

FACT SHEET

Intersection Control Evaluation (ICE)

Traffic Operations Policy Directive (TOPD 13-02)

OVERVIEW

The Division of Traffic Operations has updated the Department's intersection control evaluation process for investment & project proposals involving the addition, expansion or modification of access to/from the state highway system. The update involves clarifications and adjustments to the current process to ensure that innovative access strategies (both proven and emerging) are systematically considered whenever there is a need to fully control an intersection (including interchange ramp terminals).

WHAT IS INTERSECTION CONTROL EVALUATION (ICE)?

Intersection Control Evaluation refers to the “evolved” decision-making process and framework that a growing number of transportation agencies are adopting to provide a more balanced or holistic approach to the consideration and selection of access strategies and concepts during transportation planning, project identification and initiation processes that contemplate the addition, expansion or “full control” of intersections. Several state DOT's have implemented ICE policies in order to:

- Emphasize context, key performance outcomes, cost-effectiveness and sustainability instead of the historical reliance on intersection control *warrants*
- Effect a cultural change and departure from the pre-selection or reliance on traffic signals and the widening they require along approach roadways
- Promote and mainstream the consideration of innovative access strategies that are proven but under-utilized (such as the DDI, roundabout & ped hybrid beacon)

MAJOR CHANGES

- Engineering authority is delegated (from HQ to Districts), and the approval process for Single Point Interchanges and Roundabouts is streamlined
- Yield-controlled roundabouts are now recognized as a standard intersection type and control strategy to be considered during business processes & activities that identify the need to add, expand and/or fully control intersections
- ICE clarifies how safety performance is considered during the evaluation of access-related investment proposals

The ICE policy directive does NOT establish a new process. The TOPD only clarifies and updates the historical approach to access-related decisions, which often have a profound impact on resources and system performance. In short, the ICE TOPD provides **direction** to all who plan, sponsor and develop state highway system access proposals in order to ensure that performance outcomes, new analytical tools & innovative engineering strategies are systematically considered and utilized.

EXPECTED BENEFITS / VALUE

- ICE will produce better investment decisions & outcomes through the formal consideration of system performance benefits & impacts affecting all users, cost-effectiveness, life-cycle cost analysis, and context; and, by providing decision-makers with economic & performance analysis “findings”

FACT SHEET for August 14th Executive Board Briefing Intersection Control Evaluation (ICE) Traffic Operations Policy Directive (TOPD 13-02)

- Innovative access strategies and concepts (both proven and emerging) will be systematically considered and not held to a higher standard
- It will be easier (i.e. less costly and time-consuming) to implement innovative strategies that customers, partners and practitioners desire

BACKGROUND

- ICE was conceived and initiated as a traffic engineering policy update “project” via the Strategic Highway Safety Planning process
- The SHSP Executive Committee unanimously approved the ICE concept proposal after a statewide policy workshop (November 9, 2011) attended by various program and agency managers, including top Caltrans and FHWA executives
- A broad multi-functional & agency coalition was formed to steer and advise the policy development and implementation efforts; this coalition includes policy and technical specialists from various FHWA offices and other state DOTs (whose policies and experiences provided the foundation for our policy update)
- The ICE policy development process relied upon extensive outreach and consultation among practitioners (i.e. end-users), internal and external partners & stakeholder committees, including (but not limited to):
 - HQ & District Traffic Operations, Design and Planning managers
 - The Self Help County Coalition
 - Bay Area CMA Executive Directors (& MTC liaison)
 - California Traffic Control Device Committee (CTCDC)
 - Alternative Transportation & Livable Communities (ATLC)
 - Statewide Design Management & Traffic Operations Boards
 - Other specific stakeholder / advisory committees

NOTE: The investment in outreach & consultation activities produced a more efficient version of ICE (compared to the processes employed by other state DOTs); this has produced broad support among Caltrans and partner agency managers.

IMPLEMENTATION PLAN

- The ICE TOPD will be issued and become effective prior to September 1st
- The TOPD will not apply to ongoing / pipeline projects
- The Divisions of Design & Traffic Operations and the FHWA Resource Center are collaborating to form and manage a Technical Assistance Team to support the implementation of ICE (including delegated decision-making) via: training; just-in-time technical assistance for complex proposals; site-specific consultation on the application of innovative access strategies; and, peer review of complex and/or innovative proposals
- Roll-out & training workshops have / will be hosted by each District

KEY CONTACTS

- District ICE Coordinators (see attached list)
- Jerry Champa, HQ Division of Traffic Operations; (916) 712-5881
- ICE TOPD Website: <http://onramp.dot.ca.gov/hq/traffops/ice.html>

**FACT SHEET for August 14th Executive Board Briefing
Intersection Control Evaluation (ICE)
Traffic Operations Policy Directive (TOPD 13-02)**

DISTRICT ICE COORDINATORS (as of August 14, 2013)

District	Name
1	Troy Arseneau
2	Rob Stinger
3	Jim Brake
4	Phillipe Van
5	Paul McClintic
6	Albert Lee
7	Ken Hatai
8	Haissam Yahya
9	Terry Erlwein
10	Vu Nguyen
11	Richard Estrada
12	Jose Hernandez