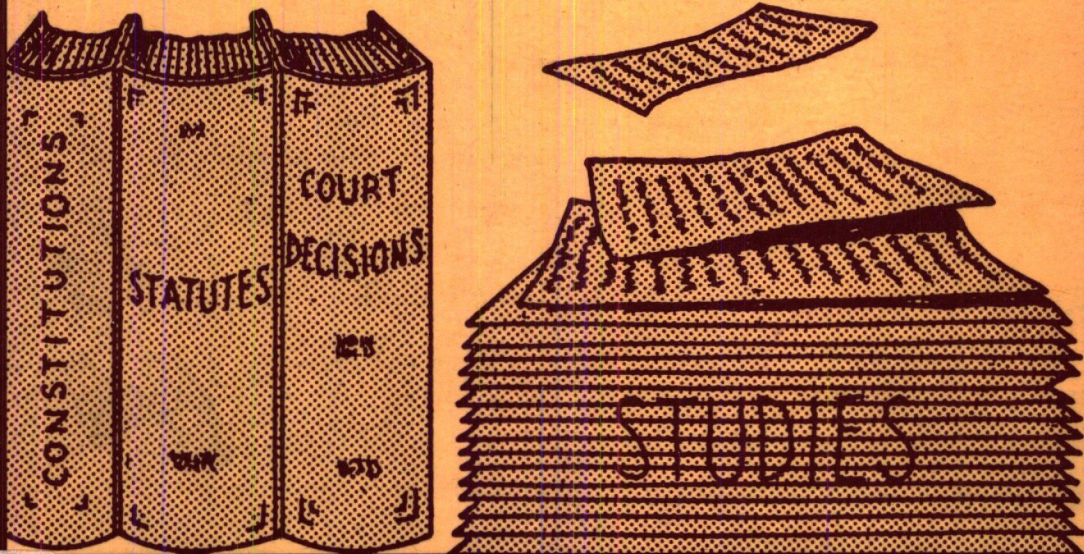


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Special Report 64

TRAFFIC ENGINEERING

A LEGAL ANALYSIS



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N. R. C. HIGHWAY RESEARCH BOARD

Special Report 64

TRAFFIC ENGINEERING

A LEGAL ANALYSIS

**A Report of the
Highway Laws Project**

1961

Washington, D. C.

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N 3

no. 64

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PREFACE

This special report is another in the series of law studies undertaken by the Highway Laws Project of the Committee on Highway Laws. It includes the statutes of the 50 States, the District of Columbia and Puerto Rico, and recent court decisions pertaining to traffic engineering. This study is primarily concerned with the responsibilities of State highway departments and local governments in traffic regulation, traffic control devices, studies and research, other areas of traffic engineering, and enforcement.

Other reports published in this series include "Relocation of Public Utilities Due to Highway Improvement, An Analysis of Legal Aspects" (Special Report 21), "Expressway Law, An Analysis" (Special Report 26), "Acquisition of Land for Future Highway Use, A Legal Analysis" (Special Report 27), "Condemnation of Property for Highway Purposes, A Legal Analysis" Parts I (Special Report 32), II (Special Report 33) and III (Special Report 59), "Legislative Purpose in Highway Law, An Analysis" (Special Report 39), "Outdoor Advertising Along Highways, A Legal Analysis" (Special Report 41), "Highway System Classification, A Legal Analysis" Part I (Special Report 42), "Federal-Aid Provisions in State Highway Laws, An Analysis" (Special Report 48), "Intergovernmental Relations in State Highway Legislation, An Analysis" (Special Report 49), "State Constitutional Provisions Concerning Highways, A Legal Analysis" (Special Report 50), and "Highway Contracts, A Legal Analysis" (Special Report 57).

This report was researched and written by Mary O. Eastwood, a former member of the Highway Laws staff.

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SUMMARY AND CONCLUSIONS

This study of the law pertaining to traffic engineering is an analysis of the statutory powers and duties granted to State highway departments, including the authority to make rules and regulations, studies and research, enforcement, the regulation of traffic and other powers; statutory provision for traffic engineering divisions within State highway departments, and relations between highway departments and other agencies with related responsibilities in the field of traffic engineering. It also includes powers of local governments, traffic control devices, and planning and design provisions.

The following is a brief summary of statutory provisions within the scope of this study, as found in the State highway and motor vehicle codes:

General rule making authority of State highway departments referring to traffic control is included in the statutes of 22 States and Puerto Rico; reference to traffic studies or research is found in 43 States; enforcement powers, in about one-half of the States; and numerous provisions concerning specific areas of traffic regulation such as regulation of speed, parking, size and weight, turning and stopping, and the designation of no-passing zones and one-way streets and highways, may be found. Traffic engineering divisions within State highway departments are provided for by statute in 7 jurisdictions. Nine jurisdictions provide by statute for cooperation between the highway department and the motor vehicle department, State police, or other agencies, and safety commissions or other special committees are provided for by statute in 18 jurisdictions.

The authority of local governments

for highways under their jurisdiction, similar in substance to that granted to the State highway departments, includes the general authority to regulate traffic, to engage in traffic studies and research, enforcement, and specific areas of traffic regulation. The statutes of all the States, the District of Columbia and Puerto Rico grant power in some or all of these aspects to local governments.

The statutes of all the jurisdictions authorize both State and local authorities to provide for traffic control devices. In 41 jurisdictions, a uniform system of signs and markings is provided for by statute.

In addition, the statutes of a few States specify traffic service as a criterion for system classification, programming, geometric design and determination of width.

As is true of all legislation, statutes pertaining to traffic engineering should be clear and unambiguous in setting forth the powers and duties of State highway departments and local governments. The following elements are suggested for consideration in analyzing the effectiveness of existing legislation and in drafting new statutes for traffic engineering:

1. The designation of an official within the highway department as responsible for seeing that the work of traffic engineering is carried out, and the establishing of a division of traffic engineering with statutory powers and duties clearly outlined, including the following:

- a. Broad authority to adopt reasonable rules and regulations necessary to carry out the provisions of the law.

- b. Authority to engage in studies and

research, including studies of origin and destination, traffic volume, speed, accidents, and parking, for effective use of existing facilities and for highway system classification and planning.

c. Authority to regulate the use of highways, including the determination of speed limits, designation of no-passing zones, through highways, one-way traffic lanes and regulation of parking and size, weight and load.

d. Authority to cooperate with and assist other governmental agencies and local governments. (Perhaps, in addition, establishing by statute, special agencies, commissions or boards for the purpose of coordinating the work.)

2. Authority, similar to that outlined for the State highway departments, above, for local governments for highways under their jurisdiction.

3. A provision that the statutory traffic regulations shall be uniform throughout the State and in all political subdivisions, and that no local authority shall enact or enforce any ordinance rule, or regulation, in conflict with the provisions of the statutes unless expressly authorized by law.

4. Provide for adoption of the Manual on Uniform Traffic Control Devices (Government Printing Office, Washington 25, D.C.) adopted by a National Joint Committee of the American Association of State Highway Officials, the Institute of Traffic Engineers, the

National Committee on Uniform Traffic Laws and Ordinances, the National Association of County Officials, and the American Municipal Association and requiring that all State and local traffic control devices conform to the manual. Uniformity of traffic control devices not only aids the road users, but aids the police and the courts as well, in that there is less confusion and less room for inconsistent interpretation. Uniform devices also make for economy in manufacture, installation, maintenance and administration. The use of uniform traffic control devices does not, of course, in itself, constitute uniformity in traffic regulation. In addition, the use of a particular device at a particular location must be made on the basis of an engineering study. The use of a standard device where it is not appropriate is as objectionable as using a non-standard device.

5. Authority of the State highway department and local governments to provide for traffic control devices for streets and roads under their respective jurisdictions, as necessary to indicate and to carry out the provisions of the law, and that all such devices shall conform to the manual.

6. Prohibition of local traffic control devices which would be contrary to State laws and regulations and requiring State highway department approval of traffic control devices affecting State highways.

INTRODUCTION

The objective of traffic engineering is to achieve efficient flow of traffic with minimum hazard to life and property, and minimum inconvenience to abutting property owners. In general traffic engineering is concerned with highway planning, geometric design, and traffic regulation, including the implementation of these regulations by control devices such as signals, signs, markings and lighting.¹

The official definition of traffic engineering adopted by the Institute of Traffic Engineers is "that phase of engineering which deals with the planning and geometric design of streets, highways, and abutting lands and with traffic operations thereon as their use is related to the safe, convenient, and economic transportation of persons and goods."

Much of the work of traffic engineering is not specifically referred to in the statutes of the several States. This by no means infers that this work is therefore being carried on without the authority of law, but rather, that it may well be implicit in the broad authority to provide for and control the use of highway facilities. In the field of traffic engineering, as in all areas concerned with the performance of public duties, a delineation of broad functions in the law has the merit of serving as a guide and a directive to perform these functions. On the other hand, specifying in a statute may unnecessarily restrict

a public official or employee to those duties specified.

This report consists of the statutory powers and duties relating to traffic engineering granted to State highway departments, including the designation of a traffic engineering unit, the definition of the responsibilities of the traffic engineer, relations between the highway department and the motor vehicle department, safety commissions and other agencies, and the authority of local governments. It also includes laws concerning traffic control devices, the planning and design of highways insofar as traffic engineering considerations are referred to in the statutes.

This report does not include the rules of the road or the responsibilities of motor vehicle departments, except that of cooperating with the highway departments. Accident reporting is not included since this is normally made the responsibility of the motor vehicle department. The traffic engineering aspects of expressways are included in "Expressway Law, An Analysis" (HRB Special Report 26). Also, this report does not include tort liability of State or local governments for inadequate safety devices, failure to warn of defects, and negligent maintenance, although further research is needed in these matters.²

² See BELSER, THE LEGAL RESPONSIBILITIES OF TRAFFIC AGENCIES, The ENO Foundation for Highway Traffic Control, Saugatuck, Conn., 1948, HERBST, MUNICIPAL TORT LIABILITY FOR INADEQUATE TRAFFIC REGULATIONS, Automotive Safety Foundation, Washington, D. C., 1959. A subsequent Highway Laws Project report on highway maintenance and drainage will include the problem of tort liability for negligent maintenance.

¹ For a complete analysis of the functions of traffic engineering see MATSON, SMITH AND HURD, TRAFFIC ENGINEERING, McGraw-Hill Civil Engineering Series, (1955).

RESPONSIBILITIES OF HIGHWAY DEPARTMENTS

STATUTORY AUTHORITY TO CONTROL USE OF HIGHWAYS

General Rule Making Authority

Although much of the authority to control the use of highways is granted to the State motor vehicle departments, certain powers and duties are by statute delegated to State highway departments (Table 1). A Nevada law³ delegating authority to the motor vehicle department states that it is the intention of the legislature that the department of highways shall retain its control over the physical aspects of the public highways and that the department of motor vehicles shall control the manner and type of use of the highways by the public.

The statutes of nearly one-half the States authorize their highway departments to adopt reasonable rules and regulations concerning the use of or traffic on State highways. An example of this type of statutory provision is the Arkansas statute⁴ outlining the powers and duties of their State Highway Commission, which includes the power

To adopt reasonable rules and regulations from time to time for the protection of, and covering, traffic on and in the use of the State Highway System and in controlling use of, and access to, the highways, except that no provision contained herein shall be construed as repealing the existing "rules of the road."

³ NEV. REV. STATS., §481.027.
⁴ ARK. STATS., 1947, §§76-201 5

Such rules and regulations are required to be published and issued in pamphlet form in Nebraska.⁵ In North Carolina,⁶ it is stipulated that they shall not conflict with any statute or municipal ordinance, except for parking regulations on State highway connecting links maintained with State funds.

In addition, many State highway departments are authorized to make such rules and regulations as necessary to carry out the provisions of the law without specific reference to highway use or traffic.⁷ Such general authority may well include control of traffic and other aspects of traffic engineering.

Other statutes are more explicit in spelling out the areas of traffic engineering of which the highway departments are given control, such as traffic studies and research and traffic regulation.

Studies and Research

Many States have general provisions authorizing highway departments to make such studies and investigations as they think necessary (Table 1). These provisions are not included in this report, but they too might encompass any necessary authority for traffic studies. Included here are those provisions referring to traffic engineering research.

In Alaska and North Dakota,⁸ the

⁵ REV. STATS OF NEB. 1948, §§9-7,134.

⁶ GEN. STATS. OF N. C., §136-18

⁷ See for example, ORE REV STATS, §366.205. These statutory provisions will be discussed in a subsequent Highways Laws Project study of highway administration

⁸ ALASKA COMP LAWS 1949, §14A-2-45, N. D. CENTURY CODE, §24-03-20.

Director and Commissioner, respectively, of highways is given the authority to collect, analyze and interpret all physical and economic data needed to measure existing and estimated future highway traffic characteristics, including studies of origin and destination, speed, accident congestion, parking, pedestrian use and the economic loss caused by inferior traffic facilities, and including the preparation of traffic plans and recommendations. Similarly, the North Carolina State Highway Commission is authorized to establish a traffic census to secure information about the relative use, cost, value, importance, and necessity of State highway system roads.⁹

The Indiana Director of Traffic Safety is empowered to conduct a traffic accident control program, advise other State agencies and coordinate their work. Indiana law also provides for cooperation with Purdue University in the development of factual and scientific methods for the control of traffic accidents and in conducting this research. The University may serve as the training and research center for the Director of Traffic Safety and for the Governor's Traffic Safety Committee.¹⁰

Mississippi and Virginia have laws¹¹ authorizing their State highway commissions to cooperate with the Bureau of Public Roads in traffic research. Louisiana law¹² provides for State-local cooperation in that municipalities may request the traffic and planning section of the Department of Highways to make traffic counts and surveys on intersections with State highways, for the purpose of recommending the erection or removal of traffic signals on such routes. (The municipality must comply with the Department's recommendations or

it shall forfeit its right to request further surveys.)

In addition, many State statutes, in authorizing the highway department to establish speed limits, state that the determination shall be based on an engineering and traffic investigation (Table 1).

Enforcement

Although enforcement is not a part of traffic engineering, it is included in this report insofar as the highway departments are given authority.

As indicated in Table 1, nearly one-half of the jurisdictions vest some power of enforcement in the highway departments. In some instances, however, the authority is limited to enforcement of weight regulations. For example, the Iowa State Highway Commission is authorized to stop any motor vehicle for weighing and inspection and to enforce the provisions of the motor vehicle laws relating to registration, size, weight and load.¹³

One of the functions of the South Carolina State Highway Department is the administration and enforcement of traffic, driver and motor vehicle laws.¹⁴ An Alabama statute¹⁵ vests the Highway Department with full police power to prefer charges and make arrests concerning violations of the State road laws. The Department may designate any of its employees as a deputy police officer, whose jurisdiction extends throughout the State. Maryland and Virginia similarly provide for the designation of employees as police officers.¹⁶

The South Dakota Motor Patrol Division is under the Department of Highways, except for the duties concerning financial responsibility and accident re-

⁹ GEN. STATS. OF N. C., §136-18

¹⁰ BURNS' IND. STATS. ANN., §§47-3013, 47-3018.

¹¹ MISS CODE 1942, §8040, CODE OF VA 1950, §§33-132.

¹² LA. REV. STATS. 1950, §32 341

¹³ CODE OF IOWA 1958, §321 476

¹⁴ CODE OF LAWS OF S. C. 1952, §33-21

¹⁵ CODE OF ALA. 1940, tit. 23, §4.

¹⁶ ANN. CODE OF MD 1957, art 89B, §46A, Code of Va 1950, §33-20

Table 1. Statutory Responsibility

State	General Authority to Make Rules and Regulations Controlling Use of Highways	Research and Studies			Speed Regulation
		General Authority for Traffic Research	For Specified Purposes Other than for Determining Speed Limits	Traffic and Engineering Investigation for Determination of Speed Limits	
Ala				tit. 36, §58(3)	tit 36, §58(3)
Alaska	§50-1-4	§14A-2-45		§14A-2-26	§§14A-2-26, 50-1-4
Ariz	[see Table 2]			§28-702	§§28-702, 28-706
Ark	§76-201 5			§§75-001, 75-604	§§75-601, 75-604, 75-605
Calif	Sta & Hwys §124, Veh §§23334, 23335 (toll facilities)	Sta & Hwys §141		Veh §§22354, 22355, 22400, 22404, 22407	Veh §§2139, 22354, 22355, 22400, 22402, 22404, 22407
Colo	See §120-7-2 (turnpikes and speedways)	§120-2-5	§120-13-36 (for determining efficiency ratings)	§13-4-36	§13-4-36
Conn	[see Table 4]				[see Table 4]
Del	tit 17, §141	tit 17, §§117, 132	tit 21, §318 (accident statistics)	tit 21, §§4126, 4127	tit. 21, §§4126, 4127
Fla				§§317 24, 335 11	§§317 24, 335 11
Ga					§§68-1627, 68-1631
Hawaii					
Idaho	§40-120			§§49-702, 49-704, 49-706	§§49-702, 49-704, 49-706, 49-906
Ill		ch 121, §§4-101 6, 4-303		ch 95-1/2, §§146 01, 149	ch 95-1/2, §§146 01, 148, 149
Ind	§36-162		§47-1902 (for installation or removal of traffic control signals), §47-2016 (for no-passing zones)	§47-2004	§§36-2937, 47-2004, 47-2007
Iowa				§§321 290, 321 295	§§321 289, 321 290, 321 295

of State Highway Departments

No-Passing Zones	Turning and Stopping	One-Way Traffic	Size & Weight	Parking	Erection of Safety Devices	Illumination	Enforcement
tit 36, §58(7)		tit 36, §58(8)		tit 36, §58(28)			tit 23, §4
			§§14A-2-25, 50-1-4	§50-1-4	§14A-2-28		§50-1-4
§28-727	§§28-751, 28-852	§28-728	§§28-1011, 28-1012	§28-874			
	§75-645		§§75-801, 75-818	§75-650			§75-810 (re weight regulations)
Veh §21459	Veh §22101	Sts & Hwys §111 5	Veh §§35654, 35708, 35750, 35780	Veh §§22505, 22510	Sts & Hwys §27	Sts & Hwys §27	
			§§13-4-129, 13-4-130				
[see Table 4]	[see Table 4]	[see Table 4]	§§13-84, 14-262, 14-264 to 14-266, 14-270	[see Table 4]		§13-122	
tit 21, §4130	tit 21, §505		tit 17, §507, tit 21, §§4504, 4505				
§317 31			§§317 81, 317 82, 335 12				§§317 80, 317 94
§68-1638	§68-1665	§68-1639	§68-407 1	§68-1671			
			§§11-20, 311-21 as ann laws 1957, art 251				
§49-714	§§40-201 to 40-203, 49-751	§49-715	§§49-905, 49-906	§49-758			
	ch 95-1/2, §§167, 167a, 183, 185	ch 95-1/2, §156	ch 95-1/2, §§230, 231	ch 95-1/2, §185		ch 121, §4-201 10	
§§36-2934, 47-2016	§§47-2020, 47-2115	§47-2017	§§36-2935, 47-534b to 47-534e, 47-536, 47-537, 47-538	§47-2123		§36-2905	§§47-541, 17-541b (re weight regulation)
§321 304	§§321 345, 321 347		§§321 467, 321 469, 321 474				§321 476

Table 1. Statutory Responsibility of

State	General Authority to Make Rules and Regulations Controlling Use of Highways	Research and Studies			Speed Regulation
		General Authority for Traffic Research	For Specified Purposes Other than for Determining Speed Limits	Traffic and Engineering Investigation for Determination of Speed Limits	
Kan			§68-406 (for State highway system classification), §68-2021 (for Kansas turnpike authority)	§8-532	§§8-532, 8-534, 8-535
Ky	§176 060 (where roads under construction) §177 410 (turnpikes)			§189 390	§189 390
La	§§32 221, 48 341 to 48 348		§32 341 (traffic counts at intersections)	§32 223	§§32 223, 32 224, 32 229
Me	ch 23, §§27, 28			ch 22, §112	ch 22, §§12, 113-B
Md	art 89B, §66		art 89B, §190 (for expressways)	art 66-1/2, §§211, 212	art 66-1/2, §§211, 212
Mass					ch 90, §18
Mich			§9 2340 (for no-passing zones), §9 2375 (for parking regulation)	§9 2328	§§9 2328, 9 2329
Minn			§169 10 (accident statistics)	§§169 14, 169 16	§§169 14, 169 16
Miss	§6038	§8040			§8179
Mo					
Mont		§32-1604			
Neb	§39-7134	§§39-1110, 39-1317		§§39-744, 39-7108	§§39-744, 39-7108
Nev.				§484 095	§§484 090, 484 093, 484 095
N H					§249 11

State Highway Departments—Continued

No-Passing Zones	Turning and Stopping	One-Way Traffic	Size & Weight	Parking	Erection of Safety Devices	Illumination	Enforcement
	§8-568		§§8-5, 122, 8-5, 123				§8-5121 (re size, weight and load)
§189 340							
	§§32 239, 32 343		§32 281	§48 342			§§32 282 (re size & wt), 32-373 to 32 375
	ch 22, §88	ch 23, §28	ch 22, §§98 to 103, 108	ch 22, §126			
	art 66-1/2, §242		art 66-1/2, §§310, 317, art 89B, §§46, 100				art 66-1/2, §315, art 89B, §46 (re size & wt), §46A (all laws), §234 (out-door adv)
	ch 89, §9		ch 85, §30, ch 90, §18	ch 85, §2		ch 81, §20A	
§9 2340	§§9 2368, 9 2371	§9 2341	§§9 2424, 9 2425	§9 2375			§9 2424 (weight)
	§169 30		§§169 86, 169 87				[see Table 3]
	§8213		§§8038, 8271 to 8272				§8038, [see also Table 3], §8272
	§304 017		§§304 200, 304 210	§304 024			
§32-2157	§32-2195	§32-2158	§§32-1122, 32-1123, 32-1126, 32-1127	§32-21-102			[see Table 3] §§32-1126, 32-1127 (weight regulations)
§39-7110	§§39-724, 39-754		§§39-722 01, 39-1230	§39-757 01		§39-1342	§§60-1301 to 60-1303 (weight regulations)
			§§484 600 to 484 620				
	§249 5						[see Table 3]

Table 1. Statutory Responsibility of

State	General Authority to Make Rules and Regulations Controlling Use of Highways	Research and Studies			Speed Regulation
		General Authority for Traffic Research	For Specified Purposes Other than for Determining Speed Limits	Traffic and Engineering Investigation for Determination of Speed Limits	
N J.			§39 4-121 1 (traffic surveys at intersections)	§39 4-98	§39 4-98
N Mex.		§55-2-18		§64-18-2 1	§§64-18-2 1, 64-18-6
N Y ¹	Hwy Law, §14 (for protection of hways) [see Table 6]	Hwy Law, §10 [see Table 6]			[see Table 6]
N C	§136-18	§136-18		§§20-141, 20-144	§§20-141, 20-141 1, 20-144
N D	[see Table 2]	§§24-03-19, 24-03-20		§§24-01-14, 39-09-07	§§24-01-14, 39-09-02, 39-09-07
Ohio		§5501 02	§5524 01 (grade crossing surveys)	§§4511 21, 4511 22	§§4511 21, 4511 22, 4511 23
Okla				tit 47, §126 1	tit. 47, §§96, 121 3, 126 1
Ore		§366 155	§483 350 (traffic surveys for parking)	§483 106 [see Table 4]	§§483 106, 483 532 [see Table 4]
Pa	tit 36, §§471, 477, 670-420		tit 75, §§1110, 1116 (for traffic control devices)	tit 75, §1111	tit 75, §1111
R I				[see Table 4]	[see Table 4]
S C	§§33-21, 33-71	§33-71	§33-191 (traffic surveys for specified project)	§46-367	§§46-367, 46-668
S D.		Laws of 1955, ch 105			§§44 0303, (1959 laws, ch 251) 44 0306, 44 0307
Tenn					§59-821
Tex				art 827a (Penal Code)	art. 827a (Penal Code), art 6701f

RESPONSIBILITIES OF HIGHWAY DEPARTMENT

State Highway Departments—Continued

No-Passing Zones	Turning and Stopping	One-Way Traffic	Size & Weight	Parking	Erection of Safety Devices	Illumination	Enforcement
§39 4-201 1	§§39 4-124, 39 4-140			§39 4-138 1			
§64-18-14		§64-18-15	§§55-6-11, 64-23-13, 64-23-21, 64-23-22, 64-23-23	§64-18-52			§§55-2-7, 64-23-21
	[see Table 6]	[see Table 6]		[see Table 6]		Hwy Law, §10	
	§§20-158, 20-158 1	§20-165 1	§§20-118 2, 20-119, 20-121, 20-183 9, 136-18, 136-72	§136-18			§136 18
§39-10-15	§§24-01-15, 39-07-03	§39-10-16	§24-01-03, 39-12-01 to 39-12-03, 39-12-07	§39-10-50	§24-01-16		§§39-12-07, 24-01-13
§4511 31	§§4511 36, 4511 65	§4511 32	§§4513 34, 5577 07				
tit 47, §121 4	tit 47, §121 7	tit 47, §121 4	tit 47, §116 3	tit 47, §121 8			tit 47, §121 8 (parking)
	§§483 204, 483.316		§§483 520 to 483 528, 483 532	§483.346			
tit 75, §1113	tit 75, §1112	tit 36, §670-220	tit 75, §§905, 906, 1101, 1102	tit 36, §§2391 9, 2391 9b, tit. 75, §1115		tit 36, §§670-402 1, 2391 9a, 2391 10	
[see Table 4]	[see Table 4]		§§31-25-21, 31-25-23 [and see Table 4]				
§46-389	§§46-471, 46-473	§46-391	§§46-655, 46-667 to 46-669	§§46-485, 46-486		§33-5 (Congaree Bridge)	§33-21
	§§44 0316, 44 0321, (1957 laws, ch 220)		§§44 0336 (1959 laws, ch 260) 44 0342, (1957 laws, ch 225)	§59 862			
§59-821		§59-822	§§59-1103, 59-1111				
art 6701d, §58	art 6701d, §§65, 91	art. 6701d, §59	art 827a (Penal Code), art. 6701a	art. 6701d, §96			

Table 1. Statutory Responsibility of

State	General Authority to Make Rules and Regulations Controlling Use of Highways	Research and Studies			Speed Regulation
		General Authority for Traffic Research	For Specified Purposes Other than for Determining Speed Limits	Traffic and Engineering Investigation for Determination of Speed Limits	
Utah	§27-2-7	§27-2-7		§§41-6-47, 41-6-49	§§41-6-47 to 41-6-50
Vt.		[see Table 4]			[see Table 4]
Va	§§33-12, 33-252			§46 1-183	§§46 1-183, 46 1-196
Wash			§46 48 260 (for parking), §47-36-110 (stop yield r/w signs), §47 52 130 (for limited access facilities)	§§46 48 024, 46 48 041	§§46 48 022, 46 48 024, 46 48 040, 46 48 041
W Va.		§§1444, 1448(12)		§§1721(334), (335a), (337)	§1721 (334), (335a), (337)
Wis			§84 02 (for highway system classification), §84 25 (for controlled-access highways), §84 104 (for national parkway)	§349 11	§349 11
Wyo				§31-131	§§24-27, 31-131, 31-133
P R	tit 9, §187 [and see Table 2]				tit 9, §185
Total	23	19	15	38	48

¹ Most of the statutory powers and duties relating to traffic engineering are granted to the State Traffic Commission, which has

porting, which have been transferred to the Department of Motor Vehicles.¹⁷ A subsequent Highway Laws Project report of highway administration will include a tabulation of States where the Motor Vehicle Department is part of the Highway Department.

Traffic Regulation

Much of the authority of highway departments in specific areas of traffic regulation, such as the regulation of

speed, parking, size and weight, turning and stopping and the designation of no-passing zones and one-way streets and highways, is found in the motor vehicle codes, rather than the highway codes. There is, therefore, relatively more uniformity in the laws of the several States in this area than in other areas of highway law because of the Uniform Vehicle Code, which is essentially a model act drafted and published by the National Committee on Uniform Traffic Laws and Ordinances.

¹⁷ S D LAWS 1959, ch. 262

State Highway Departments—Continued

No-Passing Zones	Turning and Stopping	One-Way Traffic	Size & Weight	Parking	Erection of Safety Devices	Illumination	Enforcement
§§41-6-59, 41-6-63	§§41-6-72 10, 41-6-99	§41-6-60	§27-1-31	§41-6-104			§27-2-19
	tit 19, §38		tit 23, §§1396, 1400, 1431, 1432	tit 19, §30			
		§46 1-204	§§46 1-328, 46 1-343 to 46 1-345				§33-20
§46 60 060	§§46 60 020, 46 60 310, 46 60 330, 46 60 340, 47 36 110	§46 60 350	§§46 44 080, 46 44 090	§46 48 260		§47 24 020	
§1721 (345)		§1721 (346)	§1721 (465), (466)	§§1448(12), 1721 (392)			[see Table 3] §1721 (464) (for size and weight)
§349 12	§§349 07, 349 10	§349 10	§§348 25 to 348 27, 349 16	§349 13			
§31-105	§31-146	§31-106	§§31-216, 31-217	§§31-144, 31-156			§31-8
	tit 9, §187		tit 9, §182				
29	40	27	46	34	3	10	24

been transferred, effective January 1, 1961, to the Department of Motor Vehicles

A typical statute authorizing the highway department to determine speed limits on State highways provides that if, on the basis of an engineering and traffic investigation, the statutory speed is found to be greater than is reasonable or safe under the conditions of the highway, the department may declare a safe speed limit which is effective when appropriate signs are erected.

In a recent South Dakota case,¹⁸ it

¹⁸ State of South Dakota v. Devericks, S.D., 94 N.W.2d 348 (1959).

was held that such a law did not give the Highway Commission the authority to establish a State-wide speed zone applicable to all State highways. The conviction of the defendant for driving in excess of 60 miles per hour was reversed, since the only speed limit on the highway where he was driving was statutory reasonable and prudent limitation. The extent of the Commission's authority was to establish speed limits on a highway because of the particular conditions existing thereon.

Table 2. State Special Permit Restrictions
 Prepared by the Bureau of Public Roads, October 18, 1960

Lane	State	Load Must be Irreducible	Maximum Size (in feet)			Maximum Weight (lbs)			Maximum May Be Exceeded in Special Cases	Permits		Charge
			Width	Height	Length	Single Axle	Tandem Axle	Gross		Single Trip Permit	Blanket Permit	
1	Alabama	X	NS	NS	NS	NS	NS	NS		X		No
2	Alaska	X	NS	NS	NS	19,000	37,000	80,000 ¹		X		NS
3	Arizona	X	NS	NS	NS	28,000	NS	63,000		X	30 days	NS
4	Arkansas	X	NS	NS	NS	NS	NS	NS				\$5 mini
5	California	X	11'	NS	NS	28,000	NS	NS ²				NS
6	Colorado	NI										
7	Connecticut	X	12' 6"	14'	90'	NS	NS	120,000	X	X		No
8	Delaware	X	NS	NS	NS	NS	NS	90,000	X	X	30 days	\$2 50 mini
9	District of Columbia		NS	NS	NS	NS	NS	NS		X	1 yr ³	No
10	Florida	X	12'	14'	85'	24,000	32,000	100,000	X	X	1 yr	
11	Georgia	NI										
12	Hawaii					48,000	84,000			X	1 yr ⁴	NS
13	Idaho	X	NS	NS	NS	NS	NS	NS ⁵				\$3 mini
14	Illinois	X	12'	NS	65'	18,000	22,000	106,000 ⁶	X	S	30 days ²	No
15	Indiana	X	12'	15'	70'	28,000	24,000	NS	X			\$10 mini
16	Iowa	NI										
17	Kansas	X	16' 6"	18'	126'	22,000	45,000	110,000 ⁷	X	X		\$2
18	Kentucky	X	12'	NS	NS	20,000	NS	90,000	X			\$15
19	Louisiana	X	NS	NS	NS	24,000	NS	96,000	X			\$1 mini
20	Maine		10'	NS	NS	NS	NS	NS		S	No	\$5
21	Maryland	X	NS ⁷	NS ⁷	NS ⁷	30,000	NS	NS ⁷		X		NS
22	Massachusetts	X	NS	NS	NS	NS	NS	NS				NS
23	Michigan	X	NS	NS	75'	NS	NS	NTE 700 lbs /tire inch		S	NS	NS
24	Minnesota	X	12'	14'	75'	20,000	34,000	NS	X			No
25	Mississippi	X	10' 6"	NS	NS	18,000 ⁸	NS	NS		X		NS
26	Missouri	X	12' ⁸	NS	75' ⁸	18,000 ⁸	16,000	64,650				\$2
27	Montana	X	NS	NS	NS	20,000	40,000	NS		S	9 mos	\$3 mini
28	Nebraska	X	NS	NS	NS	20,000	40,000	NS		S		\$2 mini.
29	Nevada		NS	NS	NS	NS	NS	NS			NS	No
30	New Hampshire		NS	NS	NS	NS	NS	NS				\$5 mini

31	New Jersey			NS	NS	NS	NS	NS	NTE 800 lbs /tire inch		S		\$5
32	New Mexico			NS	NS	NS	NS	NS	NS				NS
33	New York			NS	NS	NS	NS	NS	NS		S		\$2
34	North Carolina			12'	NS	65'	25,000	NS	94,500				No
35	North Dakota	NI											
36	Ohio		X		NS	NS	29,000	NS	55,000 + L 1,000 ¹⁰		X	NS	NS
37	Oklahoma	NI											
38	Oregon		X	NS	NS	NS	21,000	43,000	96,000		S		NS
39	Pennsylvania		X	NS	NS	NS	NS	NS	NS		S		\$5 mini
40	Puerto Rico	NI											
41	Rhode Island	NI											
42	South Carolina			10'	14'	100'	27,500	44,000	70,000		S		\$5/trip
43	South Dakota			NS	NS	NS	NS	NS	NS		NS		NS
44	Tennessee		X	NS	13' 10"	80'	NS	NS	NS	X	X	6 mos	No
45	Texas		X	20'	NS	75'	25,000	45,000	100,000	X	S	1 yr ¹¹	\$5 mini
46	Utah		X	10'	17' 6"	75'	18,000	33,000	79,900	X	Var	1 yr	\$3 mini
47	Vermont		X	10'	13' 6"	65'	NS	NS	80,000	X	S	X	\$4 50 mini
48	Virginia		X	14'	NS	NS	NS	NS	NS		NS		\$2 mini
49	Washington		X	32' ⁹	NS	NS	22,000	NS	NS	X	S	X	\$3 mini
50	West Virginia	NI											
51	Wisconsin			16'	20'	75'	30,000	NS	81,000	X	X	1 yr	NS
52	Wyoming		X	15'	15'	70'	NS	NS	NS		X	1 yr ¹²	\$5 mini
d—Daylight hours NS—Not specified									NSH—No Saturdays, Sundays or holidays NI—No information received				

¹ November 1 to March 15 on solidly frozen roads—84,000 lbs
² Overload allowance up to 50%—determined by type of highway structures
³ For construction equipment
⁴ No blanket permits for overweight vehicles
⁵ Overweight not to exceed legal weight by more than 25%
⁶ Maximum distance for this weight—60 miles
⁷ Special rules for certain facilities, e.g., turnpikes, tunnels, etc
⁸ May be exceeded for short trips from or to the nearest railroad siding
⁹ On a 4-lane highway
¹⁰ Where L is the distance, in feet, between the extreme axles of any group of consecutive axles
¹¹ Over-length only
¹² Forest products or baled hay

Table 2. State Special Permit Restrictions—Continued
 Prepared by the Bureau of Public Roads, October 18, 1960

Line	State	Discretionary Restrictions								Insurance or Bond	Assume Responsibility on Damage
		Mileage	Route	Season	Speed	Hours	Days	Escort			
								Police	Pilot or Flag		
1	Alabama		×			×	×			×	
2	Alaska		×								
3	Arizona		×		×	d	NSH				
4	Arkansas										
5	California	×	×			d	NSH				
6	Colorado	NI									
7	Connecticut		×			d	NSH	×			
8	Delaware					×	×	×		×	
9	District of Columbia										
10	Florida		×			d	NSH		×		
11	Georgia	NI									
12	Hawaii		×		×	×					
13	Idaho		×			d	NSH		×	×	
14	Illinois	×									
15	Indiana	×				d	NSH		×	×	
16	Iowa	NI									
17	Kansas		×	×	×	d	NSH		×	R	
18	Kentucky										
19	Louisiana									R	
20	Maine		×				NH	×			
21	Maryland		×		×	d	NSH		×	×	
22	Massachusetts										
23	Michigan						NH			×	
24	Minnesota		×			d	NSH				
25	Mississippi		×								
26	Missouri				×	d	NSH		×	×	
27	Montana						NSH		×		
28	Nebraska					d	NSH			×	

29	Nevada					d	NSH				
30	New Hampshire					d	NSH				
31	New Jersey					d	NSH				
32	New Mexico		X			X		X		X	X
33	New York										
34	North Carolina				X	d	NSH	X			
35	North Dakota	NI									
36	Ohio		X		X	d	NSH			R	
37	Oklahoma	NI									
38	Oregon		X			d	NSH			R	
39	Pennsylvania		X								
40	Puerto Rico	NI									
41	Rhode Island	NI									
42	South Carolina		X							X	
43	South Dakota										
44	Tennessee					d	NSH		X		
45	Texas		X			d			X	X	
46	Utah										
47	Vermont					d	NSH			X	
48	Virginia					d	NSH				
49	Washington		X	X	X	d	NSH		X		
50	West Virginia	NI									
51	Wisconsin				X	d	NSH			X	
52	Wyoming		X			NS	NS				X

R—Required in all cases
S—Single

Forty-eight jurisdictions provide for some measure of State administrative regulation of speed.

A typical statute for designation of no-passing zones provides that the highway department may determine portions of highways where passing or driving to the left would be especially hazardous and by appropriate signs or marks on the roadway, indicate the beginning and end of the no-passing zone. More than one-half the States have this or a similar provision.

Forty jurisdictions provide for regulation by the highway department of turning or stopping. Some of these provisions authorize the erection of stop signs or the designation of through highways, and in some instances the statute itself provides that all highways of a particular system shall be through highways. For example, Iowa primary roads and extensions are thus designated.¹⁹ Twenty-seven jurisdictions authorize their highway departments to designate highways for one-way traffic.

Most of the jurisdictions give some responsibility to their highway departments for controlling size, weight and load, such as authorizing the designation of limits different from those stipulated in the statute for particular highways or bridges, or authorizing the issuing of special permits for excess size or weight. Table 2 is a tabulation prepared by the Bureau of Public Roads, based on reports from the State highway departments to the AASHO, of special permit restrictions.

In an Ohio case,²⁰ it was held that a holder of an overweight permit, which carried a condition that if the permittee carried weight over the amount stated in the permit, it would be treated as null and void, could be fined for the

amount in excess of the *statutory* amount. The theory was that such permits are designed to protect the holders thereof and they can therefore be made subject to such conditions.

The Federal-Aid Highway Act of 1956 prohibits the apportionment of interstate funds to any State where the Interstate System may be used by vehicles having axle weights in excess of 18,000 lb on any one axle or 32,000 lb on a tandem axle, with an over-all gross weight in excess of 73,280 lb or width in excess of 96 in. or the maximum corresponding axle weight permitted by laws or regulations of such State in effect on July 1, 1956, whichever is greater (FN 23 U.S.C. 127). Table 3, prepared annually by the Bureau of Public Roads from reports of the State highway departments made to the American Association of State Highway Officials, indicates the State legal maximum limits of motor vehicle sizes and weights compared with AASHO standards, as of July 1, 1960.

The Federal law also directs the Secretary of Commerce to include in the highway research program studies of economic highway geometrics, structures, and desirable weight and size standards for vehicles and of the feasibility of uniformity in State regulations with respect to such standards (23 U.S.C. 307). In response to this directive, the Bureau of Public Roads is working with the American Association of State Highway Officials in formulating a uniform policy for size and weight regulation. One of the problems met in formulating a workable size and weight regulation policy is that of arriving at standard definitions for the technical terms involved. In general, the determination of appropriate regulatory limits must be based on the capabilities of existing roads and bridges, and, to be realistic must substantially

¹⁹ CODE OF IOWA 1959, §321 350

²⁰ State v. Weaver, Ohio, 144 N E 2d 300 (1956).

embrace the operation already authorized.

As shown in Table 1, 34 jurisdictions provide for the prohibition or restriction of parking on State highways by the highway department. Appropriate signs giving notice of the parking regulations are generally required.

Other Powers

In addition to the above mentioned powers of highway departments concerning traffic engineering, the statutes of a few jurisdictions provide for the erection of guardrails or other safety devices and provide for illumination of State highways (Table 1).

TRAFFIC ENGINEERING DIVISIONS WITHIN STATE HIGHWAY DEPARTMENTS

Although most State highway departments now have traffic engineering organizations, and in nearly all the States, a bureau or division of traffic engineering has been established in the highway department,²¹ only seven jurisdictions provide for such by statute (Table 4).

For example, in Arizona, a traffic safety division in the State highway department is authorized by statute²² to establish and maintain techniques and methods of traffic control to provide maximum efficiency with a minimum of traffic accidents, in the use of State highways. Further stipulated powers of this division are also indicated in the statute. A Utah statute²³ authorizes the State Highway Commission to set up a department of highway safety. In New York, the State Traffic Commission is charged with performing most traffic engineering functions. By administrative decision, its staff now forms the Division of Traffic Engineer-

ing of the Department of Motor Vehicles.

In addition to the seven jurisdictions indicated in Table 4 which set up traffic engineering divisions by statute, statutes of several States authorize the highway commission or department to create such divisions or subdivisions as may be necessary to carry out the work of the department.²⁴

RELATIONS BETWEEN HIGHWAY DEPARTMENTS AND OTHER AGENCIES

In traffic engineering, perhaps more than in other areas of highway activity, the importance of the highway department working together with other agencies with related responsibilities can readily be seen. Twenty-three State legislatures have directed such cooperation with motor vehicle, revenue and public safety departments, with the State police or other agencies (Table 5). In addition, the Governor's Interdepartmental Committee on Traffic Safety in New York advises the Governor on traffic safety policy matters and coordinates the work of the several agencies involved in the State's traffic safety program.

In some States, special agencies, commissions or boards are set up as a means of inter-departmental cooperation (Table 6). For example, the Colorado State Patrol Board, whose membership includes the chief engineer of the State Highway Department, was organized for the purpose of approving the policies governing the Colorado State Patrol, so as to secure proper and efficient enforcement of the law.²⁵

Connecticut has both a State Traffic Commission for standardizing traffic control devices and making regulations and a Connecticut Safety Commission

²¹ See MATSON, SMITH AND HURD, *TRAFFIC ENGINEERING*, McGraw-Hill Engineering Series, 1955, pages 559 to 587.

²² ARIZ. REV. STAT., §§28-261 to 28-264.

²³ UTAH CODE ANN. 1953, §27-2-7.

²⁴ COLO. REV. STAT., §§120-2-2, 120-2-6, KY. REV. STAT. §176 020; N.J.S.A., §§27 1-8; CODE OF LAWS OF S.C. 1952, §§33-23, W.VA. CODE OF 1955, §1448(4).

²⁵ COLO. REV. STAT. 1953, §§120-10-3, 120-10-5.

Table 3 State Legal Maximum Limits of Motor Vehicle

(Prepared by the Bureau of

Line	State	Width inches ¹	Height ft -in.	Length-Feet ²				Number of towed units ³		
				Single unit		Tractor trailer	Other combination	Semi-trailer	Full trailer	Semi-trailer and full trailer
				Truck	Bus					
1	Alabama	96	⁶ 12-6	35	40	50	NP	1	NP	NP
2	Alaska	96	12-6	35	¹⁰ 40	60	60	1	1	2
3	Arizona	96	13-6	40	40	65	65	1	1	2
4	Arkansas	96	13-6	35	40	50	50	1	1	NP
5	California	96	13-6	35	⁹ 35	60	65	NR	NR	NR
6	Colorado	¹¹ 96	¹² 13-6	35	40	60	60	1	2	2
7	Connecticut	102	12-0	50	50	50	NP	1	NP	NP
8	Delaware	96	⁶ 12-6	40	42	50	60	1	1	2
9	District of Columbia	96	12-6	35	35	50	80	1	1	NP
10	Florida	96	⁶ 12-6	¹⁴ 35	40	50	50	1	1	NP
11	Georgia	96	13-6	¹⁵ +39	¹⁵ +45	50	50	1	1	NP
12	Hawaii	108	13-0	40	40	55	65	1	1	2
13	Idaho	¹⁸ 96	14-0	35	¹⁹ 40	60	65	1	1	2
14	Illinois	96	13-6	42	42	50	50	1	1	2
15	Indiana	96	13-6	36	40	50	50	1	1	2
16	Iowa	96	13-6	35	¹⁹ 40	50	NP	1	²⁴ 1	NP
17	Kansas	96	13-6	35	¹⁹ 40	50	50	1	1	NP
18	Kentucky	96	²⁵ 13-6	²⁶ 35	²⁶ 35	²⁷ 50	NP	1	NP	NP
19	Louisiana	96	13-6	35	¹⁹ 40	50	60	1	1	NP
20	Maine	96	²⁰ 12-6	50	50	50	50	1	1	NP
21	Maryland	96	^{6,45} 12-6	55	55	55	55	NR	NR	NR
22	Massachusetts	96	NR	35	¹⁹ 40	²¹ 50	NP	1	NP	NP
23	Michigan	96	13-6	35	40	55	55	1	1	2
24	Minnesota	96	13-6	40	40	50	50	1	1	NP
25	Mississippi	96	⁶ 12-6	35	40	²² 50	50	1	1	NP
26	Missouri	96	12-6	35	40	50	50	1	1	2
27	Montana	¹⁸ 96	13-6	35	40	60	60	1	1	²⁷ 2
28	Nebraska	96	13-6	40	40	60	60	1	1	2
29	Nevada	96	NR	NR	NR	NR	NR	NR	NR	NR
30	New Hampshire	96	13-6	35	²⁵ 40	50	50	NR	NR	NR
31	New Jersey	96	13-6	35	²⁹ 35	50	⁴⁰ 50	1	1	NP
32	New Mexico	⁴¹ 96	13-6	40	40	65	65	1	1	2
33	New York	96	13-0	35	⁴³ 35	50	50	1	1	NP
34	North Carolina	96	⁶ 12-6	35	¹⁹ 40	⁴³ 50	⁴³ 55	1	1	NP
35	North Dakota	96	13-6	¹⁴ 35	¹⁹ 40	60	60	1	1	2
36	Ohio	96	13-6	35	¹⁹ 40	50	60	1	NR	NR
37	Oklahoma	96	13-6	35	45	50	50	1	1	NP
38	Oregon	96	⁴⁵ 13-6	35	²⁵ 40	^{46,25} 55	²⁵ 65	1	1	²⁸ 2
39	Pennsylvania	96	⁶ 12-6	35	¹⁹ 40	50	⁴⁰ 50	1	1	NP
40	Puerto Rico	96	12-6	35	35	50	50	1	1	NP
41	Rhode Island	102	12-6	40	40	50	50	1	1	NP
42	South Carolina	96	13-6	¹⁴ 35	¹⁹ 40	55	60	1	1	NP
43	South Dakota	96	13-0	35	40	50	60	1	1	2
44	Tennessee	96	⁶ 12-6	35	40	50	50	1	⁵³ 1	NP
45	Texas	96	13-6	35	40	50	50	1	1	NP
46	Utah	96	14-0	45	45	60	60	NR	NR	NR
47	Vermont	96	12-6	50	50	50	50	1	1	NP
48	Virginia	96	⁶ 12-6	35	²⁵ 40	50	50	1	1	NP
49	Washington	96	13-6	35	¹⁹ 40	60	⁵³ 65	1	1	⁵³ 2

For footnotes see following pages

Sizes and Weights Compared with AASHO Standards

Public Roads, July 1, 1960)

Axle load-pounds				Gross weight limit			
Single		Tandem		Type of restriction	Formula or equation	Applicable to	
Statutory limit	Including statutory enforcement tolerance	Statutory limit	Including statutory enforcement tolerance			Any group of axles	Total wheel base only
18,000	19,800	36,000	39,600	Table			X
18,000		32,000		Table-tire cap		Under 18'	Over 18'
18,000		32,000		Table		Under 18'	Over 18'
18,000	7 18,500	32,000	32,500	Spec maximum 8			
18,000		32,000		Table		Under 18'	Over 18'
18,000		36,000		Formula-spec. limits	800 (L+40)		X
22,400	22,848	36,000	36,720	Spec lim -tire cap		X	
20,000		36,000		Table-spec limits 13		X	
22,000		38,000		Table			
20,000	22,000	40,000	44,000	Table			X
18,000	20,340	36,000	40,680	Spec maximum 16			
24,000		32,000		Formula 17		X	
20 18,000		20 32,000		Table 20		X	
21 18,000		32,000		Spec lim -tire cap			
23 18,000	23 19,000	23 32,000	23 33,000	Spec lim -tire cap			
18,000	18,540	32,000	32,960	Table		X	
18,000		32,000		Table		X	
18,000	28 18,900	32,000	28 33,600	Spec lim -tire cap 29			
18,000		32,000		Axle lim -tire cap		X	
30 22,000		30 32,000		Table-tire cap	850 (L+40)		X
22,400		31 40,000		Formula			
22,400		36,000		Table-spec limits	1,000 (L+25)		X
23 18,000		34 32,000		Axle lim -tire cap		X	
18,000		32,000		Table		X	
18,000		28,650	35 32,000	Table-tire cap			
18,000		32,000		Table		X	
18,000		32,000		Table		Under 18'	Over 18'
18,000	18,900	32,000	33,600	Table		X	
18,000	18,900	32,000	33,600	Table		Under 18'	Over 18'
22,400		36,000		Tables-spec limits			X
22,400	23,520	32,000	33,600	Spec limits		Under 18'	Over 18'
21,600		34,320		Table	34,000 + 850 L		X
22,400		36,000		Formula			
18,000	19,000	36,000	38,000	Spec limits			
18,000		32,000		Formula	650 & 750 (L+40)	Under 18'	Over 18'
19,000		44 31,500		Formula	38,000 + 900 L		X
18,000		32,000		Table		X	
47 18,000		47 32,000		Table 48		Under 18'	Over 18'
22,400	23,072	36,000	37,080	Spec limits 49			
NS		NS		Spec lim -tire cap 51			
22,400		NS		Spec limits			
20,000		32,000		Table		X	
18,000		32,000		Table		X	
18,000		32,000		Table			X
18,000	18,900	32,000	33,600	Table		X	
18,000		33,000		Table		Under 18'	Over 18'
NS		NS		Spec lim -tire cap			
18,000		57 32,000		Table		X	
18,000	59 18,500	32,000	59 33,000	Table-spec lim 59		Under 18'	Over 18'

TRAFFIC ENGINEERING

Table 3 State Legal Maximum Limits of Motor Vehicle Sizes
(Prepared by the Bureau of

Line	State	Width inches ¹	Height ft -in	Length-Feet ²				Number of towed units ³		
				Single unit		Truck tractor semi- trailer	Other combi- nation	Semi- trailer	Full trailer	Semi- trailer and full trailer
				Truck	Bus					
50	West Virginia	96	12-6	35	40	50	50	1	1	NP
51	Wisconsin	96	13-6	35	40	50	50	1	1	NP
52	Wyoming	96	13-6	40	40	60	60	1	1	2
	AASHO Policy	96	12-6	35	40	50	60	1	1	NP
	Number of States	Higher	33	17	28	18	9	5	7	24
		Same	49	35	19	34	12	47	41	28
		Lower	0	0	0	5	0	31	0	4
Line	State	Specified maximum gross weight-pounds ⁴						Other combi- nation		
		Truck		Truck-tractor semitrailer						
		2-axle	3-axle	3-axle	4-axle	5-axle				
1	Alabama									
2	Alaska	29,000	43,000	47,000	61,000	75,000	75,000			
3	Arizona									
4	Arkansas									
5	California									
6	Colorado	30,000	46,000							
7	Connecticut	32,000	50,000	50,000	60,000	60,000	NP			
8	Delaware	30,000	46,000	48,000	60,000	60,000	60,000			
9	District of Columbia									
10	Florida									
11	Georgia							63,280		
12	Hawaii									
13	Idaho									
14	Illinois	36,000	41,000	45,000	59,000	72,000	72,000			
15	Indiana						72,000			
16	Iowa									
17	Kansas									
18	Kentucky	36,000	50,000	54,000	59,640	73,280	NP			
19	Louisiana									
20	Maine	32,000	50,000	50,000	60,000	60,000	60,000			
21	Maryland			65,000	65,000	65,000	65,000			
22	Massachusetts	46,000	60,000	60,000	60,000	60,000	NP			
23	Michigan									
24	Minnesota									
25	Mississippi									
26	Missouri									
27	Montana									
28	Nebraska	36,000	54,000	54,000	71,146	71,146	71,146			
29	Nevada									
30	New Hampshire	33,400	47,500	52,800	66,400					
31	New Jersey	30,000	40,000	60,000	60,000	60,000	60,000			
32	New Mexico									
33	New York					65,000	65,000			
34	North Carolina	31,500	46,200	46,200	65,100	65,100	65,100			
35	North Dakota									
36	Ohio									
37	Oklahoma									

For footnotes see following pages

RESPONSIBILITIES OF HIGHWAY DEPARTMENT

and Weights Compared with AASHO Standards—Continued
Public Roads, July 1, 1960)

Axle load-pounds				Gross weight limit			
Single		Tandem		Type of restriction	Formula or equation	Applicable to	
Statutory limit	Including statutory enforcement tolerance	Statutory limit	Including statutory enforcement tolerance			Any group of axles	Total wheel base only
18,000	18,900	32,000	33,600	Table	1,000 (L+26)	×	
18,000	⁶⁹ 19,500	30,400	32,000	Table-formula ⁵¹		×	
18,000		32,000	⁶² 36,000	Table		×	
18,000		32,000		Table	$1.025 (L+24) - 3L$ ²	×	
31		30		Formula 6 Table 32 Specified limits 14		19	19
21		21					
0		1					

Practical maximum gross weight-pounds⁶

Truck		Truck-tractor semitrailer			Other combination
2-axle	3-axle	3-axle	4-axle	5-axle	
27,800	47,600	47,600	60,010	64,650	NP
26,000	40,000	44,000	58,000	72,000	75,000
26,000	40,000	44,000	58,000	72,000	76,800
26,500	40,500	45,000	59,000	65,000	65,000
26,000	40,000	44,000	58,000	72,000	76,000
26,000	44,000	44,000	62,000	76,000	76,000
30,848	44,720	51,000	61,200	61,200	NP
28,000	48,000	48,000	56,350	60,000	60,000
30,000	46,000	52,000	⁵⁴ 58,450	⁵⁴ 61,490	⁵⁴ 64,650
30,000	52,000	52,000	65,200	73,095	73,095
28,340	48,680	48,680	63,280	63,280	63,280
32,000	38,800	56,000	64,000	72,000	80,000
26,000	40,000	44,000	58,000	72,000	76,800
26,000	40,000	44,000	58,000	72,000	72,000
27,000	41,000	45,000	59,000	²³ 73,000	²³ 73,000
26,540	40,960	45,080	59,500	73,280	NP
26,000	40,000	44,000	55,470	63,890	63,890
26,900	41,600	45,800	59,640	73,280	NP
26,000	40,000	44,000	58,000	72,000	76,000
30,000	40,000	50,000	60,000	60,000	60,000
30,400	48,000	52,800	65,000	65,000	65,000
30,400	44,000	52,800	60,000	60,000	NP
26,000	³⁸ 40,000	44,000	³⁵ 58,000	³⁰ 66,000	³⁰ 102,000
26,000	40,000	44,000	58,000	68,000	72,500
26,000	³⁸ 40,000	44,000	59,000	³⁰ 64,650	³⁵ 64,650
26,000	40,000	44,000	55,470	64,650	64,650
26,000	40,000	44,000	58,000	72,000	76,000
26,780	41,200	45,320	59,740	73,280	73,280
26,900	41,600	45,800	60,500	75,200	76,800
30,400	44,000	52,800	66,400	66,400	66,400
31,500	41,600	55,040	63,000	63,000	63,000
29,600	42,320	51,200	63,920	76,640	86,400
30,400	44,000	52,800	65,000	65,000	65,000
27,000	46,000	46,000	65,100	65,100	65,100
26,000	38,000	44,000	56,000	64,000	64,000
27,000	39,500	46,000	58,500	71,000	78,000
26,000	40,000	44,000	58,000	72,000	73,200

Table 3. State Legal Maximum Limits of Motor Vehicle Sizes
(Prepared by the Bureau of

Line	State	Specified maximum gross weight-pounds.					
		Truck		Truck-tractor semitrailer			Other combination
		2-axle	3-axle	3-axle	4-axle	5-axle	
38	Oregon						
39	Pennsylvania	33,000	47,000	50,000	60,000	⁴⁸ 74,000	⁴⁸ 76,000
40	Puerto Rico					60,000	62,000
41	Rhode Island	⁵⁰ 36,000	⁵¹ 44,000	⁵³ 50,000	¹³ 60,000	60,000	88,000
42	South Carolina						
43	South Dakota						
44	Tennessee						
45	Texas						
46	Utah						
47	Vermont	30,000	⁵⁵ 50,000	50,000	⁵⁴ 60,000	⁵⁶ 60,000	⁵⁶ 60,000
48	Virginia					⁵⁵ 56,800	⁵⁵ 56,800
49	Washington	28,000	36,000	46,000	60,000	68,000	72,000
50	West Virginia						
51	Wisconsin						
52	Wyoming						
	AASHO Policy						
	Number of States						
	{ Higher						
	{ Same						
	{ Lower						

NP—Not permitted. NR—Not restricted NS—Not specified

¹ Various exceptions for farm and construction equipment, public utility vehicles, house trailers, urban, suburban, and school buses, haulage of agricultural and forest products, at wheels of vehicles, for safety accessories, on designated highways, and as administratively authorized

² Various exceptions for utility vehicles and loads, house trailers and mobile homes

³ When not specified, limited to number possible in practical combinations within permitted length limits; various exceptions for farm tractors, mobile homes, etc

⁴ Legally specified or established by administrative regulation

⁵ Computed under the following conditions to permit comparison on a uniform basis between States with different types of regulation

A Front axle load of 8,000 pounds.

B Maximum practical wheelbase within applicable length limits

(1) Minimum front overhang of 3 feet

(2) In the case of a 4-axle truck-tractor semitrailer, rear overhang computed as necessary to distribute the maximum possible uniform load on the maximum permitted length of semitrailer to the single drive-axle of the tractor and to the tandem axles of the semitrailer, within the permitted load limits of each

(3) In the case of a combination having 5 or more axles, minimum possible combined front and rear overhang assumed to be 5 feet, with maximum practical load on maximum permitted length of semitrailer, subject to control of loading on axle groups and on total wheelbase as applicable

C Including statutory enforcement tolerances as applicable

⁶ Auto transports 13 feet 6 inches

⁷ Does not apply to combinations of adjacent load-carrying single axles

⁸ 56,000 pounds on load-carrying axles, exclusive of steering-axle load

⁹ On specific routes in urban or suburban service under special permit from P.U.C. 40 feet, also 3-axle buses with turning radius less than 45 feet without restriction

¹⁰ Effective September 18, 1959 on Interstate, 4-lane, and designated State highways

¹¹ Buses 102 inches

¹² On designated highways, 12 feet 6 inches on other highways

¹³ Legal limit 60,000 pounds, axle spacing 27 feet or more

¹⁴ Three-axle vehicles 40 feet.

¹⁵ Truck 39.55 feet, bus 45 20 feet.

¹⁶ 63,280 pounds maximum, except on roads under Rural Roads Authority 56,000 pounds maximum.

¹⁷ 700 (L+40) when L is 18' or less, 800 (L+40) when L is greater than 18', 900 (L+40) on highways having no structures with span of 20' or over.

¹⁸ Buses 102 inches on highways of surfaced width at least 20 feet or otherwise as administratively authorized

¹⁹ Less than three axles 35 feet

²⁰ Special limits for vehicles hauling timber and timber products, ores, concentrates, aggregates, and agricultural products including livestock, single axle 18,900 pounds, tandem axle 37,800 pounds, gross weight table vehicle with 3 or 4 axles permitted 66,000 pounds maximum at 21-foot axle spacing, vehicle with 5 or more axles permitted 79,000 pounds maximum at 43-foot axle spacing

²¹ On designated highways, 16,000 pounds on other highways

²² Without tandem axles 45,000 pounds

²³ On designated highways, single axle 22,400 pounds, tandem axle 36,000 pounds, tolerance of 1,000 pounds on total of all excesses of weight under one or more limitations of axle load and gross weight

and Weights Compared with AASHO Standards—Continued
Public Roads, July 1, 1960)

Practical maximum gross weight-pounds.					
Truck		Truck-tractor semitrailer			Other combination
2-axle	3-axle	3-axle	4-axle	5-axle	
26,000	40,000	44,000	58,000	⁴⁴ 72,000	⁴⁸ 76,000
31,072	45,080	51,500	61,800	61,800	63,860
30,400	44,000	50,000	60,000	60,000	88,000
28,000	40,000	48,000	60,000	66,839	71,115
26,000	40,000	44,000	58,000	72,000	73,280
26,000	40,000	44,000	58,000	61,580	43,500
26,900	41,600	45,800	60,500	75,200	75,600
26,000	41,000	44,000	59,000	74,000	79,900
30,000	⁴⁴ 50,000	50,000	60,000	60,000	60,000
26,000	40,000	44,000	56,800	56,800	56,800
26,000	36,000	44,000	60,000	68,000	72,000
26,900	41,600	45,800	57,844	63,840	63,840
27,500	40,000	47,000	59,500	73,000	73,000
26,000	44,000	44,000	62,000	73,950	73,950
26,000	40,000	44,000	55,470	61,490	71,900
29	27	29	48	42	26
22	20	22	3	2	0
0	4	0	0	7	25

- ²⁴ Limited to 4 wheel trailer towed by truck not exceeding five tons gross weight
- ²⁵ Class AA highways, 12 feet 6 inches on other highways
- ²⁶ On designated highways, trucks 26 5 feet and buses 30 feet on other highways
- ²⁷ Class AA highways, 45 feet on other highways
- ²⁸ Class AA highways only
- ²⁹ Maximum gross weight on Class A highways 42,000 pounds, on Class B highways 30,000 pounds
- ³⁰ Including load 14 feet, various exceptions for vehicles hauling forest products and construction materials
- ³¹ Effective September 21, 1959
- ³² Subject to axle and tabular limits
- ³³ Single axle spaced less than 9 feet from nearest axle limited to 13,000 pounds
- ³⁴ On designated highways only and limited to one tandem axle in combination, otherwise 26,000 pounds
- ³⁵ On designated highways only (by permit in Oregon)
- ³⁶ Auto transports permitted 50 feet
- ³⁷ Semitrailer and semitrailer converted to full trailer by means of a dolly.
- ³⁸ Dual-drive axles, otherwise 40,000 pounds
- ³⁹ Or as prescribed by P.U.C.
- ⁴⁰ Exception for poles, pilings, structural units, etc., permitted 70 feet
- ⁴¹ On designated highways 102 inches
- ⁴² Trackless trolleys and buses 7 passengers or more, P.S.C. certificate 40 feet
- ⁴³ Including front and rear bumpers.
- ⁴⁴ Approved equipment 73,280 pounds
- ⁴⁵ Certain types of vehicles and commodities under annual permits on designated highways up to 13 feet 6 inches
- ⁴⁶ 60 feet allowed truck tractor semitrailer on major routes designated by permit
- ⁴⁷ Logging vehicles permitted 3-foot wheelbase tolerance, 19,000-pound single axle, 34,000-pound tandem axle
- ⁴⁸ Governs gross weight permitted on highways designated by resolution of State highway commission or by permit
- ⁴⁹ Single unit truck with 4 axles permitted 60,000 pounds
- ⁵⁰ Axles spaced less than 6 feet 32,000 pounds, less than 12 feet 36,000 pounds, 12 feet or more gross weight governed by axle limit
- ⁵¹ Single vehicle with 3 or more axles spaced less than 16 feet 40,000 pounds, less than 20 feet 44,000 pounds, 20 feet or more governed by axle limit
- ⁵² Tractor semitrailer with 3 or more axles spaced less than 22 feet 46,000 pounds, not less than 27 feet 50,000 pounds
- ⁵³ Limited to 3,500 pounds
- ⁵⁴ Pavements only, maximum legal load for bridges 56,800 pounds
- ⁵⁵ On Interstate routes 40,000 pounds.
- ⁵⁶ Tandem axles on trailer equipped with adequate brakes
- ⁵⁷ Vehicles registered before July 1, 1956, permitted limits in effect January 1, 1956, for life of vehicle
- ⁵⁸ Three-unit combinations on designated highways
- ⁵⁹ Vehicles hauling logs permitted wheelbase and gross weight tolerances Discretionary enforcement tolerances not included in computation of practical maximum gross weights
- ⁶⁰ Axle load 21,000 pounds on 2-axle trucks hauling peeled or unpeeled forest products cut crosswise
- ⁶¹ On Class A and Class B highways. All axles of a vehicle or combination—73,000 pounds maximum
- ⁶² Based on ruling of Attorney General
- ⁶³ Dimensional limits effective August 20, 1960, weight limits to be established by administrative regulations

to study problems of highway safety and coordinate the work of and advise State agencies concerned with traffic safety.²⁶

New York law provides for a State Traffic Commission which is authorized to formulate uniform highway safety programs, advise cities and villages with their traffic problems and cooperate with such local officials toward the adoption of uniform ordinances, signs, signals, and markings. It is also directed to make a continuous survey of traffic conditions and recommend changes in rules, regulations and existing laws. The State Traffic Commission is also authorized

to regulate traffic, including the regulation of speed, designation of through highways, regulation of parking, no-passing zones, traffic control signals and the like.²⁷

New York also provides for county traffic safety boards to promote traffic safety, safety education and study traffic conditions.²⁸

Michigan county boards of supervisors may create county traffic safety organizations to cooperate with governmental units for the solution of traffic safety problems in the county.²⁹

²⁷ N Y CONSOL LAWS SERVICE, Veh. and Traffic Law, §§1610, 1611, 1620, 1624.

²⁸ N Y CONSOL LAWS SERVICE, Veh and Traffic Law, §§1672 to 1676.

²⁹ MICH STATS. ANN., §9 2829(1).

²⁶ GEN STATS OF CONN., Rev. of 1958, §§14-297, 14-315.

Table 4. Traffic Engineering Divisions Within State Highway Departments

State	Statutory Authority for Traffic Engineering Division	Stipulated Powers and Duties of Traffic Engineers or Traffic Engineering Divisions									
		Studies and Research	Traffic Control in General	Traffic Control Devices	Assist or Cooperate with Local Governments and Other Agencies	Design	Public Education	Accident Prevention Program	Law Enforcement Program	Speed Control	Parking
Ariz.	§§23-261 to 28-264 (traffic safety division)	X	X	X	X	X		X		X	X
Ind	§36-2910 (division of traffic engineering)	X	X								
N D.	§§24-14-01 to 24-14-03 (public safety division)	X	X		X		X	X	X		
Ohio	§5501 05 (provides for maintenance and traffic engineer as deputy director of highways)										
Utah	§27-2-7 (department of highway safety)	X						X			
D C	§40-603 (department of vehicles and traffic)	X		X							
P R	tit 9, §§251 to 260 (Traffic Bureau of Public Works)	X	X		X		X	X			
Total	7	6	4	2	3	1	2	4	1	1	1

Table 5 Cooperation Between Highway Departments and Other Agencies*

State	With Motor Vehicle Department, Department of Revenue, or Agency of Like Responsibility	With State Police	Other
Ala	Highway director to cooperate with director of public safety for speed regulation (tit 36, §58(3))		
Alaska		For determination of safe speed limits. (§14A-2-26)	
Calif		For enforcement of the closing or restriction of use of a State highway (Sts & Hwys Code, §127)	
Colo	Department of Revenue to tabulate accident statistics in such manner as to be of assistance to State highway department in eliminating roadway hazards (§13-4-27) Cooperation with Department of Revenue in approval of types of testing machines for motor vehicle official inspections (§13-4-114)	State Patrol Board to cooperate with other departments or agencies (§120-10-8)	
Del	The Delaware Motor Vehicle Department is under the supervision and control of the State Highway Department (tit 21, §301)		Highway department may use and employ facilities of the Delaware Safety Council, Delaware Automobile Association and any similar organization in conducting educational campaign in highway safety (tit 17, §140)
Fla		Director of public safety to assign a patrolman to State road department, who is selected by chairman of State road department (§321 04)	
Ill		Department of Public Safety may appoint employee of division of highways, with approval of Director of Department of Public Works and Buildings, to be a State highway policeman (ch 121, §307 18)	Heads of all departments to cooperate with coordinator of the Division of Traffic Safety (ch. 95-1/2, §239 56)
Ind		For enforcement of size and weight regulations (§47-541B)	
Kan	The State Highway Commission is in charge of the vehicle department (§74-2010)		
La			Director of highways is authorized to delegate to Director of Public Safety the issuance of excess size and weight permits (§32 281) Department, Public Safety to cooperate and exchange information with other departments (§40 1391)
Me		And also with Secretary of State for joint determination of speed limits (ch 22, §§112, 113-B)	

RESPONSIBILITIES OF HIGHWAY DEPARTMENT

Table 5. Cooperation Between Highway Departments and Other Agencies*—Continued

State	With Motor Vehicle Department, Department of Revenue, or Agency of Lake Responsibility	With State Police	Other
Mich		For alteration of speed limits (§9 2328) For determining right of way at intersections (§9 2351) For parking restriction signs (§9 2375) For traffic control devices. (§9 1065)	
Minn.	The department of highways is in charge of driver licensing (ch 171)	Minnesota Highway Patrol is part of Department of Highways Commissioner of highways authorized to employ patrolmen. (§161 03(21))	
Miss.	Commissioner of Public Safety and State Highway Commission in charge of signing highways (§8154)	Highway Commission may call on highway safety patrol to aid in enforcing rules and regulations (§8082)	
Mont		Members of State Highway Commission comprise Montana highway patrol board (§31-102)	
N H		For law enforcement on turnpikes (§§256 3, 257.2)	
N C			With superintendent of public instruction for distribution of digests of traffic laws to schools. (§§20-212 to 20-215)
N D	Public safety division of highway department to cooperate (§24-14-03)	For joint determination of speed limits (§39-09-07) Public safety division of highway department to cooperate (§24-14-03)	
Ohio	With commissioner of public safety concerning overweight load permits (tit 47, §116 3)		
Utah	With State tax commission and State board of education for regulating design and operation of school buses (§41-6-115)	State highway patrol shall cooperate with other departments of the State and with other police forces within and outside the State (§27-10-6)	
Wash		For establishing speed limits (§46 48 024) State patrol, with advice of the director of highways, may make reasonable rules and regulations to aid in enforcement of size, weight and load regulations (§46 44 046)	
W. Va.		With department of public safety for providing special officers for directing traffic on bridges. (§1721(299))	
Wyo.		State highway superintendent appoints members of highway patrol, which is under his direction and control (§§317 to 31-11)	
Total	9	17	4

* For cooperation with other agencies through safety commissioner or other special committees, see Table 4

Table 6 Safety Commissions and Other Special Committees

State	Citation	Composition	Purpose
Colo	§§120-10-3, 120-10-5	<i>Colorado State Patrol Board</i> , five members as follows Chairman of public utilities commission, chief engineer of State highway department, Director of Revenue, Attorney General, Governor	To approve the policies governing the Colorado State patrol for proper and efficient enforcement of the law
	§§3-5-1 to 3-5-9	<i>Highway Safety Council</i> includes Director of Revenue or someone appointed by him, Chief of the Colorado State Patrol, Commissioner of Education, Attorney General, Secretary of State, Chairman of Public Utilities Commission, and Chief Engineer	To study problems of highway safety, safety education, and law enforcement
Conn	§§14-219, 14-234, 14-239, 14-297, 14-298, 14-301, 14-304	<i>State Traffic Commission</i> State highway commissioner, commissioner of motor vehicles and commissioner of State police	For standardizing traffic control devices, making regulations, including establishing speed limits, no-passing zones, one way streets and through ways and parking regulations
	§14-315	<i>Connecticut Safety Commission</i> Twenty-one members appointed by the Governor	To study problems of highway safety and act as coordinating agency of State agencies engaged in the elimination of motor vehicle accidents To advise and assist State highway commissioner, commissioner of motor vehicles and commissioner of State police
Ga	§92A-101	<i>Department of Public Safety</i> Governor, Attorney General, Adjutant General, executive officer or chairman of State Highway Department, Comptroller General and two members selected by Governor	To be in charge of Georgia State Patrol, division of criminal identification, detection, prevention, and investigation and a motor vehicle operator licensing division
Ill	ch 95-1/2, §230 57	<i>Traffic Study Commission</i> includes Director of Public Works and Buildings, Director of Public Welfare, Superintendent of State Police, Superintendent of Public Instruction, Attorney General, and others	To make survey of traffic problems, and law enforcement and to make semi-annual report to Coordinator and Director of Division of Traffic Safety Also may cooperate with University of Illinois
Ind	§§47-1701 to 47-1704	<i>State Committee on Safety</i> includes one member of Public Service Commission, one member of State Highway Commission, State Director of Safety, Commission of Motor Vehicles and Secretary of State Board of Health	To examine laws, rules and regulations of other States and Federal Government concerning regulation, equipment and operation of motor vehicle and to adopt, modify or amend these rules in the interest of uniformity and reciprocity with other States
	§§47-3009 to 47-3019	Director of Traffic Safety (and Governor's Traffic Study Commission, which is composed of members of the Legislature)	To investigate traffic problems and develop and promote traffic safety programs, cooperate with Purdue University, other agencies and local governments, and assist in traffic control and prevention of accidents, make rules and regulations and recommend legislation
Me	ch 23, §§37A to 37F	<i>Highway Safety Committee</i> Citizen representatives, ex officio members include Highway Commission, State Police, Department of Education, Attorney General	For annual Governor's highway safety conference to promote highway safety programs and to study traffic problems and make recommendations to the legislature

Table 6 Safety Commissions and Other Special Committees—Continued

State	Citation	Composition	Purpose
Mich	§§9 1704 to 9 1706	<i>State Safety Commission</i> Governor, Secretary of State, Superintendent of Public Instruction, State Highway Commissioner, Commissioner of State Police	To promote traffic safety programs and cooperate with all departments concerned with traffic safety, with U S officials and with local governments
Mont	§§32-1701 to 32-1703	Civil Defense Agency has taken over duties of State Highway Traffic Advisory Committee	To coordinate activities of Montana Highway Commission, Highway Patrol, Registrar of Motor Vehicles and local authorities for national defense May also conduct a highway safety and driver training program.
N Y	Veh & Traffic Law, §§1610 to 1632	<i>State Traffic Commission</i> includes Commissioner of Motor Vehicles, Superintendent of State Police, Superintendent of operation and maintenance in Department of Public Works, among others	To formulate uniform highway safety programs, advise local governments regarding traffic regulations, adopt uniform ordinances, signs and signals, coordinate activities of various State agencies, maintain continuous survey of traffic conditions, also specific traffic regulation powers
	Veh & Traffic Law, §§1672 to 1677	<i>County Traffic Safety Board</i> 15 members appointed by county governing body	Promote safety programs, cooperate with local officials within the county, study traffic conditions and accident statistics
N D	§§23-13-09, 23-13-10	<i>State Safety Committee</i> includes Governor, State Highway Commissioner, Superintendent of State Highway Patrol, Motor Vehicle Registrar, Chairman of Public Service Commission, Superintendent of Public Instruction and Attorney General	To cooperate with State, Federal and local government agencies for traffic safety, regulation and education
Ore	§483 108	<i>State Speed Control Board</i> Director of Motor Vehicles, Superintendent of State Police, Chairman of State Highway Commission and additional appointee of the Governor	To make engineering and traffic investigation and determine safe speed limits
Pa	tit 36, §§2721 1 to 2721 4	<i>Highway Traffic Advisory Committee</i> Representatives from department of highways, Department of Revenue and State Police	To cooperate with and coordinate activities of local governments and agencies concerned with national defense
R I	§§31-13-1, 31-13-2, 31-14-4, to 31-14-8, 31-14-12, 31-15-8, 31-20-3, 31-20-6, 31-21-9, 31-21-10, 31-25-27	<i>State Traffic Commission</i> Superintendent of State Police, Registrar of Motor Vehicles, and Director of Public Works	To establish traffic regulations and adopt manual for uniform traffic control devices May alter prima facie speed limits, based upon engineering and traffic investigations, establish no passing zones and one way highways, regulate stopping on turning and impose weight restrictions May erect appropriate traffic control signs and devices
	§§31-30-1 to 31-30-6	<i>Council on Highway Safety</i> 12 members, 2 of which are State legislators and remaining 10 appointed by the Governor	Accident control program, assist and cooperate with local governments
Texas	art 6701j	<i>Traffic Safety Council</i> executive committee composed of Governor, Director of Department of Public Safety, State Highway Engineer, Attorney General, Commissioner of Education, and Director of Department of Public Welfare	To cooperate with State and local agencies in traffic safety, research, education and enforcement

Table 6. Safety Commissions and Other Special Committees—Continued

State	Citation	Composition	Purpose
Vt	tit 23, §§1010, 1141	<i>Traffic Committee</i> Commissioner of highways and Commissioner of public safety	May determine, on basis of engineering and traffic investigation, speed limits. Also other traffic regulations on interstate system
Washington	ch 38 52	<i>Civil Defense</i> Governor, Civil Defense Director, Civil Defense Council, formulates a plan which includes the Highway Department	The Director of Highways, through his regular organization of Highway Districts, is responsible for training of State engineering and rescue units, assists county units, directs and controls emergency traffic routing, etc
	§46 36 010	<i>Commission on Equipment</i> includes the Director of Licenses, Director of Highways and Chief of State Patrol	To adopt rules and regulations relating to vehicle equipment and for enforcement with regard to vehicle equipment laws
	ch 43 60	<i>Safety Council</i> includes Director of Highways, Chief of State Patrol, Director of Licenses, Superintendent of Public Instruction, Director of Labor and Industries, and six members appointed by Governor	To study ways and means of preventing accidents, including highway traffic safety
Wis	§59 07 (34)	County boards are authorized to appropriate money to citizen's safety committees or to county safety commissions or councils for highway safety and patrol	
P.R.	tit 9, §253	<i>Traffic Advisory and Coordinating Committee</i> Secretaries of Public Works, Education, Health, Chief of Police, Court Administrator, Chairman of Public Service Commission, a chauffeur and one other person appointed by the Government.	For public education in controlling traffic movement and reducing traffic accidents
Total Jurisdictions			18

AUTHORITY OF LOCAL GOVERNMENTS

The statutes of all jurisdictions grant authority to local governments to control traffic on highways and streets within their respective jurisdictions. Such authority includes general traffic regulation, traffic investigations and studies, usually in relation to speed regulation, enforcement, the regulation of speed, passing, turning and stopping, one-way traffic, size, weight and load, and parking. In addition to local powers concerning traffic engineering found in the highway codes and motor vehicle codes as given in Table 7, additional authority may be found in municipal and county codes, not included here.³⁰

In some States, local authorities may alter the absolute speed limit where traffic conditions make such alteration desirable (Table 7). The determination of a higher or lower speed limit is usually to be based upon an engineering and traffic investigation and if applying to a State highway, must first be approved by the State highway department.

For example, a Colorado statute authorizes local authorities to determine a lower rate of speed at intersections where an engineering and traffic investigation indicates that the prima facie statutory speed is more than reasonable and safe. They may also determine a higher rate of speed on through highways or where there are no or widely spaced intersections, but not to exceed 60 miles per hour.³¹

Local as well as State highway authorities may issue special permits for vehicles of excess size or weight to use highways under their jurisdiction³² and

to impose restrictions as to the weight of vehicles by erecting appropriate signs (Table 7).

Local authorities in Iowa, for example, may impose weight restrictions for a period of 90 days in any one calendar year whenever a highway, by reason of deterioration, rain, snow, or other climatic conditions will be seriously damaged or destroyed unless this is done.³³

A Tennessee law authorizing counties to prescribe maximum gross weights for vehicles using county roads, but exempting common carriers certified by the Tennessee Public Service Commission or the Interstate Commerce Commission has been held to violate the equal protection clause of the Fourteenth Amendment of the United States Constitution. In so holding, the Tennessee Court stated that the purpose of such laws was to protect highways from injury or damage and the distinction between classes of vehicles in the statute was arbitrary and unreasonable.³⁴

A city ordinance in Reading, Ohio, making it unlawful to operate vehicles of gross weight over 20,000 lb, with exemptions for loading and unloading vehicles at a residence or place of business within the city boundaries and for the purpose of traveling to or from a residence, place of business or industry where the vehicle was registered or hired, was also held to violate the Fourteenth Amendment equal protection clause.³⁵

A Redwood City, California ordinance prohibiting operation of trucks over 3 tons on certain streets, thus re-

³⁰ See for example SMITH-HURD ILL. ANN. STATS, ch. 24, §23-28.

³¹ COLO. REV. STATS. 1958, §13-4-34.

³² See for example, COLO. REV. STATS 1958, §13-4-129; FLA. STATS 1957, §817 81

³³ CODE OF IOWA 1958, §321.471.

³⁴ Dilworth v. State of Tennessee, Tenn., 322 S.W.2d 219 (1959).

³⁵ Richter Concrete Corporation v. City of Reading, 166 Ohio St 279, 142 N.E.2d 525 (1957).

Table 7. Authority of

State	General Regulation of Traffic	Research and Studies		
		General Authority for Traffic Research	For Specified Purposes Other Than for Determining Speed Limits	Traffic and Engineering Investigation for Determination of Speed Limits
Ala	tit 23, §43 (counties), tit 36, §§32(d), (e)			
Alaska	§16-1-35(21) (cities of first class)			
Ariz	§§28-626, 28-627			§28-703
Ark	§§75-425, 75-426			§§75-602, 75-604
Calif	Sts & Hwys §§942, 942.5 (counties)			Veh §§22357, 22358, 22360, 22404, 22413
Colo	§§13-4-6, 13-4-7		§§120-13037 (for county sufficiency rating), 120-13-38 (for municipal sufficiency rating)	§13-4-34
Conn				
Del	tit 21, §4103			tit. 21, §4104
Fla				§317 23
Ga	§§68-1606, 68-1607, 68-1680, 68-1728			§68-1628
Hawaii	§§144-35, as ann by Act 38, Laws of 1957, 149-81 as Ann Laws 1957, Act # 279, 149-86			
Idaho	§§49-528, 49-529			§§49-703, 49-704
Ill.	ch 95-1/2, §§122, 123			
Ind.	§§47-1827, 47-1828			§47-2005
Iowa	§§321 235, 321 236			
Kan.	§8-508		§68-151K (counties over 750,000 for long range planning)	§8-533
Ky.	§189 390			§189 390
La.	§32 380			
Mo.	ch 22, §113-C			
Md	art 66-1/2, §§185, 186A			
Mass.	ch 85, §10			
Mich	§9 2306		§§9 2340 (counties for no-passing zones) 9 2375 (counties, for parking)	§9 2328
Minn.	§169 03, 169 04			§169 14
Miss	§8151			§8177
Mo	§§304 120, 304 130			
Mont	§§32-2130, 32-2131			§§32-2146, 32-2147

Local Governments

Speed Regulation	No-Passing Zones	Turning and Stopping	One-Way Streets
tut 36, §§32(d), (e)			tut 36, §§32(d), (e)
§§28-627, 28-703		§§28-627, 28-751, 28-852	§28-627
§§75-426, 75-602, 75-604		§§75-426, 75-641, 75-645	§75-426
Veh. §§21359, 22357, 22358, 22360, 22363, 22403, 22404, 22413	Veh §21459	Veh §§21354 to 21356, 22101	Ste & Hwys §111 5
§§13-4-7, 13-4-34		§§13-4-7, 13-4-46	§13-4-7
		§§14-301, 14-302	§14-303
tut 21, §§4103, 4104	tut 21, §4130	tut 21, §§505, 4103, 4137	tut 21, §4103
§§17.23			
§§68-1607, 68-1628		§§68-1607, 68-1644, 68-1665	§68-1607
§149-81 as Ann. Laws 1957, Act #279	§149-81 as Ann. Laws 1957, Act #279	§149-81 as Ann Laws 1957, Act #279	§149-81 as Ann Laws 1957, Act #279
§§49-529, 49-703, 49-704, 49-906		§§49-529, 49-721, 49-751	§49-529
ch. 95-1/2, §§123, 147, 148		ch 95-1/2, §§123, 159, 167a, 183	ch 95-1/2, §§123, 126, 156
§§47-1828, 47-2001, 47-2005		§§47-1828, 47-2020, 47-2115	§47-1828
§§321 236, 321 289, 321 293		§§321 236, 321 249, 321 311, 321.345, 321 347	§321 236
§§8-508, 8-533, 8-534		§§8-508, 8-544, 8-568	§8-508
§189 390			
§§32 229, 32 247		§32 235	§32 247
ch 22, §113-C		ch 22, §§88, 122	ch 22, §113-C
art. 66-1/2, §§185, 186, 187, 187B		art 66-1/2, §§185, 225, 242	art 66-1/2, §185
ch 85, §§20, 21, 30, ch 90, §18			
§§9 2306, 9 2328, 9.2329	§9 2340	§§9 2306, 9 2347, 9 2368, 9 2371	§9 2306
§169.14		§§169 04, 169 19, 169 30	§169 04
§§8151, 8177		§§8151, 8189, 8213	§8151
§§304 120, 304 130		§§301 017, 304 120	§304 120
§§32-2131, 32-2146, 32-2147		§§32-2131, 32-2164, 32-2195	§32-2131

Table 7 Authority of

State	General Regulation of Traffic	Research and Studies		
		General Authority for Traffic Research	For Specified Purposes Other Than for Determining Speed Limits	Traffic and Engineering Investigation for Determination of Speed Limits
Neb.	§§39-738, 39-767, 39-770, 39-790			
Nev				
N H				
N J	§§27 16-31, 39 4-197, 39 4-197 2			§39 4-98
N Mex	§§64-15-7, 64-15-8			§64-18-3 1
N Y	Veh & Tr Law §§54, 1603, 1640, 1641, (§1642 N Y City) 1661	Veh & Tr §1675 [see Table 6]		
N C	§20-169			§20-141
N. D	§39-07-04			
Ohio	§4511 07			§§4511 21, 4511 22
Okla				
Ore	§483 042			
Pa	tit 16, §§2661, 2784, tit 75, §§1103, 1106			tit 75, §1111
R I	§§31-12-11, 31-12-12			§§31-14-5, 31-14-7
S C	§§46-281, 46-282			§§46-368, 46-370
S D	§44 0334			
Tenn				
Tex	art 6701d, §§26, 27, art 6701g			art 827a (PC)
Utah	§§41-6-16, 41-6-17, 41-6-43			
Vt	tit 23, §1008			
Va	§§46 1-180, 46 1-181			§§46 1-180, 46 1-183
Wash	§§46 08 020, 47 24 020			
W Va	§§1721(303), (304)			§§1721(335), (335a)
Wis	§§59 965(5)(j), 349 06, 349 18	§59 075 (Milwaukee County)		§349 11
Wyo	§§31-85, 31-86, 31-87			
D C	§40-603	[see Table 2]		
P. R				
Total	45	3	3	26

Local Governments—Continued

Speed Regulation	No-Passing Zones	Turning and Stopping	One-Way Streets
§§39-767, 39-7108	§39-7110	§§39-729, 39-750, 39-754	§39.767
§§484 080, 484 093			
§§39 4-98, 39 4-197	§39 4-197	§§39 4-124, 39 4-140, 39 4-197	§39 4-197
§§64-15-8, 64-18-3 1		§§64-15-8, 64-18-21	§64-15-8
Hwy Law, §§316, 1643 to 1645	Veh & Tr §§1640, 1650, 1660	Hwy Law §102, Veh & Tr §§1640, 1651, 1660, 1661	Veh & Tr §§1640, 1661
§§20-141, 20-169		§§20-153, 20-158, 20-158 1	§20-169
§§39-09-03, 39-07-04, 40-05-01(18), 40-05-02(14)		§§39-07-03, 39-10-35	§39-07-04
§§4511 07, 4511 21, 4511 22		§§4511 07, 4511 36, 4511 65	§4511 07
tit 47, §§96, 126 2		tit 47, §121 7	tit 47, §121 4
§§483 042, 483 532		§§483 204, 483 316	§§483 042, 483 043
tit 75, §1111	tit 75, §1113	tit 75, §§1103, 1112	tit 75, §1103
§§31-12-12, 31-14-5 to 31-14-8		§§31-12-12, 31-20-6	§31-12-12
§§46-282, 46-368, 46-369, 46-370, 46-668		§§46-282, 46-403, 46-471, 46-473	§46-282
§§44 0303 (1959 Laws, ch), 44 0334		§§44 0316, 44 0318, 44 0321, (1957 Laws, ch 220)	§44 0334
§59-853		§59-840	
art 827a (PC), art 6701d, §27		art 6701d, §§27, 65, 91	art 6701d, §27
§§41-6-17, 41-6-48, 41-6-49	§41-6-63	§§41-6-17, 41-6-66, 41-6-72 10, 41-6-99	§§41-6-17, 41-6-48, 41-6-49
tit 23, §1142	tit 23, §1008	tit 19, §38, tit 23, §1008	tit 23, §1008
§§46 1-180, 46 1-183		§§46 1-180 1, 46 1-186, 46 1-215	
§§46 48 022, 46 48 040 to 46 48 046		§§46 60 330, 46 60 340, 46 60 020	§46 60 350
§§1721(304), (335), (335a)		§1721(304)	§1721(304)
§§59.965(5)(j), 349 11		§§349 07, 349 10	§§59 965(5) (f), 349 10
§§31-86, 31-87, 31-132, 31-133		§§31-86, 31-112, 31-146	§31-86
§40-603		§40-603	
48	10	44	42

Table 7 Authority of

State	Size and Weight	Parking	Erection of Safety Devices
Ala		tit 36, §§32(d), (e), 58(28)	
Alaska		§16-1-35(21) (cities of first class)	
Ariz	§§28-1011, 28-1012	§§28-627, 28-874	
Ark	§§75-801, 75-818	§§75-426, 75-650	
Calif	Veh §§35700, 35701 (cities), 35706, 35707, 35712, 35717, 35754 (counties) 35780	Veh §§21458, 22503, 22506 to 22510	
Colo	§§13-4-129, 13-4-130	§13-4-7	
Conn	§14-270	§14-307	
Del	tit 21, §§4504, 4505		
Fla	§§317 81, 317 82		
Ga		§§68-1607, 68-1671	
Hawaii	§§311-20, 311-21 as Ann Laws of 1957, Act # 251	§149-81 as Ann Laws 1957, Act # 279	
Idaho	§§49-905, 49-906	§§49-529, 49-758	
Ill	ch 95-1/2, §§230, 231	ch 95-1/2, §123	
Ind	§§47-534b to 47-534e, 47-537 to 47-539	§§47-1828, 47-2123	
Iowa	§§321 467, 321 469, 321 471, 321 472	§§321 236, 321 361	
Kan	§§8-5, 122, 8-5, 123	§§8-508, 8-573	
Ky		§189 390	
La		§32 344	
Me	ch 22, §§98 to 103		
Md	art 66-1/2, §§185, 187C, 310	art 66-1/2, §185	
Mass	ch 85, §30, ch 90, §18		
Mich	§§9 2424, 9 2425, 9 2426	§§9 2306, 9 2375	
Minn	§§169 86, 169 87	§169 04	
Miss	§§8271, 8273, 8308	§8151	
Mo	§§304 200, 304 220	§304 120	
Mont	§32-1127	§§32-2131, 32-21-102	
Neb	§§39-722 01, 39-770	§39-790	
Nev	§§405 010, 484 600 to 484 620	§484 234	
N H	§§251 16, 251 17	§249 1	
N J		§§39 4-197, 39 4-197 2	
N Mex	§§55-6-11, 64-23-22, 64-23-23	§§64-15-8, 64-18-52	

Local Governments—Continued

Illumination	Cooperate With State	Prohibition of Conflicting Local Laws	Enforcement
	[see Table 6]	tit 30, §32	
			§16-1-35(21) (cities of first class)
	[see Table 2]	§§28-626, 28-703	
		§75-425	
		Veh §§22501, 22503, 22506, 22508, 35702, 35714	Sta & Hwys §§942 (counties) 5681 (cities)
	§§13-2-3, 120-10-28 for enforcement	§13-4-6	
§13-123		§14-309	
		tit 21, §§4103, 4104, 4501	
		§320 55	
		§68-1606	
§138-12			
		§§49-528, 49-703, 49-758	
ch 24, §23-12 (local law), ch 121, §§6-201 12, 7-202 6		ch 95-1/2, §§122, 147	
		§§47-1827, 47-2005	§47-1828
	§321 6 (for enforcement)	§§321 235, 321 236	§321 243
§§68-159 to 68-166		§§8-507, 8-533	
		§189 390	
	§32 341	§§32 247, 32 380, 32 474	
	ch 23, §28	ch 22, §113-C	
		art 66-1/2, §1	art 66-1/2, §187
	§§9 1066, 9 2375	§9 2305	§9 2424 (weight)
§163 08		§169 03	
		§§8037, 8150	§8061
		§304 130	
		§§32-1122, 32-2130	§32-2131
§39-1807		§39-767	
§§27 16-1, 27 16-25, 27 16-26		§§39 4-8, 39 4-197	
		§§64-15-7, 64-15-8	

Table 7 Authority of

State	Size and Weight	Parking	Erection of Safety Devices
N. Y.	Hwy Law §234, Veh. & Tr. §§1640, 1661	Veh. & Tr §§1640, 1641, 1660, 1661	
N C	§20-121	§136-31	
N. D.	§39-12-01 to 39-12-03	§§39-07-04, 39-10-50	
Ohio	§§4513 34, 5577 07, 5577 08	§§4511.07, 4511 69	§5591.36
Okla.		tut 47, §121 8	
Ore	§§483 520, 483 524, 483 526, 483 528, 483 532	§§483 044, 483.350	
Pa	tut 75, §§905, 906, 1101, 1102	tut 36, §2391 9, tut 75, §§1103, 1106	tut 16, §8704
R I.	§§31-25-21, 31-25-23, 31-25-25, 31-25-26	§§31-12-12, 31-21-9	
S C	§§46-655, 46-667 to 46-669	§§46-282, 46-485	
S D	§§44 0342 (1957 Laws, ch 225) 44 0338, 44 0343	§44 0334	§28 1412
Tenn	§59-1114	§59-862	
Tex.	§827a (PC)	art 6701d, §§27, 96, art 6701g	
Utah	§27-1-31	§§41-6-17, 41-6-104	
Vt	tut 23, §§1393, 1400	tut 23, §1008	tut 19, §1161
Va	§§46 1-342.1, 46 1-343, 46 1-345	§§46 1-252, 46 1-254	
Wash	§§46.44 080, 46 44 090	§§46 48 260, 47 24 020	
W Va.	§1721(466)	§§1721(304), (392)	
Wis.	§§348.25 to 348 27, 349 15, 349 16	§§349.13, 349.14	
Wyo	§31-217	§§31-86, 31-156	
D. C.	§40-603	§§7-117, 40-603, 40-604a, 40-616, 40-801 to 40-811	
P R.			
Total	44	47	4

quiring the plaintiff to take a longer route for his trucks than on the streets he formerly used was held to be a valid exercise of police power.³⁶

About one-third of the States provide specifically for State-local cooperation in traffic engineering and enforcement

in their highway or motor vehicle codes (Table 7). For example, the Maine State Highway Commission may be consulted by and shall without charge advise municipal officers and road commissioners on the subject of traffic control.³⁷ A North Carolina law³⁸ pro-

³⁶ *McCammon v. City of Redwood City*, 149 Cal. App. 421, 308 P.2d 831 (1957).

³⁷ REV. STATS OF ME. 1954, ch. 23, §28
³⁸ GEN. STATS OF N. C., §20-195.

Local Governments—Continued

Illumination	Cooperate With State	Prohibition of Conflicting Local Laws	Enforcement
Hwy Law, §§327, 328	[see Table 6]	Hwy Law, §46, Veh & Tr Law §§54, 55, 1600 [see Table 6]	
	§20-195 (in enforcement)	§20-169	§20-183
	§§39-09-03, 40-05-01(18), 40-05-02(14) [see Table 2]	§39-07-04	
	§4511 21 (speed reg)	§4511 06	
§§372 140 to 372 160		§§483 036, 483 042, 483 043	
tit 16, §2714, tit 36, §§2391 9a, 2391 10	[see Table 4]	tit 75, §§1103, 1112	
		§§31-12-11, 31-14-8	
	§§33-71, 46-856 (in enforcement)	§§46-281, 46-283, 46-371, 46-485	
			§44 0339
		art. 6701d, §§26, 27	art 6699
	[see Table 3]	§§41-6-16, 41-6-17	
tit 19, §932		tit 23, §1008	
		§§46 1-180, 46 1-327	§33-36 5
§47 24 020		§§46 08 020, 47 24 020	§47 24 020
	§1448(8)	§§1721(303), (304)	
§83 20		§§59 965(5)(j), 349 03, 349 10, 349 15	§§59 965(5)(j), 59 965(10)(b), 83 016
		§§31-85, 31-86, 31-132	
§§7-701 to 7-710			§40-603
	[see Table 2]		
14	16	42	15

vides for cooperation between the Highway Patrol and the several municipal and county peace officers for the enforcement of traffic laws.

EXTENT AND LIMITATION OF LOCAL POWER

A common restriction of the authority of local governments is the prohibi-

tion of local laws or ordinances which conflict with State statutes or regulations. A typical statute provides that the statutory traffic regulations shall be uniform throughout the State and in all political subdivisions, and that no local authority shall enact or enforce any ordinance, rule, or regulation in conflict with the provisions of the law

unless expressly authorized by law; local authorities may, however, adopt additional traffic regulations which are not in conflict with the provisions of the statutes.

A Georgia statute authorizing local authorities to regulate traffic provides that the local government may adopt all or portions of the State law as may seem appropriate as city ordinances and may punish violations by fines not to exceed the amount of the State fines. A defendant may however elect to have the charge treated as a State offense.³⁹

Similarly, a Michigan law authorizes any city, township or village to adopt by reference any code or ordinance for the regulation of traffic within its jurisdiction which has been promulgated by the commissioner of the state police, who is authorized to promulgate a uniform traffic code.⁴⁰

Louisiana cities and towns may control traffic but may not pass any ordinance or make any regulations establishing any lesser limit or greater requirement than is provided for by the traffic regulation statutes.⁴¹ Pennsylvania and Wisconsin laws limit the penalties for violations of local ordinances or regulations.⁴²

Statutes authorizing local traffic regulations generally limit such authority to highways located within the jurisdiction or to highways of a particular local system. A New Jersey court has held that a borough ordinance purporting to regulate county roads by designating portions for one-way traffic and placing a weight load limitation was invalid as to county roads. The reasoning was that since the county had to maintain its roads, it must also have power to regulate them, and a borough

therefore cannot regulate, unless the regulation is approved by the county.⁴³

On the other hand, a weight restriction ordinance applying to a State highway in Dearborn, Michigan, has been upheld, even though the statute specifically said that local authorities may impose limitations as to weight on highways *except* for State trunk line.⁴⁴ The Court said that the constitution⁴⁵ reserved the right of cities, villages and townships to the reasonable control of their streets and that the legislature therefore cannot so restrict the municipalities' authority, as long as the municipal ordinance was not more lenient than that of the State law (motor vehicle code). In this case there was no conflict between the State and local law.

STATE HIGHWAYS WITHIN MUNICIPALITIES

A State highway located within a municipality presents particular problems concerning the respective State and local responsibilities in such matters as providing for traffic control devices, including route markings, marking traffic lanes, and the regulation of traffic. There is a real need for legislation which will clarify and define these responsibilities. Fourteen States have attempted to solve such problems by legislation specifying the respective State and municipal responsibilities (Table 8).⁴⁶

In addition to the provisions indicated in Table 6, Utah has a law providing that public highways extending through any incorporated city or town shall be subject to all regulations of other streets in the municipality.⁴⁷

³⁹ COUNTY OF BERGEN v. BOROUGH OF RUTHERFORD, 41 N.J. Super. 545, 125 A.2d 568 (1956).

⁴⁰ PEOPLE v. SUGDEN and SIVIER, Inc., 348 Mich. 257, 72 N.W.2d 185 (1955).

⁴¹ MICH. CONST., Art. VIII, §28.

⁴² See also HRB, Committee on Highway Laws, Correlation Service, memo 28, 1957 for a tabulation of State-municipal responsibilities based on questionnaires.

⁴³ UTAH CODE ANN. 1953, §27-1-3.

³⁹ CODE OF GA. ANN., §68-1680, applies to cities with population of 108,000 or more.

⁴⁰ MICH. STATS. ANN., §9.2651.

⁴¹ LA. REV. STATS. 1950, §32:380.

⁴² PURDON'S PA. STATS. ANN., Veh. Code, §1215; Wis. Stats. 1957, §349.06.

Also, the Kentucky Commissioner of Highways may by official order assume the responsibility for regulating traffic on State highways in municipalities, except in cities having a department of traffic engineering or traffic bureau specifically provided for by statute.⁴⁸

In Little Rock, Arkansas, the city and some property owners sought to enjoin the State Highway Commission from erecting "no parking" signs on city streets designated by the commission as truck routes. It was held that the State Highway Commission cannot be stopped from doing this because such

designated truck routes are State highways by statute and the commission has jurisdiction over traffic control devices on all State highways.⁴⁹ A town ordinance of Somers, New York, prohibiting the transporting or dumping, within the town, of garbage originating outside the town of Somers, was upheld as to the dumping of the garbage but not as to the transporting. This exceeded the power of the town board to regulate traffic because the roads referred to included a State and a Federal highway.⁵⁰

⁴⁸ Arkansas State Highway Commission v. City of Little Rock, 227 Ark. 660, 300 S.W.2d 929 (1957).

⁵⁰ Wiggins v. Town of Somers, 178 N.Y.S.2d 579, 149 N.W.2d 869 (1958).

⁴⁸ KY. REV. STATS. §177 046.

Table 8 Designation of Responsibility

State	General Traffic Control	Traffic Control Signals	Authorized to Place and Maintain Curb and Pavement Markings
Ala tit 23, §78(22)	Joint control	Subject to joint approval City to furnish and maintain traffic lights	State
Colo §120-13-35	Municipality, subject to Highway Department's approval	Municipalities, if over 5,000 population	Municipality, if over 5,000 population
Fla §335 05	State Road Board	State Road Board	State Road Board
Ky. §177 046	Municipality or Highway Department	Municipality or Highway Department or jointly.	Municipality or Highway Department or jointly.
La §48 193	Board of highways	Board of highways shall control	
Miss §8037	Municipality	Municipality except in cities of 5,000 or less population	Municipality except in cities of 5,000 or less population
Neb §39-714 03		Department of Roads in cities under 25,000, city with Department's approval if over 25,000 population	
N Y Hwys §349-C		By agreement	
Ohio §5511 01	Municipality	Director of highways	
Ore §§373 010, 483 346, 483 350		State Highway Commission to erect and maintain signs	
Pa tit. 36, §§105,670-541	Municipality		
Va. §§33-36-5, 33-115	Municipality.	Subject to State approval	Subject to State approval.
Wash §47 24 020	Municipality	State Highway Commission (in cities 15,000 or less).	
W Va. §1474(9)	Municipality	Municipality, but subject to State approval	Municipality, but subject to State approval
Total	14 Jurisdictions		

Concerning State Highways Within Municipalities

Route Markers and Directional Signs	Speed Zones or Speed Regulation	Parking	Lighting	Miscellaneous
	Subject to joint approval State to furnish speed zone markers.	Municipality	Municipality.	
State, except for street signs.			Municipality	
			Municipality	
Municipality or Highway Department		Municipality or Highway Department.	Municipality.	
		Board of highways or municipality.	Municipality	
Highway Commission		Municipality.	Municipality.	
By agreement		By agreement	By agreement.	
Director of highways				
State Highway Commission		State Highway Commission on right of way of controlled access highway. Municipalities on other highways		
		Municipality		
Subject to State approval.				
State Highway Commission	Subject to State approval	Municipality	Municipality except for limited access facilities	Overload and weight permits—municipality

SPECIFIC TRAFFIC ENGINEERING CONSIDERATIONS IN STATE LEGISLATION

TRAFFIC CONTROL DEVICES

The authority of State or local highway officials to provide for traffic control devices is granted in the statutes of every jurisdiction (Table 9). Forty-one jurisdictions provide for the adoption of a manual and specifications for a uniform system of traffic control devices.

Typical statutes state that the uniform system shall correlate with and so far as possible conform to the system then current as approved by the American Association of State Highway Officials. Local authorities shall place and maintain such traffic control devices upon streets and roads under their jurisdiction as necessary to indicate and to carry out the provisions of the law, and that such devices shall conform to the State manual and specifications. In addition, it should be pointed out that on highway projects in which Federal funds participate, or on such projects constructed since December 20, 1944, traffic signals and other signs and markings are subject to the concurrence of the Secretary of Commerce.

The manual or system approved by the American Association of State Highway Officials is referred to in the statutes of 27 States⁵¹ and 10 other States⁵² mention a national system or the system in use in other States. These references are to the Manual on Uniform Traffic Control Devices adopted by the National Joint Committee of the

American Association of State Highway Officials, the Institute of Traffic Engineers, the National Committee on Uniform Traffic Laws and Ordinances, the National Association of County Officials, and the American Municipal Association.

Existing signs lawfully installed prior to the adoption of the manual of uniform traffic control devices in New York have been held to be adequate warning in a case where a plaintiff sued the State for negligence in not having signs according to the manual insofar as coloring, reflectorization and precise placement on a hazardous location.⁵³

The legal effect of the manual has been discussed in a Georgia case.⁵⁴ A defendant was convicted of involuntary manslaughter when he struck a motorcyclist with his car at a time when he crossed the centerline of a two-lane highway with an unbroken yellow line to the right of the centerline. The yellow line was to indicate no-passing, pursuant to the manual. The Court held that the defendant was entitled to a new trial; although the code provided that the State Highway Board could adopt a manual of uniform traffic control devices, the violation of which was to be prima facie a violation of the law, the Board had no constitutional authority to enact rules having authority of law, the violation of which carries a penal sanction. The Court said that the defendant could not be presumed to have knowledge of the contents of the manual. Query: would the result be different where the charge is less severe

⁵¹ Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Idaho, Indiana, Iowa, Kansas, Maryland, Michigan, Minnesota, Mississippi, Montana, New Jersey, North Dakota, Ohio, Oklahoma, Pennsylvania, Texas, Utah, Washington, West Virginia and Wyoming. See Table 9 for citations.

⁵² Alabama, Delaware, Louisiana, Nebraska, New York, North Carolina, Oregon, South Dakota, Virginia and Wisconsin. See Table 9 for citations.

⁵³ *McDevitt v State* 154 N.Y.S.2d 874 (1956)

⁵⁴ *Maxwell v State*, 97 Ga. App. 384, 103 S.E.2d 162 (1953).

or where an explicit sign rather than symbolic markings are involved?

In New Jersey, the Director of the Division of Motor Vehicles is authorized to adopt the uniform manual of traffic signs,⁵⁵ rather than the Highway Department, and in Mississippi, such is the responsibility of the Commissioner of Public Safety.⁵⁶

Signs erected by local governments on State highways need the approval of the State highway department in many States. In Florida, for example, unauthorized signs may be removed by the State Road Board without payment to the authority which erected them, if upon the Board's request, the erecting authority refuses to remove them.⁵⁷ Indiana law requires that local governments remove all traffic signals which they have erected and which do not conform to State specifications, on a State or Federal highway.⁵⁸ Existing Illinois traffic control devices not conforming to the State manual had to be made to conform within three years.⁵⁹

Numerous statutory provisions may be found stipulating additional specifications for traffic control such as signals, markings and signs, including requirements as to color, sequence and timing of lights, height, location and size of signs and signals, and size, wording and color of lettering on signs.⁶⁰ For example, an Ohio law provides that telegraph and telephone poles along the highway may be used for attaching signposts, guideposts, warning signs or other signs when prescribed by the director of highways or county engineer.⁶¹

The West Virginia State Road Com-

mission must place signs giving notice that radar mechanisms are in use.⁶² A Pennsylvania law specifically prohibits erecting stop signs designating a four-way stop intersection.⁶³ One of the statutory powers of the Mississippi State Highway Commission is to have made and circulated moving pictures describing and explaining the various highway guide and warning signs in order to effect greater safety on the State system.⁶⁴

In Wisconsin, the State Highway Commission may furnish official traffic signs or signals at cost to local authorities, upon their request.⁶⁵

In addition, a majority of the States have statutes prohibiting the injury to or removal of official signs and provide for penalties for violations, and prohibit the imitating of official signs, with the authority to remove such signs (Table 9).

PLANNING AND DESIGN PROVISIONS

Traffic engineering considerations are, of course, of vital importance to highway planning, programming, location and geometric design. Subsequent special reports of the Highway Research Board on these subjects will give a more comprehensive picture of these areas of traffic engineering. Included here, however, are references to provisions which specifically mention traffic service. Florida, Illinois, Nebraska, Nevada and North Dakota mention traffic service in their declarations of legislative intent.⁶⁶ Florida, Idaho, Kansas, Nebraska and Wisconsin specify traffic service as one of the bases for highway system classification.⁶⁷ The

⁵⁵ N.J.S.A., §89:4-188.6.

⁵⁶ MISS. CODE 1942, §1853

⁵⁷ FLA. STATS. 1957, §885 14. See also PURDON'S PA. STATS. ANN, tit 75, §1105

⁵⁸ BURNS' IND. STATS ANN., §47-1902b

⁵⁹ SMITH-HURD ILL ANN STATS, ch. 95-1/2, §127.

⁶⁰ See for example, FLA STATS 1957, §§817.06, 836.06; CODE OF GA ANN, §95-503; CODE OF IOWA, 1959, §321 345; KY REV. STATS. §179.320; MISS. CODE 1942, §§8298 to 8300; N.J.S.A. §§89:4-105 to 89:4-120, 89 4-183 7 to 89 9-188.26, 89 4-191 1 to 89 4-191.7; PURDON'S PA. STATS. ANN., tit. 75, §1112; UTAH CODE ANN. 1953, §41-6-52.1.

⁶¹ BALDWIN'S OHIO REV. CODE, §5515 02.

⁶² W VA. CODE OF 1955, §1721(888a).

⁶³ PURDON'S PA. STATS. ANN, tit. 75, §1112.

⁶⁴ MISS. CODE 1942, §8088.

⁶⁵ WIS. STATS. 1957, §849 08.

⁶⁶ FLA. STATS. 1957, §334 02; SMITH-HURD ILL. ANN. STATS., ch 121, §1-102; REV. STATS. OF NEB 1943, §89-1301; NEV. REV. STATS., §408.100; N. D. CENTURY CODE, §24-01-01.

⁶⁷ FLA STATS. 1957, §835 04; IDAHO CODE, §40-121; GEN STATS. OF KAN. 1949, §68-406; REV. STATS. OF NEB. 1943, §89-1309; WIS. STATS. 1957, §84 02.

Table 9. Traffic Control

State	State Highway Department Authority to Provide for	Local Governments Authority to Provide for	Uniform System of Traffic Control Devices
Ala	tit 36, §§58(3), 58(7), 58(8), 58(28)	tit 36, §§32, 48	tit 36, §47
Alaska	§§14A-2-24, 14A-2-27, 50-1-4		§§14A-2-23, 14A-2-24, 50-1-4
Ariz.	§§28-642, 28-702, 28-706, 28-727, 28-728, 28-729, 28-751, 28-797, 28-852, 28-874, 28-1012	§§28-627, 28-643, 28-703, 28-751, 28-797, 28-852, 28-1012	§§28-641, 28-643
Ark.	§§75-502, 75-645, 75-650, 75-801	§§75-426, 75-503, 75-605, 75-645, 75-801	§75-501
Calif.	Veh §§21350, 21352, 21355, 21356, 21357, 21358, 21359, 21361, 21364, 21365, 21367, 22101, 22113, 22354, 22355, 22404, 22407, 22505, 22510, 22334, 35654, 35752, Sts and Hwys §§125, 144	Veh. §§21102, 21351, 21354, 21355, 21356, 21357, 21358, 21359, 21360, 21361, 21365, 21367, 22101, 22357, 22358, 22360, 22363, 22401, 22404, 22413, 22510, 35701, 35710, 35712, 35718, 35752, 35754	Sts & Hwys §101 1, Veh §§21400, 21401, 21402, 21403, 21404, 21405, 21406
Colo.	§§13-4-10, 13-4-36, 13-4-130 [see Table 4]	§§13-4-7, 13-4-11, 13-4-34, 13-4-46, 13-4-130	§§13-4-9 to 13-4-11
Conn.	§§13-85, 13-132, 14-234, 14-298	§§13-21, 13-135, 14-298, 14-301, 14-302, 14-303, 14-307	§§13-85, 13-132, 14-298
Del	tit 21, §§501, 505, 506, 507, 4126, 4130	tit 21, §§502, 505, 506, 4103, 4104, 4130, 4137	tit. 21, §501
Fla.	§§317 03, 317 31, 317 32, 335 14	§§317 23, 336 06	§317 02
Ga.	§§68-1610, 68-1627, 68-1638 to 68-1640, 68-1643, 68-1662, 68-1665, 68-1671, 95-604, 95-605	§§68-1607, 68-1611, 68-1628, 68-1643, 68-1644, 68-1662, 68-1665, 95-606	§§68-1609 to 68-1611
Hawaii		§144-35, as am by Act #38, Laws of 1957, §149-81, as am by Laws of 1957, Act #279	
Idaho	§§40-120, 40-203, 49-601, 49-602, 49-702, 49-714, 49-715, 49-716, 49-720, 49-751, 49-758	§§49-529, 49-603, 49-720, 49-721, 49-751	§49-601
Ill	ch 95-1/2, §§125, 126, 146 01, 147 05, 148, 156, 157, 158a, 167, 167a, 183, 185, 231, ch 121, §§4-201 12, 4-208, 314 2, 314 4	ch 95-1/2, §§123, 126, 127, 146 01, 147, 147 05, 148, 156, 157, 159, 167a, 183, 185, 231, ch 121, §7-202 5	ch 95-1/2, §§125, 127, ch 121, §§314 2, 314 4
Ind	§§36-121, 36-162, 36-2932, 36-2934, 36-2935, 36-2937, 36-2938, 47-537, 47-1902, 47-1904a, 47-2004, 47-2007, 47-2016, 47-2018, 47-2020, 47-2115, 47-2123	§§36-2902a, 47-537, 47-1828, 47-1903, 47-1904a, 47-2005, 47-2020, 47-2115	§§36-2902a, 47-1901, 47-1902, 47-1902a, 47-1902b, 47-1903
Iowa	§§321 253, 321 289, 321 290, 321 304, 321 306, 321 345, 321 474	§§321 236, 321 237, 321 255, 321 289, 321 293, 321 311, 321 345, 321 352, 321 472, 321 473	§§313 44, 321 252
Kan	§§8-511, 8-532, 8-542, 8-568, 68-422	§§8-508, 8-512, 8-533, 8-544, 8-568	§§8-510, 8-511, 8-512, 68-422
Ky	§§189 340, 189 390	§189 390	
La	§§32 229, 32 239, 32 281, 32 342, 32 343, 48 345	§§32 229, 32 247, 32 341, 32 344, 48 345	§32 342
Me	ch 22, §§88, 113B, 114, 115, 126, ch 23, §§26, 28, 37, 90 to 92, 114	ch 22, §§88, 99, 113, 113-C, 115, 122, ch. 23, §28	

Devices, Signs and Markings

Uniform System to Conform to that of Other States	Prohibition Against Conflicting Local Devices	Additional Authority for Highway Markers and Directional Signs	Prohibition Against Injury to or Removal of Signs	Prohibition Against Imitating Official Signs
tit 36, §47		tit 23, §39, tit 36, §47	tit 36, §50	tit 36, §49
§§14A-2-23, 14A-2-24		§§14A-2-23, 50-1-4	§14A-2-94	
§28-641	§§28-627, 28-642		§28-649	§28-648
§75-501	§75-502		§75-508	§75-507
Veh §21402	Veh §21353	Sta & Hwys §952, (counties) Veh §21366	Sta & Hwys, §1492, Veh §21464	Veh §§21465, 21467
§13-4-9	§§13-4-10, 13-4-11, 120-13-35		§13-4-16	§13-4-15
§§13-85, 13-132	§§14-298, 14-299, 14-309		§13-134	§§13-135, 14-310
tit 21, §501		tit 17, §505	tit 17, §1107, tit 21, §504	tit 21, §503
§317 02	§335 14	§§335 08, 335 09, 336 06		
§68-1009	§§68-1610, 95-604, 95-609, 95-9920	§95-503	§68-1617	§§68-1616, 95-2004
	§111-5	§§142-9 to 142-11, 142-13, 149-87	§§142-12, 149-88	
§49-601	§§49-529, 49-602, 49-603	§§40-501, 40-523	§§40-524, 40-915, 49-609	§49-608
	ch 95-1/2, §§126, 127	ch 95-1/2, §126, ch 121, §§6-201 11, 9-120	ch 95-1/2, §132, ch 121, §9-120	ch 95-1/2, §131, ch 121, §9-120
§47-1901	§47-1902	§§36-121, 36-721, 36-1601 to 36-1603	§§36-1604, 47-1909	§§36-121, 47-1908
§321 252	§§321 254, 321 255, 321 348	§§313 43, 313 44, 313 58	§321 260	§§307 5, 321 259
§8-510	§§8-511, 8-512	§68-118	§§8-517, 68-120, 68-423	§§8-516, 68-167
		§179 320		
§32 342	§§32 341, 48 345	§§48 345, 48 501		§32 341
	ch 23, §§28, 105	ch 23, §§28, 104, 105, 149-A, ch 96, §104	ch 23, §93	ch 23, §151

Table 9 Traffic Control Devices,

State	State Highway Department Authority to Provide for	Local Governments Authority to Provide for	Uniform System of Traffic Control Devices
Md.	art 66-1/2, §§190, 211, 221, 223, 242, 269, 317, art. 89-B, §100	art 66-1/2, §§185, 191, 225, 242	art 66-1/2, §§189, 190
Mass.	ch 85, §§2, 30, 34, 35, ch 89, §§8, 9, ch. 90, §18	ch. 85, §§21A, 30, 34, 35, ch. 90, §18	
Mich.	§§9 1065, 9.2309, 9 2328, 9 2329, 9 2340, 9 2341, 9 2342, 9 2368, 9 2371, 9 2375	§§9 1066, 9 2306, 9 2310, 9 2328, 9 2329, 9 2340, 9 2347, 9 2368, 9 2371, 9 2375, 9.2426	§§9 1401, 9 1402, 9 1404, 9 1411, 9 2308 to 9 2310, 9 2340
Minn.	§§169.06, 169 14, 169 87	§§169 04, 169 06, 169 14, 169 19, 169 87	§169 06
Miss	§§8038, 8154, 8179, 8187, 8210, 8213	§§8151, 8155, 8189, 8213, 8298 to 8300, 8310, 8311	§8153 (adopted by commissioner of Public Safety), §§8155, 8292 to 8294
Mo	§§227 220, 304 015, 304 017, 304 024, 304 210	§§304 015, 304 017, 304 120, 304 130, 304 220	§227 220
Mont	32-2134, 32-2157 to 32-2159, 32-2195, 32-21-102	§§32-2131, 32-2135, 32-2146, 32-2164, 32-2195	§§32-2133, 32-2135
Neb	§§39-714 03, 39-724, 39-729, 39-738, 39-744, 39-754, 39-757 01, 39-789, 39-7108, 39-803 01, 39-1320	§§39-714 03, 39-729, 39-750, 39-754, 39-787, 39-770, 39-790, 39-7108, 39-803 01	§39-789
Nev	§§408 210, 408 950, 484 090, 484 095	§§405 010, 484 0080	
N H	§§236 6, 249 5, 249 6, 249 7, 249 11		
N J	§§39 4-88, 39 4-98, 39 4-121, 39 4-121 1, 39 4-124, 39 4-138 1, 39 4-140, 39 4-141, 39 4-199 1	§§27 16-34, 39 4-88, 39 4-98, 39 4-124, 39 4-140, 39 4-141, 39 4-199 1	§§39 4-120, 39 4-183 6, 39 4-191 1
N. Mex	§§55-6-11, 64-18-20, 64-18-2 1, 64-18-14, 64-18-15, 64-18-52, 64-23-23	§§64-15-8, 64-18-3 1, 64-18-20, 64-18-21, 64-23-23	
N Y	[see Table 6]	Hwy. Law §102, Veh. & Tr §§1640, 1641, 1650, 1651, 1660, 1661, 1682, 1683	Veh & Tr §§1680, 1682 [see Table 6]
N C	§§20-141, 20-158, 20-158 1, 20-165 1, 20-190 2, 136-30, 136-33 1, 136-33 2, 136-72	§§20-121, 20-141, 20-153, 20-158, 20-158 1, 20-169, 136-31, 136-33 2	§136-30
N D.	§§24-01-08, 24-01-09, 24-01-15, 39-07-03, 39-09-08, 39-10-15, 39-10-16, 39-10-50	§§39-07-03, 39-07-04, 39-09-08, 39-10-35, 39-13-02	§§24-01-08, 24-01-09
Ohio	§§4511 10, 4511 21, 4511 22, 4511 31, 4511 32, 4511 33, 4511 36, 4511 65, 5577 07	§§4511 07, 4511 11, 4511 21, 4511 22, 4511 33, 4511 36, 4511 65, 5577 07, 5577 09	§§4511 09, 4511 091
Okla.	tit 47, §§96, 121 3, 121 4, 121 7, 125 2, 126 1	tit 47, §§96, 121 7, 125 3, 125 18, 126 1	tit 47, §§125 1, 125 3
Ore	§§366 450, 483 040, 483 204, 483 348, 483 316, 483 532, 483 544	§§483 042, 483 044, 483 204, 483 316, 483 532, 483.544	§483 040

Signs and Markings—Continued

Uniform System to Conform to that of Other States	Prohibition Against Conflicting Local Devices	Additional Authority for Highway Markers and Directional Signs	Prohibition Against Injury to or Removal of Signs	Prohibition Against Imitating Official Signs
art 66-1/2, §189	art 66-1/2, §§190, 191		art 66-1/2, §198, art. 89B, §102	art 66-1/2, §197, art 89B, §103
	ch 85, §2, ch 90, §18	ch 85, §§1, 2		
§§9 1411, 9 2308	§§9 2306, 9 2309, 9 2310	§§9 375, 9.1073(2), 9 1074(2), 9 1076(2), 9 1077(2), 9 1078(2), 9 1078(12), 9 1078 (22), 9 1401 to 9 1404	§§9 1407, 9 2316	§9 2315
§169 06	§169 06	§169 06	§169 08	§§169 07, 169 073
§8153 (adopted by commissioner of Public Safety)	§8154	§§8021 66, 8038, 8292 to 8295	§§8160, 8296	§8159
		§§227 220, 229 130	§§227 220, 229 140	
§§2-2133	§§2-2134		§§32-2141, 32-2146	§32-2140
§39-789		§§39-789, 39-1505	§§39-714, 39-714 04, 39-792	§39-791
		§§403.560, 408 285, 408 845, 408 950	§§403 560, 405 210, 408.950, 484 0085	§484 0084
			§249 12	
§§39 4-120, 39 4-183 6, 39 4-191 1	§39 4-199 1	§27 16-35	§39 4-183 5	§§39 4-183 3, 39 4-183 4
		§55-7-4	§§55-6-11, 55-7-7, 64-16-9	§55-7-10, 64-16-8
Veh. & Tr §1680	Veh & Tr §§1681, 1684	Veh & Tr §1681	Veh & Tr §1115	Veh & Tr Law, §1114
§136-30		§§20-141, 136-30	§136-33	§§136 32, 136 32 1
§24-01-08	§24-01-09		§§24-12-04, 39-13-05	§39-13-04
§4511 09	§§4511 10, 4511 11, 5555 02	§§5533 01 to 5533 17, 5543.18	§5589 02	
tit. 47, §125 1	tit 47, §125 2	tit. 69, §§158 4, 160 2	tit 47, §125 10	tit 47, §125 9
§483 040	§483 044	§§366 450, 483 040	§483 140	§483 138

Table 9 Traffic Control Devices.

State	State Highway Department Authority to Provide for	Local Governments Authority to Provide for	Uniform System of Traffic Control Devices
Pa	tit 36, §§670-220, 670-420, 2391 9, tit 71, §512, tit 75, §§1101, 1102, 1105, 1109, 1110, 1111, 1112, 1113, 1115	tit 36, §2391 9, tit 75, §§1101, 1102, 1103, 1105, 1106, 1109, 1110, 1111, 1112, 1113	tit 75, §1105
R I.	[see Table 4]	§§31-12-13, 31-13-3, 31-14-5, 31-20-3, 31-20-6, 31-25-25, 31-25-26	§31-13-1 (adopted by State Traffic Commission)
S C	§§33-71, 46-302, 46-367, 46-389, 46-390, 46-471, 46-473, 46-486, 46-668	§§46-282 to 46-284, 46-303, 46-368, 46-370, 46-390, 46-403, 46-471, 46-473, 46-668	§§46-301 to 46-303
S D	§§44 0303 (1959 laws, ch 251), 44 0321 (1957 laws, ch 220), 28 0901, 28 0902, 44 0316, 44 0321, 44 0359	§§44 0303 (1959 laws, ch 251), 44 0321 (1957 laws, ch 220), 28 0901, 28 0902, 44 0316, 44 0318, 44 0321, 44 0334, 44 0338, 44 0360	§§28 0901, 28 904, 44 0359
Tenn	§§59-821, 59-822, 59-823, 59-856, 59-862, 59-1103, 59-1111	§§59-840, 59-853	
Tex.	art 827a (PC), art 6701d, §§30, 58, 59, 60, 65, 87, 91, 96, art 6701f	art 6701d, §§27, 31, 65, 87, 91, art 6701g	art 6701d, §§29, 31, 91, art 6701g
Utah	§§27-2-7, 41-6-21, 41-6-47, 41-6-52 1, 41-6-59 to 41-6-61, 41-6-63, 41-6-63 10, 41-6-72 10, 41-6-96, 41-6-99, 41-6-104, 41-6-114 2	§§41-6-17, 41-6-22, 41-6-48, 41-6-52 1, 41-6-63, 41-6-63 10, 41-6-66, 41-6-72 10, 41-6-96, 41-6-99, 41-6-104	§§27-2-7, 41-6-20, 41-6-21, 41-6-22
Vt.	tit 19, §§4, 39, 1212, tit 23, §§1394 to 1397	tit 19, §§39, 1211, tit 23, §§1008, 1142, 1147, 1393 to 1397	
Va.	§§46 1-173, 46 1-193, 46 1-204, 46 1-206, 46 1-345	§§46 1-180, 46 1-180 1, 46 1-186, 46 1-193, 46 1-206, 46 1-215, 46 1-345	§§46 1-173, 46 1-186, 46 1-187
Wash	§§46 44 080, 46 48 024, 46 48 030, 46 48 260, 46 60 060, 46 60 310, 46 60 340, 46 60 350, 47 36 030, 47 36 100, 47 36 110	§§46 44 080, 46 48 040 to 46 48 046, 46 60 330, 46 60 340, 46 60 350, 47 36 060, 47 36 070	§§47 36 020, 47 36 030, 47 36 060, 47 36 090
W Va	§§1721(307), (334), (337), (338a), (345), (346), (347), (392)	§§1721(304), (308), (335), (392)	§§1448(8), 1721(306), (307), (308)
Wis	§§84 02, 346 57, 349 07, 349 08, 349 10, 349 11, 349 12, 349 13, 349 16	§§83 025(2), 86 31, 346 57, 349 07, 349 08, 349 10, 349 11, 349 13, 349 16	§§83 025(2), 84 02, 349 08
Wyo	§§24-26, 24-27 1, 31-90, 31-105, 31-106, 31-107, 31-144, 31-146, 31-156	§§31-86, 31-112, 31-132, 31-137, 31-146	§§31-89, 31-137
D C		§40-603	
P R	tit 9, §187	tit 9, §187	
Total	50	50	41

Idaho Board of Highway Directors is directed to be guided by statistics on existing and projected traffic volumes and to consider the safety and convenience of highway users, among other

factors, in determining which highways shall be a part of the State system. Similarly, Kansas provides that the State Highway Commission shall make such revisions, classifications or reclassifica-

Signs and Markings—Continued

Uniform System to Conform to that of Other States	Prohibition Against Conflicting Local Devices	Additional Authority for Highway Markers and Directional Signs	Prohibition Against Injury to or Removal of Signs	Prohibition Against Imitating Official Signs
tit. 75, §1105	tit 75, §1105	tit 36, §§670-409, 670-528	tit 16, §2785, tit. 75, §1108	tit 75, §§1105, 1107
	§§31-12-14, 31-13-2	§§24-5-28 to 24-5-32	§§24-5-33, 31-13-11	§31-13-10
	§§46-302, 46-303	§§3-814	§46-312	§46-311
§§44 0359	§28 0904	§28 0904	§28 9906	§44 0361
			§§54-536, 54-537, 59-814	§59-813
art 6701d, §29	art 6701d, §§30, 31		art 6701d, §37	art 6701d, §36
§§27-2-7, 41-6-20	§41-6-21	§§27-2-7, 27-8-8	§§27-2-8, 41-6-28	§41-6-27
		tit. 19, §§4, 1171 to 1174	tit 19, §1213	
§46 1-173		§§3-55	§§33-280, 46 1-175	§§33-317, 33-317 1, 33-321, 46 1-174
§§47 36 020, 47 36 090		§§47 36 100, 47 36 120	§§47 36 130, 47 36 150	§47 36 170
§1721(306)	§1721(307)		§1721(314)	§§1721(57), (313)
§84 02	§84 02	§§81 01(5), 83 13, 84 02	§§86 19(2), 86 192, 346 42, 349 08	§§346 41, 349 09
§31-89	§31-90		§31-143	§31-142
37	36	38	46	41

tions in the State highway system as are found, on the basis of engineering and traffic studies, to be necessary.

Highway Commission, in establishing priorities for construction, shall make use of a sufficiency rating which shall take into consideration traffic volume

Colorado law specifies that the State

and composition of traffic, among other factors.⁶⁸ Counties and municipalities may use a similar sufficiency rating method.⁶⁹ Minimum traffic volumes are required for designation of controlled-access highways in Maryland and Wisconsin.⁷⁰

The expressway laws of many of the States mention traffic service as a criteria for designation of controlled-access facilities and also provide for designing and marking the facilities into separate roadways.⁷¹

Delaware, Indiana, Louisiana and Nevada State highway authorities are

specifically authorized by statute to construct State highways as divided highways.⁷² The Indiana law states that the centerline device may be of concrete, bituminous material, wood, metal or other material.

Louisiana and Missouri statutes direct State highway authorities to take traffic characteristics into consideration in determining width of State highways.⁷³ Rhode Island law provides for two-lane or four-lane highways, determined by the average of total vehicle traffic of any one week of July or August.⁷⁴

⁶⁸ COLO. REV. STATS 1953, §§120-13-86.

⁶⁹ COLO. REV STATS 1953, §§120-13087, 120-13-88.

⁷⁰ ANN. CODE OF MD., 1957, art. 89B, §190; WIS. STATS., 1957, §84.25.

⁷¹ See "Expressway Law, An Analysis," HRB Special Report 26.

⁷² DEL. CODE ANN, tit. 17, §135, BURNS' IND. STATS. ANN., §86-2982; LA. REV. STATS. 1950, §48:341; NEV. REV. STATS, §408 210.

⁷³ LA. REV. STATS. 1950, §48:220; MO. REV. STATS. 1949, §227 060

⁷⁴ GEN LAWS OF R. I. 1956, §§24-8-2, 24-8-3.

APPENDIX A

SUMMARY OF LAW BY STATE

ALABAMA

Code of Alabama, 1940

Authority of highway department includes speed regulation, parking, no-passing zones, one-way traffic, studies in relation to speed regulation, and enforcement (Table 1).

Highway director to cooperate with director of public safety for speed regulation (Table 5).

Authority of local governments includes general regulation of traffic, speed regulation, designation of one-way streets and parking, prohibition of conflicting local laws (Table 7).

Statutes designate the respective responsibilities of State and municipalities on State highways within municipalities (Table 8).

Traffic control devices: State highway department and local authorities may provide for, uniform system of traffic control devices, prohibition against injury to removal of or imitating official signs (Table 9).

ALASKA

Alaska Compiled Laws, 1949

Authority of State includes general regulation of traffic, studies and research, speed regulation, parking, size and weight regulation, erection of safety devices and enforcement (Table 1).

Highway and Public Works Board to cooperate with State police for determination of safe speed limits (Table 5).

Authority of local governments includes general regulation of traffic, enforcement and parking regulation (Table 7).

Traffic control devices: Department of Highways and Public Works authorized to provide for, uniform system of traffic control devices, injury to official signs prohibited (Table 9).

ARIZONA

Arizona Revised Statutes

Authority of State highway commission includes studies and investigations, speed, parking, size and weight, turning and stopping regulations, designation of no-passing zones and one-way traffic (Table 1).

Traffic safety division, part of highway department, by statute. Authority includes highway design, traffic control devices, studies and research, speed control, parking regulation, advice to local governments and accident prevention programs (Table 4).

Authority of local governments includes general traffic regulation, speed regulation, one-way streets, parking and turning and stopping. Prohibition of conflicting local laws (Table 7).

Traffic control devices: State highway department and local authorities may provide for, uniform system, conflicting devices prohibited (Table 9).

ARKANSAS

Arkansas Statutes 1947

Authority of State highway department includes general regulation of traffic, studies and research and speed regulation, parking, size and weight, turning and stopping regulation and enforcement of weight regulations (Table 1).

Authority of local governments includes general traffic regulation, speed regulation, one-way streets, parking and turning and stopping. Prohibition of conflicting local laws (Table 7).

Traffic control devices: State highway department and local authorities may provide for, uniform system. Conflicting local devices prohibited (Table 9).

CALIFORNIA

Deering's California Codes

Authority of State includes general regulation of traffic, studies and re-

search, speed regulation, parking, size and weight regulation, safety devices, no-passing zones, one-way traffic, turning and stopping, and illumination (Table 1).

Department of Public Works cooperation with State police concerning enforcement (Table 5).

Authority of local governments includes general traffic regulation, enforcement, research and studies, speed regulation, one-way streets, parking, no-passing zones, turning and stopping and size and weight regulations. Prohibition of conflicting local laws (Table 7).

Traffic control devices: Department of Public Works and local authorities may provide for, uniform system, conflicting devices prohibited, injury to, removal of or imitation of official signs prohibited (Table 9).

COLORADO

Colorado Revised Statutes, 1953

Authority of State highway department includes regulation of traffic on turnpikes and speedways, studies and research, speed regulation and size and weight regulation (Table 1).

Highway department cooperation with department of Revenue concerning accident statistics and motor vehicle testing machines (Table 5).

Colorado State Patrol Board organized to approve policies governing the State Patrol and for proper and efficient enforcement of the law (Table 6).

Highway Safety Council authorized to study problems of highway safety, safety education, and law enforcement (Table 6).

Authority of local governments includes general regulation of traffic, studies and research, speed regulation, one-way streets, cooperation with State, parking, turning and stopping and size and weight regulation. Prohibition of conflicting local laws (Table 7).

Statute designates responsibilities of State and municipality on State highway within a municipality (Table 8).

Traffic control devices: State highway department and local authorities may provide for, uniform system, conflicting devices prohibited, injury to,

removal of or imitation of official signs prohibited (Table 9).

CONNECTICUT

General Statutes of Connecticut, Revision of 1958

Highway department authorized to regulate size and weight (Table 1).

State Traffic Commission standardizes and makes regulations concerning traffic control devices. Connecticut Safety Commission studies highway safety problems and assists State agencies concerned with traffic safety (Table 6).

Local authorities may provide for highway illumination (Table 7).

Traffic control devices: State highway department and local authorities may provide for, uniform system, conflicting signs prohibited, injury to, removal of or imitation of official signs prohibited (Table 9).

DELAWARE

Delaware Code Annotated

Authority of State includes general regulation of traffic, studies and research, speed regulation, size and weight regulation, no-passing zones and turning and stopping (Table 1).

Motor Vehicle Department is under the supervision and control of the State Highway Department (Table 5).

Authority of local governments includes general traffic regulation, studies, speed regulation, one-way streets, no-passing zones, turning and stopping and size and weight regulation. Conflicting local laws prohibited (Table 7).

Traffic control devices: State highway department and local authorities may provide for, uniform system, injury to, removal of or imitation of official signs prohibited (Table 9).

FLORIDA

Florida Statutes, 1957

Authority of State Road Department includes studies and investigations, speed and size and weight regulation, designation of no-passing zones and enforcement (Table 1).

Director of Public Safety to assign a

patrolman to State Road Department (Table 5).

Authority of local governments includes speed and size and weight regulation. Prohibition of conflicting local laws (Table 7).

Statute designates respective responsibilities of State and municipalities on State highways within municipalities (Table 8).

State and local governments authorized to provide for traffic control devices. Uniform system and authority to remove conflicting signs (Table 9).

GEORGIA

Code of Georgia Annotated

Authority of State Highway Department includes speed, parking, size and weight and turning and stopping regulation and designation of no-passing zones and one-way highways (Table 1).

Department of Public Safety includes chairman of State Highway Department, and is in charge of Georgia State Patrol and Motor Vehicle Operator Licensing Division (Table 6).

Authority of local governments includes general traffic regulation, regulation of speed, one-way streets, parking, turning and stopping. Prohibition of conflicting local laws (Table 7).

State and local authority for traffic control devices, uniform system, prohibition of conflicting devices, injury or removal to official signs and imitating official signs (Table 9).

HAWAII

Revised Laws of Hawaii, 1955

Department of Public Works authorized to regulate size and weight (Table 1).

Authority of local governments includes general traffic regulation, regulation of speed, one-way streets, parking, no-passing zones, turning and stopping and size and weight (Table 7).

Local governments authorized to provide for traffic control devices and signs. Prohibition against injury or removal of official signs (Table 9).

IDAHO

Idaho Code

Authority of Department of Highways includes general traffic control, studies and research, regulation of speed, parking, size and weight, turning and stopping and designation of no-passing zones and one-way highways (Table 1).

Authority of local governments includes general regulation of traffic, regulation of speed, one-way streets, parking, turning and stopping and size and weight. Prohibition of conflicting local laws (Table 7).

ILLINOIS

Smith-Hurd Illinois Annotated statutes

Authority of Department of Public Works and Buildings includes studies and research, regulation of speed, turning and stopping, one-way traffic, size and weight, and parking (Table 1).

Heads of all departments to cooperate with Division of Traffic Safety (Table 5).

Traffic Study Commission to make survey of traffic problems and law enforcement (Table 6).

Local government authority includes general regulation of traffic, regulation of speed, turning and stopping, one-way streets, size and weight, and parking. Prohibition against conflicting laws (Table 7).

State and local authority for traffic control devices; provision for uniform system; prohibition against conflicting local devices; prohibition against injuring, removing or imitating official signs (Table 9).

INDIANA

Burns' Indiana Statutes Annotated

Authority of highway department includes general traffic control, research and studies, regulation of speed, parking, size and weight and turning and stopping, designation of no-passing zones and one-way traffic and enforcement of weight regulations (Table 1).

Division of traffic engineering of highway department authority includes

studies and research and traffic control (Table 4).

State highway department to cooperate with State police in enforcement of size and weight regulations (Table 5).

State committee on safety to examine laws, rules and regulations of other States and Federal government and to adopt or amend these rules in the interest of uniformity and reciprocity with other States (Table 6).

Director of traffic safety and Governor's Traffic Study Commission to investigate traffic problems and promote traffic safety (Table 6).

Local government authority includes general traffic regulation, enforcement, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injury or removal of signs and imitating official signs (Table 9).

IOWA

Code of Iowa, 1958

Authority of highway department includes studies and investigations, regulation of speed, size and weight and turning and stopping, designation of no-passing zones and enforcement (Table 1).

Authority of local governments includes general traffic regulation, enforcement, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injury or removal of signs and imitating official signs (Table 9).

KANSAS

General Statutes of Kansas, 1949

Authority of highway department includes studies and investigations, speed, size and weight and turning and stopping regulation and enforcement of size, weight and load regulations (Table 1).

State highway commission is in

charge of motor vehicle department (Table 5).

Authority of local governments includes general regulation of traffic, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injury or removal or imitating of official signs (Table 9).

KENTUCKY

Kentucky Revised Statutes

Authority of highway department includes studies and investigations, speed regulation and designation of no-passing zones (Table 1).

Authority of local governments includes general traffic regulation, regulation of speed and parking (Table 7).

Statute designates relative responsibilities of State and municipalities for State highways within municipalities (Table 8).

State and local authorities may provide for traffic control devices (Table 9).

LOUISIANA

Louisiana Revised Statutes, 1950

Authority of highway department includes general traffic control, studies and investigations, regulation of speed, parking, size and weight and turning and stopping and enforcement (Table 1).

Director of highways is authorized to delegate to director of public safety the issuance of excess size and weight permits. Department of public safety to cooperate and exchange information with other departments (Table 5).

Authority of local governments includes general regulation of traffic, regulation of speed, one-way streets, parking and turning and stopping (Table 7).

Statute designates respective responsibilities of State and municipalities for State highways within municipalities (Table 8).

State and local authorities may provide for traffic control devices, uniform

system, prohibition against conflicting signs and imitating official signs (Table 9).

MAINE

Revised Statutes of Maine, 1954

Authority of highway commission includes general traffic control, studies and investigations, regulation of speed, parking, size and weight, turning and stopping and one-way traffic (Table 1).

State highway commission to cooperate with State police and Secretary of State for joint determination of speed limits (Table 5).

Highway Safety Committee to promote highway safety programs, study traffic problems, and make recommendations to the legislature (Table 6).

Authority of local governments includes general traffic regulation, regulation of speed, one-way streets turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices. Conflicting devices, injury or removal to signs and imitating official signs are prohibited (Table 9).

MARYLAND

Annotated Code of Maryland, 1957

Authority of State Roads Commission includes general traffic control, studies and investigations, regulation of speed, size and weight and turning and stopping and enforcement (Table 1).

Authority of local governments includes general regulation of traffic, enforcement, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injury or removal and imitating official signs (Table 9).

MASSACHUSETTS

Annotated Laws of Massachusetts

Authority of Department of Public Works includes regulation of speed,

parking, size and weight and turning and stopping (Table 1).

Authority of local governments includes general regulation of traffic, regulation of speed and size and weight (Table 7).

State and local authorities to provide traffic control devices. Conflicting signs prohibited (Table 9).

MICHIGAN

Michigan Statutes Annotated

Authority of State Highway Department includes research and studies, regulation of speed, parking, size and weight, turning and stopping, no-passing zones and enforcement of weight regulations (Table 1).

State Highway Department to cooperate with State patrol for alteration of speed limits, determining right of way at intersections, parking signs and traffic control devices (Table 5).

State Safety Commission to promote traffic safety programs and cooperate with other departments and agencies concerned with traffic safety (Table 6).

Authority of local governments includes general regulation of traffic, enforcement, regulation of speed, one-way streets, parking, no-passing zones, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, conflicting signs and injury or removal or imitating of signs prohibited (Table 9).

MINNESOTA

Minnesota Statutes, 1957

Authority of highway commissioner includes studies and research, regulation of speed, size and weight and turning and stopping (Table 1).

Department of highways is in charge of driver licensing. Minnesota highway patrol is part of department of highways (Table 4).

Authority of local governments includes general regulation of traffic, enforcement, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 6).

State and local authorities to provide

for traffic control devices, uniform system, conflicting signs, injury or removal or imitating signs prohibited (Table 9).

MISSISSIPPI

Mississippi Code, 1942

Authority of State Highway Commission includes general traffic control, research and studies, regulation of speed, size and weight and turning and stopping and enforcement (Table 1).

Commissioner of Public Safety and State Highway Commission in charge of signing highways. Highway Commission may call on highway safety patrol to aid in enforcing rules and regulations (Table 5).

Statute designates relative responsibilities of State and municipality on State highways within municipalities (Table 8).

MISSOURI

Missouri Revised Statutes, 1949

Authority of State highway commission includes research and studies, regulation of parking, size and weight and turning and stopping (Table 1).

Authority of local governments includes general traffic regulation, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities may provide for traffic control devices, uniform system, injury to or removal of signs prohibited (Table 9).

MONTANA

Revised Codes of Montana, 1947

Authority of State highway commission includes regulation of parking, size and weight and turning and stopping and designation of no-passing zones and one-way traffic (Table 1).

Members of State highway commission comprise Montana highway patrol board (Table 5).

Civil defense agency to coordinate activities of highway commission, highway patrol, registrar of motor vehicles and local authorities for national defense may also conduct a highway safety and driver training program (Table 6).

Authority of local governments includes general regulation of traffic, enforcement, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, conflicting signs, injury or removal or imitating of signs prohibited (Table 9).

NEBRASKA

Revised Statutes of Nebraska, 1943

Authority of Department of Roads includes general traffic control, research and studies, regulation of speed, parking and size and weight, designation of no-passing zones and enforcement of weight regulations (Table 1).

Authority of local governments includes general regulation of traffic, regulation of speed, one-way streets, parking, no-passing zones, turning and stopping and size and weight (Table 7).

Statute designates respective responsibilities of State and municipalities on State highways within municipalities (Table 8).

State and local authorities to provide for traffic control devices, uniform system, injury, removal or imitating of signs prohibited (Table 9).

NEVADA

Nevada Revised Statutes

Authority of department of highways includes studies and investigations, regulation of speed and size and weight (Table 1).

Authority of local governments includes regulation of speed, parking and size and weight (Table 7).

State and local authorities may provide for controlled access facilities, injury or removal or imitating signs prohibited (Table 9).

NEW HAMPSHIRE

New Hampshire Revised Statutes, Annotated

Authority of Department of Public Works and Highways includes regulation of speed and turning and stopping (Table 1).

Department of Public Works and Highways to cooperate with State patrol for law enforcement on turnpikes (Table 5).

Authority of local governments includes regulations of parking and size and weight (Table 7).

Department of Public Works and Highways to provide for traffic control devices. Prohibition against injury to or removal of signs (Table 9).

NEW JERSEY

New Jersey Statutes Annotated

Authority of State Highway Department includes studies and investigations, regulation of speed, parking and turning and stopping and designation of no-passing zones (Table 1).

Authority of local governments includes general regulation of traffic, regulation of speed, one-way streets, parking, no-passing zones, turning and stopping (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition of conflicting devices and injury or removal or imitating of official signs (Table 9).

NEW MEXICO

New Mexico Statutes, 1953

Authority of highway department includes studies and investigations, regulation of speed, parking, size and weight, designation of no-passing zones and one-way traffic and enforcement (Table 1).

Authority of local governments includes general traffic regulation, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, prohibition against injury to or removal of or imitating of official signs (Table 9).

NEW YORK

New York Consolidated Laws Service

Authority of Department of Public Works includes general traffic control (Table 1).

State Traffic Commission performs

most of the traffic engineering functions. The Commission is authorized to formulate uniform highway safety programs, advise local governments, adopt uniform ordinances, signs and signals, coordinate activities of various State agencies, maintain continuous surveys of traffic conditions and regulate traffic. County traffic safety boards to promote safety programs, cooperate with local officials within the county and study traffic conditions and accident statistics (Table 6).

Authority of local governments includes general traffic regulation, regulation of speed, one-way streets, parking, no-passing zones, turning and stopping and size and weight (Table 7).

Statute designates respective responsibilities of State and municipality on State highways in municipalities (Table 8).

Local governments authorized to provide for traffic control devices, uniform system, prohibition against conflicting devices and injury, removal or imitating of signs (Table 9).

NORTH CAROLINA

General Statutes of North Carolina

Authority of State highway commission includes general traffic control, research, regulation of speed, parking, size and weight, turning and stopping and one-way traffic and enforcement (Table 1).

Highway commission to cooperate superintendent of public instruction for distribution of digests of traffic laws to schools (Table 5).

Authority of local governments includes general regulation of traffic, enforcement, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, injuring, removing or imitating of signs prohibited (Table 9).

NORTH DAKOTA

North Dakota Century Code

Authority of State highway commissioner includes research, regulation of speed, parking, size and weight, turn-

ing and stopping, no-passing zones and one-way traffic and enforcement and erection of safety devices (Table 1).

Public safety division of highway department authority includes studies and research, assisting other agencies, traffic control, public education and law enforcement (Table 4).

Public safety division to cooperate with motor vehicle department and State patrol (Table 5).

State highway traffic advisory committee to coordinate activities for defense transportation (Table 6).

Authority of local governments includes general traffic regulation, regulation of speed, one-way streets, parking, turning and stopping, and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices and injuring, removing or imitating official signs (Table 9).

OHIO

Baldwin's Ohio Revised Code

Authority of department of highways includes research, regulation of speed, size and weight, turning and stopping, no-passing zones and one-way traffic (Table 1).

Statute provides for a maintenance and traffic engineer as deputy director of highways (Table 4).

Department of highways to cooperate with commissioner of public safety for overweight load permits (Table 5).

Authority of local government includes general traffic regulation, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

Statute designates respective State and municipal responsibilities on State highways in municipalities (Table 8).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices and injuring or removing signs (Table 9).

OKLAHOMA

Oklahoma Statutes, 1951

Authority of highway department includes studies and investigations, regu-

lation of speed, parking, size and weight, no-passing zones, one-way traffic and turning and stopping and enforcement of parking regulations (Table 1).

Authority of local governments includes regulation of speed, one-way streets, parking and turning and stopping (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injuring, removing or imitating official signs (Table 9).

OREGON

Oregon Revised Statutes

Authority of highway department includes research, regulation of speed, parking, size and weight and turning and stopping (Table 1).

State Speed Control Board to make engineering and traffic investigation and determine safe speed limits (Table 6).

Authority of local governments includes general traffic regulations, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

Statute designates respective responsibilities of State and municipalities on State highways within municipalities (Table 8).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injuring, removing or imitating official signs (Table 9).

PENNSYLVANIA

Purdon's Pennsylvania Statutes Annotated

Authority of highway department includes general traffic control, research, regulation of speed, parking, size and weight, turning and stopping, one-way traffic and no-passing zones (Table 1).

Highway traffic advisory committee to cooperate with and coordinate activities of local governments and agencies concerned with national defense (Table 6).

Authority of local governments includes general traffic regulation, regu-

lation of speed, one-way streets, parking, no-passing zones, turning and stopping and size and weight (Table 7).

Statute designates respective responsibilities of State and municipalities on State highways within municipalities (Table 8).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injuring, removing or imitating official signs (Table 9).

RHODE ISLAND

General Laws of Rhode Island, 1956

Authority of director of public works includes regulation of size and weight (Table 1).

State traffic commission to establish traffic regulation and adopt manual for uniform traffic control devices and erect traffic control devices. Council on highway safety to formulate accident control program and assist and cooperate with local governments (Table 6).

Authority of local governments includes general regulation of traffic, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injuring, removing or imitating official signs (Table 9).

SOUTH CAROLINA

Code of Laws of South Carolina, 1952

Authority of Highway Department includes general traffic control, research, regulation of speed, parking, size and weight, turning and stopping, one-way traffic and no-passing zones and enforcement (Table 1).

Authority of local governments includes general regulation of traffic, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injuring, removing or imitating official signs (Table 9).

SOUTH DAKOTA

South Dakota Code of 1939

Authority of department of highways includes studies and investigations, regulation of speed, parking, size and weight and turning and stopping (Table 1).

Authority of local governments includes general regulation of traffic, enforcement, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injuring, removing or imitating official signs (Table 9).

TENNESSEE

Tennessee Code Annotated

Authority of department of highways includes regulation of speed, size and weight, no-passing zones and one-way traffic (Table 1).

Authority of local governments includes regulation of speed, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices. Prohibition against injury to, removal of or imitating of official signs (Table 9).

TEXAS

Vernon's Texas Civil Statutes, 1948

Authority of State Road Commission includes studies and investigations, regulation of speed, parking, size and weight, turning and stopping, one-way traffic and no-passing zones (Table 1).

Traffic Safety Council authorized to cooperate with State and local agencies in traffic safety, research, education and enforcement (Table 6).

Authority of local governments includes general regulation of traffic, enforcement, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injuring, removing or imitating official signs (Table 9).

UTAH

Utah Code Annotated, 1953

Authority of department of highways includes general traffic control, research, regulation of speed, parking, size and weight and turning and stopping, designation of one-way traffic and no-passing zones and enforcement (Table 1).

Department of highway safety authority includes studies and research and safety programs (Table 4).

Department of highways to cooperate with State tax commission and board of education for regulation of school buses. State highway patrol to cooperate with other departments and police forces (Table 5).

Authority of local governments includes general regulation of traffic, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injuring, removing or imitating official signs (Table 9).

VERMONT

Vermont Statutes Annotated

Authority of State highway commission includes regulation of parking, size and weight and turning and stopping (Table 1).

Traffic committee may make traffic regulations for the interstate system and determine speed limits (Table 6).

Authority of local governments includes general regulation of traffic, regulation of speed, one-way streets, parking, no-passing zones, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices. Injury to or removal of signs prohibited (Table 9).

VIRGINIA

Code of Virginia, 1950

Authority of highway department includes general traffic control, studies and investigations, regulation of speed, size and weight and one-way traffic and enforcement (Table 1).

Authority of local governments in-

cludes general regulation of traffic, enforcement, regulation of speed, parking, turning and stopping and size and weight (Table 7).

Statute designates respective responsibilities of State and municipalities on State highways within municipalities (Table 8).

State and local authorities to provide for traffic control devices, uniform system, prohibition against injuring, removing or imitating official signs (Table 9).

WASHINGTON

Revised Code of Washington

Authority of department of highways includes studies and research, regulation of speed, parking, size and weight and turning and stopping and designation of one-way traffic and no-passing zones (Table 1).

Department of highways to cooperate with State police for establishing speed limits (Table 5).

Authority of local governments includes general regulation of traffic, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

Director of Highways responsible for training civil defense engineering and rescue units. Commission on Equipment to adopt rules and regulations relating to vehicle equipment and to enforce vehicle equipment laws. State Safety Council to study ways and means of preventing accidents, including highway traffic safety problems (Table 6).

Statute designates respective responsibilities of State and municipalities on State highways within municipalities (Table 8).

State and local authorities to provide for traffic control devices, uniform system, prohibition against injuring, removing or imitating official signs (Table 9).

WEST VIRGINIA

West Virginia Code of 1955

Authority of department of highways includes studies and research, regulation of speed, parking, size and weight, designation of no-passing zones and

one-way traffic and enforcement (Table 1).

Department of highways to cooperate with department of public safety for directing traffic on bridges (Table 5).

Authority of local governments includes general regulation of traffic, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

Statute designates respective responsibilities of State and municipalities on State highways within municipalities (Table 8).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injuring, removing or imitating official signs (Table 9).

WISCONSIN

Wisconsin Statutes, 1957

Authority of State highway department includes studies and investigations, regulation of speed, parking, size and weight and turning and stopping, designation of no-passing zones and one-way traffic and enforcement (Table 1).

County boards are authorized to appropriate money to citizens' safety committees or to county safety commissions or councils for highway safety and patrol (Table 6).

Authority of local governments includes general regulation of traffic, enforcement, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injuring, removing or imitating official signs (Table 9).

WYOMING

Wyoming Statutes, 1957

Authority of State highway commission includes studies and investigations,

regulation of speed, parking, size and weight and turning and stopping designation of no-passing zones and one-way traffic, and enforcement (Table 1).

Highway patrol under direction and supervision of State highway superintendent (Table 5).

Authority of local governments includes general regulation of traffic, enforcement, regulation of speed, one-way streets, parking, turning and stopping and size and weight (Table 7).

State and local authorities to provide for traffic control devices, uniform system, prohibition against conflicting devices, injuring, removing or imitating official signs (Table 9).

DISTRICT OF COLUMBIA

District of Columbia Code, 1951

Department of Vehicles and Traffic authority includes research and studies and traffic control devices (Table 4).

Authorized to make general traffic regulations, enforce rules and regulations, regulate speed, parking, turning and stopping, and size and weight (Table 7).

Authority to provide traffic control devices and signs (Table 9).

PUERTO RICO

Laws of Puerto Rico

Authority of Department of Public Works includes general traffic control, regulation of speed, size and weight and turning and stopping (Table 1).

Traffic Bureau of Department of Public Works authority includes studies and research, advice to municipalities, traffic control, and public education (Table 4).

Traffic advisory and coordinating committee to provide for public education in controlling traffic movement and reducing traffic accidents (Table 6).

Department of Public Works and local governments to provide for traffic control devices (Table 7).

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