

litz, two judges of the superior court; in the counties of Klickitat and Skamania jointly, one judge of the superior court.

Emergency.

Sec. 4. This act is necessary for the immediate preservation of the public peace, health and safety, the support of the state government and its existing public institutions, and section 3 shall take effect immediately.

Passed the House April 18, 1967.

Passed the Senate April 17, 1967.

Approved by the Governor April 27, 1967.

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CHAPTER 85.

[Engrossed Substitute Senate Bill No. 424.]

SCENIC AND RECREATIONAL HIGHWAY SYSTEM.

AN ACT relating to public highways; establishing a scenic and recreational highway system; and adding a new chapter to Title 47 RCW.

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

Scenic and recreational highways system. Creation.

Section 1. There is hereby created a scenic and recreational highway system. Highways in this system shall be developed and maintained in accordance with general standards for state highways of comparable classification and usage.

Scenic and recreational highways system—Designation of system.

Sec. 2. The following portions of highways are designated as part of the scenic and recreational highway system:

(1) Primary state highway No. 2, or the Sunset highway, beginning at the CMSTPP Railroad overcrossing, highway department designation 2/609.5S, approximately 2.3 miles southeast of North Bend, thence in an easterly direction by the most feasible route by way of Snoqualmie Pass to the Cle Elum

River bridge, highway department designation 2/510N, approximately 2.6 miles west of Cle Elum.

(2) Primary state highway No. 3, or the Inland Empire Highway, beginning at the upper Wilson Creek bridge, highway department designation 3/1003, approximately 33.4 miles north of Yakima, thence southerly by the most feasible route to the Selah-Moxee Canal bridge, highway department designation 3/910, approximately 5.4 miles north of Yakima.

(3) Primary state highway No. 1, or the Pacific highway beginning at Nugent's bridge over the Nooksack river, highway department designation 1AP/24, approximately 7.7 miles northeast of Bellingham, thence in an easterly direction to a point in the vicinity of Austin Pass in Whatcom County;

(4) Primary state highway No. 3, or the Inland Empire highway, beginning at the Northern Pacific Railroad bridge, highway department designation 3/606, approximately 3.4 miles west of Dixie, thence in a northerly direction by the most feasible route by way of Dayton to a junction with primary state highway No. 3 in the vicinity of Dodge; also beginning at a junction with primary state highway No. 3, as herein described, in the vicinity of Dodge, thence in an easterly direction by the most feasible route by way of Pomeroy to a junction with a county road 2.38 miles west of a junction with primary state highway No. 3 in Clarkston; also beginning at the north end of the Mill Creek bridge, highway department designation 3/103, in the vicinity of Colville on primary state highway No. 3, then to a junction with secondary state highway No. 3P in the vicinity of the Kettle Falls bridge; also beginning at the upper Wilson Creek bridge, highway department designation 3/1003, approximately 33.4 miles north of Yakima, thence southerly by the most feasible route to the Selah-Moxee Canal bridge,

Scenic and recreational highways system—Designation of system.

highway department designation 3/910, approximately 5.4 miles north of Yakima;

(5) Primary state highway No. 4, or the Tonasket-San Poil highway, beginning at the Keller Ferry slip on the north side of Roosevelt Lake, thence in a northerly direction by the most feasible route to the Granite Creek bridge, highway department designation 4/9.75, approximately fifty-four miles north of the Keller Ferry;

(6) Primary state highway No. 6, or the Newport highway, beginning at Newport, thence in a northerly direction to a junction with secondary state highway No. 6A in the vicinity of Tiger;

(7) Primary state highway No. 7, or the North Central highway beginning at the point on primary state highway No. 7, as described in RCW 47.16.070, in the vicinity of Soap Lake, thence in a northerly direction by the most feasible route to a junction with primary state highway No. 2 west of Coulee City;

(8) Primary state highway No. 8, or the Evergreen highway, beginning at the Gibbons Creek bridge, highway department designation 8/302, approximately 0.9 miles east of Washougal, thence in an easterly direction by way of Stevenson to a junction with primary state highway No. 8 in the vicinity of Maryhill; also beginning at a junction with primary state highway No. 8, in the vicinity of Maryhill, thence in a southerly direction to connect with the approach to the Biggs Rapid toll bridge across the Columbia river; also beginning in the vicinity of Maryhill, running easterly along the north bank of the Columbia river to a point in the vicinity of Plymouth;

(9) Primary state highway No. 9, or the Olympic highway, beginning at the west end of the Black Lake road overcrossing in the vicinity of Olympia, thence in a westerly direction by way of Elma and

Montesano to a junction with a county road approximately 2.82 miles west of the west end of the Wynoochee River bridge, highway department designation 9/435, approximately 1.2 miles west of Montesano; also beginning at a junction with secondary state highway No. 9C, in the vicinity of Queets, thence in a northeasterly direction by way of Forks to the west boundary of the Olympic National Park in the vicinity of Lake Crescent; also beginning at Sequim Bay State Park, thence in a southerly direction to a junction with Airport Road north of Shelton; also beginning at a junction with a county road 2.64 miles south of the junction of primary state highway No. 9 with secondary state highway 14A in Shelton; thence in a southerly direction to a junction with primary state highway No. 9 in the vicinity west of Olympia;

(10) Primary state highway No. 11, or the Columbia Basin highway, beginning at a junction with secondary state highway No. 11G in the vicinity of Eltopia, thence in a southerly direction to the Northern Pacific Railroad overcrossing, highway department designation 11/301, approximately 2.6 miles north of Pasco;

(11) Primary state highway No. 16, or the North Cross State highway, beginning in the vicinity of Pateros on primary state highway No. 10, thence in a northerly and westerly direction by the most feasible route by way of Twisp, Diablo Dam, Marblemount and Concrete to the Hansen Creek bridge, highway department designation 16/271, approximately 6.0 miles west of Lyman.

(12) Secondary state highway No. 1D, beginning at a junction with primary state highway No. 1 in the vicinity southeast of Anacortes, thence southerly by way of Deception Pass, to a junction with Torpedo Road in the vicinity northeast of Oak Harbor; also beginning at a junction with Miller Road in the

Scenic and recreational highways system—Designation of system.

vicinity southwest of Oak Harbor, thence southeasterly to a junction with Sherman Road in the vicinity west of Coupeville; also beginning at a junction with Rhododendron Road in the vicinity east of Coupeville, thence southeasterly to a junction with Maxwellton Road in the southern portion of Whidbey Island; also beginning at a junction with secondary state highway No. 1D, as herein described, in the vicinity easterly of the Keystone ferry slip, thence westerly to the Keystone ferry slip;

(13) Secondary state highway No. 1R, beginning at a junction with primary state highway No. 1 in the vicinity north of Castle Rock, thence in an easterly direction by way of St. Helens and Spirit Lake to Mt. St. Helens;

(14) Secondary state highway No. 2F, beginning at a junction with primary state highway No. 2 in the vicinity north of Coulee City, thence in a northeasterly direction to the boundary of the federal reservation at the Grand Coulee Dam;

(15) Secondary state highway No. 3P, beginning at a junction with primary state highway No. 3 at the west end of the Kettle Falls bridge over the Columbia river, highway department designation 3/5, thence in a westerly direction to a junction with secondary state highway No. 4A east of Republic;

(16) Secondary state highway No. 6A, beginning at Tiger on primary state highway No. 6, thence in a southwesterly direction by the most feasible route to a junction with a county road 2.76 miles east of a junction with primary state highway No. 3 in Colville;

(17) Secondary state highway No. 9A, beginning in the vicinity of Laird's Corner on highway No. 9, thence in a westerly direction to Neah Bay.

(18) Secondary state highway 9C, beginning at a junction with a county road 3.01 miles northwest of

the junction with primary state highway No. 9 in Hoquiam, thence in a northwesterly direction by way of Ocean City, Copalis, Pacific Beach, and Mo-clips to a junction with primary state highway No. 9 in the vicinity of Queets;

(19) Secondary state highway No. 9E, beginning at a junction with primary state highway No. 9 in the vicinity south of Discovery Bay, thence in a southeasterly direction to the vicinity of Shine on Hood Canal.

(20) Secondary state highway No. 11G, beginning in the vicinity of Eltopia on primary state highway No. 11, thence in a northwesterly direction to the south end of the overcrossing of primary state highway No. 18 in the vicinity of Moses Lake; also beginning at a junction with Grape Drive in the vicinity of Moses Lake, then northwesterly to a junction with primary state highway No. 7 in the vicinity of Soap Lake;

(21) Secondary state highway No. 12B, beginning at Point Ellice on primary state highway No. 12, thence in an easterly and northerly direction to a junction with primary state highway No. 12 in the vicinity north of Naselle;

(22) Secondary state highway No. 13A, beginning at Raymond on primary state highway No. 13, thence in a westerly direction by the most feasible route by way of Tokeland, North Cove to the shore of Grays Harbor north of Westport; also beginning at Aberdeen on primary state highway No. 13, thence in a southwesterly direction by the most feasible route to a junction with secondary state highway No. 13A in the vicinity south of Westport.

(23) Secondary state highway 10A beginning at a junction with a county road 2.07 miles north of the junction with 12th street in Elmer City; thence in a northwesterly direction to the west end of the Omak Creek bridge east of Omak.

Scenic and recreational highways system—Designation of system.

(24) Secondary state highway 3L, beginning at a junction with primary state highway 3 in the vicinity of Dayton, thence in a northeasterly direction by way of Whetstone and Marengo to a junction with primary state highway 3 west of Pomeroy.

(25) Primary state highway No. 21 on the Kitsap Peninsula highway beginning with a junction with primary state highway No. 9 in the vicinity of Union; thence northeasterly to a junction with Arsenal Way south of Bremerton; also beginning with Carr Boulevard north of Bremerton, thence northeasterly to Port Gamble.

Sharing of costs.

Sec. 3. (1) The highway commission shall pay from motor vehicle funds appropriated for construction of state highways, the following costs of developing and constructing scenic and recreational highways: (a) acquisition of the right of way necessary for state highway purposes, (b) construction of the portion of the highway designed primarily for motor vehicle travel, (c) exit and entrance roadways providing access to scenic observation points, (d) safety rest areas, (e) roadside landscaping within the portion of the highway right of way acquired by the highway commission for state highway purposes, (f) the uniform signs and markers designating the various features and facilities of the scenic and recreational highways, and (g) any additional costs of constructing and developing the scenic and recreational highways, including property acquisition adjacent to highways as authorized by RCW 47.12.250, for which the highway commission shall receive reimbursement from the federal government or any other source.

(2) The parks and recreation commission shall pay the costs of developing and constructing the scenic and recreational highways not provided for in subsection (1) of this section from any funds appropriated for such purposes.

(3) The costs of maintaining the scenic and recreational highway system shall be allocated between the highway commission and the parks and recreation commission in the same manner that costs of developing and constructing such highways are allocated in subsections (1) and (2) of this section.

Sec. 4. The establishment of planning and design standards for items provided for in section 5 of this act shall be coordinated by the state office of community affairs. The highway commission, parks and recreation commission, and any other departments or commissions whose interests are affected shall prepare, submit and file with the state office of community affairs standards relating to the scenic and recreational highway system. In the event varying planning and design standards are filed, the state office of community affairs shall consult with the submitting agencies on the merits of the several proposals and, based upon such consultation, establish a set of standards. Pursuant to the planning and design standards so established, the highway commission and parks and recreation commission shall develop the highways and areas adjacent thereto to accomplish the purposes of this act: *Provided*, That the highway commission shall retain exclusive authority over the highway right of way.

Coordination  
of planning  
and design  
standards—  
Maintenance  
and repair.

Responsibility for construction and maintenance is hereby established between the highway commission and the parks and recreation commission with the highway commission responsible for activities financed with funds provided for under section 3, subsection (1) of this act and the parks and recreation commission responsible for activities financed from other sources of funds. By mutual consent, responsibility for development and/or maintenance may be transferred between the two commissions.



Scenic and recreational highways system—Standards.

Sec. 5. Planning and design standards established for highways falling within the scenic and recreational highways system may include, but shall not be limited to, provision for the following:

- (1) Hiking, bicycle, and bridle trails, including regulations for their use;
- (2) Campsites and shelters;
- (3) Boat launching sites;
- (4) Access trails to lakes, rivers and streams, and easements along their shores;
- (5) Safety rest areas;
- (6) Historic and geologic interpretative facilities;
- (7) Scenic observation facilities;
- (8) Roadside landscaping, restoration and aesthetic enhancement;
- (9) Specifically delineated highway corridors and means for the preservation of natural beauty, historic sites, or viewpoints;
- (10) A uniform system of signs and markers designating the various features and facilities of the scenic and recreational highway systems.

Maps—Reference to system.

Sec. 6. The highway commission and parks and recreation commission shall on any maps, or in any relevant descriptive material they may prepare at state expense, include reference to those portions of highways designated in section 2 by appropriate color or code designation.

New chapter—Short title.

Sec. 7. Sections 1 through 8 of this act shall constitute a new chapter in Title 47 RCW and shall be known and may be cited as the "Scenic and Recreational Highway Act of 1967."

Severability.

Sec. 8. If any provision of this act, or its application to any person or circumstance is held invalid,

the remainder of the act, or the application of the provision to other persons or circumstances is not affected.

Passed the Senate April 21, 1967.

Passed the House April 18, 1967.

Approved by the Governor April 27, 1967.

## CHAPTER 86.

[Engrossed Senate Bill No. 643.]

### CLAIMS—DISTRRAINT OR INSOLVENCY PROCEEDINGS.

AN ACT relating to claims in certain distraint and insolvency proceedings.

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

Section 1. In distraint or insolvency proceedings affecting the assets of an employer, claims for labor, salaries or wages not to exceed six hundred dollars to each claimant which have been earned within three months before the date of the distraint or commencement of the proceeding shall be paramount and superior to any claim preferred or presented by an agency of the state: *Provided*, That this section shall not apply to any compensation payable to an employer or to an officer, director, or stockholder of a corporate employer.

**Distraint or  
insolvency  
proceedings—  
Exemption,  
wages due  
employees.**

Passed the Senate April 21, 1967.

Passed the House April 20, 1967.

Approved by the Governor April 28, 1967.