

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Statewide Design & Engineering Services Division

TO: Distribution

DATE: April 16, 2009

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FROM: Roger Healy, P.E.
Chief Engineer

SUBJECT: **Chief Engineer's Directive-
Flashing Yellow Arrow
Indication**

For all projects advertising after May 31, 2009, install Flashing Yellow Arrow (FYA) signal faces for all single exclusive left-turn lanes with permissive-only or protected/permissive left-turn (PPLT) operation:

1. at new traffic signals
2. where new left turn signal faces are installed (not including in-kind replacement of existing left turn faces) at existing signals. Exception:
 - FYA signal face installation is not required if the existing signal mast arm is not long enough to suspend the FYA signal face over the extension of the left turn lane or if existing signal control equipment is not compatible with FYA operation. In those cases, consider installing a longer mast arm and/or new control equipment and installing FYA signal faces.

Exception: Installation of FYA signal faces for permissive-only exclusive left turn lanes on minor side streets is optional.

Install at least two FYA signal faces for each left turn to be controlled by FYA signals.

On new signals, center FYA signal faces on the extension of the left-turn lane. On installations of new FYA signal faces at existing signals, center them on the extension of the turn lane if possible but in all cases install them within boundaries of the extension of the left turn lane.

Install vertical four section signal faces (red arrow, solid yellow arrow, flashing yellow arrow, green arrow) for all FYA installations. Exceptions:

- A dual-arrow signal section (steady GREEN ARROW / flashing YELLOW ARROW) may be used to reduce the number of signal sections to three only if vertical clearance limitations make it impractical to use a four-section signal face.

- Delete the green arrow signal section for permissive-only FYA installations.

To eliminate the possibility of a “yellow trap”, do not terminate an FYA indication before the opposing through green indication is terminated.

Always use steady yellow arrow and steady red arrow clearance intervals between green arrow and flashing yellow arrow indications. Make the red clearance interval at least two seconds long.

Install flashing yellow arrow indications in accordance with this directive and the following. If there is a conflict, comply with the directive.

1. the following interim guidance from the FHWA, until the next MUTCD revision becomes effective:
 - a. *Interim Approval for Optional Use of Flashing Yellow Arrow for Permissive Left Turns (IA-10) 3/20/06*, and;
 - b. Interpretation Letter, FHWA to Naztec, regarding steady yellow arrows after a flashing yellow arrows, 1/26/07
2. the next MUTCD, until the next Alaska Traffic Manual revision becomes effective;
3. The next Alaska Traffic Manual, thereafter.

Do not deviate from this policy without written approval from the Chief Engineer.

FHWA’s interim guidance (1a and 1b above) may be found at:

http://mutcd.fhwa.dot.gov/resources/interim_approval/pdf/ia-10_flashyellarrow.pdf
http://mutcd.fhwa.dot.gov/resources/interpretations/pdf/4_320.pdf

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