SB

28

STATE OF ALASKA

BILL SHEFFIELD, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

POUCH Z
JUNEAU, ALASKA 99811
(TELEX 45-328)

March 23, 1983

The Honorable Pappy H. Moss, Chairman
Senate Transportation Committee
State of Alaska
Pouch V
Juneau, Alaska 99811

Dear Senator Moss:

Enclosed per your request is the Department of Transportation and Public Facilities position on Senate Bill 28, regarding two-way left turn lanes. We believe present law authorizes designation of two-way left turn lanes; provides a description of the marking used for such designation; and provides for enforcement. Consequently, we see no need to enact SB 28. In fact, if SB 28 were enacted as presently drafted with non-standard markings description, we could jeopardize our federal aid funding and, more importantly, could cause motorist confusion and increased accidents.

We therefore respectfully recommend against enactment of SB 28.

Sincerely,

Daniel A. Casey
Commissioner

Enclosure

cc: Emil Notti
Office of the Governor

Represenative Bette Cato
Senator Vic Fischer

25A-T-LP

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
ANALYSIS OF SB 28 (Two-way Left Turn Lanes)

Senate Bill No. 28 would authorize road agencies to designate two-way left turn lanes; would define the pavement markings to be used in designating such a lane; and would made it unlawful to use such a lane except for the purpose of making a left turn.

The Alaska Statutes (AS 19.10.040) direct the Department of Transportation and Public Facilities to "...provide a uniform system of marking and posting...highways" and further provides that the system shall "...conform to the ...Manual on (Uniform) Traffic Control Devices as adopted by the American Association of State Highway Officials." The Department has adopted said Manual (commonly refered to as MUTCD) with an Alaska Supplement. The combined document (MUTCD plus Alaska Supplement) is commonly referred to as the Alaska Traffic Manual (ATM).

The MUTCD provides in Section 3B-12 Combination Lane and Centerline Markings for Unique Applications: "A two-way left turn is a lane reserved in the center of highway for exclusive use of left turn vehicles..." It further provides that the lane "...shall be marked by a single direction, no-passing marking on each edge of the lane." (A single direction, no-passing marking is a double line consisting of normal broken yellow line and a normal solid yellow line where passing is prohibited for traffic adjacent to the solid yellow line.)

In summary, the Alaska Statutes and the Manual on Uniform Traffic Control Devices provides the authority for designating two-way left turn lanes and provides a description of the markings to be used.

Insofar as enforcement is concerned, 13 AAC 02.200(b)(2) of the Alaska Administrative Code provides: "Where a special lane for making left turns by drivers proceeding in opposite directions has been indicated by official traffic control devices:

(A) a left turn may not be made from any other lane;

(B) a vehicle may not be driven in the lane except when preparing for or making a left turn from or into a roadway or when preparing for or making a U-turn when permitted by law."

Consequently, there does not appear to be a need for SB 28 inasmuch as the present statutes and administrative law authorize designation of a two-way left turn lane, provide a nationally recognized description of the uniform marking to be used in designating the lane and provide for enforcement of proper two-way left turn lane usage. Additionally, the markings described in SB 28 to designate a two-way left turn lane not only vary substantially from the nationally recognized marking; the marking described in SB 28 is used to indicate a reversible lane, that is, a lane used for through traffic

flowing different directions at different times. (Extra lane for peak traffic conditions.) Use of the non-standard markings described in SB 28 could have serious consequences in terms of federal aid for highway projects and more importantly, in terms of confusing the motorist with a non-standard marking thereby adding to the accident potential.

If the intent of SB 28 is to clearly indicate that local governments may also use the two-way left turn lane marking, AS 19.10.040 should be amended to provide the uniform system of markings applies to <u>all</u> highways. As a minimum, SB 28 should be amended by deleting the first sentence of Section 1(b) of SB 28 and replacing it with: "A two-way left turn lane shall be designated by distinctive roadway markings consistent with uniform markings developed by the Department of Transportation and Public Facilities."

Attachment 1 — Alaska Statutes

Attachment 2 — Manual on Uniform Traffic Control Devices

Attachment 3 — Handbook of Highway Engineering

Attachment 4 — Transportation and Traffic Engineering Handbook

Attachment 5 — Manual on Uniform Traffic Control Devices

Attachment 6 — Code of Federal Regulations

Attachment 7 — Alaska Administrative Code

ALASKA STATE LEGISLATURE
SENATE STATE AFFAIRS COMMITTEE
SENATOR VIC FISCHER, CHAIRMAN
POUCH V, JUNEAU 99811
(907) 465-4954

March 12, 1983

TO: Senator Pappy Moss, Chair
Senate Transportation Committee

FROM: Senator Vic Fischer

RE: Explanation of SB 28--an act relating to middle turning lanes

SB 28 would authorize the Department of Transportation and Public Facilities (DOTPF) to establish regulations governing the use of middle turning lanes on state highways.

Middle turning lanes have been incorporated in several DOTPF highway projects statewide, but there are currently no regulations governing their use. During the 1982 interim, several constituents complained that they had recently been involved in a traffic accident involving a middle turning lane. In each case, confusion over the use of the lane had precipitated the accident.

As you know, some Alaskans believe the middle turning lane is a passing lane, it becomes obvious why many are now referring to it as the "suicide lane."

SB 28 is necessary to give DOTPF authority to regulate middle turning lanes in the interest of public safety for Alaskan highway users. I would appreciate your earliest attention to this bill.

THE LEGISLATURE OF THE STATE OF ALASKA
THIRTEENTH LEGISLATURE

FISCAL NOTE

☐ Expenditure Type
☐ Revenue Type

I. REQUEST
Bill/Resolution No. Senate Bill No. 28
Title "An act governing...use of middle turning lanes on highways"
Requested by Senate Transportation Date

II. FISCAL DETAIL
Agency Affected Department of Public Safety
Program Category Affected Administration of Justice
BRU, Program, Or Subprogram(s) Affected Alaska State Troopers
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL						

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

No fiscal impact is anticipated.

RECEIVED
FEB 9 1983
LEGISLATIVE FINANCE

IV. DATE January 21, 1983 PREPARED BY Francis C. Allan Phone 269-5691
DIVISION State Troopers Initials mcK
DEPARTMENT OF PUBLIC SAFETY Initials 1/26

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/82)

OMB Reviewed by: Eric Laschever

THE LEGISLATURE OF THE STATE OF ALASKA
THIRTEENTH LEGISLATURE

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FULL TIME						
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III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

No fiscal impact is anticipated.

RECEIVED
FEB 9 1983
LEGISLATIVE FINANCE

IV. DATE January 21, 1983 PREPARED BY Francis C. Allan Phone 269-5491
DIVISION State Troopers Initials MCK
DEPARTMENT OF PUBLIC SAFETY Initials 1/26

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/82)

OMB Reviewed by: Eric Laschever

(b) A person who is not legally blind may not use a white cane or a guide dog for the purpose of securing the right-of-way provided by this section. (Eff. 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

Authority: AS 28.05.011

13 AAC 02.195. PEDESTRIANS YIELD TO AUTHORIZED EMERGENCY VEHICLES. (a) A pedestrian shall yield the right-of-way upon the approach of an authorized emergency vehicle making use of an audible signal as provided in 13 AAC 04.210(d), or a visual signal as provided in 13 AAC 04.090 or upon the approach of a vehicle making use of a flashing blue light as provided in 13 AAC 04.100.

(b) This section does not relieve the driver of an authorized emergency vehicle or a vehicle displaying a flashing blue light from the duty to exercise care to avoid colliding with a pedestrian. (Eff. 6/28/79, Reg. 70)

Authority: AS 28.05.011

ARTICLE 5.
TURNING, STARTING, AND SIGNALS ON TURNING–STARTING AND STOPPING

Section

13 AAC 02.200. REQUIRED POSITION AND METHOD OF TURNING. (a) Right Turns. Except as provided in (c) of this section, both the approach for a right turn, and a right turn, must be made as close as practicable to the right-hand curb or edge of the roadway.

(b) Left Turns.

(1) The driver of a vehicle intending to turn left shall approach and make the turn from the extreme left-hand lane lawfully available to traffic moving in the direction of travel of the vehicle. Unless conditions prevail which necessitate other action to assure safety, a vehicle turning to the left must proceed into the extreme left-hand lane lawfully available to traffic moving in the same direction as the vehicle on the roadway being entered.

(2) Where a special lane for making left turns by drivers proceeding in opposite directions has been indicated by official traffic-control devices

(A) a left turn may not be made from any other lane;

(B) a vehicle may not be driven in the lane except when preparing for or making a left turn from or into a roadway or when preparing for or making a U-turn when permitted by law.

(c) When the Department of Transportation and Public Facilities or a municipality, in their respective jurisdictions, places an official traffic-control device within or adjacent to an intersection which requires that a different course from that specified in this section be traveled by a vehicle turning at an intersection, no driver may turn a vehicle at an intersection other than as directed by the device. (In effect before 7/28/59; am 12/15/61, Reg. 3; am 8/10/66, Reg. 22; am 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

Authority: AS 28.05.011

13 AAC 02.205. LIMITATIONS ON TURNING. (a) The driver of a vehicle may not turn a vehicle so as to proceed in the opposite direction unless the turn can be made safely and without interfering with other traffic.

(b) No vehicle may be turned so as to proceed in the opposite direction in a business district, upon a curve, or upon approach to or near the crest of a grade, where the vehicle cannot be seen by the driver of another vehicle approaching from either direction within 500 feet. (In effect before 7/28/59; am 12/15/61, Reg. 3; am 8/10/66, Reg. 22; am 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

Authority: AS 28.05.011

13 AAC 02.210. STARTING PARKED VEHICLE. (a) No person may move onto a roadway a vehicle which is stopped, standing, or parked until the movement can be made with reasonable safety.

TITLE 13.
PUBLIC SAFETY

PART 1.
DIVISION OF STATE TROOPERS

CHAPTER 02.
MOTOR VEHICLE AND DRIVING OFFENSES: RULES OF THE ROAD

ARTICLE 1.
TRAFFIC-CONTROL DEVICES

13 AAC 02.005. OBEDIENCE TO AND REQUIRED TRAFFIC-CONTROL DEVICES. (a) All pedestrians and drivers of vehicles must obey the instructions of an applicable official traffic-control device placed and displayed in accordance with the provisions of statutes, regulations, or ordinances, unless otherwise directed by a police officer or other authorized person directing traffic, and except as provided in 13 AAC 02.517 and 13 AAC 02.520 for emergency vehicles.

(b) A provision of this chapter for which official traffic-control devices are required may not be enforced against an alleged violator if, at the time and place of the alleged violation, an official traffic-control device is not operable or is not in a position which is sufficiently visible and legible so as to be observed by a reasonably observant person.

(c) When official traffic-control devices are placed in position and displayed pursuant to the requirements of this chapter, the devices are presumed to have been placed and displayed by an official act or direction of lawful authority, and are presumed to comply with the requirements and provisions of this chapter unless the contrary is established by competent evidence.

(d) Repealed 6/28/79.

(In effect before 7/28/59; am 12/15/61, Reg. 3; am 8/10/66, Reg. 22; am 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

Authority: AS 28.05.011

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
ANALYSIS OF SB 28 (Two-way Left Turn Lanes)

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In summary, the Alaska Statutes and the Manual on Uniform Traffic Control Devices provides the authority for designating two-way left turn lanes and provides a description of the markings to be used.

Insofar as enforcement is concerned, 13 AAC 02.200(b)(2) of the Alaska Administrative Code provides: "Where a special lane for making left turns by drivers proceeding in opposite directions has been indicated by official traffic control devices:

(A) a left turn may not be made from any other lane;

(B) a vehicle may not be driven in the lane except when preparing for or making a left turn from or into a roadway or when preparing for or making a U-turn when permitted by law."

Consequently, there does not appear to be a need for SB 28 inasmuch as the present statutes and administrative law authorize designation of a two-way left turn lane, provide a nationally recognized description of the uniform marking to be used in designating the lane and provide for enforcement of proper two-way left turn lane usage. Additionally, the markings described in SB 28 to designate a two-way left turn lane not only vary substantially from the nationally recognized marking; the marking described in SB 28 is used to indicate a reversible lane, that is, a lane used for through traffic flowing different directions at different times. (Extra lane for peak traffic conditions.) Use of the non-standard markings described in SB 28

could have serious consequences in terms of federal aid for highway projects and more importantly, in terms of confusing the motorist with a non-standard marking thereby adding to the accident potential.

If the intent of SB 28 is to clearly indicate that local governments may also use the two-way left turn lane marking, AS 19.10.040 should be amended to provide the uniform system of markings applies to all highways. As a minimum, SB 28 should be amended by deleting the first sentence of Section 1(b) of SB 28 and replacing it with: "A two-way left turn lane shall be designated by distinctive roadway markings consistent with uniform markings developed by the Department of Transportation and Public Facilities."

(b) A person who is not legally blind may not use a white cane or a guide dog for the purpose of securing the right-of-way provided by this section. (Eff. 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

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13 AAC 02.195. PEDESTRIANS YIELD TO AUTHORIZED EMERGENCY VEHICLES. (a) A pedestrian shall yield the right-of-way upon the approach of an authorized emergency vehicle making use of an audible signal as provided in 13 AAC 04.210(d), or a visual signal as provided in 13 AAC 04.090 or upon the approach of a vehicle making use of a flashing blue light as provided in 13 AAC 04.100.

(b) This section does not relieve the driver of an authorized emergency vehicle or a vehicle displaying a flashing blue light from the duty to exercise care to avoid colliding with a pedestrian. (Eff. 6/28/79, Reg. 70)

Authority: AS 28.05.011

ARTICLE 5.
TURNING, STARTING, AND SIGNALS ON TURNING–STARTING AND STOPPING

Section
200. Required position and method of turning
205. Limitations on turning
210. Starting parked vehicle
215. Turning movements and required signals
220. (Repealed)
225. (Repealed)

13 AAC 02.200. REQUIRED POSITION AND METHOD OF TURNING. (a) Right Turns. Except as provided in (c) of this section, both the approach for a right turn, and a right turn, must be made as close as practicable to the right-hand curb or edge of the roadway.

(b) Left Turns.

(1) The driver of a vehicle intending to turn left shall approach and make the turn from the extreme left-hand lane lawfully available to traffic moving in the direction of travel of the vehicle. Unless conditions prevail which necessitate other action to assure safety, a vehicle turning to the left must proceed into the extreme left-hand lane lawfully available to traffic moving in the same direction as the vehicle on the roadway being entered.

(2) Where a special lane for making left turns by drivers proceeding in opposite directions has been indicated by official traffic-control devices

(A) a left turn may not be made from any other lane;

(B) a vehicle may not be driven in the lane except when preparing for or making a left turn from or into a roadway or when preparing for or making a U-turn when permitted by law.

(c) When the Department of Transportation and Public Facilities or a municipality, in their respective jurisdictions, places an official traffic-control device within or adjacent to an intersection which requires that a different course from that specified in this section be traveled by a vehicle turning at an intersection, no driver may turn a vehicle at an intersection other than as directed by the device. (In effect before 7/28/59; am 12/15/61, Reg. 3; am 8/10/66, Reg. 22; am 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

Authority: AS 28.05.011

13 AAC 02.205. LIMITATIONS ON TURNING. (a) The driver of a vehicle may not turn a vehicle so as to proceed in the opposite direction unless the turn can be made safely and without interfering with other traffic.

(b) No vehicle may be turned so as to proceed in the opposite direction in a business district, upon a curve, or upon approach to or near the crest of a grade, where the vehicle cannot be seen by the driver of another vehicle approaching from either direction within 500 feet. (In effect before 7/28/59; am 12/15/61, Reg. 3; am 8/10/66, Reg. 22; am 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

Authority: AS 28.05.011

13 AAC 02.210. STARTING PARKED VEHICLE. (a) No person may move onto a roadway a vehicle which is stopped, standing, or parked until the movement can be made with reasonable safety.

Attachment 1

NOTES TO DECISIONS

Applied in State v. I'Anson, Sup. Ct. Op. No. 1102 (File No. 2032), 529 P.2d 188 (1974).

Sec. 19.10.020. Designation of state highway system. The department may designate, locate, create, and determine what highways constitute the state highway system. In designating, locating, creating and determining the several routes of the state highway system, the department shall strive to attain the purposes and objectives set out in AS 19.05.125. (§ 1 art III title II ch 152 SLA 1957)

Sec. 19.10.030. Responsibility for system. The department is responsible for the construction and maintenance of the state highway system. (§ 2 art III title II ch 152 SLA 1957)

Sec. 19.10.040. Uniform system of marking and posting. The department shall classify, designate and mark highways under its jurisdiction and shall provide a uniform system of marking and posting these highways. The system of marking and posting shall correlate with and shall, as far as possible, conform to the recommendations of the Manual on Traffic Control Devices as adopted by the American Association of State Highway Officials. (§ 3 art III title II ch 152 SLA 1957)

Sec. 19.10.050. Traffic control signals. The department shall prescribe types of traffic control signals to regulate traffic on highways. These signals shall correlate with and, as far as possible, conform to the recommendations of the Manual on Uniform Traffic Control Devices as adopted by the American Association of State Highway Officials. The department shall prescribe uniform rules for the placing and installation of traffic control signals. (§ 4 art III title II ch 152 SLA 1957)

NOTES TO DECISIONS

Quoted in State v. I'Anson, Sup. Ct. Op. No. 1102 (File No. 2032), 529 P.2d 188 (1974).

Sec. 19.10.052. Local control of traffic control device systems.

Transferred to AS 19.20.017.

Revisor's notes. — This section was renumbered by the revisor of statutes pursuant to AS 01.05.031.

3A-6 Widths and Patterns of Longitudinal Lines

The widths and patterns of longitudinal lines shall be as follows:

1. A normal width line is 4" to 6" wide.
2. A wide line is at least twice the width of a normal line.
3. A double line consists of two normal width lines separated by a discernible space.
4. A broken line is formed by segments and gaps, usually in the ratio of 1:3. On rural highways, a recommended standard is 10 foot segments and 30 foot gaps. Other dimensions in this ratio may be used as best suit traffic speeds and need for delineation.
5. A dotted line is formed by short segments, normally two feet in length, and gaps, normally four feet or longer.

3A-7 Types of Longitudinal Lines

The following examples illustrate the application of the principles and standards set forth in sections 3A-4 to 3A-6:

1. A normal broken white line is used to delineate the edge of a travel path where travel is permitted in the same direction on both sides of the line. Its most frequent application is as a lane line of a multilane roadway.
2. A normal broken yellow line is used to delineate the left edge of a travel path where travel on the other side of the line is in the opposite direction. A frequent application is as a center line of a two-lane, two-way roadway where overtaking and passing is permitted.
3. A normal solid white line is used to delineate the edge of a travel path where travel in the same direction is permitted on both sides of the line but crossing the line is discouraged and to mark the right edge of the pavement. A frequent application is as a lane line approaching an intersection. A wide solid white line is used for emphasis where the crossing requires unusual care. It is frequently used as a line to delineate left or right turn lanes.
4. A double solid white line is used to delineate a travel path where travel in the same direction is permitted on both sides of the line, but crossing the line is prohibited. It is frequently used as a channelizing line in advance of obstructions which may be passed on either side but not encroached upon.
5. A double line consisting of a normal broken yellow line and a normal solid yellow line delineates a separation between travel paths in opposite directions where overtaking and passing is permitted with care for traffic adjacent to the broken line and is prohibited for traffic adjacent to the solid line. This is a one direction no-passing marking. It is used on two-way, two- and three-lane roadways to regulate passing. It is also used to delineate the edges of a lane in which travel in either direction is permitted (but only as part of a left turn maneuver). In the latter application, the markings are to be placed with the solid lines on

the outside and the dashed lines to the inside of the lane. Traffic adjacent to the solid line may cross this marking with care only as part of a left-turn maneuver.

6. A double line consisting of two normal solid yellow lines delineates the separation between travel paths in opposite directions where overtaking and passing is prohibited in both directions. This is a two direction no-passing marking. Crossing this marking with care is permitted only as part of a left-turn maneuver. It is frequently used as a channelizing line in advance of an obstruction which must be passed on the right and to form a channelizing island separating traffic in counter directions.

7. A double normal broken yellow line delineates the edge of a lane on which the direction of travel is changed from time to time in such a way that the line serves as the centerline of the roadway during some period. Its use is for a reversible lane.

8. A normal dotted line is used to delineate the extension of a line through an intersection or interchange area. It shall be the same color as the line it extends.

9. A solid yellow line delineates the left edge of a travel path to indicate a restriction against passing on the left or delineates the left edge of each roadway of divided streets or highways, one-way roadways, and ramps in the direction of travel.

3A-8 Transverse Markings

Transverse markings, which include shoulder markings, word and symbol markings, stop lines, crosswalk lines, speed measurement markings, parking space markings and others shall be white except that:

1. Transverse median markings shall be yellow (sec. 3B-10).
2. Markings visible only to traffic proceeding in the wrong direction on a one-way roadway may be red.

Because of the low approach angle at which pavement markings are viewed, it is necessary that transverse lines be proportioned to give visibility equal to that of longitudinal lines. Pavement marking letters, numerals, and symbols shall be in accordance with the Standard Alphabets for Highway Signs and Pavement Markings.*

3A-9 Curb Markings

Curb markings fall into two categories: roadway delineation (sec. 3D-3) and parking regulations (sec. 3B-18).

* Available from the Federal Highway Administration (HTO-20), Washington, D.C. 20590.

For reversible lane markings, each edge of the lane shall be marked by the use of a double normal broken yellow line with the gaps and segments adjacent to one another. Signs and/or signals shall be used to supplement the pavement markings (fig. 3-1, page 3B-3).

A two-way left-turn lane is a lane reserved in the center of a highway for exclusive use of left-turn vehicles and shall not be used for passing and overtaking or for any driver except to make a left turn. The lane may be used by drivers making the left turn in either direction. A two-way left-turn lane shall be marked by a single direction, no-passing marking on each edge of the lane. This is generally used on a five-lane highway where there are two lanes of through traffic in each direction. Signs shall be used with the pavement markings (sec. 2B-19). Symbol markings as shown in figure 3-5a may be used in addition to the required signs.

3B-13 Approach to an Obstruction

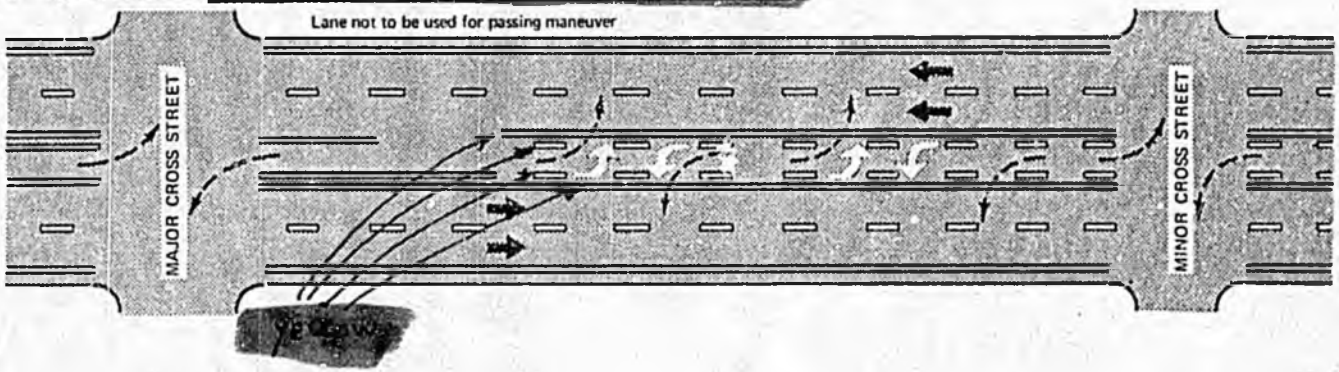
Pavement markings shall be used to guide traffic on the approach to fixed obstructions within a paved roadway. An obstruction may be so located that all traffic must keep to the right of it, or it may be between two lanes of traffic moving in the same direction. The markings in either case must be designed to guide traffic away from the obstruction. The use of channelizing lines or no-passing markings are generally effective. Obstruction approach markings for bridge supports, refuge islands, median islands, and channelization islands shall consist of a diagonal line, or lines, extending from the center line or the lane line to a point 1 or 2 feet to the right side, or to both sides, of the approach end of the obstruction (fig. 3-13).

The length of the diagonal markings (taper length) should be computed by the formula $L = WS$ for freeways, expressways and all other roadways having a posted speed of 45 m.p.h. or greater. The formula $L = WS^2/60$ should be used to compute taper length on urban, residential, and other streets where the posted speeds are 40 m.p.h. or less. Under both formulas, L equals the taper length in feet, W the width of the offset in feet, and S the off-peak 85 percentile speed in miles per hour. The minimum taper length shall be 100 feet in urban areas and 200 feet in rural areas.

If traffic is required to pass only to the right of the obstruction, the marking shall consist of a no-passing marking at least twice the length of the diagonal portion determined by the applicable taper formula (above). Yellow markings may be placed in the triangular area so formed.

If traffic may pass either to right or left of the obstruction, the markings shall consist of two channelizing lines diverging from the lane line, one to either side of the obstruction for a length determined by the applicable taper formula. In advance of the point of divergence, a wide, solid white line or double white line shall be extended in place of the

a – Typical multi-lane, two-way marking with single lane, two-way left turn channelization.



b – Typical multi-lane, two-way marking with restricted lanes.

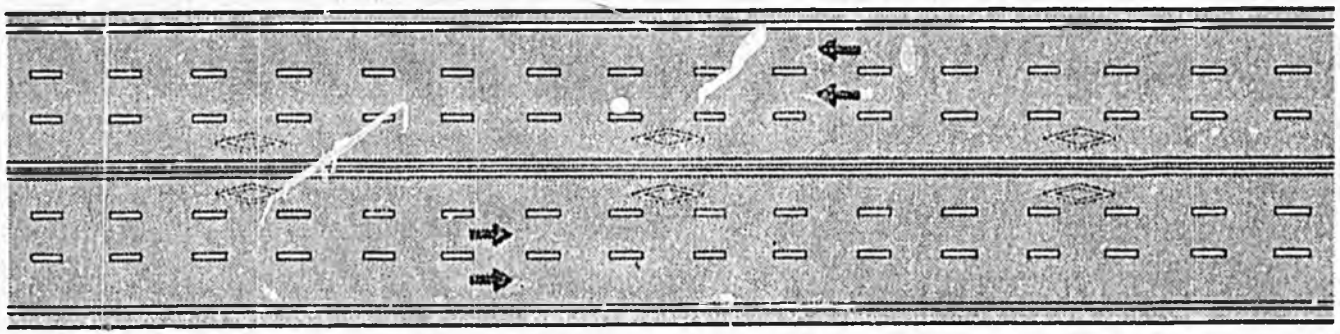
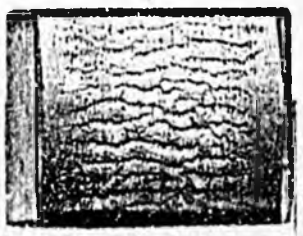


Figure 3-5. Typical multilane, two-way marking applications.



Typical two-way marking with a reversible center lane.

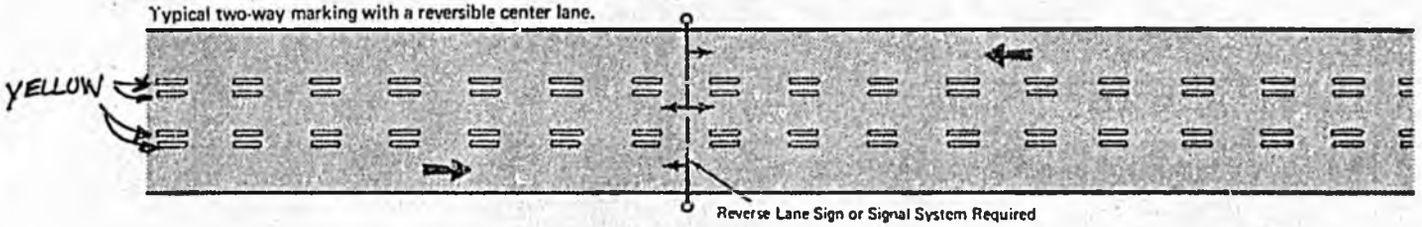
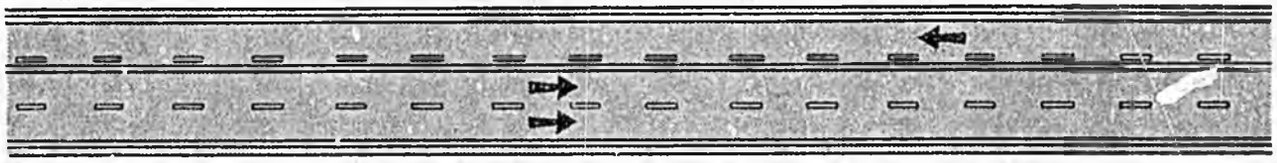


Figure 3-1. Typical reversible lane marking application.

a – Typical two-way marking where motorists in a single lane are permitted to pass.



b – Typical two-way marking where motorists in a single lane are not permitted to pass.

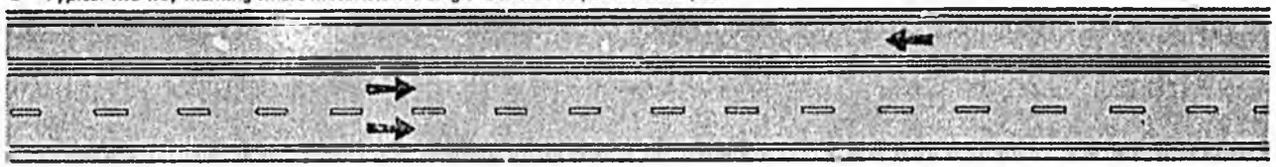
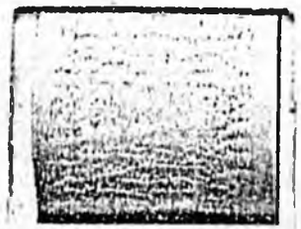
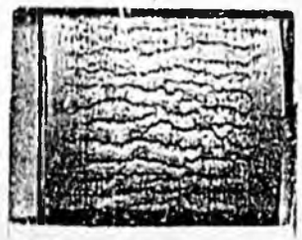


Figure 3-2. Typical 3-lane, two-way marking applications.





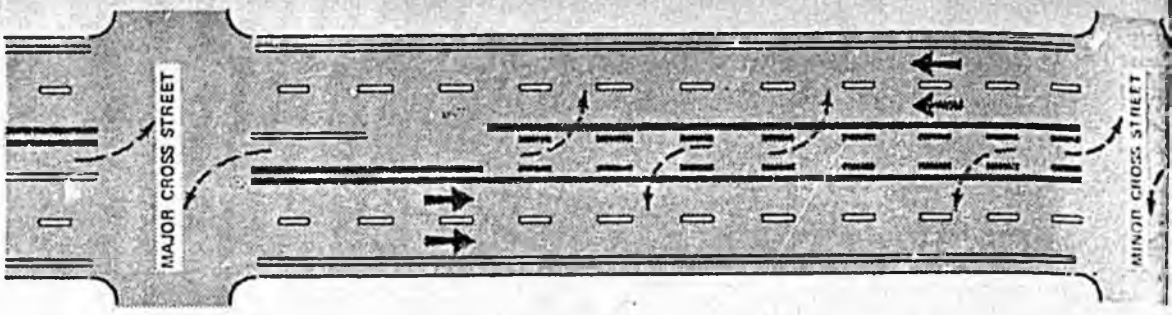


Fig. 10-16. Recommended pavement marking for two-way left turn lanes. (From Ref. 18)

Two-Way Left-Turn Lanes

In the last decade, the use of two-way left-turn lanes has gained a wide acceptance in many parts of the country. A two-way left-turn lane is a lane reserved in the center of a multilane highway for exclusive use of left-turning vehicles from both approach directions. Use of these lanes for passing maneuvers is not permitted.

Advantages

This technique provides a means of permitting more freedom of access for property along a highway in an urbanized or built-up area.

It also provides a middle-ground design alternative between a conventional undivided multilane facility—characterized by turning conflicts and resulting loss of capacity—and a median divided roadway, with its partially restrictive access design.

Where median sections are used, left-turn movement can be made only where a median opening is provided, thus focusing or accumulating these left turns at sometimes critical points, such as major intersections.

Recommended Locations

It has been found that the most suitable location for use of two-way left-turn lanes is in urbanized areas where speeds are moderate and land use is primarily commercial along the roadway.

Under these conditions, a spatial diversity of left-turn demand usually exists, and could benefit from the turning freedom offered by two-way left-turn lanes. Through traffic is also benefited, as queueing left-turning vehicles into the main lanes rarely occurs in this operation.

Standard pavement-marking treatment of the two-way left-turn lane is shown in Fig. 10-16 with 4–6-in-wide (10–15 cm) yellow paint lines used for both dashed and solid markings defining the turn lane. Signing of the type shown in Fig. 10-17 are recommended for placement above the turning lane.

R3–5
30" x 36"

R3–6
30" x 36"

Fig. 10-17. Recommended sign designating two-way left turn lane. (From Ref. 18)

Pedestrian and Bicycle Operations

Pedestrian-vehicle and, more recently, bicycl
flicts have shown a marked increase in urba
the pedestrian and the bicyclist are less re
their travel routes than the motorized vehi
their movements are accordingly less predicta
and bicycle control require special considerati

Traffic laws and ordinances should conv
and responsibilities of nonmotorists. Pedestri
regulations should not only be adequate for
sonable as well, to command the observance
of the nonmotorist. The *Uniform Vehicle C*
and the *Model Traffic Ordinance* for municip
recommended pedestrian and bicycle regulati

Pedestrian Provisions

Urbanization has created a strong demand
control and facilities that provide for both pe
and convenience. However, for pedestrian
cilities to be effective, education of the publ
ment of regulations also must be included.
trol, from the engineer's standpoint, can be
by the following protection devices:

1. Sidewalks. Need for sidewalks can be ev
sidering pedestrian volumes, traffic volum
speed for the roadway. However, sidewalk
justified on the basis of existing or antic
Special consideration also should be given t
dren and the elderly in determining need for

Sidewalks should be set back from the ro
mize hazards, and should be of adequate w
modate pedestrian movement without nec
into adjacent roadways.

2. Crosswalks. Pedestrian crosswalks are re
and rural areas where pedestrian and vehi
such that, after careful engineering study, i
sirable to delineate locations where pedestr
the roadway.

Crosswalks should be marked at inter
there is sufficient conflict between pedestri
to justify such markings. Other locations of
concentrations also may require crosswalks
passenger loading islands, pedestrian cro
blocks, and other locations where pedes
recognize the proper place to cross.

Mid-block crosswalks may require parki
for adequate visibility, and warning signs to
The *Manual on Uniform Traffic Control D*
information on crosswalk marking.

ATTACHMENT 4

be placed where edge delineations are desirable in order to reduce driving on paved shoulders or refuge areas.

6. Crosswalks should be marked wherever studies show that there is a substantial conflict between vehicles and pedestrian movements. They should also be installed at points of pedestrian concentration and where pedestrians cannot recognize the best place to cross.

SPECIAL MARKINGS

The safe operation and needed capacity of many streets and highways quite often depends on special applications of traffic markings. These special markings which utilize pavement markers as well as signs, object markers, and delineators can be identified as:

1. *Lane reduction transitions.* Pavement line markings can be effectively used to supplement the standard signs that guide traffic where the pavement width reduces to a lesser number of lanes (see Figure 16.12). Many variations are possible, depending on which lanes must be offset or eliminated and on the amount of the offset. One or more lane lines must be discontinued and the remaining center and lane lines must be connected in such a way that traffic safely merges into the reduced number of lanes.

   Lines marking pavement width transitions should be the standard design for center, lane, or barrier lines. Converging lines should have a length of not less than that determined by the formula $L = S \times W$, where L equals the length in feet, S the off-peak 85-percentile speed in miles per hour, and W the offset distance in feet.
2. *Obstruction approach markings.* Pavement markings are frequently used to supplement standard signs in order to guide traffic approaching a fixed obstruction within a paved roadway (see Figure 16.13). If the obstruction is in the center of the roadway, all traffic is usually directed to drive to the right of it. Sometimes the obstruction may be between two lanes of traffic moving in the same direction. The use of obstruction approach markings and signs does not eliminate the need for adequate object markings on the obstruction itself. These markings normally consist of a diagonal line (or lines) extending from the center or lane line to a point from 12 to 24 in. (31 to 61 cm) to the right side (or to both sides) of the approach end of the obstruction. The length of the diagonal markings can be determined by the formula $L = S \times W$, where L equals the length in feet, S the off-peak 85-percentile speed in miles per hour, and W the width of the obstruction in feet. The diagonal line should never be less than 200 ft (61 m) in length in rural areas or 100 ft (30 m) in urban areas.
3. *Reversible lane markings.* The capacity of many urban and suburban arterial streets and highways has been effectively increased by the use of reversible lanes, i.e., lanes that are assigned to opposite directions of traffic movement at different times of the day. The proper use of the assigned lanes can be achieved by lane-direction traffic signals. In addition, double, broken yellow center and lane lines are to be used on each side of the dual-usage reversible lanes.
4. *Two-way left turn lanes.* Many urban streets and highways that are wide enough to create an odd number of lanes can have their capacity increased by making the center lane a two-way left-turn lane. Vehicles from both directions turn

left into driveways and side streets from the same lane.) The two-way left-turn lane must be well-defined and marked with a yellow, no-passing solid line on each edge of the lane.

5. *Channelization.* Painted channelization can be used to increase efficiency and safety and has the advantage of easy modification when warranted by driver behavior. If a more positive barrier is required, curbs and islands may be constructed, but the paint channelization may well serve initially to establish the best layout arrangement before permanent construction is established.

MARKING MATERIALS, MAINTENANCE PROCEDURES, AND SCHEDULES

Although traditionally the most common materials used for pavement and curb markings have been paint and glass beads, newer materials that are more durable and sometimes more effective during inclement weather are now available. Although they may have a much higher initial cost, lower maintenance costs, less interruption of traffic, better visibility and legibility through winter months, etc. can justify their use.

PAINTED TRAFFIC LINES

Technological improvements also continue to be made in traffic paints materials, beads and their gradations, and methods of applications. Research continues to improve the final product—a reflectorized line that has been installed at a minimum cost and will serve for six months or, more desirably, one year on the heavily traveled streets and highways. In 1965 in almost all state highway departments in the United States, the predominant wet film thickness of traffic paint was 15 mils, and the beads, which were applied at a rate of about 6 lb of drop-on beads per gallon of paint, had a standard refractive index of 1.50+ as opposed to 1.65 or more.[25]

One of the biggest improvements in paint has been the development of "rapid-dry" binders that can be applied with slightly modified, existing equipment at "low" heat or with specially constructed "high"-heat equipment. Their main advantage is less disruption to traffic flow. As the material costs are further reduced, there will be very little difference in applied costs because the amount of equipment can be reduced and the need for cones or other devices during the drying period will be eliminated.

There are several methods used for selection of a traffic paint or binder. The final selection and purchase however, is generally based on price. A brief summary of established specifications include:

1. A performance specification with a laboratory and service test procedure to be used to rate the submitted samples. Usually, a committee of representatives of traffic engineering, materials testing, and purchasing departments evaluate paint performance. Qualities evaluated may include general daylight appearance, color, film condition, bead retention, and reflectance. Various rating methods have been used to evaluate these qualities.[26]

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[25] "1965 Usage of Pavement Marking Materials by Government Agencies in the United States," *Highway Research Circular No. 79* (Washington, D.C.: Highway Research Board, 1968).

[26] "A Model Performance Specification for the Purchase of Pavement Marking Paints," a Tentative Revised ITE Standard, *Traffic Engineering*, XLII, No. 6 (1972), pp. 18–24.

DATE SIGNED

ATTACHMENT 5
(SEE NEXT PAGE)

D6.1—1978

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

FOR STREETS AND HIGHWAYS

TABLE OF CONTENTS

PART I General Provisions

PART II Signs A Intro. & Gen. Specs.

PART II–B Regulatory Signs

PART II–C Warning Signs

PART II–D Guide Signs Conv. Roads

THIS EDITION DEVELOPED WITH THE COOPERATION OF
THE NATIONAL ADVISORY COMMITTEE
ON UNIFORM TRAFFIC CONTROL DEVICES

American Association of State Highway & Transportation Officials
Institute of Transportation Engineers
National Committee on Uniform Traffic Laws and Ordinances
National Association of Counties
National League of Cities
National Association of Governors' Highway Safety Representatives
International Association of Chiefs of Police, Inc.
National Electrical Manufacturers Association
American Road and Transportation Builders' Association
International Bridge, Tunnel & Turnpike Association

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
1978

Approved by the Federal Highway Administrator as the National Standard for all Highways open to public travel in accordance with Title 23, U.S. Code, Sections 109(b), 109(d) and 402(a) and 23 CFR 1204.4

Approved as Revised as the National Standard by the Administrator, Federal Highway Administration

D6.1–1978 (Supersedes D6.1–1071)

Revisions to this Manual will be published periodically and are available from the Government Printing Office

For sale by the Superintendent of Documents, U.S. Government Printing Office
Washington, D.C. 20402

ATTACHMENT 6
(see NEXT PAGE)

PART II. FEDERAL-AID HIGHWAYS

SUBPART A. TITLE 23, UNITED STATES CODE, "HIGHWAYS."

Title 23. United States Code—"Highways"

Chapter 1.—FEDERAL-AID HIGHWAYS

Sec.

[1] Amended by sec. 139(a), Public Law 94-280, May 5, 1976 (90 Stat. 443).
[2] Amended by sec. 12, Public Law 90-495, Aug. 23, 1968 (82 Stat. 815).
[3] Amended by sec. 25, Public Law 90-495, Aug. 23, 1968 (82 Stat. 815).
[4] Amended by sec. 116(b), Public Law 93-87, Aug. 13, 1973 (87 Stat. 256).
[5] Repealed by sec. 139(b), Public Law 94-280, May 5, 1976 (90 Stat. 443).
[6] Amended by sec. 5(b), Public Law 86-657, July 14, 1960 (74 Stat. 522).
[7] Revised by sec. 102, Public Law 89-285, Oct. 22, 1965 (79 Stat. 1030).
[8] Added by sec. 4, Public Law 86-657, July 14, 1960 (74 Stat. 522).

share of the funds advanced for deposit in, and credit to, the right-of-way revolving fund.[90]

Sec. 109. Standards.

(a) The Secretary shall not approve plans and specifications for proposed projects on any Federal-aid system if they fail to provide for a facility (1) that will adequately meet the existing and probable future traffic needs and conditions in a manner conducive to safety, durability, and economy of maintenance; (2) that will be designed and constructed in accordance with standards best suited to accomplish the foregoing objectives and to conform to the particular needs of each locality.

(b) The geometric and construction standards to be adopted for the Interstate System shall be those approved by the Secretary in cooperation with the State highway departments. Such standards, as applied to each actual construction project, shall be adequate to enable such project to accommodate the types and volumes of traffic anticipated for such project for the twenty-year period commencing on the date of approval by the Secretary, under section 106 of this title, of the plans, specifications, and estimates for actual construction of such project. Such standards shall in all cases provide for at least four lanes of traffic. The right-of-way width of the Interstate System shall be adequate to permit construction of projects on the Interstate System to such standards. The Secretary shall apply such standards uniformly throughout all the States.[91]

(c) Projects on the Federal-aid secondary system in which Federal funds participate shall be constructed according to specifications that will provide all-weather service and permit maintenance at a reasonable cost.

(d) On any highway project in which Federal funds hereafter participate on any such project constructed after December 20, 1944, the location, form and character of informational, regulatory and warning signs, curb and pavement or other markings [illegible] determined by any public authority or other agency shall be subject to the approval of the State highway department, with the concurrence of the Secretary, who is directed to concur only in such installations as will promote the safe and efficient utilization of the highways.

(e) No funds shall be approved for expenditure on any Federal-aid highway, or highway affected under chapter 2 of this title, unless proper safety protective devices complying with safety standards determined by the Secretary at that time as being adequate shall be installed or be in operation at any highway and railroad grade crossing or drawbridge on that portion of the highway with respect to which such expenditures are to be made.

(f) The Secretary shall not, as a condition precedent to his approval under section 106 of this title, require any State to acquire title to, or control of,

[90] New subsec. (c) added by sec. 7(b) of Public Law 90-495, Aug. 23, 1968 (82 Stat. 815) and by sec. 113(b) of Public Law 93-87, Aug. 13, 1973 (87 Stat. 257); and amended by sec. 115(c) of Public Law 94-280, May 5, 1976 (90 Stat. 436).

[91] Amended by sec. 4 of Public Law 88-157, Oct. 24, 1963 (77 Stat. 276); and by sec. 5(a) of Public Law 89-574, Sept. 13, 1966 (80 Stat. 766).

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ATTACHMENT 7

TITLE 13.
PUBLIC SAFETY

PART 1.
DIVISION OF STATE TROOPERS

Chapter

CHAPTER 02.
MOTOR VEHICLE AND DRIVING OFFENSES: RULES OF THE ROAD

Article

ARTICLE 1.
TRAFFIC-CONTROL DEVICES

Section

13 AAC 02.005. OBEDIENCE TO AND REQUIRED TRAFFIC-CONTROL DEVICES. (a) All pedestrians and drivers of vehicles shall obey the instructions of an applicable official traffic-control device placed and displayed in accordance with the provisions of statutes, regulations, or ordinances, unless otherwise directed by a police officer or other authorized person directing traffic, and except as provided in AS 28.35.182 and 13 AAC 02.320 for emergency vehicles.

(b) A provision of this chapter for which official traffic-control devices are required may not be enforced against an alleged violator if, at the time and place of the alleged violation, an official traffic-control device is not operable or is not in a position which is sufficiently visible and legible so as to be observed by a reasonably observant person.

(c) When official traffic-control devices are placed in position and displayed pursuant to the requirements of this chapter, the devices are presumed to have been placed and displayed by an official act or direction of lawful authority, and are presumed to comply with the requirements and provisions of this chapter unless the contrary is established by competent evidence.

(d) Repealed 6/28/79.

(In effect before 7/28/59; am 12/15/61, Reg. 3; am 8/10/66, Reg. 22; am 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

Authority: AS 28.05.011

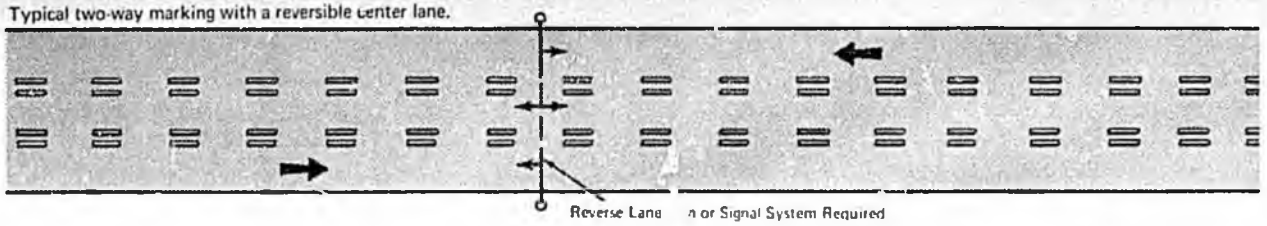


Figure 3-1. Typical reversible lane marking application.

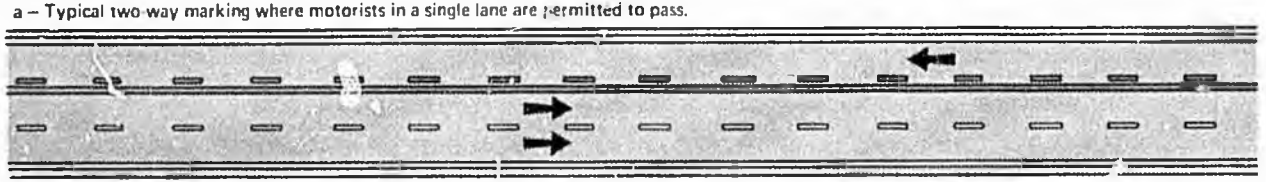
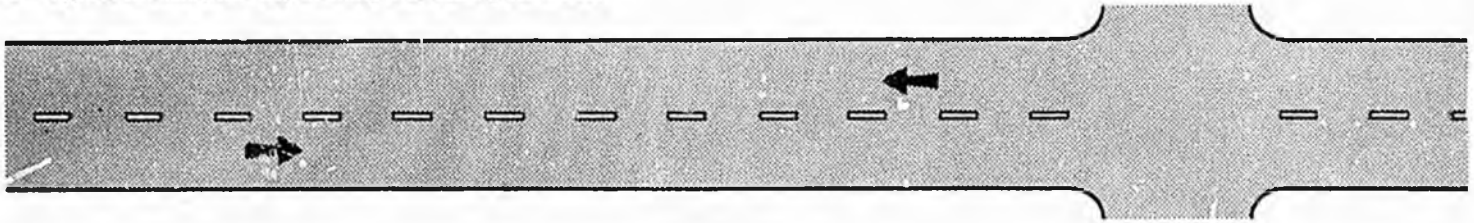


Figure 3-2. Typical 3-lane, two-way marking applications.

a – Typical two-lane, two-way marking with passing permitted.



b – Typical two-lane, two-way marking with passing prohibited zones.

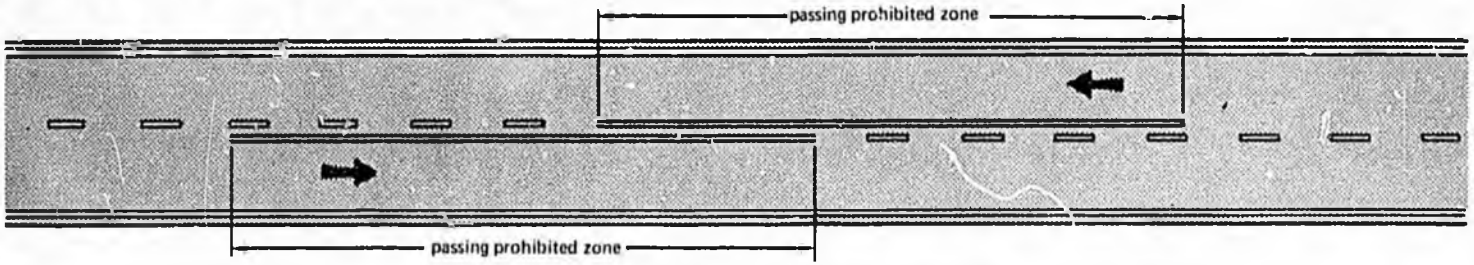
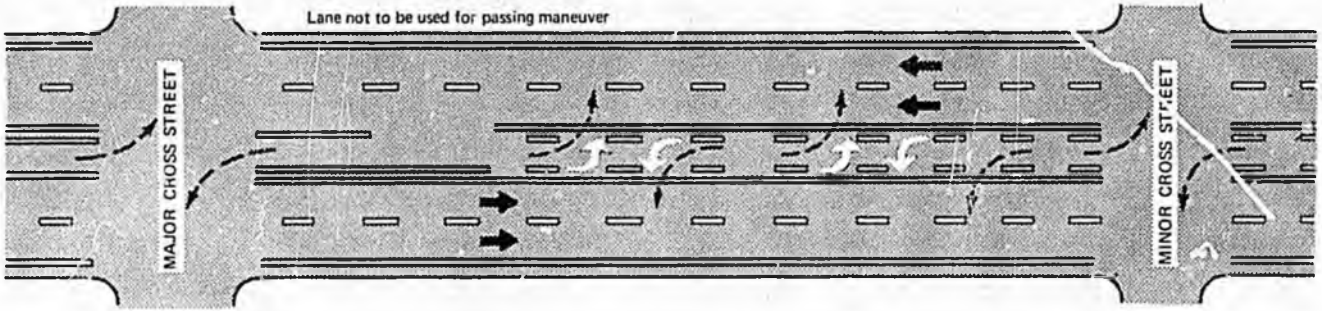


Figure 3-3. Typical 2-lane, two-way marking applications.

a – Typical multi-lane, two-way marking with single lane, two-way left turn channelization.



b – Typical multi-lane, two-way marking with restricted lanes.

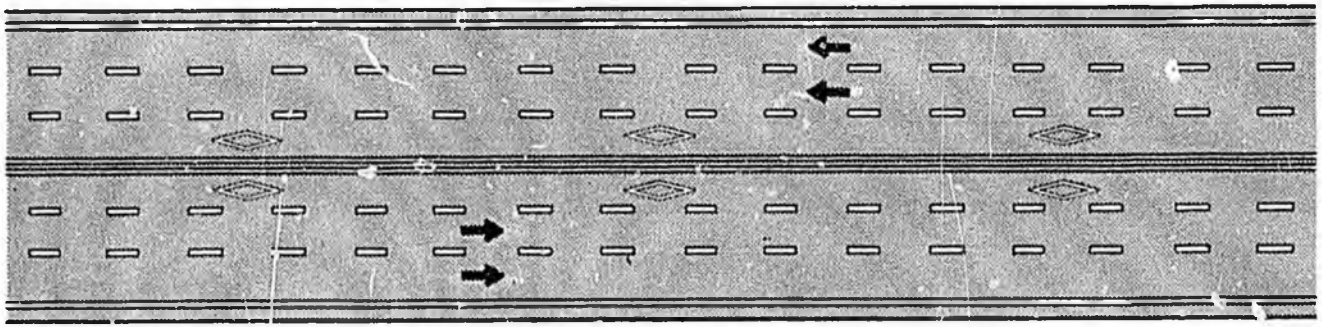
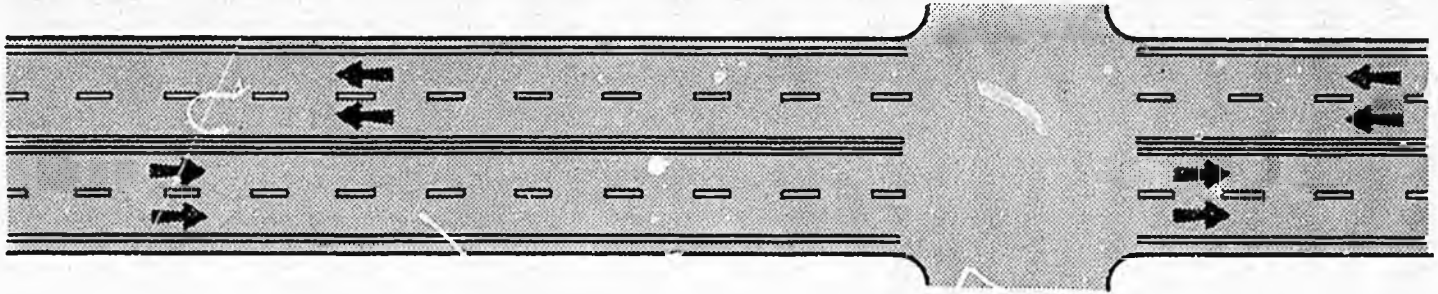


Figure 3-5. Typical multilane, two-way marking applications.

a — Typical multi-lane, two-way marking.



b — Typical multi-lane, two way marking with single lane left turn channelization.

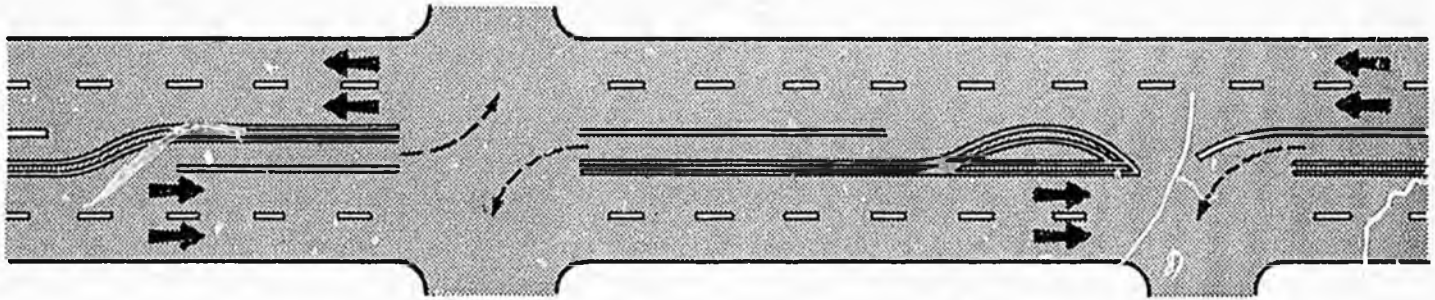


Figure 3-4. Typical multilane, two-way marking applications.

Attachment 1 — Alaska Statutes

Attachment 2 — Manual on Uniform Traffic Control Devices

Attachment 3 — Handbook of Highway Engineering

Attachment 4 — Transportation and Traffic Engineering Handbook

Attachment 5 — Manual on Uniform Traffic Control Devices

Attachment 6 — Code of Federal Regulations

Attachment 7 — Alaska Administrative Code

(b) A person who is not legally blind may not use a white cane or a guide dog for the purpose of securing the right-of-way provided by this section. (Eff. 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

Authority: AS 28.05.011

13 AAC 02.195. PEDESTRIANS YIELD TO AUTHORIZED EMERGENCY VEHICLES. (a) A pedestrian shall yield the right-of-way upon the approach of an authorized emergency vehicle making use of an audible signal as provided in 13 AAC 04.210(d), or a visual signal as provided in 13 AAC 04.090 or upon the approach of a vehicle making use of a flashing blue light as provided in 13 AAC 04.100.

(b) This section does not relieve the driver of an authorized emergency vehicle or a vehicle displaying a flashing blue light from the duty to exercise care to avoid colliding with a pedestrian. (Eff. 6/28/79, Reg. 70)

Authority: AS 28.05.011

ARTICLE 5.
TURNING, STARTING, AND SIGNALS ON TURNING–STARTING AND STOPPING

Section
200. Required position and method of turning
205. Limitations on turning
210. Starting parked vehicle
215. Turning movements and required signals
220. (Repealed)
225. (Repealed)

13 AAC 02.200. REQUIRED POSITION AND METHOD OF TURNING. (a) Right Turns. Except as provided in (c) of this section, both the approach for a right turn, and a right turn, must be made as close as practicable to the right-hand curb or edge of the roadway.

(b) Left Turns.

(1) The driver of a vehicle intending to turn left shall approach and make the turn from the extreme left-hand lane lawfully available to traffic moving in the direction of travel of the vehicle. Unless conditions prevail which necessitate other action to assure safety, a vehicle turning to the left must proceed into the extreme left-hand lane lawfully available to traffic moving in the same direction as the vehicle on the roadway being entered.

(2) Where a special lane for making left turns by drivers proceeding in opposite directions has been indicated by official traffic-control devices

(A) a left turn may not be made from any other lane;

(B) a vehicle may not be driven in the lane except when preparing for or making a left turn from or into a roadway or when preparing for or making a U-turn when permitted by law.

(c) When the Department of Transportation and Public Facilities or a municipality, in their respective jurisdictions, places an official traffic control device within or adjacent to an intersection which requires that a different course from that specified in this section be traveled by a vehicle turning at an intersection, no driver may turn a vehicle at an intersection other than as directed by the device. (In effect before 7/28/59; am 12/15/61, Reg. 3; am 8/10/66, Reg. 22; am 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

Authority: AS 28.05.011

13 AAC 02.205. LIMITATIONS ON TURNING. (a) The driver of a vehicle may not turn a vehicle so as to proceed in the opposite direction unless the turn can be made safely and without interfering with other traffic.

(b) No vehicle may be turned so as to proceed in the opposite direction in a business district, upon a curve, or upon approach to or near the crest of a grade, where the vehicle cannot be seen by the driver of another vehicle approaching from either direction within 500 feet. (In effect before 7/28/59: am 12/15/61, Reg. 3; am 8/10/66, Reg. 22; am 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

Authority: AS 28.05.011

13 AAC 02.210. STARTING PARKED VEHICLE. (a) No person may move onto a roadway a vehicle which is stopped, standing, or parked until the movement can be made with reasonable safety.

TITLE 13.
PUBLIC SAFETY

PART 1.
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(b) A provision of this chapter for which official traffic-control devices are required may not be enforced against an alleged violator if, at the time and place of the alleged violation, an official traffic-control device is not operable or is not in a position which is sufficiently visible and legible so as to be observed by a reasonably observant person.

(c) When official traffic-control devices are placed in position and displayed pursuant to the requirements of this chapter, the devices are presumed to have been placed and displayed by an official act or direction of lawful authority, and are presumed to comply with the requirements and provisions of this chapter unless the contrary is established by competent evidence.

(d) Repealed 6/28/79.

(In effect before 7/28/59; am 12/15/61, Reg. 3; am 8/10/66, Reg. 22; am 12/31/69, Reg. 31; am 6/28/79, Reg. 70)

Authority: AS 28.05.011

Sen Transportation

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LEGISLATIVE FINANCE

THE LEGISLATURE OF THE STATE OF ALASKA
THIRTEENTH LEGISLATURE

FISCAL NOTE

I. REQUEST
Bill/Resolution No. SB 28 - Governing designation and use of turning
Title lanes on highways.
Requested by Senator Vic Fischer Date 1/18/83

II. FISCAL DETAIL
Agency Affected Dept. of Transportation & Public Facilities
Program Category Affected
BRU, Program, Or Subprogram(s) Affected
(Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)

EXPENDITURES (Thousands of Dollars)

	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL						
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS,CLAIMS,ETC.						
TOTAL		-0-	-0-			

FUNDING (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instruction, Section III)

RECEIVED
FEB 3 1983
LEGISLATIVE FINANCE

IV. DATE 1/31/83 PREPARED BY John C. Bates
AGENCY DOT/PF
PHONE 465-3900

Original: Legislative Finance
cc: Budget and Management
Prime Sponsor (First Legislator Named)

33-001 (Rev. 12/82)

jm 9

Introduced: 1/18/83
Referred: Transportation

IN THE SENATE BY V.FISCHER

SENATE BILL NO. 28

IN THE LEGISLATURE OF THE STATE OF ALASKA

THIRTEENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act governing designation and use of middle turning lanes on highways."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

* Section 1. AS 19.20 is amended by adding a new section to read:

Sec. 19.20.065. TWO-WAY TURNING LANES. (a) The Department of Transportation and Public Facilities or a municipality acting alone or in cooperation with each other may designate a two-way left-turn lane on a highway. A two-way left-turn lane is a lane near the center of the highway set aside for use by vehicles making left turns in both directions from or into the highway.

(b) A two-way left-turn lane shall be designated by distinctive roadway markings /consisting of parallel dashed double yellow lines/ on each side of the lane. The Department of Transportation and Public Facilities may determine and describe standards and specifications governing length, width, and positioning of the distinctive pavement markings or medians in accordance with the procedures set out in the Administrative Procedure Act (AS 44.62). On and after September 1, 1983, pavement markings designating a two-way left-turn lane shall conform to these standards and specifications.

DROP THIS

* Sec. 2. AS 28.35 is amended by adding a new section to read:

Sec. 28.35.145. UNLAWFUL USE OF TURNING LANES. (a) A vehicle may not be driven in a two-way left-turn lane designated under AS 19.-20.065, except when preparing for or making a left turn from or into a highway. A left turn may not be made from any other lane where a

SB 28

DOT is concerned with line 17. Please drop per Gerger Bauman of Vic Fischer office so they can get 0 fiscal note.
2/4/83 10:40 am Linda

Proposed U.S.S.B. 28

Requested:
2/15/83
mcc

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

POUCH Y · STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

M E M O R A N D U M

January 25, 1983

SUBJECT: School signals
(CSSB 28)

TO: Senator H. Pappy Moss
Chairman, Senate Transportation
Committee

FROM: Richard C. Folta
Legislative Counsel

Appended hereto is a draft of a committee substitute for SB 28 as requested by the Committee. There is a federal regulation concerning school signals as follows:

> 23 C.F.R. 609(b)(3). All traffic and pedestrian signals, including school crossing signals, within the limits of a traffic control device project that do not conform to standards of the Manual on Uniform Traffic Control Devices (MUTCD), shall be replaced or removed. In these instances Federal funds may participate in the replacement and removal costs.

The regulation encourages uniformity of devices on all highways and assures future devices will be installed in conformance with MUTCD.

RCF:ljb

Enclosure