

**THE VIRGINIA MOTOR VEHICLE LAWS
AND THE UNIFORM VEHICLE CODE**

**REPORT OF THE
VIRGINIA CODE COMMISSION**

To

THE GOVERNOR

And

THE GENERAL ASSEMBLY OF VIRGINIA



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Richmond, Virginia
January 4, 1974

TO: HONORABLE MILLS E. GODWIN, JR., *Governor of Virginia*

and

THE GENERAL ASSEMBLY OF VIRGINIA

The General Assembly at its Regular Session of 1972 directed the Code Commission, by Senate Joint Resolution No. 26, to conduct a study of the Uniform Vehicle Code to determine to what extent parts of the Uniform Code could be utilized in Virginia for the enhancement of convenience and safety of motor vehicle travel in this State. This resolution states:

“Whereas, the safety of vehicular travel on our streets and highways is a matter of growing concern; and

Whereas, extensive use of our highways by our citizens, as well as numerous tourists, military personnel and others, including many non-residents, is increasing the need for uniformity of traffic regulations; and

Whereas, the Uniform Vehicle Code has been adopted, in major part, by many of our sister states; now, therefore, be it

Resolved by the Senate of Virginia, the House of Delegates concurring, That the Virginia Code Commission is hereby directed to conduct a study to determine the extent to which the Uniform Vehicle Code, or parts thereof, may be utilized for the enhancement of convenience and safety of motor vehicle travel in this State.”

Paul D. Stotts, Esquire, of the Richmond City Bar, was retained as the Commission's special counsel for this study and The Michie Company was employed to prepare a section by section comparison of the Uniform Vehicle Code with the comparable Code of Virginia sections.

The Virginia Code Commission made the complete section by section comparison of the Uniform Vehicle Code and the code of Virginia available to the Highway Safety Division, the Highway Department, the Department of State Police and the Division of Motor Vehicles, with the request that each agency review the material and furnish comments and recommendations on the adoption of the Uniform Vehicle Code sections. In addition, comments and recommendations were solicited from the State Department of Education on certain portions of the study.

After the agencies had reviewed the section by section comparison as prepared by The Michie Company, counsel for the Commission met with representatives of these agencies and discussed in detail the comments and recommendations of each agency.

The Code Commission members met on several occasions with counsel and officials of State agencies affected by this study and examined in depth the information that had been developed and the changes recommended by members of the Commission, by counsel and by State officials.

This study revealed to the commission certain findings which it is felt are of significant importance to be included in this report. These general findings of the Code Commission are as follows:

A. There is substantial uniformity between the Uniform Vehicle Code and the Code of Virginia either in wording or in effect and result and where differences were noted, the Code of Virginia was found to be superior in many instances and in other instances there were differences of opinion among State agencies as to which section was preferable.

This finding is supported in part by the findings of a subcommittee of the United States House of Representatives. The Subcommittee on Investigations and Review for the Committee on Public Works of the House of Representatives conducted a six year study on highway safety, design and operations and included in the study was the matter of uniform traffic laws. In the Subcommittee's report of July, 1973, entitled "Highway Safety, Design and Operation" (Document 93-7), under the discussion of uniform traffic laws on page 27, are found the following comments:

* * *

"Although hearing testimony from some of the most expert witnesses available, the Subcommittee found it impossible to focus with precision on the problem of nonuniformity. Existing research offers almost no guidance as to the weight of this highly subjective causal factor."

* * *

"Care must be taken not to exaggerate the problem, for there is uniformity, indeed, substantial uniformity, among the 50 states.***"

B. Many of the examples of non-uniform traffic laws in Virginia, as set out in articles published or speeches given prior to this study, have already been changed by the General Assembly.

C. Advocates of uniform traffic laws have stated that most of Virginia's traffic laws are archaic and serve neither highway users nor persons responsible for their safety. The Commission finds no basis for such a statement but on the contrary finds that most Virginia traffic laws serve all persons, resident and nonresident, very effectively and promote highway safety. Consequently, the Commission finds no reason to recommend changes solely for the sake of uniformity with the Uniform Vehicle Code.

The Virginia Highway Safety Commission has also gone on record as being opposed to changing the Code of Virginia just to be uniform since "many of the Virginia traffic laws are superior to those in the Uniform Vehicle Code". (Minutes of Virginia Highway Safety Commission meetings of December 15, 1972 and January 26, 1973).

The Commission as a result of its study, has caused to be prepared by counsel a draft of a bill suitable for introduction at the 1974 Regular Session of the General Assembly of Virginia. This draft reflects the Commission's careful consideration of all recommendations and suggestions either brought to its attention or resulting from its own observations, inquiries and deliberations. It incorporates the following:

1. New sections requiring owners of motor vehicles and persons having driving licenses to report change of address to the Division of Motor Vehicles.
2. Amendment of § 46.1-184 relating to flashing amber lights and arrows.
3. New section providing statutory authority for pedestrian control signals.

4. New section providing statutory authority for lane control signals for vehicular traffic.
5. Amendment of § 46.1-222 relating to left turns.
6. Amendment of § 46.1-247 relating to stop signs at intersections.
7. New sections relating to bicycles and their operation on highways.
8. Amendment of § 46.1-340 relating to posting of weight limit on bridges.
9. Amendment of § 46.1-299 to make it applicable only to turn signals.
10. Amendment of § 46.1-1(15) relating to definition of motor vehicle to include truck camper body.

RECOMMENDATIONS

The Commission considers the accompanying bill as necessary to improve highway safety and recommends its enactment at the 1974 Regular Session of the General Assembly.

The Commission also considers that the adoption of the classified drivers license or one license concept in Virginia would aid highway safety and recommends it to the members of the General Assembly. No bill on this proposal is submitted with this report since the Division of Motor Vehicles has already prepared separate legislation to incorporate in the Code of Virginia this concept.

The Commission wishes to express appreciation to all of those individuals and State agencies who rendered valuable assistance to the Commission in this Study.

Respectfully submitted,

A. L. PHILPOTT, *Chairman*

J. HARRY MICHAEL, JR., *Vice Chairman*

JOHN A. BANKS, JR.

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A BILL to amend and reenact §§ 46.1-1, 46.1-184, 46.1-222, 46.1-247, 46.1-277, 46.1-299 and 46.1-340, as severally amended, of the Code of Virginia, relating to definitions, signals by lights, vehicles turning left, vehicles stopping, brakes on vehicles, turn signals and posting of bridge weights under the Motor Vehicle Code; and to amend the Code of Virginia by adding new sections numbered 46.1-52.1, 46.1-206.1, 46.1-229.1, 46.1-229.2, 46.1-229.3, 46.1-231.1 and 46.1-368.1, relating to report of change of address by owners and operators of vehicles, lane control signals, operation of bicycles on highways, and pedestrian crossing signals.

Be it enacted by the General Assembly of Virginia:

1. That §§ 46.1-1, 46.1-184, 46.1-222, 46.1-247, 46.1-277, 46.1-299 and 46.1-340, as severally amended, of the Code of Virginia are amended and reenacted, and that the Code of Virginia, is amended by adding thereto sections numbered 46.1-52.1, 46.1-206.1, 46.1-229.1, 46.1-229.2, 46.1-229.3, 46.1-231.1 and 46.1-368.1, as follows:

§ 46.1-1. **Definitions.**—The following words and phrases when used in this title shall, for the purpose of this title have the meanings respectively ascribed to them in this section except in those instances where the context clearly indicates a different meaning:

(1) “*Business district*”.—The territory contiguous to a highway where seventy-five per centum or more of the property contiguous to a highway, on either side of the highway, for a distance of three hundred feet or more along the highway is occupied by land and buildings actually in use and operation for business purposes.

(2) “*Chauffeur*”.—Every person employed for the principal purpose of operating a motor vehicle and every person who drives a motor vehicle while in use as a public or common carrier of persons or property.

(3) “*Commission*”.—The State Corporation Commission.

(4) “*Commissioner*”.—The Commissioner of the Division of Motor Vehicles of this State.

(4a) “*Crosswalk*”.—(a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway;

(b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

(4b) “*Decal*”.—A device to be attached to a license plate that validates the license plate for a predetermined registration period.

(5) “*Division*”.—The Division of Motor Vehicles of this State.

(6) “*Essential parts*”.—All integral parts and body parts, the removal, alteration or substitution of which will tend to conceal the identity of a vehicle.

(7) “*Farm tractor*”.—Every motor vehicle designed and used as a farm, agricultural or horticultural implement for drawing plows, mowing machines and other farm, agricultural or horticultural machinery and implements including self-propelled mowers designed and used for mowing lawns.

(8) “*Financial responsibility*”.—Ability to respond in damages for liability thereafter incurred arising out of the ownership, maintenance, use or operation of a motor vehicle, in the amount of twenty thousand dollars because of bodily injury to or death of any one person and, subject to such limit for one person, in the amount of forty thousand dollars because of bodily injury to or death of two or more persons in any one accident, and in the amount of five thousand dollars because of injury to or destruction of property in any one accident.

(9) “*Foreign vehicles*”.—Every motor vehicle, trailer or semitrailer which shall be brought into this State otherwise than in the ordinary course of business by or through a manufacturer or dealer and which has not been registered in this State.

(10) "*Highway*".—The entire width between the boundary lines of every way or place of whatever nature open to the use of the public for purposes of vehicular travel in this State, including the streets, alleys and publicly maintained parking lots in counties, cities and towns.

(10a) "*Roadway*".—That portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the shoulder. A highway may include two or more roadways if divided by a physical barrier or barriers or unpaved area.

(10b) "*Traffic lane*" or "*lane*".—That portion of a roadway designed or designated to accommodate the forward movement of a single line of vehicles.

(10c) "*Shoulder*".—That part of a highway between the portion regularly travelled by vehicular traffic and the lateral curb line or ditch.

(11) "*Intersection*".—(a) The area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles, or the area within which vehicles travelling upon different highways joining at any other angle may come in conflict.

(b) Where a highway includes two roadways thirty feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. In the event such intersecting highway also includes two roadways thirty feet or more apart, then every crossing of two roadways of such highways shall be regarded as a separate intersection.

(11a) "*License plate*".—A device containing letters, numerals or a combination of both, attached to a motor vehicle, trailer or semitrailer to indicate that such motor vehicle, trailer or semitrailer is properly registered with the Division.

(12) "*Manufacturer*".—Every person engaged in the business of constructing or assembling motor vehicles, trailers or semitrailers at an established place of business in this State.

(12a) "*Dealer*".—Every person engaged in the business of buying, selling or exchanging motor vehicles, trailers, and semitrailers in this State and who has an established place of business for such purpose in this State at which place of business the books and records of such dealer are kept and at which a substantial part of the business of such dealer is conducted.

(13) "*Metal tires*".—All tires the surface of which in contact with the highway is wholly or partly of metal or other hard, nonresilient material.

(14) "*Motorcycle*".—Every motor vehicle designed to travel on not more than three wheels in contact with the ground and any four-wheeled vehicle weighing less than five hundred pounds and equipped with an engine of less than six horsepower, except any such vehicle as may be included within the term "farm tractor" as herein defined.

(14a) "*Motorhome*".—Every private motor vehicle with a normal seating capacity of not more than ten persons, including the driver, designed primarily for use as living quarters for human beings.

(15) "*Motor vehicle*".—Every vehicle as herein defined which is self-propelled or designed for self-propulsion except that the definition contained in § 46.1-389 (d) shall apply for the purposes of chapter 6 (§ 46.1-388 et seq.) of this title. *Any structure designed, used or maintained primarily to be loaded on or affixed to a motor vehicle to provide a mobile dwelling, sleeping place, office or commercial space, shall be considered a part of a motor vehicle.*

(15a) "*Antique motor vehicle*".—Every motor vehicle, as herein defined, which is designated by the manufacturer as a nineteen hundred forty-three or prior year model, or which was actually manufactured in the calendar year nineteen hundred and forty-three or a calendar year prior thereto and is owned solely as a collector's item, and is used for participation in club activities, exhibits, tours, parades, and similar uses, but in no event used for general

transportation, may be classified by the Commissioner as an antique motor vehicle.

(16) "*Nonresident*".—Every person who is not domiciled in this State, except:

(a) Any foreign corporation which is authorized to do business in this State by the State Corporation Commission shall be deemed a resident of this State for the purpose of this title; provided, however, that in the case of corporations incorporated in this State but doing business without the State, only such principal place of business or branches located within this State shall be dealt with as residents of this State.

(b) A person who becomes engaged in a gainful occupation in this State for a period exceeding sixty days, shall be deemed a resident for the purposes of this title.

(c) A person who has actually resided in this State for a period of six months, whether employed or not, or who has registered a motor vehicle, listing an address within this State in the application for registration shall be deemed a resident for the purposes of this title.

(16a) "*Nonresident student*".—Every nonresident person who is enrolled as a full-time student in an accredited institution of learning in this State and who is not gainfully employed.

(17) "*Operator*".—Every person who drives or is in actual physical control of a motor vehicle upon a highway or who is exercising control over or steering a vehicle being towed by a motor vehicle.

(18) "*Owner*".—A person who holds the legal title of a vehicle or, in the event a vehicle is the subject of an agreement for the conditional sale or lease thereof with the right of purchase upon performance of the conditions stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee or in the event a mortgagor of a vehicle is entitled to possession, then such conditional vendee or lessee or mortgagor shall be deemed the owner for the purpose of this title, except that in all such instances when the rent paid by the lessee includes charges for services of any nature or when the lease does not provide that title shall pass to the lessee upon payment of the rent stipulated, the lessor shall be regarded as the owner of such vehicle and the vehicle shall be subject to such requirements of this title as are applicable to vehicles operated for compensation; provided, however, that a "truck lessor" as hereinafter defined shall be regarded as the owner, and his vehicles shall be subject to such requirements of this title as are applicable to vehicles of private carriers.

(18a) "*Passenger car*".—Every motor vehicle designed and used primarily for the transportation of not more than ten persons including the driver, except motorcycles.

(19) "*Peace*" or "*police*" officer.—Every officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.

(20) "*Person*".—Every natural person, firm, partnership, association or corporation.

(20a) "*Pick-up or panel truck*".—Every motor vehicle designed for the transportation of property with a registered gross weight of five thousand four hundred ninety-nine pounds or less.

(21) "*Pneumatic tires*".—All tires inflated with compressed air.

(22) "*Private road or driveway*".—Every way in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

(23) "*Reconstructed vehicle*".—Every vehicle of a type required to be registered hereunder materially altered from its original construction by the removal, addition or substitution of essential parts, new or used.

(24) "*Residence district*".—The territory contiguous to a highway, not comprising a business district, where seventy-five per centum or more of the property contiguous to such highway, on either side of the highway, for a

distance of three hundred feet or more along the highway is occupied by dwellings and land improved for dwelling purposes, or by dwellings, land improved for dwelling purposes and land or buildings in use for business purposes.

(25) "*Road tractor*".—Every motor vehicle designed and used for drawing other vehicles and not so constructed as to carry any load thereon independently or any part of the weight of a vehicle or load so drawn.

(26) "*Safety zone*".—The area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone.

(27) "*Semitrailer*".—Every vehicle of the trailer type so designed and used in conjunction with a motor vehicle that some part of its own weight and that of its own load rests upon or is carried by another vehicle.

(28) "*Solid rubber tires*".—Every tire made of rubber other than a pneumatic tire.

(29) "*Specially constructed vehicles*".—Any vehicle which shall not have been originally constructed under a distinctive name, make, model or type by a generally recognized manufacturer of vehicles and not a reconstructed vehicle as herein defined.

(30) "*Superintendent*".—The Superintendent of the Department of State Police of this State.

(31) "*Town*".—An incorporated town.

(32) "*Tractor truck*".—Every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the load and weight of the vehicle attached thereto.

(33) "*Trailer*".—Every vehicle without motive power designed for carrying property or passengers wholly on its own structure and for being drawn by a motor vehicle.

(34) "*Vehicle*".—Every device in, upon or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

(35) "*Operation or use for rent or for hire, etc.*".—The terms operation or use for rent or for hire, for the transportation of passengers, or as a property carrier for compensation, and the term business of transporting persons or property, wherever used in this title, mean any owner or operator of any motor vehicle, trailer or semitrailer operating over the highways of this State who accepts or receives compensation for the service, directly or indirectly; but such terms shall not be construed to mean a "truck lessor" as defined herein

(36) "*Truck lessor*".—A person who holds the legal title to any motor vehicle, trailer or semitrailer which is the subject of a bona fide written lease for a term of one year or more to another person, provided that:—

(a) Neither the lessor nor the lessee is a common carrier by motor vehicle or restricted common carrier by motor vehicle or contract carrier by motor vehicle as defined in § 56-273 of the Code; and

(b) The leased motor vehicle, trailer or semitrailer is used exclusively for the transportation of property of the lessee; and

(c) The lessor is not employed in any capacity by the lessee; and

(d) The operator of the leased motor vehicle is a bona fide employee of the lessee and is not employed in any capacity by the lessor; and

(e) A true copy of such lease, verified by affidavit of the lessor, is filed with the Commissioner.

(37) "*School bus*".—Any motor vehicle, except commercial bus, station wagon, automobile or truck, which is designed and used primarily for the transportation of pupils to and from public, private or parochial schools, which is painted yellow with the words "School Bus, Stop, State Law" in black letters of specified size on front and rear, and which is equipped with warning devices prescribed in § 46.1-287.

§ 46.1-52.1. *Notice of change of address.*—Whenever any person after making application for or obtaining the registration of a vehicle shall move from the address shown in the application or upon a registration card or certificate of title, such person shall within thirty days thereafter notify the Division in writing of his change of address.

There shall be imposed upon anyone failing to comply with this section a fee of two dollars, which fee shall be used to defray the expenses incurred by the Division.

§ 46.1-184. **Signals by lights or semaphores.**—Signals by lights or semaphores shall be as follows:

(a) Red indicates that traffic then moving shall stop and remain stopped as long as the red signal is shown, except in the direction indicated by a lighted green arrow; provided, however, that the governing body of any county or town having jurisdiction of its streets and roads, and any city, or the State Highway Commissioner for roads under his jurisdiction, may provide for a legal right turn on a red signal after coming to a full stop, provided that a sign indicating that such right turn is permissible is placed at the intersection. Such turning traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic using the intersection. Green indicates the traffic shall then move in the direction of the signal and remain in motion as long as the green signal is given, except that such traffic shall yield to other vehicles and pedestrians lawfully within the intersection.

(b) Amber indicates that a change is about to be made in the direction of the moving of traffic. When the amber signal is shown, traffic which has not already entered the intersection, including the crosswalks, shall stop if it is not reasonably safe to continue, but that which has already entered the intersection shall continue to move until the intersection has been entirely cleared. The amber signal is a warning that the red signal is imminent. ~~The use of a flashing amber arrow indicates that traffic may turn in the direction that the arrow is pointing only with caution and shall yield to any vehicle in the intersection or so close thereto as to constitute an immediate hazard.~~

(c) ~~The use of a flashing red indicates that traffic shall stop before entering an intersection and the use of a flashing amber indicates that traffic may proceed through the intersection or pass such signal only with caution.~~

(d) Officers of the law and uniformed school crossing guards may assume control of traffic otherwise controlled by lights or semaphores and in such event signals by such officers and uniformed crossing guards shall take precedence over such lights or semaphores.

(e) Members of any fire department or any rescue squad when on duty may activate electric traffic control signals when such control signals are specifically authorized by the State Highway Commissioner or appropriate local authority.

§ 46.1-206.1. *Lane direction control signals.*—When lane direction control signals are placed over the individual lanes of a street or highway, vehicular traffic may travel in any lane over which a green signal is shown but shall not enter or travel in any lane over which a red signal is shown and shall vacate as soon as possible any lane over which an amber signal is shown.

§ 46.1-222. **Same; vehicle turning to left.**—The driver of a vehicle, ~~in an intersection and turning therein to the left across the line of travel of vehicles within or approaching the intersection shall yield the right of way to such other vehicles,~~ *intending to turn to the left within an intersection or into an alley, private road or driveway shall yield the right-of-way to any vehicle approaching from the opposite direction which is so close as to constitute a hazard,* provided, however, that where there is an automatic signal device governing the flow of traffic at any intersection and allowing turns to the left

while all other vehicular traffic is required to stop, any vehicle making such turn shall have the right-of-way over all other vehicles approaching the intersection.

§ 46.1-229.1. *Riding on bicycles.*—(a) *A person propelling a bicycle on a highway shall not ride other than upon or astride a regular seat attached thereto.*

(b) *No bicycle shall be used to carry more persons at one time than the number for which it is equipped.*

§ 46.1-229.2. *Riding on roadways and bicycle paths.*—(a) *Every person operating a bicycle upon a highway shall ride as near to the right side of the highway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.*

(b) *Persons riding bicycles upon a highway shall not ride two or more abreast except on paths or parts of highways set aside for the exclusive use of bicycles.*

(c) *Wherever a usable path for bicycles has been provided adjacent to a roadway, bicycle riders shall use such path and shall not use the roadway.*

§ 46.1-229.3. *Carrying articles.*—*No person operating a bicycle upon a highway shall carry any package, bundle or article which prevents the driver from keeping at least one hand upon the handle bars.*

§ 46.1-231.1. *Pedestrian control signals.*—*Whenever special pedestrian control signals exhibiting the words “Walk” or “Don’t Walk” are in place such signals shall indicate as follows:*

(a) *Walk.*—*Pedestrians facing such signal may proceed across the highway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.*

(b) *Don’t Walk.*—*No pedestrian shall start to cross the highway in the direction of such signal, but any pedestrian who has partially completed his crossing on the walk signal shall proceed to a sidewalk or safety island while the Don’t Walk signal is showing.*

§ 46.1-247. *Vehicles before entering State Highway System certain highways shall stop or yield right-of-way.*—(a) ~~Except in incorporated cities and towns all vehicles when entering a highway, which is improved and hard surfaced and is a part of the State Highway System, from the side thereof, The driver of a vehicle approaching an intersection on a highway controlled by a stop sign shall, immediately before entering such highway intersection stop, and before proceeding shall yield the right-of-way to the driver of a vehicle approaching on such other highway from either direction.~~

(b) ~~Where a “Yield Right-of-way” sign is posted, the driver of a vehicle entering such highway intersection shall yield the right-of-way to the driver of a vehicle approaching on such other highway from either direction.~~

§ 46.1-277. *Brakes.*—(a) *Every motor vehicle when operated upon a highway shall be equipped with brakes adequate to control the movements of and to stop and hold such vehicle, and such brakes shall be maintained in good working order and shall conform to regulations provided in §§ 46.1-277 through 46.1-280.*

(b) *Every bicycle when operated upon a highway shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.*

§ 46.1-299. **Requirements of such devices; rules and regulations.**—

(a) ~~Every device intended and used to give a signal of intention to turn or to stop a vehicle shall be so constructed and so installed as to give a signal plainly visible in clear weather and under normal traffic conditions from a distance of at least one hundred feet to the rear and one hundred feet to the front of the vehicle, except that a stop signal need be visible only to the rear; and provided that no front signal shall be required on vehicles manufactured or assembled before January first, nineteen hundred and forty-three.~~

(b) The Superintendent may adopt and enforce rules and regulations not inconsistent with this and the preceding section (§ 46.1-298) governing the construction, location and operation of signal devices and the color of lights which may be used in any such signal device, provided that nothing contained herein shall prohibit the requiring of an electrical or mechanical signal device on any vehicle the driver of which is prevented by any reason from giving the hand and arm signal required in § 46.1-217.

(c) Motor vehicles, trailers and semitrailers, when temporarily stopped on the traveled or paved portion of the highway so as to create a traffic hazard shall use all four turn signals simultaneously to signal approaching motorists of the existing hazard whenever such vehicle is equipped with a device which will cause the four turn signals to flash simultaneously. All four signals may be flashed simultaneously on a vehicle stopped at the scene of a traffic hazard, but in no event shall all four signals be flashed simultaneously while the vehicle is in motion.

(d) Motor vehicles may be equipped with a braking warning system or device which will cause the vehicle's brake lights to flash when the vehicle is in motion but committed to an emergency or panic stop.

§ 46.1-340. Crossing bridge or culvert by vehicle heavier than allowed thereon.—No vehicle shall cross any bridge or culvert within the State if the gross weight of such vehicle is greater than the amount posted ~~on~~ for the bridge or culvert as its carrying capacity.

Signs stating the carrying capacity shall be erected and maintained near each end of the bridge or culvert on the approaches to such bridge or culvert.

§ 46.1-368.1. *Notice of change of address.—Whenever any person after making application for or obtaining a license to operate a motor vehicle shall move from the address shown in the application or upon the license, such person shall within thirty days thereafter notify the Division in writing of his change of address.*

There shall be imposed upon anyone failing to comply with this section a fee of five dollars, which fee shall be used to defray the expenses incurred by the Division.

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