

Washington:

Trailer Requirements: http://www.wsp.wa.gov/traveler/docs/cvd/170_129.pdf

<http://www.wsp.wa.gov/information/faqs.htm>

What is legal height, width, and length?

Height: 14 feet

Width: 8 ft. 6 in.

Length: Single Vehicle - 40 feet (Auto Stage, Motor home 46 feet)

Semi Trailer - 53 feet (Can purchase permit to 56 feet)

Double Trailers - 61 feet (Can purchase permit to 68 feet)

Truck and Trailer - 75 feet

Auto/Boat Transporter - 75 feet

(plus 3-foot overhang and 4-foot rear overhang) (stinger steered)

Washington Title 46 RCW

MOTOR VEHICLES

RCW 46.04.136

"Commercial trailer" means a trailer that is principally used to transport commodities, merchandise, produce, freight, or animals.

RCW 46.04.530

"Semitrailer" includes every vehicle without motive power designed to be drawn by a vehicle, motor vehicle, or truck tractor and so constructed that an appreciable part of its weight and that of its load rests upon and is carried by such other vehicle, motor vehicle, or truck tractor.

RCW 46.04.620

"Trailer" includes every vehicle without motive power designed for being drawn by or used in conjunction with a motor vehicle constructed so that no appreciable part of its weight rests upon or is carried by such motor vehicle, but does not include a municipal transit vehicle, or any portion thereof.

RCW 46.44.010

Outside width limit.

The total outside width of any vehicle or load thereon must not exceed eight and one-half feet; except that an externally mounted rear vision mirror may extend beyond the width limits of the vehicle body to a point that allows the driver a view to the rear of the vehicle along both sides in conformance with Federal National Safety Standard 111 (49 C.F.R. 571.111), and RCW [46.37.400](#). Excluded from this calculation of width are certain devices that provide added safety, energy conservation, or are otherwise necessary, and are not designed or used to carry cargo. The width-exclusive devices must be identified in rules adopted by the department of transportation under RCW [46.44.101](#). A width-exclusive device must not extend more than three inches beyond the width limit of the vehicle body.

RCW 46.44.020

Maximum height — Impaired clearance signs.

It is unlawful for any vehicle unladen or with load to exceed a height of fourteen feet above the level surface upon which the vehicle stands. This height limitation does not apply to authorized emergency vehicles or repair equipment of a public utility engaged in reasonably necessary operation. The provisions of this section do not relieve the owner or operator of a vehicle or combination of vehicles from the exercise of due care in determining that sufficient vertical clearance is provided upon the public highways where the vehicle or combination of vehicles is being operated; and no liability may attach to the state or to any county, city, town, or other political subdivision by reason of any damage or injury to persons or property by reason of the existence of any structure over or across any public highway where the vertical clearance above the roadway is fourteen feet or more; or, where the vertical clearance is less than fourteen feet, if impaired clearance signs of a design approved by the state department of transportation are erected and maintained on the right side of any such public highway in accordance with the manual of uniform traffic control devices for streets and highways as adopted by the state department of transportation under chapter [47.36](#) RCW. If any structure over or across any public highway is not owned by the state or by a county, city, town, or other political subdivision, it is the duty of the owner thereof when billed therefor to reimburse the state department of transportation or the county, city, town, or other political subdivision having jurisdiction over the highway for the actual cost of erecting and maintaining the impaired clearance signs, but no liability may attach to the owner by reason of any damage or injury to persons or property caused by impaired vertical clearance above the roadway.

RCW 46.44.030

Maximum lengths.

It is unlawful for any person to operate upon the public highways of this state any vehicle having an overall length, with or without load, in excess of forty feet. This restriction does not apply to (1) a municipal transit vehicle, (2) auto stage, private carrier bus, school bus, or motor home with an overall length not to exceed forty-six feet, (3) an articulated auto stage with an overall length not to exceed sixty-one feet, or (4) an auto recycling carrier up to forty-two feet in length

manufactured prior to 2005.

It is unlawful for any person to operate upon the public highways of this state any combination consisting of a tractor and semitrailer that has a semitrailer length in excess of fifty-three feet or a combination consisting of a tractor and two trailers in which the combined length of the trailers exceeds sixty-one feet, with or without load.

It is unlawful for any person to operate on the highways of this state any combination consisting of a truck and trailer, or log truck and stinger-steered pole trailer, with an overall length, with or without load, in excess of seventy-five feet. "Stinger-steered," as used in this section, means the coupling device is located behind the tread of the tires of the last axle of the towing vehicle.

These length limitations do not apply to vehicles transporting poles, pipe, machinery, or other objects of a structural nature that cannot be dismembered and operated by a public utility when required for emergency repair of public service facilities or properties, but in respect to night transportation every such vehicle and load thereon shall be equipped with a sufficient number of clearance lamps on both sides and marker lamps upon the extreme ends of any projecting load to clearly mark the dimensions of the load.

Excluded from the calculation of length are certain devices that provide added safety, energy conservation, or are otherwise necessary, and are not designed or used to carry cargo. The length-exclusive devices must be identified in rules adopted by the department of transportation under RCW [46.44.101](#).

RCW 46.44.036

Combination of units — Limitation.

Except as provided in RCW [46.44.037](#), it is unlawful for any person to operate upon the public highways of this state any combination of vehicles consisting of more than two vehicles. For the purposes of this section a truck tractor-semitrailer or pole trailer combination will be considered as two vehicles but the addition of another axle to the tractor of a truck tractor-semitrailer or pole trailer combination in such a way that it supports a proportional share of the load of the semitrailer or pole trailer shall not be deemed a separate vehicle but shall be considered a part of the truck tractor. For the purposes of this section a converter gear used in converting a semitrailer to a full trailer shall not be deemed a separate vehicle but shall be considered a part of the trailer.

RCW 46.44.037

Combination of units — Lawful operations.

Notwithstanding the provisions of RCW [46.44.036](#) and subject to such rules and regulations governing their operation as may be adopted by the state department of transportation, operation of the following combinations is lawful:

(1) A combination consisting of a truck tractor, a semitrailer, and another semitrailer or a full trailer. In this combination a converter gear used to convert a semitrailer into a full trailer shall be considered to be a part of the full trailer and not a separate vehicle. A converter gear being pulled without load and not used to convert a semitrailer into a full trailer may be substituted in lieu of a full trailer or a semitrailer in any lawful combination;

(2) A combination consisting of a truck tractor carrying a freight compartment no longer than eight feet, a semitrailer, and another semitrailer or full trailer that meets the legal length requirement for a truck and trailer combination set forth in RCW [46.44.030](#).

46.37.340. **Braking** equipment required.

- Every motor vehicle, **trailer**, semitrailer, and pole **trailer**, and any combination of such vehicle operating upon a highway within this state shall be equipped with **brakes** in compliance with the requirements of this chapter.
 - (1) **Service brakes** — adequacy. Every such vehicle and combination of vehicles, except special mobile equipment as defined in [RCW 46.04.552](#), shall be equipped with service **brakes** complying with the performance requirements of [RCW 46.37.351](#) and adequate to control the movement of and to stop and hold such vehicle under all conditions of loading, and on any grade incident to its operation.
 - (2) **Parking brakes** — adequacy. Every such vehicle and combination of vehicles shall be equipped with parking **brakes** adequate to hold the vehicle on any grade on which it is operated, under all conditions of loading, on a surface free from snow, ice, or loose material. The parking **brakes** shall be capable of being applied in conformance with the foregoing requirements by the driver's muscular effort or by spring action or by equivalent means. Their operation may be assisted by the service **brakes** or other source of power provided that failure of the service **brake** actuation system or other power assisting mechanism will not prevent the parking **brakes** from being applied in conformance with the foregoing requirements. The parking **brakes** shall be so designed that when once applied they shall remain applied with the required effectiveness despite exhaustion of any source of energy or leakage of any kind. The same **brake** drums, **brake** shoes and lining assemblies, **brake** shoe anchors, and mechanical **brake** shoe actuation mechanism normally associated with the wheel **brake** assemblies may be used for both the service **brakes** and the parking **brakes**. If the means of applying the parking **brakes** and the service **brakes** are connected in any way, they shall be so constructed that failure of any one part shall not leave the vehicle without operative **brakes**.
 - (3) **Brakes** on all wheels. Every vehicle shall be equipped with **brakes** acting on all wheels except:
 - (a) **Trailers**, semitrailers, or pole **trailers** of a gross weight not exceeding three thousand pounds, provided that:

- (i) The total weight on and including the wheels of the **trailer** or **trailers** shall not exceed forty percent of the gross weight of the towing vehicle when connected to the **trailer** or **trailers**; and
 - (ii) The combination of vehicles consisting of the towing vehicle and its total towed load, is capable of complying with the performance requirements of [RCW 46.37.351](#);
- (b) **Trailers**, semitrailers, or pole **trailers** manufactured and assembled prior to July 1, 1965, shall not be required to be equipped with **brakes** when the total weight on and including the wheels of the **trailer** or **trailers** does not exceed two thousand pounds;
- (c) Any vehicle being towed in driveaway or towaway operations, provided the combination of vehicles is capable of complying with the performance requirements of [RCW 46.37.351](#);
- (d) Trucks and truck tractors manufactured before July 25, 1980, and having three or more axles need not have **brakes** on the front wheels, except that when such vehicles are equipped with at least two steerable axles, the wheels of one steerable axle need not have **brakes**. Trucks and truck tractors manufactured on or after July 25, 1980, and having three or more axles are required to have **brakes** on the front wheels, except that when such vehicles are equipped with at least two steerable axles, the wheels of one steerable axle need not have **brakes**. Such trucks and truck tractors may be equipped with an automatic device to reduce the front-wheel **braking** effort by up to fifty percent of the normal **braking** force, regardless of whether or not antilock system failure has occurred on any axle, and:
 - (i) Must not be operable by the driver except upon application of the control that activates the **braking** system; and
 - (ii) Must not be operable when the pressure that transmits **brake** control application force exceeds eighty-five pounds per square inch (psi) on air-mechanical **braking** systems, or eighty-five percent of the maximum system pressure in vehicles utilizing other than compressed air.

All trucks and truck tractors having three or more axles must be capable of complying with the performance requirements of [RCW 46.37.351](#);

- (e) Special mobile equipment as defined in [RCW 46.04.552](#) and all vehicles designed primarily for off-highway use with **braking** systems which work within the power train rather than directly at each wheel;

- (f) Vehicles manufactured prior to January 1, 1930, may have **brakes** operating on only two wheels.
 - (g) For a forklift manufactured after January 1, 1970, and being towed, wheels need not have **brakes** except for those on the rearmost axle so long as such **brakes**, together with the **brakes** on the towing vehicle, shall be adequate to stop the combination within the stopping distance requirements of [RCW 46.37.351](#).
- (4) Automatic **trailer brake** application upon breakaway. Every **trailer**, semitrailer, and pole **trailer** equipped with air or vacuum actuated **brakes** and every **trailer**, semitrailer, and pole **trailer** with a gross weight in excess of three thousand pounds, manufactured or assembled after January 1, 1964, shall be equipped with **brakes** acting on all wheels and of such character as to be applied automatically and promptly, and remain applied for at least fifteen minutes, upon breakaway from the towing vehicle.
- (5) Tractor **brakes** protected. Every motor vehicle manufactured or assembled after January 1, 1964, and used to tow a **trailer**, semitrailer, or pole **trailer** equipped with **brakes**, shall be equipped with means for providing that in case of breakaway of the towed vehicle, the towing vehicle will be capable of being stopped by the use of its service **brakes**.
- (6) **Trailer** air reservoirs safeguarded. Air **brake** systems installed on **trailers** manufactured or assembled after January 1, 1964, shall be so designed that the supply reservoir used to provide air for the **brakes** shall be safeguarded against backflow of air from the reservoir through the supply line.
- (7) Two means of emergency **brake** operation.
 - (a) Air **brakes**. After January 1, 1964, every towing vehicle equipped with air controlled **brakes**, in other than driveaway or towaway operations, and all other vehicles equipped with air controlled **brakes**, shall be equipped with two means for emergency application of the **brakes**. One of these means shall apply the **brakes** automatically in the event of a reduction of the vehicle's air supply to a fixed pressure which shall be not lower than twenty pounds per square inch nor higher than forty-five pounds per square inch. The other means shall be a manually controlled device for applying and releasing the **brakes**, readily operable by a person seated in the driving seat, and its emergency position or method of operation shall be clearly indicated. In no instance may the manual means be so arranged as to permit its use to prevent operation of the automatic means. The automatic and the manual means required by this section may be, but are not required to be, separate.

- **(b) Vacuum brakes.** After January 1, 1964, every towing vehicle used to tow other vehicles equipped with vacuum **brakes**, in operations other than driveaway or towaway operations, shall have, in addition to the single control device required by subsection (8) of this section, a second control device which can be used to operate the **brakes** on towed vehicles in emergencies. The second control shall be independent of **brake** air, hydraulic, and other pressure, and independent of other controls, unless the **braking** system be so arranged that failure of the pressure upon which the second control depends will cause the towed vehicle **brakes** to be applied automatically. The second control is not required to provide modulated **braking**.
- **(8) Single control to operate all brakes.** After January 1, 1964, every motor vehicle, **trailer**, semitrailer, and pole **trailer**, and every combination of such vehicles, equipped with **brakes** shall have the **braking** system so arranged that one control device can be used to operate all service **brakes**. This requirement does not prohibit vehicles from being equipped with an additional control device to be used to operate **brakes** on the towed vehicles. This regulation does not apply to driveaway or towaway operations unless the **brakes** on the individual vehicles are designed to be operated by a single control in the towing vehicle.
- **(9) Reservoir capacity and check valve.**
 - **(a) Air brakes.** Every bus, truck, or truck tractor with air operated **brakes** shall be equipped with at least one reservoir sufficient to insure that, when fully charged to the maximum pressure as regulated by the air compressor governor cut-out setting, a full service **brake** application may be made without lowering such reservoir pressure by more than twenty percent. Each reservoir shall be provided with means for readily draining accumulated oil or water.
 - **(b) Vacuum brakes.** After January 1, 1964, every truck with three or more axles equipped with vacuum assist type **brakes** and every truck tractor and truck used for towing a vehicle equipped with vacuum **brakes** shall be equipped with a reserve capacity or a vacuum reservoir sufficient to insure that, with the reserve capacity or reservoir fully charged and with the engine stopped, a full service **brake** application may be made without depleting the vacuum supply by more than forty percent.
 - **(c) Reservoir safeguarded.** All motor vehicles, **trailers**, semitrailers, and pole **trailers**, when equipped with air or vacuum reservoirs or reserve capacity as required by this section, shall have such reservoirs or reserve capacity so safeguarded by a check valve or equivalent device that in the event of failure or leakage in its connection to the source of compressed

air or vacuum, the stored air or vacuum shall not be depleted by the leak or failure.

- (10) Warning devices.
 - (a) **Air brakes.** Every bus, truck, or truck tractor using compressed air for the operation of its own **brakes** or the **brakes** on any towed vehicle, shall be provided with a warning signal, other than a pressure gauge, readily audible or visible to the driver, which will operate at any time the primary supply air reservoir pressure of the vehicle is below fifty percent of the air compressor governor cut-out pressure. In addition, each such vehicle shall be equipped with a pressure gauge visible to the driver, which indicates in pounds per square inch the pressure available for **braking**.
 - (b) **Vacuum brakes.** After January 1, 1964, every truck tractor and truck used for towing a vehicle equipped with vacuum operated **brakes** and every truck with three or more axles using vacuum in the operation of its **brakes**, except those in driveaway or towaway operations, shall be equipped with a warning signal, other than a gauge indicating vacuum, readily audible or visible to the driver, which will operate at any time the vacuum in the vehicle's supply reservoir or reserve capacity is less than eight inches of mercury.
 - (c) **Combination of warning devices.** When a vehicle required to be equipped with a warning device is equipped with both air and vacuum power for the operation of its own **brakes** or the **brakes** on a towed vehicle, the warning devices may be, but are not required to be, combined into a single device which will serve both purposes. A gauge or gauges indicating pressure or vacuum shall not be deemed to be an adequate means of satisfying this requirement.

46.37.495. Safety **chains** for towing.

- (1) "Safety **chains**" means flexible tension members connected from the front portion of the towed vehicle to the rear portion of the towing vehicle for the purpose of retaining connection between towed and towing vehicle in the event of failure of the connection provided by the primary connecting system, as prescribed by rule of the Washington state patrol.
- (2) The term "safety **chains**" includes **chains**, cables, or wire ropes, or an equivalent flexible member meeting the strength requirements prescribed by rule of the Washington state patrol.
- (3) A tow truck towing a vehicle and a vehicle towing a **trailer** must use safety **chains**. Failure to comply with this section is a class 1 civil infraction punishable under [RCW 7.80.120](#).

46.37.210. Additional **lighting** equipment.

- (1) Any motor vehicle may be equipped with not more than two side cowl or fender lamps which shall emit an amber or white **light** without glare.
- (2) Any motor vehicle may be equipped with not more than one running-board courtesy lamp on each side thereof which shall emit a white or amber **light** without glare.
- (3) Any motor vehicle may be equipped with one or more backup lamps either separately or in combination with other lamps, but any such backup lamp or lamps shall not be **lighted** when the motor vehicle is in forward motion.
- (4) Any vehicle may be equipped with one or more side marker lamps, and any such lamp may be flashed in conjunction with turn or vehicular hazard warning signals. Side marker lamps located toward the front of a vehicle shall be amber, and side marker lamps located toward the rear shall be red.
- (5) Any vehicle eighty inches or more in over-all width, if not otherwise required by [RCW 46.37.090](#), may be equipped with not more than three identification lamps showing to the front which shall emit an amber **light** without glare and not more than three identification lamps showing to the rear which shall emit a red **light** without glare. Such lamps shall be mounted as specified in [RCW 46.37.090\(7\)](#).
- (6)
 - (a) Every motor vehicle, **trailer**, semitrailer, truck tractor, and pole **trailer** used in the state of Washington may be equipped with an auxiliary **lighting** system consisting of:
 - (i) One green **light** to be activated when the accelerator of the motor vehicle is depressed;
 - (ii) Not more than two amber **lights** to be activated when the motor vehicle is moving forward, or standing and idling, but is not under the power of the engine.
 - (b) Such auxiliary system shall not interfere with the operation of vehicle stop lamps or turn signals, as required by [RCW 46.37.070](#). Such system, however, may operate in conjunction with such stop lamps or turn signals.
 - (c) Only one color of the system may be illuminated at any one time, and at all times either the green **light**, or amber **light** or **lights** shall be illuminated when the stop lamps of the vehicle are not illuminated.
 - (d) The green **light**, and the amber **light** or **lights**, when illuminated shall be plainly visible at a distance of one thousand feet to the rear.
 - (e) Only one such system may be mounted on a motor vehicle, **trailer**, semitrailer, truck tractor, or pole **trailer**; and such system shall be rear mounted in

a horizontal fashion, at a height of not more than seventy-two inches, nor less than twenty inches, as provided by [RCW 46.37.050](#).

- (f) On a combination of vehicles, only the **lights** of the rearmost vehicle need actually be seen and distinguished as provided in subparagraph (d) of this subsection.
- (g) Each manufacturer's model of such a system as described in this subsection shall be approved by the state patrol as provided for in [RCW 46.37.005](#) and [46.37.320](#), before it may be sold or offered for sale in the state of Washington.

46.37.400. **Mirrors**, backup devices.

- (1) Every motor **vehicle** shall be equipped with a **mirror** mounted on the left side of the **vehicle** and so located to reflect to the driver a view of the highway for a distance of at least two hundred feet to the rear of such **vehicle**.
- (2) Every motor **vehicle** shall be equipped with an additional **mirror** mounted either inside the **vehicle** approximately in the center or outside the **vehicle** on the right side and so located as to reflect to the driver a view of the highway for a distance of at least two hundred feet to the rear of such **vehicle**.
- (3) Every truck registered or based in Washington that is equipped with a cube-style, walk-in cargo box up to eighteen feet long used in the commercial delivery of goods and services must be equipped with a rear crossview **mirror** or backup device to alert the driver that a person or object is behind the truck.
- (4) All **mirrors** and backup devices required by this section shall be maintained in good condition. Rear crossview **mirrors** and backup devices will be of a type approved by the Washington state patrol.

46.61.410. Increases by secretary of transportation — Maximum **speed** limit for trucks — Auto stages — Signs and notices. [Effective until July 24, 2015]

- - Subject to subsection (2) of this section the secretary may increase the maximum **speed** limit on any highway or portion thereof to not more than seventy miles per hour in accordance with the design **speed** thereof (taking into account all safety elements included therein), or whenever the secretary determines upon the basis of an engineering and traffic investigation that such greater **speed** is reasonable and safe under the circumstances existing on such part of the highway.
 - The greater maximum limit established under (a) of this subsection shall be effective when appropriate signs giving notice thereof are erected, or if a maximum limit is established for auto stages which is lower than the limit for automobiles, the auto stage **speed** limit shall become effective thirty days after

written notice thereof is mailed in the manner provided in subsection (4) of this section.

- Such maximum **speed** limit may be declared to be effective at all times or at such times as are indicated upon said signs or in the case of auto stages, as indicated in said written notice; and differing limits may be established for different times of day, different types of vehicles, varying weather conditions, and other factors bearing on safe **speeds**, which shall be effective when posted upon appropriate fixed or variable signs or if a maximum limit is established for auto stages which is lower than the limit for automobiles, the auto stage **speed** limit shall become effective thirty days after written notice thereof is mailed in the manner provided in subsection (4) of this section.
- The maximum **speed** limit for vehicles over ten thousand pounds gross weight and vehicles in combination except auto stages shall not exceed sixty miles per hour and may be established at a lower limit by the secretary as provided in [RCW 46.61.405](#).
- The word “trucks” used by the department on signs giving notice of maximum **speed** limits means vehicles over ten thousand pounds gross weight and all vehicles in combination except auto stages.
- Whenever the secretary establishes maximum **speed** limits for auto stages lower than the maximum limits for automobiles, the secretary shall cause to be mailed notice thereof to each auto transportation company holding a certificate of public convenience and necessity issued by the Washington utilities and transportation commission. The notice shall be mailed to the chief place of business within the state of Washington of each auto transportation company or if none then its chief place of business without the state of Washington.

46.61.100. Keep right except when passing, etc.

- Upon all roadways of sufficient width a vehicle shall be driven upon the right half of the roadway, except as follows:
 - When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;
 - When an obstruction exists making it necessary to drive to the **left** of the center of the highway; provided, any person so doing shall yield the right-of-way to all vehicles traveling in the proper direction upon the unobstructed portion of the highway within such distance as to constitute an immediate hazard;
 - Upon a roadway divided into three marked **lanes** and providing for two-way movement traffic under the rules applicable thereon;
 - Upon a street or highway restricted to one-way traffic; or

- Upon a highway having three **lanes** or less, when approaching a stationary authorized emergency vehicle, tow truck or other vehicle providing roadside assistance while operating warning lights with three hundred sixty degree visibility, or police vehicle as described under [*RCW 46.61.212\(2\)](#).
- Upon all roadways having two or more **lanes** for traffic moving in the same direction, all vehicles shall be driven in the right-**hand lane** then available for traffic, except (a) when overtaking and passing another vehicle proceeding in the same direction, (b) when traveling at a speed greater than the traffic flow, (c) when moving **left** to allow traffic to merge, or (d) when preparing for a **left** turn at an intersection, exit, or into a private road or driveway when such **left** turn is legally permitted. On any such roadway, a vehicle or combination over ten thousand pounds shall be driven only in the right-**hand lane** except under the conditions enumerated in (a) through (d) of this subsection.
- No vehicle towing a **trailer** or no vehicle or combination over ten thousand pounds may be driven in the **left-hand lane** of a limited access roadway having three or more **lanes** for traffic moving in one direction except when preparing for a **left** turn at an intersection, exit, or into a private road or driveway when a **left** turn is legally permitted. This subsection does not apply to a vehicle using a high occupancy vehicle **lane**. A high occupancy vehicle **lane** is not considered the **left-hand lane** of a roadway. The department of transportation, in consultation with the Washington state patrol, shall adopt rules specifying (a) those circumstances where it is permissible for other vehicles to use the **left lane** in case of emergency or to facilitate the orderly flow of traffic, and (b) those segments of limited access roadway to be exempt from this subsection due to the operational characteristics of the roadway.
- It is a traffic infraction to drive continuously in the **left lane** of a multilane roadway when it impedes the flow of other traffic.
- Upon any roadway having four or more **lanes** for moving traffic and providing for two-way movement of traffic, a vehicle shall not be driven to the **left** of the center line of the roadway except when authorized by official traffic control devices designating certain **lanes** to the **left** side of the center of the roadway for use by traffic not otherwise permitted to use such **lanes**, or except as permitted under subsection (1)(b) of this section. However, this subsection shall not be construed as prohibiting the crossing of the center line in making a **left** turn into or from an alley, private road or driveway.