

# Florida Department of Transportation Intersection Control Evaluation (ICE) Form Stage 1: Screening

Intersection Control Evaluation Form 750-010-30

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms are to be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.

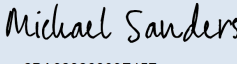
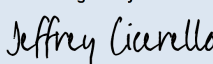
Project Name	NW 44th Ave at SR 40 Design Traffic Report			FDOT Project #	N/A	
Submitted By	City of Ocala	Agency/Company	Kimley-Horn		Date	11/30/2022
Email	<a href="mailto:amber.gartner@kimley-horn.com">amber.gartner@kimley-horn.com</a>	FDOT District	District 5	County	Marion	
Project Locality (City/Town/Village)	City of Ocala					
Intersection Type	At-Grade Intersection	FDOT Context Classification	C3C - Suburban Commercial			
Project Funding Source	Non-federal	Project Type	Congestion Mitigation Project			
Project Purpose (What is the catalyst for this project and why is it being undertaken?)	NW/SW 44th Avenue will be extended from SR 200 north to US 27. The City of Ocala has received construction funding for the roadway extension / widening. The roadway extension north of SR 40 will require a new intersection leg for the north side of the existing 3-legged intersection of SR 40 and SW 46th Avenue. The NW/SW 44th Avenue corridor is a major City collector roadway intended to provide additional north-south connectivity on the west side of I-75.					
Project Setting Description (Describe the area surrounding the intersection)	The surrounding area is located within the adjusted urban area per the 2010 FDOT Functional Classification Map. There is industrial development existing and planned adjacent to the intersection of NW 44th / SW 46th Avenue at SR 40, and limited right of way in the surrounding area.					
Multimodal Context (Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)	There are existing bicycle lanes and sidewalks on SR 40 east and west of the intersection. The City has bicycle lanes and sidewalks planned on NW 44th/46th Avenue.					

Major Street Information									
Route #:	36110000	Route Name(s)	SR 40			Milepost	23.198		
Existing Control Type	Two-way Stop-Control		Existing AADT	31,000	Design Year AADT	51,600			
Design Vehicle			Control Vehicle						
Primary Functional Classification			Urban Principal Arterial - Other			Design Speed (mph)	50		
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]			
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Both sides of the approach		Left-Turn	2	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through		Left	355	Left	425
	On-Street Bike Facilities?	Yes		Through	3	Through	1,755	Through	1,395
	Multi-Use Path?	No		Left-Through-Right		Right	400	Right	380
	Scheduled Bus Service?	No		Through-Right		Daily Truck %		6.6%	
	Bus Stop on Approach?	No		Right-Turn	1				
Approach #2	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Both sides of the approach		Left-Turn	2	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through		Left	415	Left	405
	On-Street Bike Facilities?	Yes		Through	3	Through	1,355	Through	1,590
	Multi-Use Path?	No		Left-Through-Right		Right	370	Right	450
	Scheduled Bus Service?	No		Through-Right		Daily Truck %		6.6%	
	Bus Stop on Approach?	No		Right-Turn	1				

Minor Street Information										
Route #:	--	Route Name(s)	NW 44th Ave				Milepost (if app.)	--		
Existing Control Type	Two-way Stop-Control		Existing AADT	--		Design Year AADT	21,000			
Design Vehicle			Control Vehicle							
Primary Functional Classification			Urban Minor Collector (Fed Aid)			Design Speed (mph)	45			
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]				
Approach #1	Direction	Northbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Neither side of the approach		Left-Turn	2					
	Crosswalk on Approach?	Yes		Left-Through		Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?	Yes		Through	2	Left	275	Left	340	
	Multi-Use Path?	No		Left-Through-Right		Through	310	Through	355	
	Scheduled Bus Service?	No		Through-Right		Right	295	Right	315	
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		4.3%		
Approach #2	Direction	Southbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Neither side of the approach		Left-Turn	2					
	Crosswalk on Approach?	No		Left-Through		Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?	Yes		Through	2	Left	340	Left	275	
	Multi-Use Path?	No		Left-Through-Right		Through	355	Through	310	
	Scheduled Bus Service?	No		Through-Right		Right	315	Right	295	
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		4.3%		
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:			Left-Turn						
	Crosswalk on Approach?			Left-Through		Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?			Through		Left		Left		
	Multi-Use Path?			Left-Through-Right		Through		Through		
	Scheduled Bus Service?			Through-Right		Right		Right		
	Bus Stop on Approach?			Right-Turn		Daily Truck %				

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
Over the course of the study period (2017-2021) there were a total of 18 crashes, 12 were PDO crashes, 6 were injury crashes, and there were zero fatalities. None of the reported crashes involved pedestrians or cyclists. The majority of crashes were the result of rear end crashes (6 crashes, 33%) and left turn crashes (6 crashes, 33%).

Control Strategy Evaluation								
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.								
Control Strategy	CAP-X Outputs				SPICE Outputs		Strategy to be Advanced?	Justification
	V/C Ratio		Ped Accom.	Bike Accom.	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak						
Two-Way Stop-Controlled								
All-Way Stop-Controlled								
Signalized Control	0.79	0.76	4.27	4.00	4	3	Yes	Local preference, reasonable amount of right of way needed to construct, acceptable traffic flow operations
Roundabout (1-lane)								
Roundabout (2-lane)	3.69	3.29	4.35	4.33	3	1	No	v/c > 1.0
Median U-Turn								
RCUT (Signalized)	1.00	0.99	2.52	3.66	5	2	No	v/c >= 1.0
RCUT (Unsignalized)								
Jughandle								
Displaced Left-Turn	0.67	0.64	2.78	2.66	2	8	No	Existing driveways along SR 40 within 500 feet of the intersection.
Continuous Green Tee								
Quadrant Roadway	0.68	0.70	3.96	4.00				
Thru-Cut (Signalized)	0.76	0.71	3.20	4.00	--	6	No	Significant industrial traffic along NW 44th Avenue corridor would make main street major road U-turns difficult.
Thru-Cut (Unsignalized)	5.92	5.24	2.94	3.66	--	7	No	v/c > 1.0
Bowtie	0.84	0.92	4.10	4.00	--	4	No	Limited right of way and industrial traffic would make roundabout configuration difficult to navigate for U-turn movements.
Other (Type)								

Resolution				
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>				
Project Determination		Identified Control Strategy Approved		
Comments				
DTOE Name	Michael Sanders	Signature	DocuSigned by:  2BA62826809E457	Date 12/21/2022
DDE Name	Jeffrey Cicereello	Signature	DocuSigned by:  E4939D8828CB472...	Date 12/21/2022