

SCR

16

I. REQUEST

Bill/Resolution No.: SCR 16
 Title: Middle Turning Lanes
 Sponsor: Fischer
 Requestor: Senate Transportation

II. FISCAL DETAIL

Agency Affected: DOT&PF
 Program Category Affected: Design & Const.
 BRU, Program of Subprogram(s) Affected: Highway Design & Construction

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	-0-	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

Fiscal impact on the Department's operating budget would be minimal. Some additional cost for the design and construction of "other alternatives" may be encountered, however, that cost is not quantifiable at this time.

IV. ANALYSIS: Attach a separate page for any Analysis (attached)

Prepared By: Harry Keller Phone: 789-0841
 Division: Standards & Technical Services Division Date: 4/27/83
 Approved by Commissioner: *Grant Ledger* Date: 4/28/83
 Department: DOT & PF

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SCR 16

Construction and Use of Middle Turning Lanes
Department Analysis

SCR 16 addresses the illegal use, by motorist, of "middle turning lanes" and the possible misapplication of "middle turning lanes" by the Department.

The "Manual on Uniform Traffic Control Devices" and the "Alaska Traffic Manual" provide for the use of two-way left turn lanes (middle turning lanes) for the exclusive use of left turn vehicles. These two-way left turn lanes are generally used in highly commercialized areas or other areas with closely spaced driveways and numerous left turning vehicles.

Two way left turn lanes are very useful when properly applied and marked since they provide unlimited access to abutting property.

The Department has no objection to the concept of SCR 16, however, we feel that line 28 would be unduly restrictive and suggest that it be reworded as follows: "areas where no other feasible alternative is available, in a manner that discourages".

A "cooperative agreement" on the use and construction of "middle turning lanes" can be addressed in the Alaska Traffic Manual and the education of drivers regarding their use probably should be through a revision to the "State of Alaska Driver's Manual."

The impact of SCR 16 on the Department's operating budget should be negligible, however, some additional cost for the design and construction of "other alternatives" may be encountered.

STATE OF ALASKA
FISCAL NOTE

Revision Date _____, 1983

I. REQUEST

Bill/Resolution No.: SCR-16
 Title: Middle Turning Lane
 Sponsor: V. Fischer
 Requestor: Sen. Transportation

II. FISCAL DETAIL

Agency Affected: Public Safety
 Program Category Affected: Life/Property Prot
 BRU, Program of Subprogram(s) Affected: Driver/Vehicle Services

EXPENDITURES/REVENUES: (Thousands of Dollars)

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

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER (Specify Source)						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

III. SOURCE OF FUNDS TO OFFSET FISCAL IMPACT OF BILL:

IV. ANALYSIS: Attach a separate page for any Analysis No fiscal impact anticipated

Prepared By: Robert J. Rowan, Director Phone: 269-5551
 Division: Motor Vehicles Date: 4-20-83

Approved by Commissioner: [Signature] Date: 4/29/83
 Department: Public Safety

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3/8/83