



# SPEED LIMITS

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## Speed Limit Basics

Most motorists select a speed that will allow them to arrive at their destination in the shortest time possible but without endangering themselves and others. As drivers, we select our speed by considering the roadway width and alignment, presence of intersections and driveways, roadside conditions, parked vehicles, pedestrian traffic, mix and density of vehicular traffic, weather, and other conditions. The posted speed limit is the numerical speed limit noted on regulatory signs placed along the roadway to which it applies. All states have a law that requires a driver to operate his or her vehicle at a speed that is reasonable and prudent for existing conditions, regardless of the presence of a posted speed limit. With the prevalence of apps such as Waze that give real-time speed enforcement location information to drivers, the need to post proper speed limits is especially crucial.

Improperly posted speed limit signs can lead to speed differences between vehicles increasing crash potential, and the greater the speed differences, the greater the damage when vehicles collide with one another. In a perfect world, everybody would drive at exactly the same speed at any given location.

Research shows that the safest speed limit approximates the 85th-percentile speed, which is the speed that 85 percent of the free-flowing vehicles are traveling at or below. In reality, it is necessary to round the speed limit to the nearest 5-mph multiple at or below the 85th-percentile speed.

Studies repeatedly show that establishing the speed limit below the 85th-percentile speed increases the number of crashes. The cause of this increase in crashes may be the direct result of a few drivers who actually attempt to obey the speed limit, which in turn frustrates other drivers, causes traffic queues and congestion, and contributes to increased tailgating and passing. Furthermore, setting speed limits lower than the 85<sup>th</sup> percentile does not encourage compliance with the posted speed limit. The basic reason to have a posted speed limit is to encourage speed uniformity and to provide a means to prosecute the few drivers that travel at excessive speeds and jeopardize the safety of others.

This bulletin will discuss the correct signs to use when posting a speed limit or advisory speed, the two types of speed limits, study methods used to establish or alter speed limits, the process of altering speed limits, and state laws concerning speed limits.

### Key Points

- Raising or lowering speed limits has little to no effect on drivers.
- Large speed differences between vehicles increase crash potential.
- Research shows that the safest speed limit is set at or below the 85<sup>th</sup>-percentile speed of free-flow traffic.

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# Speed Related Signs

Speed Limit signs must be correctly posted to ensure a speed limit is enforceable and to encourage compliance. The standard Speed Limit (R2-1) sign is 24 by 30 inches on roads with one travel lane in the same direction and 30 by 36 inches for multi-lane roadways. You may also use larger sizes for additional emphasis at other locations.

Place Speed Limit signs at every location where the speed limit changes, beyond major intersections, and at other locations where it is necessary to remind the road users of the applicable speed limit. However, try to avoid placing a sign immediately in advance of a curve or turn.

The *MUTCD* does not contain any maximum spacing requirements for Speed Limit signs, but many states have unique requirements that must be followed in order to enforce speed limits. Therefore, Speed Limit signs should also be placed at intermediate locations as necessary to comply with any state requirements. In the absence of any specific state spacing requirements, installations are encouraged to use maximum 1-mile spacing for speed limits of 35 mph or lower, and maximum 3-mile spacing for higher speed limits.

There may often be the desire to post lower speed limits for certain types of vehicles. These vehicle types may be trucks or any other slow-moving heavy vehicles. When this different speed limit is desired, use the Truck Speed Limit Plaque (R2-2P) to display the lower speed limit. This plaque would be mounted beneath a regular speed limit sign displaying the speed limit for the remainder of traffic. If trucks are not the appropriate vehicle to which the lower speed limit would pertain, the legend can be modified as appropriate.

Many installations post blanket speed limits. Blanket speed limits are permitted based on the 2009 *MUTCD*, but some states do not allow them. Consult the state's *MUTCD*, if available, to determine if blanket speed limits are permitted. This could either be posted at the entrance of the installation after the entry control facility (ECF) area, or at more localized areas such as at the entrance to a housing area. If this type of speed limit is used, it should be signed with an R2-5iP-TEA, INSTALLATION (or R2-5cP, RESIDENTIAL) plaque; an R2-1, SPEED LIMIT sign; and an R2-5P, UNLESS OTHERWISE POSTED plaque as shown to the right.

## Speed Limit Reductions

A Reduced Speed Limit Ahead (W3-5) sign should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.

If used, Reduced Speed Limit Ahead signs shall be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the speed limit applies. The speed limit displayed on the Reduced Speed Limit Ahead sign shall be identical to the speed limit displayed on the subsequent Speed Limit sign.

## Advisory Speeds

An advisory speed (or warning speed) is a recommended safe speed at a given location such as a curve, where the speed is shown on a warning sign.

Advisory Speed (W13-1P) plaques are most commonly installed below the Turn (W1-1) sign or Curve (W1-2) sign (shown in figure 1), an advisory speed may be posted below any warning sign. An option other than the Advisory Speed plaque for displaying warning speeds on Turn or Curve signs is to include it on the actual Turn or Curve sign legend (see the



R2-1



R2-2P



R2-5iP, R2-1, R2-5P



W3-5



W1-1a sign shown in figure 1). [Note: A Turn (W1-1) sign shall be used instead of a Curve sign in advance of curves that have advisory speeds of 30 mph or less.]

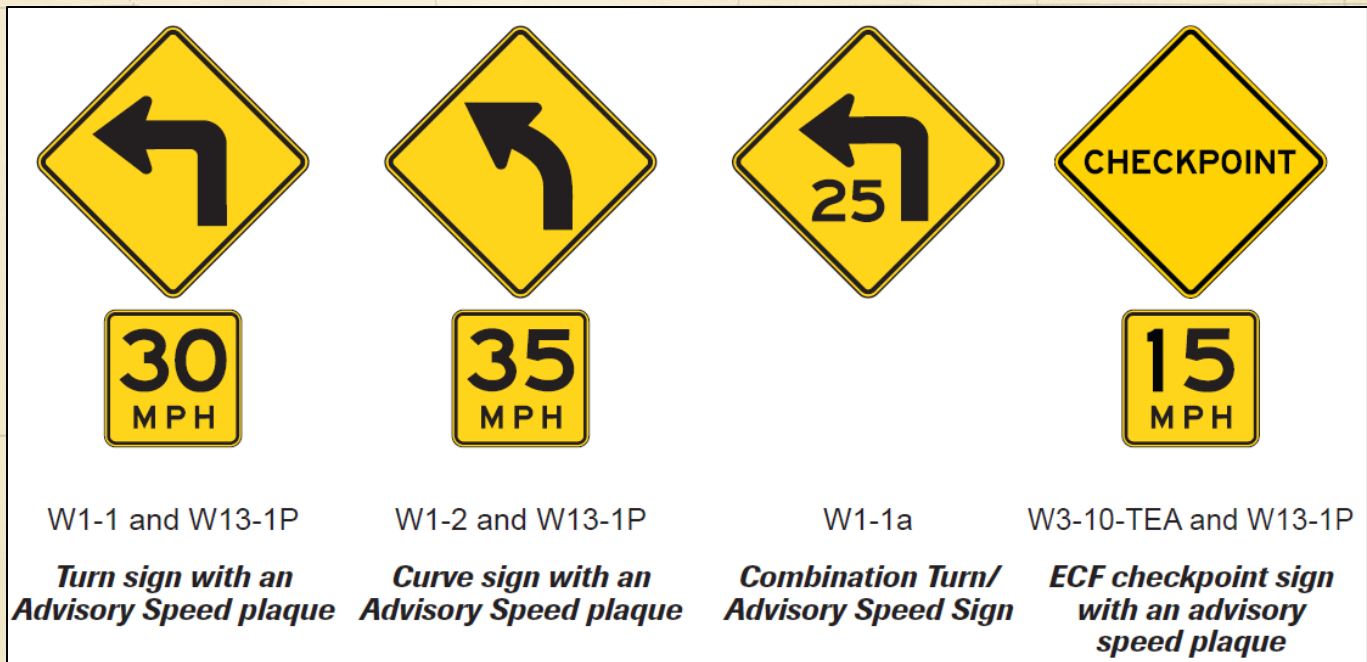
The safe speed on a curve or turn can be determined by one of the following methods:

1. Drive the curve with a ball-bank indicator as discussed on the following page.
2. Determine the 85th percentile speed of passenger cars on the curve or turn.
3. Review the roadway as-built plans and determine the design speed of the curve based on the radius constructed.

### Key Point

An advisory speed is a recommended safe speed for a specific condition.

Figure 1 – Standards Curve/Turn Signs and Advisory Speed Plaques




Regardless of the application or methodology, post an advisory speed only when the speed reduction necessary on the curve is 5 mph or greater as compared to the posted speed limit or the statutory speed limit. Refer to the chapter on Spot Speed Studies in Pamphlet 55-8 for more information on advisory speeds.

As previously mentioned, the advisory speed plaque may be used to supplement any warning sign to indicate the advisory speed for a condition. For example, on the recommendation of a qualified traffic engineer, an advisory speed plaque may be posted beneath an intersection sign [such as a Cross Road (W2-1) or Side Road (W2-2) sign] or when determined that there may be a sight distance problem.

Another example of use of the advisory speed plaque, other than a horizontal turn or curve, is in the approach zone at an ECF where an advisory speed plaque can be posted with the CHECKPOINT (W3-10- TEA) warning sign. A sample sign layout for an ECF, which includes this sign assembly, is shown in the SDDCTEA Pamphlet 55-15.

## Statutory Speed Limits

Speed limits may be classified as default/statutory regulations, or speed zoning regulations established based on a speed study. Statutory limits are based on the concept that uniform categories of highways can operate safely at certain maximum speeds under ideal conditions. A statutory speed limit is a speed limit established by law that applies to a specific class or category of road; such as, rural freeway, residential streets, business district, and so on, and in some cases does not even require speed limit signs to make it legally enforceable. All states have at least one statutory speed limit that may or may not require speed limit signs to make them enforceable.



For example, a state may have statutory speed limits such as:

- 25 mph in urban business districts.
- 35 mph in residential districts.
- 70 mph on rural freeways.
- 55 mph on all other roadways.

Where statutory limits do not fit specific road, traffic, or land uses conditions, most road authorities have the power to establish speed zones to reflect the safe maximum reasonable speed; a process commonly known as speed zoning. These alternative speed limits may be higher or lower than the statutory limits of the jurisdiction. Alternative maximum legal speed limits are established by legislating the speed zone, typically founded based on an engineering study (i.e., speed study), and becoming effective when the limits are posted and properly recorded. Statutory limits and the power of local authorities to alter or establish speed limits are discussed further in the section of this bulletin titled “State Statutory Speed Limits and Speed Laws.”

## Speed Studies

Speed studies are used to determine the speed distribution of vehicular traffic at a specific location and provide data for establishing a speed zone. These studies must be performed by a qualified engineer on a straight section of roadway, away from intersections where congestion may slow traffic, and are designed to avoid influencing the speeds. The studies provide details regarding some or all of the following:

- Average annual and hourly vehicular, bicycle, and pedestrian traffic volume.
- Traffic speeds for each flow direction by hour of day (average speed, 85<sup>th</sup> percentile speed, and 10-mph pace).
- Road design elements that may be crash factors, such as horizontal and vertical road curvature, access points, drainage, pavement condition, sight distance restrictions, roadside objects, signage, markings and delineation, etc.
- Road lighting and traffic control devices, including signals, signal timing, and STOP signs.
- Summary of crashes and crash causes over a multiyear period.
- Plans for expected new development, changes in the type of development, or major closing of existing development that may change the traffic flow characteristics in the future.
- Recommendations for the speed limit.

Two methods can be used to capture vehicle speeds in these studies: the individual vehicle selection method or the all-vehicle sampling method.

### Individual Vehicle Selection Method

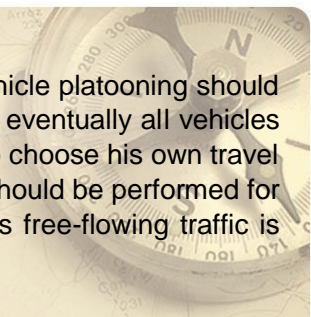
This method is used when the study purpose can be satisfied with a small sample over a brief period. Objectives for studies using this method are usually very specific and limited in scope. Examples of such applications include measuring the effectiveness of a traffic control device, spot checking the effect of speed enforcement, or establishing the location of a traffic sign. Typically, a radar detector, laser detector, or electronic timer are used in conjunction with this method. With the availability and variety of inexpensive speed meters on the market, the radar or laser speed detector has become the most commonly used device to measure individual vehicle speed.

### All-Vehicle Sampling Method

This method is used when the study purpose can be satisfied by measuring the speeds of all vehicles passing a point on a roadway for a sample of time periods. The objectives of such studies are typically general in scope when compared to studies using the individual vehicle selection method but can also be specific and somewhat limited in scope. Examples of such applications include monitoring speed trends, assessing highway safety, or establishing speed limits. The typical device used for this method is the automatic traffic recorder (ATR). Examples of ATRs include pneumatic tube counters, in-pavement or on-pavement magnetic inductance sensors, and roadside radar detectors.

ATRs allow for the collection of large samples of speed data, however, vehicle platooning (i.e., a platoon of vehicles following a slow vehicle) will cause artificially lower vehicle speeds. If there is a platoon of traffic, only the speed of the





first vehicle in the platoon is to be recorded. Data collected manually or automatically during vehicle platooning should be discarded from the analysis. As traffic volume increases, the average speed decreases until eventually all vehicles are moving at the same speed in one long platoon. A vehicle is free flowing if the driver is free to choose his own travel speed, unhindered by other traffic. To obtain a free-flowing spot speed, a speed measurement should be performed for a randomly selected lone vehicle moving along a roadway during an off-peak travel period, as free-flowing traffic is seldom observed during peak-travel periods.

See SDDCTEA Pamphlet 55-8 for more information on speed studies.

## Speed Zoning

Speed zoning is the process used to determine the proper speed limit using data captured from a speed study and other factors. Proper speed zoning will reduce the speed of the faster vehicles, increase the speed of the slower vehicles, and thereby increase speed uniformity between the vehicles. The data captured from the speed study provides important descriptive statistics such as the 85<sup>th</sup>-percentile speed which is the speed that 85 percent of the free-flowing vehicles are traveling at or below. Restated, only 15 percent of the drivers travel faster than the 85th percentile speed. Studies have shown that the typical driver is a relatively good judge of what constitutes a safe operating speed. The MUTCD indicates that the speed limit should be within 5 mph of the 85th percentile speed; however, this is before any adjustment to the 85th percentile speed which may include:

- The volume and type of vehicles traveling the roadway
- The crash history data involving vehicles and pedestrians
- Geometry of the roadway
  - Horizontal and vertical profile of the roadway
  - Number of intersections,
  - Stopping sight distance
- Pedestrian activity
- Number of crosswalks
- The amount of roadside development
- The number of access points
- Vehicle speeds on adjacent roadway

All of these conditions should be considered prior to setting a limit for a speed zone. It is important that the proposed speed limit not be set below the 67th percentile speed of free-flowing vehicles since it can have an inverse effect on safety. Speed zone setting should also comply with all state laws.

## State Statutory Speed Limits and Speed Laws

Below is a table that summarizes the statutory speed limits and speed laws obtained from each state's code, statutes, or regulations (Washington D.C., Puerto Rico, and Guam are also included). Except for the states of Texas and Virginia, no state speed laws directly address the power of military commanders or any other military authorities to alter speed limits. In these states, military installations should follow the laws that define the power of local authorities to alter speed limits to ensure that posted speed limits are enforceable. The column titled "Local Authority Speed Limit Revision Law" summarizes the requirements for revising a speed for a local authority. **Note that the table only provides key provisions from the laws and is not necessarily complete information for each state. Revisions may have been made to the laws since the publication of this bulletin; thus, the reader should search the code in question before establishing new or revising existing speed limits.**

### Basic Speed Law

Although some states may limit the power for authorities to establish speed limits, all states have some modified version of a basic speed law that reads "No person shall drive a vehicle greater than is reasonable and prudent under the conditions then existing." Thus, a driver can be ticketed if their driving was unsafe, regardless of the speed limit.

State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Alabama	<b>Code of Alabama</b>  Title 32, Chapter 5A, Article 8	<b>70 mph</b> on interstate highways; <b>65 mph</b> on a highway with four or more lanes; <b>55 mph</b> for vehicles carrying explosives, flammable liquids or hazardous wastes except as authorized by the Governor; <b>55 mph</b> on highways (except interstate highways or highways with four or more lanes); <b>45 mph</b> on any county-maintained paved road in an unincorporated area; <b>35 mph</b> on any unpaved road; <b>30 mph</b> in any urban district.  AL ST § 325A-171	Engineering and traffic study required?	Yes
			State approval required?	Yes
			Local authority may: <ul style="list-style-type: none"> <li>Set special maximum safe speed limits for either bridges or elevated structures (AL ST § 32-5A-176).</li> </ul>	
Alaska	<b>Alaska Administrative Code</b>  Title 13, Article 7	<b>55 mph</b> on any roadway not providing an express limitation; <b>25 mph</b> in a residential area; <b>20 mph</b> in a business district; <b>15 mph</b> in an alley.  13 AAC 02.275(b)	Engineering and traffic study required?	Yes
			State approval required?	Yes
			Local authority may: <ul style="list-style-type: none"> <li>Alter the limit, but no to less than 20 mph within an urban district (13 AAC 02.280(b)).</li> <li>Enforce maximum speed of 20 mph when passing a marked public school or playground crosswalk that is posted with an official school, school crossing, or speed-control sign (13 AAC 02.325(d)).</li> </ul>	
Arizona	<b>Arizona Revised Statutes</b>  Title 28, Chapter 3, Article 6	<b>75 mph</b> on interstates selected by the Director; <b>65 mph</b> in other locations; <b>25 mph</b> in a business or residential district; <b>15 mph</b> approaching a school crossing.  AZ ST § 28-701(B); AZ ST § 28-702.04.	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Not increase speeds more than 65 mph.</li> </ul> AZ ST § 28-703	
Arkansas	<b>Code of Arkansas</b>  Title 27, Subtitle 4, Chapter 51, Subchapter 2	<b>75 mph</b> on controlled-access highways selected by the State Highway Commission; <b>65 mph</b> for other vehicles in other locations (except controlled-access highways); <b>50 mph</b> for trucks with a capacity of 1½ or more in other locations (except controlled-access highways); <b>30 mph</b> in urban districts; <b>30 mph</b> for any vehicle which is over width, over length, over height or the gross load of which is in excess of 64,000 lbs., excluding the front axle, even if operated under a special permit.  AR ST § 27-51-201(c)	Engineering and traffic study required?	Yes, only to decrease the speed limit.
			State approval required?	Yes, only to decrease the speed limit.
			Local authority may: <ul style="list-style-type: none"> <li>Decrease the speed limit based on an engineering and traffic study with approval from the State Highway Commission. (A.C.A. § 27-51-206(a)).</li> <li>Increase the speed limit, at their discretion, where there are no intersections or between widely spaced intersections; but no greater than 45 mph (A.C.A. § 27-51-206(b)).</li> </ul>	



State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
California	<b>California Vehicle Code</b>  Division 11, Chapter 7, Article 1	<b>70 mph</b> (CA Vehicle Code § 22356) <b>65 mph</b> (CA Vehicle Code § 22349(a); <b>55 mph</b> on two lane undivided highway (CA Vehicle Code § 22349(b)); <b>25 mph</b> (prima facie limit) in a business or residence district, when approaching or passing a school building or school grounds, or when passing a senior citizen facility contiguous to a street other than a state highway; (CA Vehicle Code § 22352(a)(2)) <b>25 mph</b> near a children's playground (CA Vehicle Code § 22357.1); <b>15 mph</b> (prima facie limit) on any alley or when traversing either an uncontrolled railway crossing or uncontrolled highway intersection where the driver does not have a clear and unobstructed view (CA Vehicle Code § 22352(a)(1)).	Engineering and traffic study required?	Yes
			State approval required?	Yes
			Local authority may: <ul style="list-style-type: none"> <li>• Decrease the 65 mph speed limit on applicable highways within its jurisdiction to 60, 55, 50, 45, 40, 35, 30 or 25 mph on highways (CA Vehicle Code § 22358(a); CA Vehicle Code § 22360);</li> <li>• Decrease the 25 mph speed limit to 15 or 20 mph for business and residential districts or school zones (CA Vehicle Code § 22358.4);</li> <li>• Decrease the 25 mph to either 15 or 20 mph on streets under its jurisdiction having a width not more than 25 feet (CA Vehicle Code § 22358.3);</li> <li>• Increase the 25 mph limit to 30, 35, 40, 45, 50, 55, 60 or 65 mph on highways under its jurisdiction (CA Vehicle Code § 22357).</li> <li>• Establish different prima facie speed limits for different roadways (CA Vehicle Code § 22361);</li> <li>• Establish speed limits of 40, 35, 30 or 25 mph when ice or snow conditions exist (CA Vehicle Code § 22363);</li> <li>• Establish a safe maximum speed limit (but not less than 5 mph) for bridges, elevated structures, tubes or tunnels on the highway under their respective jurisdictions (CA Vehicle Code § 22402; CA Vehicle Code § 22403; CA Vehicle Code § 22404; CA Vehicle Code § 22405).</li> </ul>	
Colorado	<b>Colorado Revised Statutes</b>  Title 42, Article 4, Part 11	<b>65 mph – 75 mph</b> on the interstate system; <b>55 mph</b> on an open highway not on the interstate system; <b>30 mph</b> in a residence district; <b>40 mph</b> on open mountain highways; <b>25 mph</b> in a business district; <b>20 mph</b> on narrow, winding mountain highways or blind curves.  CO ST § 42-4-1101(2)	Engineering and traffic study required?	Yes
			State approval required?	No, except on state-owned highways
			Local authority may: <ul style="list-style-type: none"> <li>• Increase or decrease speed limits but the increase shall not exceed 75 mph (CO ST § 42-4-1102).</li> <li>• Decrease speed limits for school zones during certain hours of the day, but no less than 25 mph for arterial streets or 15 mph for all other roadways (CO ST § 42-4-1102(5)).</li> </ul>	
Connecticut	<b>General Statutes of Connecticut</b>  Title 14, Chapter 248	<b>65 mph</b> on multiple lane, limited access highways that are suitable for such a speed limit; (CT ST § 14-218a(b); CT ST § 14-219(a)) <b>55 mph</b> upon other highways; (CT ST § 14-219(a)) <b>50 mph</b> for a school bus on a divided limited access highway; (CT ST § 14-281a(a)) <b>40 mph</b> for a school bus on all other highways, or where highway signs indicate lower speeds, then a school bus shall not exceed that posted speed. (CT ST § 14-281a(a))	Engineering and traffic study required?	Yes
			State approval required?	Yes
			Local authority may: <ul style="list-style-type: none"> <li>• Increase or decrease speed limits but the increase shall not exceed 55 mph (CT ST § 14-218a(a))</li> </ul>	

State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Delaware	<b>Delaware Code</b> Title 21, Part III, Chapter 41, Subchapter VIII	<b>65 mph</b> on “all portions of Delaware State Route 1 located between the Red Lion Creek and the Appoquinimink River;” <b>55 mph</b> on 4-lane roadways and on divided roadways <b>50 mph</b> on 2-lane roadways; <b>25 mph</b> in any business or residential district; <b>20 mph</b> at all school zones where 20 mph regulatory signs are posted and state the time periods or conditions during which the speed limit is in effect; such conditions may include when children are present or while 1 or more warning lights flash;  DE ST Title 21 § 4169(a), (d).	Engineering and traffic study required?	Yes
			State approval required?	No, except on state-owned highways
			Local authority may: <ul style="list-style-type: none"> <li>Decrease speed limits at their discretion (DE ST Title 21 § 4170(a)).</li> <li>Increase speed limits at their discretion on highways without intersections or between widely spaced intersections (DE ST Title 21 § 4170(b)).</li> <li>Alteration of absolute limits on state-maintained highways in any municipality by local authorities shall not be effective until such alteration has been approved by the Department of Transportation (DE ST Title 21 § 4170(c)).</li> </ul>	
District of Columbia	<b>D.C. Municipal Regulations</b> Title 18	<b>25 mph</b> on all streets and highways unless otherwise designated; (CDCR 18-2200.6.) <b>15 mph</b> in alleys; (CDCR 18-2200.7) <b>15 mph</b> in streets adjacent to school buildings or playgrounds when indicated by official sign, during recess or when children are going to or leaving school. (CDCR18-2200.8; CDCR 18-2200.9)	Engineering and traffic study required?	Yes
			State DOT approval required?	N/A
			Local authority may: <ul style="list-style-type: none"> <li>Increase or decrease the speed limit on any highway, depending on weather conditions, hours of daylight or darkness, or at such other times as may be determined (CDCR 18-2200.2).</li> </ul>	
Florida	<b>Florida Statutes</b> Title XXII, Chapter 316	<b>70 mph</b> on limited access highways; (FL ST § 316.187(2)(a)) <b>55 mph</b> in all locations except as noted; (FL ST § 316.183(2)) <b>30 mph</b> in business and residence districts. (FL ST § 316.183(2); FL ST § 316.189(2)(a))	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Set a speed limit of 20 mph or 25 mph in a residential area after conducting an engineering and traffic study. However, it is not necessary to conduct investigations for each residence district (FL ST § 316.189(1))</li> <li>Not increase the speed limit beyond 60 mph (FL ST § 316.189(1)).</li> <li>Set a school speed limit not less than 15 mph, but not more than 20 mph in an urban area (FL ST § 316.189(5)).</li> </ul>	
Georgia	<b>Georgia Code</b> Title 40, Chapter 6, Article 9	<b>70 mph</b> on interstate system or on physically divided highways outside of urban areas with a population of 50,000 or more; <b>65 mph</b> on the interstate system inside urban areas with a population 50,000 or more; <b>65 mph</b> on State divided highways without full access control; <b>55 mph</b> on other locations; <b>35 mph</b> on unpaved county road; <b>30 mph</b> in urban or residential district.  GA ST § 40-6-181(b).	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Decrease the maximum speed limit on any highway. However, such limit shall neither be less than 30 mph outside an urban or residential district nor less than 25 mph within such districts (GA ST § 40-6-183(a)).</li> <li>Increase or decrease speed limits on arterial streets, but not greater than 55 mph (GA ST § 40-6-183(b)).</li> <li>Establish speed limits for all times or certain times (GA ST § 40-6-183(c)).</li> <li>Establish a maximum speed limit in a construction zone (GA ST § 40-6-188).</li> </ul>	
Guam	<b>Guam Code</b> Title 16, Article 3	<b>45 mph</b> on all roads; <b>10 mph</b> when passing a bus;  16 GCA § 3301	The laws within the Guam Code do not discuss altering speed limits or the authority of local governments in establishing speed zones.	



State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Hawai'i	<b>Hawai'i Revised Statutes</b>  Title 17, Chapter 2291C, Part X	<p>There are no statutory speed limit provisions listing specific speed limits. However, no person shall drive a motor vehicle at a speed exceeding by 30 mph or more:</p> <ul style="list-style-type: none"> <li>• The maximum speed limit established by county ordinance;</li> <li>• The maximum speed limit established by official signs placed by the director of transportation on highways under the director's jurisdiction; or</li> <li>• The maximum speed limit established pursuant to HI ST § 291C-104 by the director of transportation or the counties for school zones and construction areas in their respective jurisdictions.</li> </ul> <p>No person shall exceed 80 mph or more irrespective of the applicable state or county speed limit.</p> <p>HI ST § 291C-105(a)(1).</p>	Engineering and traffic study required?	No
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>• Alter or establish speed limits</li> <li>• Adopt maximum and minimum speed limits</li> </ul>	
Idaho	<b>Idaho Statutes</b>  Title 49, Chapters 2 and 6	<p><b>75 mph</b> on interstate highways;  <b>65 mph</b> on state highways;  <b>55 mph</b> in other locations;  <b>35 mph</b> in residential, business, or urban districts.</p> <p>ID ST § 49-654(2)</p>	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>• Decrease the speed limit in a residential, business or urban district, decrease the speed limit outside an urban area, or increase the speed limits above the statutory limit for an urban district but not greater than 70 mph on arterial highways (ID ST § 49-207(2); ID ST § 49-208(1)(i)).</li> <li>• Decrease the speed limits on those portions of state highways that pass through residential or business districts within their jurisdiction (ID ST § 49-201(4)). These speed limits must be less than the maximum speed limits established by the state (ID ST § 49-208(1)(w)).</li> </ul>	

State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Illinois	<b>Illinois Compiled Statutes</b>  Chapter 625	<b>70 mph</b> on Illinois toll highways and interstate highways; <b>65 mph</b> on highways that are divided and have at least 4 lanes; <b>55 mph</b> on all other highways, roads or streets outside an urban district; <b>55 mph</b> for Second Division Vehicles weighing 8,001lbs., or more; <b>30 mph</b> in an urban district; <b>15 mph</b> in an urban district alley.  625 ILCS 5/11-601	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Decrease the speed limit in an urban district, but less than 20 mph (625 ILCS 5/11-604(b)(1)).</li> <li>Increase the speed limit within an urban district, but not more than 55 mph (625 ILCS 5/11-604(b)(2)).</li> <li>Decrease the speed limit outside an urban district, but not less than 35 mph (except as provided in residence districts) (625 ILCS 5/11-604(b)(3)).</li> <li>Decrease the speed limit within a residence district, but not less than 25 mph (except as provided in urban residence districts) (625 ILCS 5/11-604(b)(4)).</li> <li>On a school day when school children are present and so close thereto that a potential hazard exists because of the close proximity of the motorized traffic, no person shall drive a motor vehicle at a speed in excess of 20 miles per hour while passing a school zone or while traveling on a roadway on public school property or upon any public thoroughfare where children pass going to and from school (625 ILCS 5/11-605 (3)).</li> </ul>	
Indiana	<b>Indiana Code</b>  Title 9, Article 21, Chapter 5	<b>70 mph</b> (except for vehicles having a declared gross weight greater than 26,000 lbs.) on an interstate or defense highway located outside an urban area with a population at least 50,000. IN ST § 9-21-5-2(3). <b>65 mph</b> for vehicles having a declared gross weight greater than 26,000 lbs. on an interstate or defense highway located outside an urban area with a population at least 50,000. IN ST § 9-21-5-2(4). <b>65 mph</b> on: (A) U.S. 20 from the intersection of U.S. 20 and County Road 17 in Elkhart County to the intersection of U.S. 20 and U.S. 31 in St. Joseph County; (B) U.S. 31 from the intersection of U.S. 31 and U.S. 20 in St. Joseph County to the boundary line between Indiana and Michigan; and (C) a highway classified by the Indiana Department of Transportation as an INDOT Freeway. IN ST § 9-21-5-2(5). <b>60 mph</b> on a highway: (A) not designated part of the national system of interstate and defense highways; (B) has four (4) or more lanes; (C) is divided into two (2) or more roadways by: (i) an intervening space that is unimproved and not intended for vehicular travel; (ii) a physical barrier; or (iii) a dividing section constructed to impede vehicular traffic; and (D) is located outside an urbanized area. IN ST § 9-21-5-2(7). <b>55 mph</b> on other highways. IN ST § 9-21-5-2(2). <b>30 mph</b> in an urban district. IN ST § 9-21-5-2(1). <b>15 mph</b> in an alley. IN ST § 9-21-5-2(8).	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Decrease the limit within urban districts, but not to less than 20 mph (IC 9-21-5-6(a)).</li> <li>Decrease the limit in an urban district without and engineering study if not less than 25 mph (IC 9-21-5-6(a)).</li> <li>Increase the limit within an urban district, but not to more than 55 mph during daytime and 50 mph during nighttime (IC 9-21-5-6(a)).</li> <li>Decrease the limit outside an urban district, but not to less than 30 mph; if within school zone, the limit can be not less than 20 mph (IC 9-21-5-6(a)(f)).</li> <li>Decrease the limit in an alley, but to not less than 5 mph (IC 9-21-5-6(a)).</li> <li>Increase the limit in an alley, but to not more than 30 mph (IC 9-21-5-6(a)).</li> <li>Decrease the limit on a street to not less than 15 mph if located within a playground or park (IC 9-21-5-6(e)).</li> </ul>	



State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Iowa	Iowa Code Title VIII, Chapter 321	<b>70 mph</b> - interstate highways; (IA ST § 321.285(5)(a)) <b>65 mph</b> on other controlled-access, multi-lane highways; (IA ST § 321.285(5)(a)) <b>55 mph</b> on other highways or on surfaced secondary roads; (IA ST § 321.285(3)) <b>45 mph</b> in suburban districts; (IA ST § 321.285(2)(a)(3)) <b>45 mph</b> on roads under the control of the State Board of Regents; (IA ST § 262.68) <b>35 mph</b> on State parks and preserve roads; (IA ST § 461A.36) <b>25 mph</b> in a residence or school district; (IA ST § 321.285(2)(a)(2)) <b>20 mph</b> in a business district; (IA ST § 321.285(2)(a)(1))	Engineering and traffic study required?	No
			State approval required?	Yes, when increasing the speed limit
			Local authority may: <ul style="list-style-type: none"> <li>Alter limits with state approval within jurisdiction, but not greater than 55 mph. If not authorized, the state can increase the speed limit based on an engineering study (IA ST § 321.293).</li> <li>Local authorities have the authority to regulate the speed in public parks and alleys (IA ST § 321.236(5), (11)).</li> </ul>	
Kansas	Kansas Statutes Chapter 8, Article 15	<b>75 mph</b> on multi-lane highways as designated by the State Secretary of Transportation; <b>65 mph</b> on all other highways except a county or township highway; <b>55 mph</b> on a county or township highway; <b>30 mph</b> in an urban district.  KS ST § 8-1558	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Decrease the limit at intersections (KS ST § 8-1560(a)(1)).</li> <li>Increase the limit within an urban district but not to exceed the maximum speed of 65 mph (KS ST § 8-1560(a)(2)).</li> <li>Decrease the limit outside an urban district, but not less than 20 mph (KS ST § 8-1560(a)(3)).</li> <li>Decrease the limit within an urban district in a school zone to not less than 20 mph, except that any such decreased limit shall apply only during hours in which students are going to or coming from school (KS ST § 8-1560(a)(4)).</li> <li>Decrease the limit within any residence district, but not less than 20 mph (KS ST § 8-1560(a)(5)).</li> </ul>	
Kentucky	Kentucky Revised Statutes Title XVI, Chapter 189	<b>70 mph</b> on certain interstate highways and parkways; <b>65 mph</b> on interstate highways and divided highways with four or more lanes; <b>55 mph</b> on all other state highways; <b>35 mph</b> in business or residential districts; <b>15 mph</b> on off-street parking facilities.  KY ST § 189.390.	Engineering and traffic study required?	No
			State approval required?	No, except on state-owned highways
			Local authority may: <ul style="list-style-type: none"> <li>Increase or decrease the limit, but the limit shall not exceed 55 mph (KY ST § 189.390(5)(a)(b)).</li> </ul>	
Louisiana	Louisiana Revised Statutes Title 32, Part IV	<b>70 mph</b> on interstate and controlled access highways; <b>65 mph</b> on other multi-lane divided highways which have partial or no control of access; <b>55 mph</b> on other highways.  LA R.S. § 32:61(A).	Engineering and traffic study required?	No
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Increase or decrease the limit, but the limit shall not exceed the statutory limits (LA R.S. § 32:41(A)(9)).</li> </ul>	

State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Maine	<b>Maine Revised Statutes</b>  Title 29A, Chapter 19, Subchapter 1	<b>45 mph</b> on all other public ways, unless otherwise posted. <b>25 mph</b> in business or residential districts. <b>15 mph</b> when passing a school during recess or when the students are going to or leaving the school.  ME ST Title 29-A § 2074(1).	Engineering and traffic study required?	Yes
			State approval required?	Yes
			Local authority may: <ul style="list-style-type: none"> <li>• Increase or decrease the limit with the following restrictions:               <ul style="list-style-type: none"> <li>◦ Limits can only range between 20 and 25 mph in residential or compact areas.</li> <li>◦ Dead-end roads less than ¼ mile in length can be set to 15 mph.</li> <li>◦ Limits can only range between 30 and 50 on all other roadways.</li> </ul> </li> </ul>	
			ME ST Title 29-A § 2075(3).	
Maryland	<b>Code of Maryland</b>  <b>Transportation Code</b>  Title 21, Subtitle 8	<b>70 mph</b> is the maximum speed limit that can be established on any highway; <b>55 mph</b> on highways that are not interstate highways or expressways; <b>50 mph</b> on undivided highways except as noted below; <b>35 mph</b> on divided highways in residential districts; <b>30 mph</b> on highways in business districts or on undivided highways in residential districts; <b>15 mph</b> in alleys in Baltimore County.  MD TRANS § 21-801.1.	Engineering and traffic study required?	Yes
			State approval required?	No, except on state-owned highways
			Local authority may: <ul style="list-style-type: none"> <li>• Establish posted speed limits. However, a speed limit greater than 50 mph cannot be established in an urban district. In addition, a speed limit less than 25 mph cannot be established outside an urban district. (MD TRANS § 21-803. (a)(1))</li> <li>• Alter the limit to one of the statutory speed limits without and engineering study (MD TRANS § 21-803(a)(2)).</li> <li>• Establish a safe maximum speed limit for an alley (MD TRANS § 21-803(e)).</li> <li>• Decrease the limit to 15 mph during school hours (MD TRANS § 21-803(b)).</li> </ul>	
Massachusetts	<b>Massachusetts General Laws</b>  Part 1, Title XIV, Chapter 90	<b>65 mph</b> on certain parts of interstate highways; <b>55 mph</b> on any other way; <b>50 mph</b> on divided highways outside a thickly populated business district; <b>40 mph</b> on any other highway outside a thickly populated business district; <b>30 mph</b> inside a thickly populated business district; <b>20 mph</b> in an established school zone or within a senior safety center zone, if established; <b>15 mph</b> within 1/10 mile of a vehicle which is selling merchandise and is displaying flashing amber lights.  MA ST 90 § 17	Engineering and traffic study required?	No
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>• Establish a speed limit of 25 mph on any roadway inside a thickly settled or business district in the city or town on any way that is not a state highway (MA ST 90 § 17C).</li> <li>• Establish a safety zone with a speed limit of 20 mph (MA ST 90 § 18B).</li> </ul>	



State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Michigan	<b>Michigan Compiled Laws</b>  Chapter 257, Act 300 of 1949	<b>70 mph</b> on freeways (MI ST § 257.628(9), (10)). <b>55 mph</b> on other highways. (MI ST § 257.628(1), (9)). <b>45 mph</b> on a highway segment with not less than 30 vehicular access points but no more than 39 vehicular access points within 1/2 mile (MI ST § 257.627). <b>40 mph</b> on a highway segment with not less than 40 vehicular access points but no more than 44 vehicular access points within 1/2 mile (MI ST § 257.627). <b>35 mph</b> on a highway segment with not less than 45 vehicular access points but no more than 49 vehicular access points within 1/2 mile (MI ST § 257.627). <b>30 mph</b> on a highway segment with not less than 50 vehicular access points but no more than 59 vehicular access points within 1/2 mile (MI ST § 257.627). <b>25 mph</b> on a highway segment with 60 or more vehicular access points within 1/2 mile (MI ST § 257.627). <b>25 mph</b> (prima facie unlawful speed) in business or residential districts, in public parks or in school zones. (MI ST § 257.627(2); MI ST § 257.627a(2)).	Engineering and traffic study required?	Yes
			State approval required?	No, but records must be provided
			Local authority may: <ul style="list-style-type: none"> <li>Decrease the limit in a hospital zone to 10 mph; this may be lower if supported by an engineering study (MI ST § 257.627(7)).</li> </ul>	
Minnesota	<b>Minnesota Statutes</b>	<b>70 mph</b> on interstate highways outside urban area limits; <b>65 mph</b> on non-interstate freeways and highways and interstates within urban area limits; <b>55 mph</b> on highways in all other locations; <b>35 mph</b> in a rural residential district if adopted by the road authority having such jurisdiction; <b>30 mph</b> in an urban district; <b>25 mph</b> on residential roadways if adopted by the road authority having such jurisdiction; <b>10 mph</b> in alleys. <b>0-30 mph</b> in manufactured home parks; <b>10 mph</b> in recreational camping areas.  MN ST § 327.27, subd. 2, 2a., MN ST § 169.14, subd. 2. 7	Engineering and traffic study required?	Yes
			State approval required?	Yes
			Local authority may: <ul style="list-style-type: none"> <li>Reduce a limit to 30 mph on segments where the commissioner establishes a greater limit for a highway within an urban district; no approval needed but copy of resolution must be sent to commissioner (MN ST § 169.14, subd. 5b).</li> <li>Establish limits in school zones between 15 and 30 mph during certain hours (MN ST § 169.14, subd. 5a).</li> <li>Alter limit for alleys (MN ST § 169.14, subd. 5c).</li> </ul>	
Mississippi	<b>Mississippi Code</b>  Title 63, Chapter 3, Article 11	<b>70 mph</b> on interstate highways or on controlled-access highways with four or more lanes; <b>65 mph</b> on all other highways.  MS ST § 63-3-501.	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Decrease limits on highways within their jurisdiction, but not less than 15 mph (MS ST § 63-3-511).</li> </ul>	

State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Missouri	<b>Missouri Revised Statutes</b>  Title XIX, Chapters 300 and 304	<b>70 mph</b> on rural interstates and freeways. (MO ST § 304.010.2(1)). <b>65 mph</b> on rural expressways (MO ST § 304.010.2(2)). <b>60 mph</b> on urban interstate highways, expressways and freeways (MO ST § 304.010.2(3)). <b>60 mph</b> on other roads, except state two-lane "lettered" roads, not located in an urban area (MO ST § 304.010.2(4)). <b>55 mph</b> on state two-lane "lettered" roads (MO ST § 304.010.2(5)).	Engineering and traffic study required?	Yes
			State approval required?	No, except on state-owned highways
			Local authority may: <ul style="list-style-type: none"> <li>Alter limits with approval of the state highways and transportation commission notwithstanding any law to the contrary (MO ST § 304.010.4, MO ST § 300.205).</li> </ul>	
Montana	<b>Montana Code</b>  Title 61, Chapter 8, Part 3	<b>80 mph</b> on federal-aid interstate highways outside an urbanized area with population 50,000 or more. MT ST § 61-8-303(1)(a). <b>65 mph</b> on federal-aid interstate highways within an urbanized area with a population 50,000 or more. MT ST § 61-8-303(1)(a). <b>70 mph</b> during the daytime and <b>65 mph</b> during the nighttime on any other public highway. MT ST § 61-8-303(1)(b). <b>25 mph</b> in an urban district. MT ST § 61-8-303(1)(c).	Engineering and traffic study required?	Yes
			State approval required?	No, unless a school zone includes state or federal-aid highway
			Local authority may: <ul style="list-style-type: none"> <li>Decrease the limit at an intersection (MT ST § 61-8-310(1)(a)).</li> <li>Increase the limit within an urban district, but not more than 65 mph during nighttime (MT ST § 61-8-310(1)(b)).</li> <li>Decrease the limit outside an urban district, but not less than 35 mph on a paved road and not less than 25 mph on an unpaved road (MT ST § 61-8-310(1)(c)).</li> <li>Decrease the limit in a school zone or senior citizen area, but not less than 15 mph (MT ST § 61-8-310(1)(d)).</li> </ul>	
Nebraska	<b>Nebraska Revised Statutes</b>  Chapter 60	<b>75 mph</b> upon the National System of Interstate and Defense Highways; <b>70 mph</b> upon a freeway that is part of the state highway system but not part of the National System of Interstate and Defense Highways; <b>70 mph</b> upon an expressway or a super-two highway that is part of the state highway system; <b>65 mph</b> upon any part of the state highway system other than an expressway, a super-two highway, or a freeway; <b>65 mph</b> upon any four-lane divided highway not a part of the state highway system; <b>55 mph</b> upon any dustless-surfaced highway not a part of the state highway system; <b>50 mph</b> upon any highway that is gravel or not dustless surfaced; <b>25 mph</b> in a residential district; <b>20 mph</b> in a business district.  NE ST § 60-6,186	Engineering and traffic study required?	Yes
			State approval required?	No, except on state-owned highways
			Local authority may: <ul style="list-style-type: none"> <li>Alter speed limits, but not on highways which are part of the state highway system in cities and villages under forty thousand inhabitants without state approval (NE ST § 60-6,190(4)).</li> <li>Not decrease the limit to less than 35 mph outside a business or residential district (NE ST § 60-6,190(3)).</li> </ul>	
Nevada	<b>Nevada Revised Statutes</b>	<b>80 mph</b> on any roadway (NRS § 484B.600(1)(d)). <b>25 mph</b> in a designated school crossing zone during the time in which it is in effect (NRS § 484B.363(1)). <b>15 mph</b> in a designated school zone during the time in which it is in effect (NRS ST § 484.363(2)).	Engineering and traffic study required?	No
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Adopt, by ordinance, regulations with respect to highways under its jurisdiction within the reasonable exercise of the police power, except for state highways (NRS § 484A.420(1)).</li> </ul>	



State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
New Hampshire	<b>New Hampshire Revised Statutes</b>  Title XXI, Chapter 265	<b>70 mph</b> on the interstate system and other highways designated via statute; <b>55 mph</b> on other highways; <b>35 mph</b> in rural residential districts and Class V highways outside the compact part of a city or town; <b>30 mph</b> in a business or urban residential district; <b>10 mph</b> below the usual posted speed limit in a school zone; <b>10 mph</b> below the usual posted speed limit but in no case greater than 45 mph on a portion of a highway where persons are at work.  NH ST § 265:60(II)	Engineering and traffic study required?	Yes
			State approval required?	No, except on state-owned highways
			Local authority may: <ul style="list-style-type: none"> <li>• Decrease the limit at intersections</li> <li>• Increase the limit within an urban district, but not to more than 60 mph</li> <li>• Decrease the limit outside an urban district, but not to less than 25 mph</li> <li>• Decrease the limit within any business or urban residence district, but not to less than 25 mph</li> </ul>	
New Jersey	<b>New Jersey Revised Statutes</b>  Title 39	<b>65 mph</b> on selected portions of state eligible public highways. NJ ST § 39:4-98.4; NJ ST § 39:4-98.5. <b>50 mph</b> in all other locations except as otherwise provided; <b>35 mph</b> in suburban business or residential district; <b>25 mph</b> in a (non-suburban) business or residential district; <b>25 mph</b> when passing through a school zone during recess, while children are visible from the highway or when children are either going to or leaving a school during opening and closing hours.  NJ ST § 39:4-98.	Engineering and traffic study required?	Yes
			State approval required?	Yes
			Local authority may: <ul style="list-style-type: none"> <li>• Alter the limit on highways within their jurisdiction (NJ ST § 39:4-98, NJ ST § 39:4-8).</li> </ul>	
New Mexico	<b>New Mexico Statutes</b>  Chapter 66, Article 7, Part 4	<b>75 mph</b> on highways; <b>55 mph</b> on a county road without a posted speed limit <b>30 mph</b> in business and residential districts; <b>15 mph</b> in a posted school zone.  NM ST § 66-7-301(A).	Engineering and traffic study required?	Yes
			State approval required?	Yes
			County authority may: <ul style="list-style-type: none"> <li>• Alter the limit on highways within their jurisdiction (NM ST § 66-7-304(A)).</li> </ul> Note: The above law refers to counties (no mention of local authorities) and their power to regulate speed limits on county roads. A military base should follow the same guidelines as the county.	
New York	<b>New York Vehicle and Traffic Law</b>  Article 30	<b>55 mph</b> on all roadways; <b>65 mph</b> on parts of certain designated highways.  NY VEH & TRAF § 1180(b); NY VEH & TRAF § 1180a(1)	Engineering and traffic study required?	No
			State approval required?	No
			Cities and villages authority may: <ul style="list-style-type: none"> <li>• Establish limits not more than 55 mph.</li> <li>• Establish limits not less than 30 mph throughout the city or village area.</li> <li>• Establish limits not less than 25 mph on any highway under their jurisdiction, except school speed limits which can be no less than 15 mph.</li> </ul> Note: The above law refers to cities and villages (no mention of local authorities) and their power to regulate speed limits. A military base should follow the same guidelines.  NY VEH & TRAF § 1643	

State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
North Carolina	<b>North Carolina General Statutes</b>  Chapter 20	<b>70 mph</b> on the interstate highway system or other controlled-access highways; <b>55 mph</b> on highways outside municipal corporate limits; <b>35 mph</b> on highways inside municipal corporate limits.  NC ST § 20-141(b), (d).	Engineering and traffic study required?	No, except for state-owned streets
			State approval required?	No, except for state-owned streets
			Local authority may: <ul style="list-style-type: none"> <li>Establish limits on all streets not part of the state highway system, but not more than 55 mph (NC ST § 20-141(e)).</li> <li>Establish limits on school grounds must be approved by governing body of the school (NC ST § 20-141(e1)).</li> <li>Establish limits on streets within their jurisdiction that are part of the state highway system with an engineering and traffic study and state approval (NC ST § 20-141(f)).</li> </ul>	
North Dakota	<b>North Dakota Century Code</b>  Title 39, Chapter 9	<b>75 mph</b> on access-controlled, paved and divided, multilane interstate highways; <b>70 mph</b> on paved and divided multilane highways; <b>65 mph</b> on paved two-lane highways if posted for that speed; <b>55 mph</b> on gravel, dirt or loose surface highways, and on two-lane county and township highways if there is no speed limit posted; <b>25 mph</b> in a business or residential district or a public park; <b>20 mph</b> in a school zone unless a lower speed limit has been posted.  NDCC § 39-09-02(1).	Engineering and traffic study required?	Yes
			State approval required?	No, except on state-owned highways
			Local authority may: <ul style="list-style-type: none"> <li>Decrease the limit on intersections.</li> <li>Increase the limit within an urban district, but not more than 55 mph.</li> <li>Decrease the limit outside an urban district.</li> <li>Alter the limit on state highways or extensions thereof with state approval.</li> </ul> NDCC § 39-09-03(4)	
Ohio	<b>Ohio Revised Code</b>  Title 45, Chapter 4511	<b>75 mph</b> on all rural freeways; <b>65 mph</b> on all rural expressways without traffic control signals; <b>60 mph</b> on all portions of rural divided highways; <b>60 mph</b> on two-lane state routes outside municipal corporations <b>55 mph</b> on freeways with paved shoulders inside municipal corporations; <b>55 mph</b> on freeways outside municipal corporations; <b>55 mph</b> on other freeways inside and outside of municipal corporations; <b>55 mph</b> on highways outside of municipal corporations except for certain freeways; <b>50 mph</b> (prima facie speed limit) on state routes within municipal corporations outside urban districts; <b>50 mph</b> (prima facie speed limit) on controlled-access highways and expressways within municipal corporations; <b>35 mph</b> (prima facie speed limit) on state routes and through highways; <b>25 mph</b> (prima facie speed limit) on municipal corporation streets; <b>20 mph</b> (prima facie speed limit) in school zones during recess or when children are going to or leaving school; <b>15 mph</b> (prima facie speed limit) on alleys within a municipal corporation. OH ST § 4511.21(B).	Engineering and traffic study required?	Yes
			State approval required?	Yes
			Local authority may: <ul style="list-style-type: none"> <li>Alter limits, but not increase to more than 50 mph (OH ST § 4511.21(I)).</li> </ul>	



State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Oklahoma	<b>Oklahoma Statutes</b>  Title 47, Chapter 11	<b>75 mph</b> on the turnpike system and designated segments of the rural interstate system; <b>70 mph</b> on four-lane highways or "super two-lane" highways; <b>65 mph</b> on other highways; <b>55 mph</b> on a county road; <b>55 mph</b> in the State Capitol Park Area; <b>35 mph</b> in a State park or wildlife refuge; <b>25 mph</b> in a school zone on any highway outside of a municipality; <b>25 mph</b> or an established alternative speed limit, through state schools which are located on state owned land adjoining or outside the limits of a corporate city or town.  OK ST Title 47 § 11-801(B), (F).	Engineering and traffic study required?	Yes
			State approval required?	No, except for state-owned or federally-funded highways
			Local authority may: <ul style="list-style-type: none"> <li>Decrease the limit at intersections</li> <li>Increase the limit within an urban district, but not to more than 65 mph.</li> <li>Decrease the limit outside an urban district, but not to less than 30 mph.</li> </ul> OK ST Title 47 § 11-803(A)	
Oregon	<b>Oregon Revised Statutes</b>  Chapters 810 and 811	<b>65 mph</b> on rural interstate highways; <b>55 mph</b> on other highways; <b>25 mph</b> in a public park; <b>25 mph</b> in a residential district if the district is not located within a city and the highway is neither an arterial nor a collector highway; <b>25 mph</b> on the ocean shore; <b>20 mph</b> in a school zone; <b>20 mph</b> in a business district; <b>15 mph</b> in an alley or narrow residential roadway.  OR ST § 811.105(2); OR ST § 811.111(1).	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Establish by ordinance a speed for a highway that is 5 mph lower than the statutory speed with the following restrictions:               <ul style="list-style-type: none"> <li>The highway is in a residence district</li> <li>The highway has an average volume fewer than 2,000 vehicles per day and the 85<sup>th</sup> percentile speed is less than 30 mph</li> <li>There is a traffic control device that indicates the presence of pedestrians and bicyclists</li> </ul> </li> </ul> OR ST § 810.180(10)	
Pennsylvania	<b>Pennsylvania Consolidated Statutes</b>  Title 75, Chapter 33, Subchapter F	<b>65 mph or 70 mph</b> on certain interstate highways and freeways; <b>55 mph</b> on other highways; <b>35 mph</b> in urban districts; <b>25 mph</b> in residential districts; <b>15 mph</b> in a school zone.  PA ST Title 75 § 3362(a); PA ST Title 75 § 3365(b).	Engineering and traffic study required?	Yes
			State approval required?	No, except for state-owned highways
			Local authority may: <ul style="list-style-type: none"> <li>Increase or decrease speed limits at their discretion, but approval is needed on state-owned highways (PA ST Title 75 § 3363; PA ST Title 75 § 6109(e)).</li> <li>Such speed limits "may vary for different weather conditions and other factors bearing on safe speeds" (PA ST Title 75 § 3363).</li> </ul>	
Puerto Rico	<b>Laws of Puerto Rico</b>  Title 9, Chapter 27, Subchapter IV	<b>65 mph</b> on expressways that meet AASHTO criteria; <b>55 mph</b> on roadways selected by the Secretary in rural zones; <b>45 mph</b> on other roadways in rural zones; <b>35 mph</b> on roadways with four or more lanes selected by the Secretary in urban zones; <b>25 mph</b> in school zones located in a rural zone; <b>15 mph</b> in school zones located in an urban zone  9 L.P.R.A. § 5122	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Increase or decrease speed limits at their discretion, but the limits cannot exceed the statutory limits in 9 L.P.R.A. § 5122 (9 L.P.R.A. § 5124).</li> </ul>	

State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Rhode Island	<b>Generals Laws of Rhode Island</b>  Title 31, Chapter 14	<b>50 mph</b> during the daytime in all other location not noted below; <b>45 mph</b> during the nighttime in other locations not noted below; <b>25 mph</b> in a business or residential district; <b>20 mph</b> in a school zone (within 300 feet of school grounds when the school is open and warning signs are posted).  RI ST § 31-14-2(a).	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Decrease the limits on streets in a business or residential district under its jurisdiction (RI ST § 31-14-5).</li> <li>Increase the limits on through highways and other highways with limited intersections. However, a local government cannot establish a daytime speed limit greater than 50 mph or a nighttime limit greater than 45 mph (RI ST § 31-14-6).</li> <li>Decrease the limits on streets outside a business or residential district under its jurisdiction. However, a speed limit of less than 35 mph may not be established (RI ST § 31-14-7).</li> </ul>	
South Carolina	<b>South Carolina Code of Laws</b>  Title 56, Chapter 5	<b>70 mph</b> on the interstate highway system and other freeways; <b>60 mph</b> on multilane divided primary highways; <b>55 mph</b> in other locations or on other sections of highways; <b>40 mph</b> on unpaved roads; <b>30 mph</b> in an urban district.  SC ST § 56-5-1520(B), (C).	Engineering and traffic study required?	Yes
			State approval required?	No, except for state-owned highways
			Local authority may: <ul style="list-style-type: none"> <li>Decrease the limit at an intersection (SC ST § 56-5-1540(a)(1)).</li> <li>Increase the limit within an urban district, but not to more than 70 mph (SC ST § 56-5-1540(a)(2)).</li> <li>Decrease the limit outside an urban district, but not to less than 35 mph (SC ST § 56-5-1540(a)(3)).</li> <li>Establish a limit of less than 30 mph in an urban district, but this does not apply to state-owned highways (SC ST § 56-5-1520(D)).</li> </ul>	
South Dakota	<b>South Dakota Codified Laws</b>  Title 32, Chapter 25	<b>80 mph</b> on interstate highways (SD ST § 32-25-4); <b>70 mph</b> on divided four-lane highways in rural areas (SD ST § 32-25-7.1); <b>65 mph</b> on other streets or highways (SD ST § 32-25-1.1); <b>55 mph</b> on township roads (SD ST § 32-25-9.2); <b>25 mph</b> on urban streets that do not have posted speed limits (SD ST § 32-25-12); <b>15 mph</b> in a school zone during a recess or when children are going to or leaving school during the opening or closing hours (SD ST § 32-25-14).	Engineering and traffic study required?	No
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Establish speed zones on highways under its jurisdiction but must notify the county of any changes (SD ST § 32-25-9.2).</li> </ul>	
Tennessee	<b>Tennessee Code</b>  Title 55, Chapter 8	<b>70 mph</b> on controlled-access state highways or interstate highways with four or more lanes. <b>65 mph</b> on all other highways or roads.  TN ST § 55-8-152	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Alter limits within their jurisdiction, except at school entrances and exits to and from controlled access highways on the system of state highways</li> <li>Establish a limit on highways not owned by the state and not greater than 55 mph or less than 15 mph.</li> </ul> TN ST § 55-8-152(d)(1)(A), TN ST § 55-8-152(f)(1)(C)	



State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Texas	<b>Texas Revised Statutes</b>  Title 7, Chapter 545	<b>80 mph</b> in daytime on parts of some Interstate Highways; (TX TRANSP § 545.353(h-1)) <b>75 mph</b> during the daytime in counties with a population density of less than 15 persons per square mile; (TX TRANSP § 545.353(h)(1), (2)) <b>70 mph</b> during the daytime on "numbered" highways and farm/ranch-to-market roads outside an urban district; <b>65 mph</b> during the nighttime on "numbered" highways and farm/ranch-to-market roads outside an urban district; <b>60 mph</b> during the daytime on highways that are not "numbered" and that are outside of an urban district; <b>55 mph</b> during the nighttime on highways that are not "numbered" and that are outside of an urban district; <b>30 mph</b> in an urban district; <b>15 mph</b> in an alley; <b>15 mph</b> on a beach; <b>15 mph</b> on a road adjacent to a public beach if declared by the county.  TX TRANSP § 545.352(b)	Engineering and traffic study required?	Yes
			State approval required?	No
			"The commanding officer of a United States military reservation, for a highway or part of a highway in the military reservation, including a highway of the state highway system, has the same authority by order to alter prima facie speed limits from the results of an engineering and traffic investigation as the Texas Transportation Commission for an officially designated or marked highway of the state highway system. A commanding officer may not modify the rule established by Section 545.351(a) or establish a speed limit of more than 75 miles per hour."  TN ST § 545.358	
Utah	<b>Utah Code</b>  Title 41, Chapter 6a, Part 6	<b>55 mph - 75 mph</b> , except as noted, on highways or streets; <b>25 mph</b> in an urban district; <b>20 mph</b> in a "reduced speed school zone."  UT ST § 41-6a-601(2); UT ST § 41-6a-604.	Engineering and traffic study required?	Yes
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Alter limits, but not increase to more than 65 mph (UT ST § 41-6a-602(3)(a)).</li> </ul>	
Vermont	<b>Vermont Statutes</b>  Title 23, Chapter 13, Subchapters 1 and 8	<b>50 mph</b> on any highways.  VT ST Title 23 § 1081(b).	Engineering and traffic study required?	Yes, except for unpaved roadways
			State approval required?	No
			Local authority may: <ul style="list-style-type: none"> <li>Increase or decrease the limit on highways or streets but not to more than 50 mph or less than 25 mph (VT ST Title 23§ 1007(a), (b); VT ST Title 23§1081(c)).</li> <li>Establish a speed limit on all or a portion on any unpaved highway within its jurisdiction at not more than 50 mph or less than 35 mph without an engineering and traffic investigation (VT ST Title 23 § 1007(a)).</li> </ul>	

State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Virginia	Code of Virginia  Title 46.2, Subtitle III, Chapter 8	<b>55 mph – 70 mph</b> on interstate highways, limited-access highways with divided roadways, non-limited access highways with four or more lanes and all state primary highways; (VA ST § 46.2-870) <b>55 mph</b> on all other highways for passenger motor vehicles, buses, pickup or panel trucks or motorcycles; (VA ST § 46.2-870) <b>45 mph</b> on all other highways for trucks, tractor trucks, a combination of vehicles designed to transport property, or a vehicle which is towing either another motor vehicle or a house trailer; (VA ST § 46.2-870) <b>35 mph</b> on highways within a city or town excluding interstate or other limited access divided highways; (VA ST § 46.2-875) <b>35 mph</b> on non-surface treated highways; (VA ST § 46.2-873.1) <b>25 mph</b> in a business or residential district except on interstate or other limited access highways with divided roadways or nonlimited access highways having four or more lanes and all state primary highways. (VA ST § 46.2-874)	Engineering and traffic study required?	Yes
			State approval required?	No
			<p>“Notwithstanding any other provision of this article, including the provisions of subsection A, the governing body of any town located entirely within the confines of a United States military base may by ordinance reduce the speed limit to less than 25 miles per hour on any highway within its boundaries, provided such reduced speed limit is indicated by lawfully placed signs.”</p> <p>VA ST § 46.2-878</p>	
Washington	Revised Code of Washington  Title 46, Chapter 61	<b>60 mph – 75 mph</b> on state highways; <b>50 mph</b> on county roads; <b>25 mph</b> on city and town streets. <b>20 mph</b> when operating any vehicle upon a highway either inside or outside an incorporated city or town when passing any marked school or playground crosswalk when such marked crosswalk is fully posted with standard school speed limit signs or standard playground speed limit signs  WA ST § 46.61-400(2), WA ST § 46.61-440,	Engineering and traffic study required?	Yes, with some exceptions
			State approval required?	No
			<p>Local authority may:</p> <ul style="list-style-type: none"> <li>• Decrease the limit at intersections.</li> <li>• Increase the limit but not to more than 60 mph.</li> <li>• Decrease the limit but not to less than 20 mph.</li> <li>• Establish a limit without an engineering and traffic investigation if the city or town has developed procedures regarding establishing a maximum speed limit.</li> </ul> <p>WA ST § 46.61-415</p>	
West Virginia	West Virginia Code  Chapter 17C, Article 6	<b>55 mph</b> on open country highways, controlled-access highways and interstate highways. <b>Note:</b> The law provides that the speed limit “shall not be less than” 55 mph for controlled-access and interstate highways; <b>25 mph</b> in a business or residential district; <b>15 mph</b> in a school zone.  WV ST § 17C-6-1(b), (d).	Engineering and traffic study required?	Yes
			State approval required?	No
			<p>Local authority may:</p> <ul style="list-style-type: none"> <li>• Decrease the limit on open country highways, but not to less than 35 mph.</li> <li>• Increase the limit, but not to more than 55 mph.</li> </ul> <p>WV ST § 17C-6-3</p>	



State	Reference	Statutory Speed Limit	Local Authority Speed Limit Revision Law	
Wisconsin	<b>Wisconsin Statutes Annotated</b>  Chapters 346 and 349	<b>70 mph</b> on any freeways part of the national system of interstate and defense highways; (WI ST § 346.57(4)(gm)(2)) <b>65 mph</b> on any freeway or expressway when posted; (WI ST § 346.57(4)(gm)(1)) <b>55 mph</b> on highways not posted; (WI ST § 346.57(4)(h)) <b>45 mph</b> on designated rustic roads; (WI ST § 346.57(4)(k)) <b>35 mph</b> on highways within semi-urban district outside city or village corporate limits; (WI ST § 346.57(4)(g)) <b>35 mph</b> on outlying district highways within city or village corporate limits; (WI ST § 346.57(4)(f)) <b>35 mph</b> on certain highway in business, industrial and residential districts; (WI ST § 346.57(4)(j)) <b>25 mph</b> on service roads with city or village corporate limits; (WI ST § 346.57(4)(em)) <b>25 mph</b> on other highways within city or village corporate limits; (WI ST § 346.57(4)(e)) <b>15 mph</b> in an alley; (WI ST § 346.57(4)(d)) <b>15 mph</b> in a safety zone occupied by pedestrians and where a "public passenger vehicle" has stopped to receive or discharge passengers; (WI ST § 346.57(4)(c)) <b>15 mph</b> in a "school crossing"; (WI ST § 346.57(4)(b)) <b>15 mph</b> when passing a school during times when children are either going to or from a school or when children "are playing within the sidewalk area at or about the school"; (WI ST § 346.57(4)(a)) <b>15 mph</b> in town parks or recreation area when children are going to or from or playing within such areas. (WI ST § 346.57(4)(i))	Engineering and traffic study required?	Yes
			State approval required?	Yes, but only for some cases
			Local authority may: <ul style="list-style-type: none"> <li>• Alter the limit, but not to more than 55 mph (WI ST § 349.11(3)(b)).</li> <li>• Not modify the limit of 15 mph in a pedestrian safety zone (WI ST § 349.11(3)(b)).</li> <li>• Modify any existing speed limit without the consent of the department except to reduce the speed limit as provided under sub. (10), or to increase the speed limit stated in s. 346.57 (4) (e), (f) or (g), or to reduce by 10 miles per hour or less the speed limit stated in s. 346.57 (4) (a), (b) or (d) to (j), or to reduce by 15 miles per hour or less the speed limit stated in s. 346.57 (4) (k) (WI ST § 349.11(3)(c)).</li> </ul>	
Wyoming	<b>Wyoming Statutes Annotated</b>  Title 31, Chapter 5, Article 3	<b>80 mph</b> on interstate highways designated by the superintendent; <b>70 mph</b> on state highways; <b>65 mph</b> on other highways; <b>30 mph</b> in an urban or residential district; <b>20 mph</b> in a school zone or crossing.  WY ST § 31-5-301(b).	Engineering and traffic study required?	Yes
			State approval required?	No, except on state-owned highways
			Local authority may: <ul style="list-style-type: none"> <li>• Alter the limit on any highways</li> </ul>	

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