

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

STATEWIDE DESIGN AND ENGINEERING SERVICES DIVISION
DESIGN AND CONSTRUCTION STANDARDS SECTION

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August 4, 2004

Re: Proposed Entry/Exit Dual Left Turn Lane
Use Signs – Request for Experimental
Approval

Federal Highway Administration
Office of Transportation Operations
400 Seventh Street SW, HOTO
Washington, DC 20590

To Whom It May Concern:

In accordance with the Manual on Uniform Traffic Control Devices, Section 1A.10 Interpretations, Experimentations, Changes and Interim Approvals, the Alaska Department of Transportation and Public Facilities (ADOT&PF) requests permission to experiment with three new entry/exit dual lane use control signs for use at signalized intersections where dual left turn movements turn into three or more receiving lanes. The ADOT&PF Central Region Traffic & Safety Section designed the signs.

The documentation required for this experiment under Section 1A.10 follows:

A. The Problem.

Many intersections in the city of Anchorage have dual left turn lanes (the rightmost turning lane may either be a mandatory left or an optional left-through) that turn into three or more receiving lanes. Typically, pavement markings are installed to tell drivers in the leftmost approaching lane to turn into the leftmost receiving lane (lane 1) or the adjacent lane (lane 2). Drivers in the rightmost left turn lane must turn into lane 3 or lanes further to the right. These travel paths are indicated only by dashed pavement markings - there are no signs to reinforce the message. During the winter, the pavement markings are typically covered by snow and ice or, in some cases, are just worn away.

The State of Alaska's Drivers Manual and state law do not address this matter except to say that vehicles turning left must turn into the extreme left hand lane unless "...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..."

The Alaska Department of Transportation Central Region Traffic & Safety Section conducted an accident analysis at 19 intersection approaches with dual left or left and left/thru optional lanes turning left into three or more lanes where the inside left turning vehicle is directed into either the left most lane or the lane immediately to the right. Our analysis was restricted to collisions