

## CHAPTER 212.

[ H. B. 88. ]

## PUBLIC HIGHWAYS.

AN ACT relating to public highways; providing for additions to the Secondary State Highway System; amending sections 2 and 6, chapter 207, Laws of 1937 (sections 6402-2 and 6402-6, Remington's Revised Statutes, Volume 7A); and declaring an emergency.

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

Amendments. SECTION 1. Section 2, chapter 207, Laws of 1937 (section 6402-2, Remington's Revised Statutes, Volume 7A), is amended to read as follows:

Branches of Primary State Highway No. 1. Section 2. Secondary State Highways as branches of Primary State Highway No. 1, are hereby established according to designation and description as follows:

Secondary State Highway No. 1A. (a) Secondary State Highway No. 1A; beginning at Blaine on Primary State Highway No. 1, thence in an easterly direction by the most feasible route to a point east of Van Buren, thence in a southerly direction by the most feasible route to an intersection with Primary State Highway No. 1 in the vicinity west of Deming, thence following the route of Primary State Highway No. 1 to a point east of Deming, thence in a southerly direction by the most feasible route by way of Sedro Woolley, Arlington and Snohomish to an intersection with Primary State Highway No. 2 in the vicinity southeast of Bothell; also beginning at a junction with Secondary State Highway No. 1A in the vicinity east of Van Buren, thence in a northerly direction by the most feasible route to the international boundary in the vicinity west of Sumas;

Secondary State Highway No. 1B. (b) Secondary State Highway No. 1B; beginning at Bellingham on Primary State Highway No. 1, thence in a northerly direction by the most feasible route to an intersection with Secondary State High-

way No. 1A, thence in a northerly direction by the most feasible route to the international boundary in the vicinity east of Delta;

(c) Secondary State Highway No. 1C; beginning at a junction with Primary State Highway No. 1 in the vicinity south of Blanchard, thence in a southerly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity of Whitney; also beginning at Burlington on Primary State Highway No. 1, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity east of Whitney;

Secondary  
State High-  
way No. 1C.

(d) Secondary State Highway No. 1D; beginning at a junction with Primary State Highway No. 1 in the vicinity southeast of Anacortes, thence southerly by the most feasible route by way of Deception Pass to the vicinity of Columbia Beach in the southern portion of Whidby Island;

Secondary  
State High-  
way No. 1D.

(e) Secondary State Highway No. 1E; beginning at Conway on Primary State Highway No. 1, thence in a southerly direction by the most feasible route by way of East Stanwood, thence in a southeasterly direction by the most feasible route to a junction with Primary State Highway No. 1, thence in an easterly direction by the most feasible route to Arlington on Secondary State Highway No. 1A;

Secondary  
State High-  
way No. 1E.

(f) Secondary State Highway No. 1F; beginning at a junction with Primary State Highway No. 1 in the vicinity south of Allen, thence in an easterly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity north of Burlington, thence in an easterly direction by the most feasible route to Sedro Woolley on Secondary State Highway No. 1A;

Secondary  
State High-  
way No. 1F.

(g) Secondary State Highway No. 1G; beginning at Mt. Vernon on Primary State Highway No. 1, thence in an easterly direction by the most fea-

Secondary  
State High-  
way No. 1G.

sible route to a junction with Secondary State Highway No. 1A;

Secondary  
State High-  
way No. 1H.

(h) Secondary State Highway No. 1H; beginning at Conway on Primary State Highway No. 1, thence in a southeasterly direction by the most feasible route to McMurray on Secondary State Highway No. 1A;

Secondary  
State High-  
way No. 1I.

(i) Secondary State Highway No. 1I; beginning at Everett on Primary State Highway No. 1, thence in a westerly direction by the most feasible route to Mukilteo, thence in a southeasterly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity south of Everett;

Secondary  
State High-  
way No. 1J.

(j) Secondary State Highway No. 1J; beginning at a junction with Primary State Highway No. 1 in the vicinity north of Seattle, thence in an easterly direction by the most feasible route to the vicinity of Lake Washington, thence in a southeasterly direction by the most feasible route to Seattle in the vicinity of the Naval Air Station at Sandpoint;

Secondary  
State High-  
way No. 1K.

(k) Secondary State Highway No. 1K; beginning at Seattle on Primary State Highway No. 1, thence in a southerly direction by the most feasible route to Des Moines, thence in a southeasterly direction by the most feasible route to a junction with Primary State Highway No. 1;

Secondary  
State High-  
way No. 1L.

(l) Secondary State Highway No. 1L; beginning at a junction with Primary State Highway No. 5 in the vicinity south of Renton, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 1, thence in a westerly direction by the most feasible route to a junction with Secondary State Highway No. 1K near Sunnydale;

Secondary  
State High-  
way No. 1M.

(m) Secondary State Highway No. 1M; beginning at a junction with Primary State Highway No. 1 in the vicinity south of Tumwater, thence in a southwesterly direction by the most feasible route

to a junction with Primary State Highway No. 9 in the vicinity of Rochester;

(n) Secondary State Highway No. 1N; beginning at Tenino, thence in a southerly direction by the most feasible route by way of Bucoda to the north corporate limits of the city of Centralia;

Secondary  
State High-  
way No. 1N.

(o) Secondary State Highway No. 1P; beginning at Toledo on Primary State Highway No. 1, thence in a southwesterly direction by the most feasible route by way of Vader to Ryderwood;

Secondary  
State High-  
way No. 1P.

(p) Secondary State Highway No. 1Q; beginning at a junction with Primary State Highway No. 1 in the vicinity south of Toledo, thence in an easterly and southerly direction by the most feasible route to a junction with Secondary State Highway No. 1R in the vicinity north of Toutle;

Secondary  
State High-  
way No. 1Q.

(q) 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 the most feasible route by way of St. Helens to the boundary of the Columbia National Forest in the vicinity northwest of Mt. St. Helens;

Secondary  
State High-  
way No. 1R.

(r) Secondary State Highway No. 1S; beginning at a junction with Primary State Highway No. 1 in the vicinity north of Woodland, thence in an easterly direction by the most feasible route to Amboy, thence in a southerly direction by the most feasible route to Battleground, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity north of Vancouver;

Secondary  
State High-  
way No. 1S.

(s) Secondary State Highway No. 1T; beginning at Vancouver on Primary State Highway No. 1, thence in a northerly direction by the most feasible route by way of Sara to Ridgefield, thence in an easterly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity south of LaCenter;

Secondary  
State High-  
way No. 1T.

Secondary  
State High-  
way No. 1U.

(t) Secondary State Highway No. 1U; beginning at Battleground on Secondary State Highway No. 1S, thence in a southerly direction by the most feasible route to Orchard on the Secondary State Highway No. 8A;

Secondary  
State High-  
way No. 1V.

(u) Secondary State Highway No. 1V; beginning at Tacoma on Primary State Highway No. 1, thence in a northeasterly direction by the most feasible route by way of Redondo to Des Moines on Secondary State Highway No. 1K;

Secondary  
State High-  
way No. 1W.

(v) Secondary State Highway No. 1W; beginning at a junction with Primary State Highway No. 1 in the vicinity of the Snohomish-King County line, thence in a northwesterly direction by the most feasible route to Edmonds;

Secondary  
State High-  
way No. 1X.

(w) Secondary State Highway No. 1X; beginning at a junction with Primary State Highway No. 1 in the vicinity of Milton, thence in an easterly direction by the most feasible route by way of Milton to a junction with Secondary State Highway No. 5D in the vicinity east of Milton.

Amendments.

SEC. 2. Section 6, chapter 207, Laws of 1937 (section 6402-6 of Remington's Revised Statutes, Volume 7A) is amended to read as follows:

Branches of  
Primary  
State High-  
way No. 5.

Section 6. Secondary State Highways as branches of Primary State Highway No. 5 are hereby established according to designation and description as follows:

Secondary  
State High-  
way No. 5A.

(a) Secondary State Highway No. 5A; beginning at a junction with Primary State Highway No. 5 south of Maple Valley, thence in a westerly direction by the most feasible route to Kent on Primary State Highway No. 5, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 1;

Secondary  
State High-  
way No. 5B.

(b) Secondary State Highway No. 5B; beginning at Auburn on Primary State Highway No. 5, thence in a northeasterly direction by the most

feasible route to a junction with Secondary State Highway No. 5A in the vicinity south of Maple Valley;

(c) Secondary State Highway No. 5C; beginning at Renton on Primary State Highway No. 2, thence in a southerly direction by the most feasible route to a junction with Secondary State Highway No. 5A in the vicinity east of Kent;

Secondary State Highway No. 5C.

(d) Secondary State Highway No. 5D; beginning at Puyallup on Primary State Highway No. 5, thence in a northerly direction by the most feasible route to a junction with Primary State Highway No. 1;

Secondary State Highway No. 5D.

(e) Secondary State Highway No. 5E; beginning at Puyallup on Primary State Highway No. 5, thence in a southerly direction by the most feasible route to Orting, thence in a northeasterly direction by the most feasible route to a junction with Primary State Highway No. 5 in the vicinity south of Buckley; also beginning at a junction with Secondary State Highway No. 5E, as herein described, southeast of Orting, thence in a southerly direction by the most feasible route to Electron;

Secondary State Highway No. 5E.

(f) Secondary State Highway No. 5G; beginning at Puyallup on Primary State Highway No. 5, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 5 south of Tacoma, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 1 south of Tacoma;

Secondary State Highway No. 5G.

(g) Secondary State Highway No. 5H; beginning at a junction with Primary State Highway No. 5 in the vicinity south of Tacoma, thence in a southwesterly direction by the most feasible route by way of McKenna, Yelm, and Rainier, to Tenino on Primary State Highway No. 1;

Secondary State Highway No. 5H.

(h) Secondary State Highway No. 5I; beginning at Yelm on Secondary State Highway No. 5H, thence in a northwesterly direction by the most

Secondary State Highway No. 5I.

feasible route to Tumwater on Primary State Highway No. 1;

Secondary  
State High-  
way No. 5J.

(i) Secondary State Highway No. 5J; beginning at McKenna on Secondary State Highway No. 5H, thence in an easterly direction by the most feasible route to a junction with Primary State Highway No. 5;

Secondary  
State High-  
way No. 5K.

(j) Secondary State Highway No. 5K; beginning at Morton on Primary State Highway No. 5, thence in a westerly direction by the most feasible route by way of Onalaska to a junction with Primary State Highway No. 1 south of Chehalis;

Secondary  
State High-  
way No. 5L.

(k) Secondary State Highway No. 5L; beginning at Morton on Primary State Highway No. 5; thence in a southwesterly direction by the most feasible route to Riffe on Primary State Highway No. 5;

Secondary  
State High-  
way No. 5M.

(l) Secondary State Highway No. 5M; beginning at a junction with Primary State Highway No. 5 in the vicinity west of Auburn, thence in a northerly direction by the most feasible route to a junction with Primary State Highway No. 1 south of Seattle.

Passed the House March 5, 1943.

Passed the Senate March 9, 1943.

Approved by the Governor March 20, 1943.