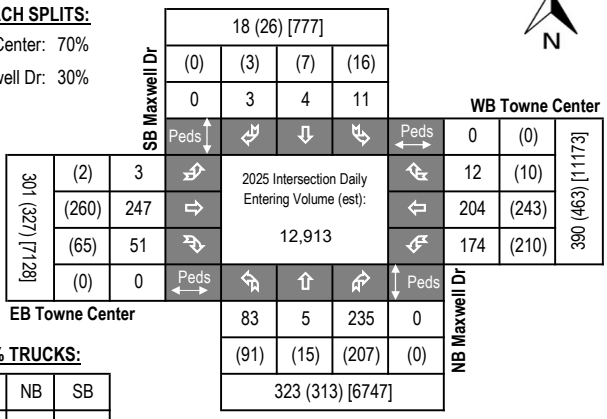
* K Factor = Proportion of average annual daily traffic occurring in the highest one hour of the day

2025 EXISTING YEAR VOLUMES

APPROACH SPLITS:

Towne Center: 70%

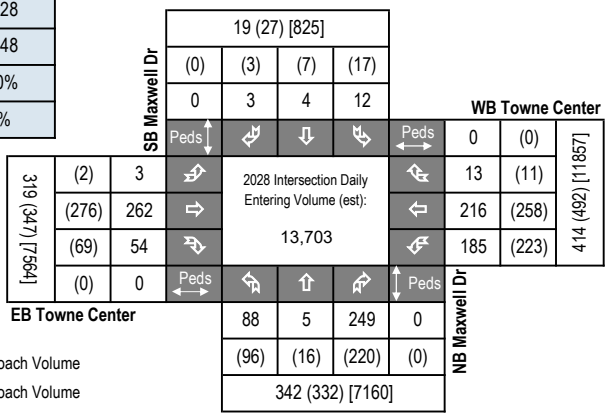
Maxwell Dr: 30%



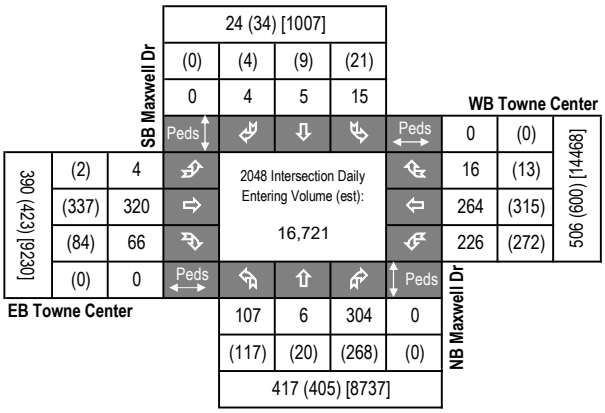
PEAK HR % TRUCKS:

EB	WB	NB	SB
2%	1%	1%	1%

2028 OPENING YEAR VOLUMES



2048 DESIGN YEAR VOLUMES



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GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.3| Revised 10/23/2023

GDOT PI #	N/A
Project Location:	Towne Center @ Maxwell Dr
Existing Control:	Conventional (Minor Stop)
Prepared by:	Kimley-Horn
Date:	11/11/2025

Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column

Note: Up to 5 alternatives may be selected and evaluated; Use this ICE Stage 1 to screen 5 or fewer alternatives to evaluate in Stage 2

	Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)	1. Does alternative address the project need in a balanced manner and in scale with the project?	2. Does alternative improve safety performance in terms of reducing severe crashes?	3. Does alternative incorporate safety, convenience and accessibility for pedestrians and/or bicyclists?	4. Does alternative improve (or preserve) traffic operations (congestion, delay, reliability, etc.)?	5. Does alternative appear feasible given the site characteristics, constrains & location context?	6. Does alternative appear feasible with respect to other project factors?	7. Overall feasible alternative (select alternative for further evaluation in Stage 2)?	**Screening Decision Justification:**
Unsignalized Intersections	Conventional (Minor Stop)	No	No	No	No	No	No	No	Existing Condition is not expected to operate acceptably
	Conventional (All-Way Stop)	No	No	No	No	No	No	No	AWSC is not expected to operate acceptably
	Mini Roundabout	No	No	No	No	No	No	No	Traffic volumes are too high for a mini roundabout
	Single Lane Roundabout	No	No	No	No	No	No	No	Significant property impacts are expected from this alternative
	Multilane Roundabout	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	RCUT (stop control)	No	No	No	No	No	No	No	Infeasible due to undesireable access restriction
	RIRO w/down stream U-Turn	No	No	No	No	No	No	No	Infeasible due to undesireable access restriction
	High-T (unsignalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Offset-T Intersections	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Diamond Interch (Stop Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Diamond Interch (RAB Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Add LT Lanes on Both Roads Add RT Lanes on Both Roads	No	No	No	No	No	No	No	MSSC with auxiliary turn lanes is not expected to operate acceptably
	Other unsignalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
Signalized Intersections	Traffic Signal	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	Traffic Signal Warrants are met and alternative should be evaluated
	Median U-Turn (Indirect Left)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	RCUT (signalized)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Displaced Left Turn (CFI)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Continuous Green-T	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Jughandle	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Quadrant Roadway	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Diamond Interch (Signal Control)	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Diverging Diamond	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Single Point Interchange	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	No LT Lane Improvements No RT Lane Improvements	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes
	Other Signalized (provide description):	No	No	No	No	No	No	No	Not appropriate based on site characteristics and traffic volumes

= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDOT INTERSECTION CONTROL EVALUATION (ICE) WAIVER FORM

ICE Version 2.3| Revised 10/23/2023

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:

1. 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
2. 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
3. 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:	Towne Center @ Maxwell Dr
County:	Chatham
GDOT District:	5 - Jesup
Area Type:	Urban
Existing Intersection Control:	Conventional (Minor Stop)
GDOT PI # (or N/A):	N/A
Requested By:	City of Pooler
Prepared By:	Kimley-Horn
Date:	11/11/2025
Waiver Request Type:	New or Revised Signal Permit

Traffic and Operations Data:[1,2]

Intersection meets signal/AWS warrants?	Meets Signal Warrants	
Traffic Analysis Type:	Intersection Delay	
Existing Major Street Avg Daily Traffic (ADT):	11,175	
Existing Minor Street Avg Daily Traffic (ADT):	6,750	
Analysis Period:	AM Peak	PM Peak
2028 Opening Yr Peak Hour Intersection Delay:	14.0 sec	15.1 sec
2028 Opening Yr Peak Hour Intersection V/C:	0.58	0.52
2048 Design Yr Peak Hour Intersection Delay:	15.6 sec	16.9 sec
2048 Design Yr Peak Hour Intersection V/C:	0.60	0.57

Crash Data (Required):[3]

Crash Data: Enter most recent 5 years of crash data	*Crash Severity* K*	A*	B*	C*	O	Years: 5
Crash Type Angle	1	2	5	1	7	29%
Head-On	2	0	0	0	1	5%
Rear End	0	0	3	2	25	54%
Sideswipe - same	0	0	0	0	0	0%
Sideswipe - opposite	0	0	0	0	1	2%
Not Collision w/Motor Veh	0	0	1	2	3	11%
TOTALS:	3	2	9	5	37	56

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

Description of Work / Justification for Waiver (Required):	Only one alternative is feasible at the intersection of Towne Center Boulevard at Maxwell Drive: A traffic signal with an additional westbound left-turn lane and eastbound right- and left-turn lanes. An all-way stop control intersection is not expected to operate accetably under 2048 conditons. A roundabout is expected to have significant property impacts. The traffic signal alternative is expected to operate at LOS B under 2048 conditions.
Proposed Intersection Control:	Traffic Signal

REQUESTED BY: Harrison Dean, P.E. Date: 11/11/2025

Title: Transportation Engineer

APPROVED BY: _____ Date: _____

Name: _____

Chief Engineer or (Approved Delegate)

[1] *Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2*

[2] *ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.*

[3] *Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)*