

or act relating thereto: *Provided*, That not more Limitation.  
 than one such contract not in conformity with any  
 annual budget shall be made during any budget  
 year, nor shall any such adjustment or change be  
 made which would result in an excess of expendi-  
 tures over revenues of such public utility.

Passed the House March 3, 1955.

Passed the Senate March 2, 1955.

Approved by the Governor March 15, 1955.

## CHAPTER 146.

[ H. B. 153. ]

### MOTOR VEHICLES—RULES OF ROAD—SIZE, WEIGHT, LOAD.

AN ACT relating to the operation of motor vehicles upon public highways and amending section 12, chapter 196, Laws of 1949 and RCW 46.60.020; section 36, chapter 269, Laws of 1951, and RCW 46.44.092; section 88, chapter 189, Laws of 1937 and RCW 46.60.150; section 90, chapter 189, Laws of 1937, and RCW 46.60.170; section 14, chapter 200, Laws of 1947, and RCW 46.60.330; and section 59, chapter 53, Laws of 1937, and RCW 47.36.110, and declaring an emergency.

*Be it enacted by the Legislature of the State of Washington:*

SECTION 1. Section 12, chapter 196, Laws of 1949 Amendment.  
 and RCW 46.60.020 are each amended to read as follows:

(RCW 46.60.020) Whenever any highway has Divided highways.  
 been divided into two roadways by leaving an inter-  
 vening space or by a physical barrier or clearly  
 indicated dividing section or by two parallel barrier  
 stripes four inches or more apart so installed as to  
 control vehicular traffic, every vehicle shall be driven  
 only upon the right hand roadway and no vehicle  
 shall be driven over, across or within any such  
 dividing space, barrier or section, or barrier stripes,  
 except through an opening in such physical barrier  
 or dividing section or space, or barrier stripes, or

at a crossover or intersection established by public authority.

Amendment.

SEC. 2. Section 36, chapter 269, Laws of 1951 and RCW 46.44.092, are each amended to read as follows:

Special permits  
for oversize or  
overweight  
loads.

(RCW 46.44.092) No special permit shall be issued for movement on any two lane state highway outside the limits of any city or town where the overall width of load exceeds fourteen feet, on any three lane state highway where the overall width of load exceeds twenty-two feet, or on any four lane state highway where the overall width of load exceeds thirty-two feet: *Provided*, That (1) these width limitations may be exceeded on state highways where the latest available traffic figures show that the highway or section of highway carries less than one hundred vehicles per day; (2) permits may be issued for weights and width of vehicles in excess of the preceding limitations on highways or sections of highways which have been designed and constructed for weights and widths in excess of such limitations; (3) these limitations may be rescinded when certification is made by military officials as to the necessity for such action and when in the opinion of the highway commission, the movement or action is a necessary emergency movement or action: *Provided further*, That the structures and highway surfaces on the routes involved are determined to be capable of sustaining weights in excess of such limitations; (4) these limitations shall not apply to farmers moving farm machinery between farms during daylight hours if the movement does not pass along and upon any primary or secondary state highway for a distance greater than thirty-five miles, if properly patrolled and flagged.

The applicant for any special permit shall specifically describe the vehicle or vehicles and load to be operated or moved and the particular state high-

ways for which permit to operate is requested and whether such permit is requested for a single trip or for continuous operation.

SEC. 3. Section 88, chapter 189, Laws of 1937, and RCW 46.60.150 are each amended to read as follows: Amendment.

(RCW 46.60.150) Every operator of a vehicle on approaching public highway intersections shall look out for and give right of way to vehicles on his right, simultaneously approaching a given point within the intersection, and whether his vehicle first reaches and enters the intersection or not: *Provided*, That this section shall not apply to operators on arterial highways or to vehicles entering an intersection which is posted with the "Yield Right of Way" sign. Right of way at highway intersections.

SEC. 4. Section 90, chapter 189, Laws of 1937, and RCW 46.60.170 are each amended to read as follows: Amendment.

(RCW 46.60.170) The operator of a vehicle shall stop as required by law at the entrance to any intersection with an arterial public highway, and having stopped shall look out for and give right of way to any vehicles upon the arterial highway simultaneously approaching a given point within the intersection, whether or not his vehicle first reaches and enters the intersection: *Provided*, That this section shall not apply to vehicles entering an intersection which is posted with the "Yield Right of Way" sign. Right of way at arterial highway intersections.

SEC. 5. Section 14, chapter 200, Laws of 1947, and RCW 46.60.330 are each amended to read as follows: Amendment.

(RCW 46.60.330) All state highways are hereby declared to be arterial highways as respects all other public highways or private ways except that the Washington state highway commission shall have the authority to designate any county road or city street as an arterial having preference over the Designation of arterial highways; state highways.

traffic on the state highway if traffic conditions will be improved by such action.

Streets.

Those city streets designated by the Washington state highway commission as forming a part of the routes of state highways through incorporated cities and towns are hereby declared to be arterial highways as respects all other city streets or private ways.

The governing authorities of incorporated cities and towns may designate any street as an arterial having preference over the traffic on a state highway if such change is first approved in writing by the Washington state highway commission. The local authorities making such a change in arterial designation shall do so by proper ordinance or resolution and shall erect or cause to be erected and maintained standard stop signs, or "Yield Right of Way" signs, to accomplish this change in arterial designation.

Arterial high-ways controlled by stop signs.

The operator of any vehicle entering upon any arterial highway from any other public highway or private way shall come to a complete stop before entering such arterial highway when stop signs are erected as provided by law.

Amendment.

SEC. 6. Section 59, chapter 53, Laws of 1937, and RCW 47.36.110 are each amended to read as follows:

Traffic control by standard stop signs.

(RCW 47.36.110) In order to provide safety at intersections on the state highway system, the Washington state highway commission may require persons traveling upon any portion of such a highway to stop before entering the intersection. For this purpose there may be erected a standard stop sign as prescribed in the state of Washington "Manual on Uniform Traffic Control Devices for Streets and Highways." All persons traveling upon the highway shall come to a complete stop at such a sign and the appearance of any sign so located shall be sufficient warning to a person that he is required

to stop. A person stopping at such a sign shall proceed through such portion of the highway in a careful manner and at a reasonable rate of speed not to exceed twenty miles per hour. It shall be unlawful to fail to comply with the directions of any such a stop sign: *Provided*, That when the findings of a traffic engineering study show that the condition of an intersection is such that vehicles may safely enter the major artery without stopping, the Washington state highway commission or local authorities in their respective jurisdictions shall install and maintain a "Yield Right of Way" sign.

Traffic control by "yield right of way" signs.

The driver of a vehicle approaching a "Yield Right of Way" sign shall reduce speed or stop if necessary in order to yield the right of way to all traffic on the intersecting street which is so close as to constitute an immediate hazard. A motorist proceeding past such a sign with a resultant collision or other interferences with traffic on the intersecting street shall be prima facie evidence that the motorist had not obeyed the sign and yielded the right of way as provided by this statute.

SEC. 7. This act is necessary for the immediate preservation of the public peace, health and safety, the support of the state government and its existing public institutions, and shall take effect immediately. **Emergency.**

Passed the House February 9, 1955.

Passed the Senate March 6, 1955.

Approved by the Governor March 15, 1955.