

chapter 91, Laws of 1947 (chapter 41.16 RCW), can do so by handing to and leaving with the firemen's pension board of his municipality a written notice of such intention within sixty days of the effective date of this act, or if he was on disability retirement under chapter 91, Laws of 1947 (chapter 41.16 RCW), at the effective date of this act and has been recalled to active duty by the retirement board, shall give such notice within sixty days of his return to active duty, and not otherwise.

Notice of  
intention.

Passed the House February 26, 1955.

Passed the Senate March 8, 1955.

Approved by the Governor March 21, 1955.

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## CHAPTER 383.

[ H. B. 639. ]

### HIGHWAYS.

AN ACT relating to state government and to public highways and the operation of motor vehicles thereon; defining the duties of the state highway commission and the joint fact-finding committee on highways, streets and bridges; establishing certain primary and secondary state highways; making appropriations and reappropriations from the motor vehicle fund and the highway equipment fund; making appropriations for surveys and studies of highways; relating to the functions of the Washington state toll bridge authority as to certain toll roads and bridges; amending section 3, chapter 225, Laws of 1949 and RCW 47.16.020, section 2, chapter 273, Laws of 1951 and RCW 47.16.100, and section 5, chapter 225, Laws of 1949 and RCW 47.16.190, and section 1, chapter 8, Laws of 1951 and RCW 47.16.140, and section 2, chapter 207, Laws of 1937, as amended by sections 2 through 5, chapter 280, Laws of 1953 and RCW 47.20.010 through 47.20.120, and section 4, chapter 207, Laws of 1937, as amended by section 5, chapter 273, Laws of 1951 and sections 7 and 8, chapter 280, Laws of 1953 and RCW 47.20.170 through 47.20.220, and section 2, chapter 212, Laws of 1943 and RCW 47.20.250 through 47.20.300, and section 9, chapter 280, Laws of 1953 and 47.20.320, and section 10, chapter 207, Laws of 1937, as amended by section 1, chapter 232, Laws of 1947 and section 8, chapter 273, Laws of 1951 and RCW 47.20.360 through 47.20.380, and section 11, chapter 207, Laws of 1937 and

RCW 47.20.390 through 47.20.400, and section 3, chapter 5, Laws of 1939 and RCW 47.20.480, and section 3, chapter 220, Laws of 1949 and RCW 43.27.060, and section 15, chapter 247, Laws of 1951 and RCW 43.27.200; adding a new section to RCW 47.20; repealing chapter 225, Laws of 1941; and declaring an emergency and the effective dates of certain sections of this act.

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

Title. SECTION 1. This act shall be known as the Washington state highway act of 1955.

Amendment. SEC. 2. Section 3, chapter 225, Laws of 1949 and RCW 47.16.020 are each amended to read as follows:

Highways established; descriptions of.

No. 2 Sunset highway.

(RCW 47.16.020) No. 2 Sunset highway. A primary state highway to be known as primary state highway No. 2, or the Sunset highway, is hereby established according to description as follows: Beginning at the intersection of the west approach to the Lake Washington bridge at Rainier Avenue in Seattle in King county, thence in an easterly direction by the most feasible route by way of the Lake Washington bridge and approaches crossing Lake Washington and Mercer Island to the east shore of Lake Washington, thence in an easterly direction by the most feasible route by way of North Bend, Snoqualmie Pass, Cle Elum, Blewett Pass, Wenatchee, Waterville, Wilbur, Davenport and Spokane to the Washington-Idaho boundary line; also beginning at Seattle in King county, thence in an easterly direction by the most feasible route by way of Renton to a junction with primary state highway No. 2, as herein described, in the vicinity of Issaquah; also beginning at Seattle in King county, thence in an easterly direction by the most feasible route to the north of Lake Washington to a junction with primary state highway No. 2, as herein described, in the vicinity west of Snoqualmie Pass; also from a junction at a point approximately four miles west of North Bend in a general southwesterly direction by

the most direct and feasible route by way of Auburn to a junction with state road No. 1 in the vicinity of Milton.

SEC. 3. Section 2, chapter 273, Laws of 1951 and RCW 47.16.100 are each amended to read as follows: Amendment.

(RCW 47.16.100) A primary state highway to be known as primary state highway No. 10, or the Chelan-Okanogan highway, is established as follows: No. 10 Chelan-Okanogan highway. Beginning at Quincy, on primary state highway No. 7, thence in a northwesterly direction to a junction with primary state highway No. 2, in the vicinity east of Wenatchee; also beginning at a junction with primary state highway No. 2, in the vicinity northwesterly of Wenatchee, thence in a northerly direction on the west side of the Columbia river by way of Chelan, Pateros, Brewster, Okanogan and Oroville to the international boundary line; also beginning at a point on primary state highway No. 10 at Brewster, thence in a southeasterly direction on the north side of the Columbia river to Chief Joseph dam, thence crossing the Columbia river to the south side in the vicinity of Bridgeport, thence southerly to the junction with primary state highway No. 2 in the vicinity west of Coulee City; also from Brewster on primary state highway No. 10, thence in a southeasterly direction on the south side of the Columbia river to a junction with primary state highway No. 10 in the vicinity of Bridgeport.

SEC. 4. Section 5, chapter 225, Laws of 1949 and RCW 47.16.190 are each amended to read as follows: Amendment.

(RCW 47.16.190) A primary state highway to be known as primary state highway No. 21, or the Kitsap Peninsula highway, is hereby established according to description as follows: No. 21 Kitsap Peninsula highway. Beginning at a junction with primary state highway No. 9 near the mouth of the Skokomish river, thence in a north-easterly direction along the southeast shore of Hood Canal to the vicinity of Belfair, thence northeasterly

by the most feasible route to Bremerton, thence northerly and easterly by the most feasible route in the vicinity of Poulsbo to Port Gamble, thence southerly and easterly to Kingston; also, beginning at Lofall on Hood Canal, thence in an easterly direction to a connection with primary state highway No. 21 as herein described; also beginning at Keyport, thence in a westerly direction by the most feasible route to a junction with primary state highway No. 21, as herein described.

Amendment.

SEC. 5. Section 1, chapter 8, Laws of 1951, and RCW 47.16.140 are each amended to read as follows:

No. 14 Navy  
Yard highway.

(RCW 47.16.140) A primary state highway to be known as primary state highway No. 14, or the Navy Yard highway, is hereby established according to description as follows: Beginning at a junction with primary state highway No. 21 near the southwest end of Sinclair Inlet, thence northeasterly by way of Port Orchard to Manchester and Harper; also, beginning at a junction with primary state highway No. 14 in the vicinity of Port Orchard, as herein described, thence in a southeasterly direction by way of the Tacoma Narrows Bridge to a junction with primary state highway No. 1 in Tacoma.

Division and  
amendment.

SEC. 6. Section 2, chapter 207, Laws of 1937 as last amended by sections 2 through 5, chapter 280, Laws of 1953, (heretofore codified as RCW 47.20.010 through 47.20.120) is divided and amended as set forth in sections 7 through 18 of this act.

Enacted  
without  
amendment.

SEC. 7. (RCW 47.20.010) Secondary state highways as branches of primary state highway No. 1 are established as follows:

Secondary  
highways;  
branches of  
primary No. 1;  
established.

Secondary state highway No. 1A; beginning at a junction with the Mt. Baker branch of primary state highway No. 1 in the vicinity of Lawrence, thence in a northerly direction to the international boundary in the vicinity west of Sumas; also beginning at a junction with secondary state highway No. 1A in

No. 1A.

the vicinity of Nooksack, thence southwesterly by way of Everson to a junction with secondary state highway No. 1B in the vicinity of Wiser Lake; also beginning at a junction with the Mt. Baker branch of primary state highway No. 1 in the vicinity of Deming, thence in a southerly direction by way of Sedro Woolley, Arlington and Snohomish to a junction with primary state highway No. 2 in the vicinity of Woodinville;

Secondary state highway No. 1B; beginning at No. 1B. Bellingham on primary state highway No. 1, thence in a northerly direction to the international boundary in the vicinity east of Delta.

SEC. 8. (RCW 47.20.020) Secondary state highways as branches of primary state highway No. 1 are established as follows:

Secondary state highway No. 1C; beginning at a No. 1C junction with primary state highway No. 1 in the vicinity south of Blanchard, thence in a southerly direction 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 to a junction with primary state highway No. 1 in the vicinity east of Whitney;

Secondary state highway No. 1D; beginning at a No. 1D. junction with primary state highway No. 1 in the vicinity southeast of Anacortes, thence southerly by way of Deception Pass to the vicinity of Columbia Beach 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.

SEC. 9. (RCW 47.20.030) Secondary state highways as branches of primary state highway No. 1, Enacted without amendment. are established as follows:

Secondary state highway No. 1E; beginning at No. 1E. Conway on primary state highway No. 1, thence in a

southerly direction by way of East Stanwood, thence in a southeasterly direction to a junction with primary state highway No. 1, thence in an easterly direction to Arlington on secondary state highway No. 1A;

No. 1F.

Secondary state highway No. 1F; beginning at a junction with primary state highway No. 1 in the vicinity of Burlington, thence in a northeasterly direction to a junction with secondary state highway No. 1A in the vicinity of Sedro Woolley.

Enacted  
without  
amendment.

SEC. 10. (RCW 47.20.040) Secondary state highways as branches of primary state highway No. 1, are established as follows:

No. 1G.

Secondary state highway No. 1G; beginning at Mt. Vernon on primary state highway No. 1, thence in an easterly direction to a junction with secondary state highway No. 1A.

No. 1H.

Secondary state highway No. 1H; beginning at Conway on primary state highway No. 1; thence in a southeasterly direction to McMurray on secondary state highway No. 1A.

Enacted  
without  
amendment.

SEC. 11. (RCW 47.20.050) Secondary state highways as branches of primary state highway No. 1, are established as follows:

No. 1I.

Secondary state highway No. 1I; beginning at Everett on primary state highway No. 1, thence in a westerly direction to Mukilteo, thence in a southeasterly direction to a junction with primary state highway No. 1 in the vicinity south of Everett;

No. 1J.

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 to the vicinity of Lake Washington, thence in a southeasterly direction to Seattle in the vicinity of the Naval Air Station at Sandpoint.

Enacted  
without  
amendment.

SEC. 12. (RCW 47.20.060) Secondary state highways as branches of primary state highway No. 1, are established as follows:

Secondary state highway No. 1K; beginning at Seattle on primary state highway No. 1, thence in a southerly direction to Des Moines, thence in a south-easterly direction to a junction with primary state highway No. 1;

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 to a junction with primary state highway No. 1, thence in a westerly direction to a junction with secondary state highway No. 1K near Sunnydale.

SEC. 13. (RCW 47.20.070) Secondary state highways as branches of primary state highway No. 1 are established as follows: Enacted  
without  
amendment.

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 to a junction with primary state highway No. 9 in the vicinity of Rochester; No. 1M.

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. No. 1N.

SEC. 14. (RCW 47.20.080) Secondary state highways as branches of primary state highway No. 1, are established as follows: Enacted  
without  
amendment.

Secondary state highway No. 1P; beginning at Toledo on primary state highway No. 1, thence in a southwesterly direction by way of Vader to Rydewood; No. 1P.

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 to a junction with secondary state highway No. 1R in the vicinity north of Toutle. No. 1Q.

SEC. 15. (RCW 47.20.090) Secondary state highways as branches of primary state highway No. 1, are established as follows: Enacted  
without  
amendment.

No. 1R.

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 to the boundary of the Columbia National Forest in the vicinity northwest of Mt. St. Helens;

No. 1S.

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 to Amboy, thence in a southerly direction to Battleground, thence in a westerly direction to a junction with primary state highway No. 1 in the vicinity north of Vancouver.

SEC. 16. (RCW 47.20.100) Secondary state highways as branches of primary state highway No. 1, are established as follows:

No. 1T.

Secondary state highway No. 1T; beginning at Vancouver on primary state highway No. 1, thence in a northerly direction by way of Sara to Ridgefield, thence in an easterly direction to a junction with primary state highway No. 1 in the vicinity south of LaCenter;

No. 1U.

Secondary state highway No. 1U; beginning at Battleground on secondary state highway No. 1S, thence in a southerly direction to Orchard on the secondary state highway No. 8A.

SEC. 17. (RCW 47.20.110) Secondary state highways as branches of primary state highway No. 1, are established as follows:

No. 1V.

Secondary state highway No. 1V; beginning at Tacoma on primary state highway No. 1, thence in a northeasterly direction west of primary state highway No. 1 by way of Redondo to Des Moines on secondary state highway No. 1K;

No. 1W.

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 to Edmonds.



SEC. 18. (RCW 47.20.120) Secondary state highways as branches of primary state highway No. 1 are established as follows:

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 way of Milton to a junction with secondary state highway No. 5D in the vicinity east of Milton; No. 1X.

Secondary state highway No. 1Y; beginning at a junction with primary state highway No. 1 in the vicinity east of East Stanwood; thence in a westerly direction to a junction with secondary state highway No. 1E in the vicinity of East Stanwood; thence in a westerly direction by way of Stanwood and over a bridge to a point on Camano Island known as McEachern's Corner. No. 1Y.

Secondary state highway No. 1Z; beginning at a junction with primary state highway No. 1 northwest of Bellingham, thence in a westerly direction to a junction with a Whatcom county road at a location where construction is feasible from an engineering and economic point of view. No. 1Z.

SEC. 19. Section 4, chapter 207, Laws of 1937 as last amended by section 5, chapter 273, Laws of 1951 and sections 7 and 8, chapter 280, Laws of 1953, (heretofore divided and codified as RCW 47.20.170 through 47.20.220) is divided and amended as set forth in the six succeeding sections. Division and amendment.

SEC. 20. (RCW 47.20.170) Secondary state highways as branches of primary state highway No. 3 are established as follows: Enacted without amendment.

Secondary state highway No. 3A; beginning at Union Gap on primary state highway No. 3, thence in a southeasterly direction to the south of the Yakima river to Toppenish on primary state highway No. 8, thence in a southeasterly direction by way of Mabton to Prosser on primary state highway No. 3; Secondary highways; branches of primary No. 3; established.  
No. 3A.

No. 3B. Secondary state highway No. 3B; beginning at Toppenish on primary state highway No. 8, thence in a westerly direction to White Swan.

Enacted  
without  
amendment.

SEC. 21. (RCW 47.20.180) Secondary state highways as branches of primary state highway No. 3 are established as follows:

No. 3C. Secondary state highway No. 3C; beginning at a junction with secondary state highway No. 3A south of Union Gap, thence in a southerly direction to a junction with secondary state highway No. 3B in the vicinity west of Toppenish.

No. 3D. Secondary state highway No. 3D; beginning at a junction with primary state highway No. 3 in the vicinity of Burbank, thence in a northeasterly direction by the most feasible route to a point in the vicinity of Eureka, thence in an easterly direction by the most feasible route to a junction with secondary state highway No. 3E in the vicinity of Prescott.

Enacted  
without  
amendment.

SEC. 22. (RCW 47.20.190) Secondary state highways as branches of primary state highway No. 3 are established as follows:

No. 3E. Secondary state highway No. 3E; beginning at Walla Walla on primary state highway No. 3, thence in a northerly direction to Prescott on secondary state highway No. 3D, thence in an easterly direction to a junction on primary state highway No. 3 in the vicinity northeast of Waitsburg.

No. 3F. Secondary state highway No. 3F; beginning at Colfax on primary state highway No. 3, thence in an easterly direction to Palouse on primary state highway No. 3.

Enacted  
without  
amendment.

SEC. 23. (RCW 47.20.200) Secondary state highways as branches of primary state highway No. 3 are established as follows:

No. 3H. Secondary state highway No. 3H; beginning at a junction with primary state highway No. 2 in the vicinity of Opportunity, thence in a southerly direction by way of Rockford, Fairfield, Latah, and Tekoa

to Oakesdale on primary state highway No. 3; also beginning at Tekoa on secondary state highway No. 3H, thence in an easterly direction to the Washington-Idaho boundary line.

SEC. 24. (RCW 47.20.210) Secondary state highways as branches of primary state highway No. 3 are established as follows: Enacted  
without  
amendment.

Secondary state highway No. 3J; beginning at a junction with primary state highway No. 3 in the vicinity of Springdale, thence in a southwesterly direction across the Spokane river to Long lake; No. 3J.

Secondary state highway No. 3K; beginning at Pomeroy on primary state highway No. 3, thence in a southeasterly direction to Peola, thence in a northeasterly direction to a junction with primary state highway No. 3 in the vicinity west of Clarkston. No. 3K.

SEC. 25. (RCW 47.20.220) Secondary state highways as branches of primary state highway No. 3 are established as follows:

Secondary state highway No. 3L; beginning at a junction with primary state highway No. 3 in the vicinity north of Dayton, thence in a northeasterly direction to a junction with primary state highway No. 3 in the vicinity west of Pomeroy. No. 3L.

Secondary state highway No. 3P; beginning at a junction with primary state highway No. 3 at the west end of the Kettle Falls bridge, thence in a westerly direction to a junction with secondary state highway No. 4A east of Republic: *Provided*, That secondary state highway No. 3P, as herein described, shall not become a part of the state highway system until after the construction of the Republic-Kettle Falls Forest Highway by the United States Bureau of Public Roads shall have been completed. No. 3P.

Secondary state highway No. 3R; beginning at the Richland wye junction with primary state highway No. 3; thence in a northerly direction to the south boundary of the government reservation; thence No. 3R.

beginning at the west boundary of the government reservation westerly to a junction of primary state highway No. 3 at Kiona.

Division and amendment.

SEC. 26. Section 2, chapter 212, Laws of 1943, (heretofore codified as RCW 47.20.250 through 47.20.300) is divided and amended as set forth in the six succeeding sections.

Enacted without amendment. Secondary highway; branches of No. 5; established.

SEC. 27. (RCW 47.20.250) Secondary state highways as branches of primary state highway No. 5 are established as follows:

No. 5A.

Secondary state highway No. 5A; beginning at a junction with primary state highway No. 5 south of Maple Valley, thence in a westerly direction to Kent on primary state highway No. 5, thence in a westerly direction to a junction with primary state highway No. 1;

No. 5B.

Secondary state highway No. 5B; beginning at Auburn on primary state highway No. 5, thence in a northeasterly direction to a junction with secondary state highway No. 5A in the vicinity south of Maple Valley.

Enacted without amendment.

SEC. 28. (RCW 47.20.260) Secondary state highways as branches of primary state highway No. 5 are established as follows:

No. 5C.

Secondary state highway No. 5C; beginning at Renton on primary state highway No. 2, thence in a southerly direction to a junction with secondary state highway No. 5A in the vicinity east of Kent;

No. 5D.

Secondary state highway No. 5D; beginning at Puyallup on primary state highway No. 5, thence in a northerly direction to a junction with primary state highway No. 1.

SEC. 29. (RCW 47.20.270) Secondary state highways as branches of primary state highway No. 5 are established as follows:

No. 5E.

Secondary state highway No. 5E; beginning at Puyallup on primary state highway No. 5, thence in

a southerly direction to Orting, thence in a north-easterly direction to a junction with primary state highway No. 5 in the vicinity south of Buckley;

Secondary state highway No. 5G; beginning at Puyallup on primary state highway No. 5, thence in a westerly direction to a junction with primary state highway No. 5 south of Tacoma, thence in a westerly direction to a junction with primary state highway No. 1 south of Tacoma. No. 5G.

SEC. 30. (RCW 47.20.280) Secondary state highways as branches of primary state highway No. 5 are established as follows: Enacted without amendment.

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 way of McKenna, Yelm, and Rainier, to Tenino on primary state highway No. 1; No. 5H.

Secondary state highway No. 5I; beginning at Yelm on secondary state highway No. 5H, thence in a northwesterly direction to Tumwater on primary state highway No. 1. No. 5I.

SEC. 31. (RCW 47.20.290) Secondary state highways as branches of primary state highway No. 5 are established as follows: Enacted without amendment.

Secondary state highway No. 5J; beginning at McKenna on secondary state highway No. 5H, thence in an easterly direction to a junction with primary state highway No. 5; No. 5J.

Secondary state highway No. 5K; beginning at Morton on primary state highway No. 5, thence in a westerly direction by way of Onalaska to a junction with primary state highway No. 1 south of Chehalis. No. 5K.

SEC. 32. (RCW 47.20.300) Secondary state highways as branches of primary state highway No. 5 are established as follows:

Secondary state highway No. 5L; beginning at Morton on primary state highway No. 5; thence in a No. 5L.

southwesterly direction to Riffe on primary state highway No. 5;

No. 5M. 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 to a junction with primary state highway No. 1 south of Seattle;

No. 5N. Secondary state highway No. 5N; beginning at a junction with primary state highway No. 5 in Puyallup, thence in a southerly direction to Eatonville.

Amendment. SEC. 33. Section 9, chapter 280, Laws of 1953, and RCW 47.20.320 are each amended to read as follows:

Secondary highways; branches of No. 7; established. (RCW 47.20.320) Secondary state highways as branches of primary state highway No. 7 are established as follows:

No. 7C. Secondary state highway No. 7C; beginning in the vicinity of the east end of the Vantage bridge on primary state highway No. 7, thence in a southerly direction parallel to the east bank of the Columbia river for a distance of approximately two and one-half miles, thence southeasterly in the vicinity of Othello, thence easterly to a junction with primary state highway No. 11, thence easterly to a junction with secondary state highway No. 11B in the vicinity of Washtucna: *Provided*, That until such times as secondary state highway No. 7C is actually constructed on the location adopted by the director of highways, no existing county roads shall be maintained or improved by the state department as a temporary route of said secondary state highway No. 7C.

New section. SEC. 34. There is added to chapter 47.20 RCW, a new section to read as follows:

No. 7E. Secondary state highway No. 7E is hereby established as a branch of primary state highway No. 7, according to the following designation and description:

Beginning in the vicinity of Moses Lake, thence northeasterly to a junction with primary state highway No. 7 in the vicinity west of Odessa: *Provided*, That until such times as secondary state highway No. 7E is actually constructed on the location adopted by the director of highways, no existing county roads shall be maintained or improved by the state department as a temporary route of said secondary state highway No. 7E.

SEC. 35. Section 10, chapter 207, Laws of 1937 as last amended by section 1, chapter 232, Laws of 1947 and section 8, chapter 273, Laws of 1951, (heretofore codified as RCW 47.20.360 through 47.20.380) is divided and amended as set forth in the three succeeding sections.

Division and amendment.

SEC. 36. (RCW 47.20.360) Secondary state highways as branches of primary state highway No. 9 are established as follows:

Secondary highways; branches of No. 9; established.

Secondary state highway No. 9A; beginning at Port Angeles on primary state highway No. 9, thence in a westerly direction by way of Pysht and Clallam Bay to Neah Bay.

No. 9A.

SEC. 37. (RCW 47.20.370) Secondary state highways as branches of primary state highway No. 9 are established as follows:

Enacted without amendment.

Secondary state highway No. 9C; beginning at a junction with primary state highway No. 9 in Hoquiam, thence in a northwesterly direction by way of Ocean City, Copalis, Pacific Beach, and Moclips to a junction with primary state highway No. 9 in the vicinity of Queets;

No. 9C.

Secondary state highway No. 9D; beginning at a junction with primary state highway No. 9 in the vicinity west of McCleary, thence in a northeasterly direction to a junction with primary state highway No. 9 south of Shelton.

No. 9D.

Enacted  
without  
amendment.

SEC. 38. (RCW 47.20.380) Secondary state highways as branches of primary state highway No. 9 are established as follows:

No. 9E.

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 South Point on Hood Canal;

No. 9F.

Secondary state highway No. 9F; beginning at Sequim on primary state highway No. 9, thence in a northerly direction to Dungeness.

Division and  
amendment.

SEC. 39. Section 11, chapter 207, Laws of 1937 (heretofore codified as RCW 47.20.390 and 47.20.400) is divided and amended as set forth in the two succeeding sections.

Secondary  
highways;  
branches of  
No. 10;  
established.

SEC. 40. (RCW 47.20.390) Secondary state highways as branches of primary state highway No. 10, are hereby established according to designation and description as follows:

No. 10A.

Secondary state highway No. 10A; beginning at Omak on primary state highway No. 10, thence in a southeasterly direction by the most feasible route by way of Disautel and Nespelem to the boundary of the federal reservation at the Grand Coulee dam;

No. 10B.

Secondary state highway No. 10B; beginning at a junction with primary state highway No. 10 east of Bridgeport, thence in an easterly direction by the most feasible route to the boundary of the federal reservation at the Grand Coulee dam; also, a spur beginning at a junction with secondary state highway No. 10B in the vicinity of the boundary of the federal reservation at the Grand Coulee dam and extending to Crown Point; also beginning at a junction with secondary state highway No. 10B, as herein described, in the vicinity of Leahy, thence in a southwesterly direction by the most feasible route by way of Mansfield to a junction with primary state highway No. 2 in the vicinity of Waterville;



From the effective date of this section, June 7, 1951, and until construction of the extension of secondary state highway No. 10B is completed, the highway department of the state shall assume control and maintenance of the existing county road running from Sims Corner through Mansfield and south to the junction at Farmer.

SEC. 41. (RCW 47.20.400) Secondary state highways as branches of primary state highway No. 10 are established as follows:

Secondary state highway No. 10C; beginning at Chelan on primary state highway No. 10, thence in a northwesterly direction to the north of Lake Chelan to Manson; No. 10C.

Secondary state highway No. 10D; beginning at a wye junction with primary state highway No. 10 in the vicinity east of Chelan, thence in a southerly direction crossing the Columbia river in the vicinity of Chelan Station to a junction with primary state highway No. 2 in the vicinity of Orondo. No. 10D.

SEC. 42. Section 3, chapter 5, Laws of 1939 and RCW 47.20.480 are each amended to read as follows: Amendment.

(RCW 47.20.480) Secondary state highways as branches of primary state highway No. 14 are established as follows: Secondary highways; branches of No. 14; established.

Secondary state highway No. 14A; beginning at a junction with primary state highway No. 14 in the vicinity of Purdy, thence in a westerly direction to a junction with primary state highway No. 21 in the vicinity of Belfair; also beginning at a junction with secondary state highway No. 14A, as herein described, thence southwestwardly to a junction with primary state highway No. 9 at Shelton. No. 14A.

SEC. 43. The joint fact-finding committee on highways, streets and bridges, jointly, with the Washington state highway commission, shall, pursuant to the provisions of section 12, subsections (b) and (c) of Senate Bill 490, consider the following highway Studies of highways, streets and bridges to be made.

additions and deletions by undertaking a comprehensive and definitive study, with necessary reconnaissance surveys, including location, reconstruction cost and roadway design, to accomplish their evaluation with respect to their being a part of the modern integrated state highway system. All studies shall be completed by June 1, 1956.

Extension  
of No. 3J.

(1) An extension of secondary state highway No. 3J from Long Lake along the north bank of the Spokane river to Spokane city limits, and the deletion of secondary state highway No. 2H. (Reference in H. B. 413)

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of fifteen thousand dollars (\$15,000.00), or so much thereof as may be necessary to carry out the provisions of this subsection.

Extension  
of No. 3H.

(2) An extension to secondary state highway No. 3H from Oakesdale southerly to a junction with primary state highway No. 3 in the vicinity south of Steptoe. (Reference in H. B. 393)

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars (\$2,500.00), or so much thereof as may be necessary to carry out the provisions of this subsection.

Extension  
of No. 7C.

(3) An extension of secondary state highway No. 7C from primary state highway No. 11 easterly to the vicinity of Washtucna; thence in a south-easterly direction to a junction with primary state highway No. 3 in the vicinity of Delaney; also, beginning at Washtucna, thence in a southerly direction to a junction with secondary state highway

No. 3E in the vicinity of Prescott. (Reference in H. B. 164 and S. B. 455)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of fifteen thousand dollars (\$15,000.00), or so much thereof as may be necessary to carry out the provisions of this subsection. Appropriation.

(4) A highway on the west side of the Cowlitz river from the vicinity of Kelso northerly to a junction with primary state highway No. 1 in the vicinity of Vader. (Reference in H. B. No. 451) Cowlitz river highway.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of thirteen thousand dollars (\$13,000.00), or so much thereof as may be necessary to carry out the provisions of this subsection. Appropriation.

(5) An extension of secondary state highway No. 3B from White Swan southwesterly to Old Fort Simcoe state park. (Reference in H. B. 313) Extension of No. 3B.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars (\$2,500.00), or so much thereof as may be necessary to carry out the provisions of this subsection. Appropriation.

(6) A highway from a junction with primary state highway No. 21 westerly to the westerly boundary of the Belfair state park. (Reference in H. B. No. 346) Highway west from No. 21 junction to Belfair park.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of three thousand Appropriation.

dollars (\$3,000.00), or so much thereof as may be necessary to carry out the provisions of this subsection.

Highway northeast from No. 1A junction to Darrington.

(7) A highway beginning at a junction with secondary state highway No. 1A in Arlington northeasterly to Darrington. (Reference in H. B. 367)

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of twelve thousand five hundred dollars (\$12,500.00), or so much thereof as may be necessary to carry out the provisions of this subsection.

Highway joining junction of No. 1 north of Seattle.

(8) A highway from the north city limits of Seattle in the vicinity of Holman road northeasterly to junction with primary state highway No. 1 north of Seattle. (Reference in H. B. 234)

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand dollars (\$2,000.00), or so much thereof as may be necessary to carry out the provisions of this subsection.

Highways to proposed toll roads.

(9) A highway from Edmonds northeasterly to Lynnwood to a connection with proposed toll road south of Everett; also, from a junction of primary state highway No. 2 in the vicinity of Bothell northwesterly to a connection with the proposed toll road south of Everett. (Reference in H. B. 242 and H. B. 536)

Appropriations.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of seven thousand five hundred dollars (\$7,500.00), or so much thereof as may be necessary to carry out the provisions of this subsection.

(10) A highway from primary state highway No. 12 in the vicinity of Pe Ell southwesterly to junction with primary state highway No. 12 in the vicinity of Grays River. (Reference in S. B. 332)

Highway from No. 12 near PeEll to No. 12 near Grays River.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of twenty thousand dollars (\$20,000.00), or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation.

SEC. 44. Section 3, chapter 220, Laws of 1949 and RCW 43.27.060 are each amended to read as follows:

Amendment.

(RCW 43.27.060) The state highway commission shall establish and provide for the operation and maintenance within the department of highways a personnel merit system for the employment, classification, salaries, promotion, demotion, suspension, transfer, layoff, and discharge of its appointive officers and employees on the sole basis of merit and fitness and without regard to political influence or affiliation. The state highway commission shall have power to adopt the type or pattern of merit system best suited to its size and conditions. The provisions hereof shall apply only to engineering, supervisory, technical, accounting, property acquiring, traffic inspection, maintenance, shop, and clerical employees.

Personnel merit system.

Employees covered by provisions.

The body created for the purpose of administering such personal system shall have power to make, amend and repeal rules and regulations essential in carrying out the provisions of this section. All such rules and regulations shall become effective if not disapproved by the state highway commission within sixty days after their promulgation. Such rules and regulations shall provide:

Powers of administrative body.

Rules and regulations to provide.

(1) That the person to be discharged or demoted must be presented with the reasons for such discharge or demotion specifically stated; and

(2) That he shall be allowed a reasonable time in which to reply thereto in writing.

The reasons and the reply shall be filed as a public record with the state highway commission.

SEC. 45. Section 15, chapter 247, Laws of 1951 and RCW 43.27.200 are each amended to read as follows:

Budget.

(RCW 43.27.200) The commission shall prepare, furnish and present to the governor and to the legislature at the time of its convening, the budget for the following two years. The commission shall continue its comprehensive plan for highway development based on the principle that the state is furnishing transportation facilities which should be paid for by those most benefited and developed in the order of greatest need therefor.

Commission principle.

Appropriation from highway equipment fund.

SEC. 46. There is hereby appropriated from the highway equipment fund to the Washington state highway commission for the period beginning April 1, 1955, and ending June 30, 1957, the sum of seven million two hundred seventy thousand eight hundred three dollars (\$7,270,803.00), or so much thereof as shall be necessary, to continue the highway equipment fund as established by RCW 47.08.120 and amendments thereof.

Appropriations from motor vehicle fund.

SEC. 47. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the period beginning April 1, 1955, and ending June 30, 1957, for salaries, wages and operations of the offices of the commission, director and district offices of the department of highways, including the office of the research and planning engineer, the traffic engineer, including traffic training; and the administration of state aid to cities and counties as provided by RCW 46.68.110-120 and amendments thereof, the sum of three million seven hundred thirty thousand six hundred thirty-five

Salaries, wages and operations; administration of state aid to cities and counties.

dollars (\$3,730,635.00), or so much thereof as shall be necessary.

SEC. 48. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges for the period beginning April 1, 1955, and ending June 30, 1957, the sum of three hundred sixty-three thousand dollars (\$363,000.00), or so much thereof as shall be necessary, to be used by the state highway commission and the joint fact-finding committee on highways, streets and bridges for the costs of special studies, tests and research relative to highway problems and for other necessary expenses authorized.

Appropriation.

Costs of special studies, tests and research.

SEC. 49. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the period beginning April 1, 1955, and ending June 30, 1957, and for obligations incurred and not yet paid, the sum of ninety-five million five hundred seventeen thousand two hundred six dollars (\$95,517,206.00), or so much thereof as shall be necessary, for primary and secondary highways and designated routes through cities and towns, including location, engineering, engineering supervision, improvement, rights of way, construction and damages, bridges, reconstruction, interest and bond redemption on state owned bridges, maintenance including road signs, traffic signals and devices, radio, ferries, toll bridges, extraordinary maintenance, non-reimbursable federal aid off the state system, emergencies and for any and all proper highway purposes not specifically set forth in this act, emergencies being defined as damages to highways, structures, ferries, and/or other conditions involving public safety or welfare, which could not with the exercise of reasonable judgment have been foreseen.

Appropriation.

Primary and secondary highways.

SEC. 50. There is hereby appropriated from the motor vehicle fund to the Washington state highway

Appropriation.

commission for the period beginning April 1, 1955, and ending June 30, 1957, and for obligations incurred and not yet paid, the sum of sixty million seven hundred eighty-seven thousand three hundred four dollars (\$60,787,304.00), or so much thereof as shall be necessary, to be expended and reimbursed under specific project agreements executed or to be executed under the federal aid road acts and the state acts assenting thereto; and for any other expenditures of any kind by the department of highways upon public highways, or for services to other public agencies for which reimbursement is anticipated; and inventories and salary suspense.

Specific project agreements.

Appropriation.

SEC. 51. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the period beginning April 1, 1955, and ending June 30, 1957, and for obligations incurred and not yet paid, the sum of one million nine hundred thirty-four thousand three hundred dollars (\$1,934,300.00) or so much thereof as shall be necessary for capital outlay, which shall include purchase and improvement of land, erection of buildings and structures, major repairs and equipment, including salaries and wages incident thereto.

Capital outlay.

Reappropriations from motor vehicle fund.

SEC. 52. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the period beginning April 1, 1955, and ending June 30, 1957, and for obligations incurred and not yet paid, the sum of twenty-three million twelve thousand nine hundred eighty-three dollars (\$23,012,983.00), the same being the unexpended balance of the appropriation contained in section 21, chapter 280, Laws of 1953, as shown on the records of the state auditor January 31, 1955: *Provided*, That no expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in section 21, chapter 280, Laws of 1953, as of March 31, 1955. Of this sum

Unexpended balance.



bonds in the amount of ten million seven hundred three thousand six hundred twenty-five dollars (\$10,703,625.00) are to be sold and issued after April 1, 1955, which sum represents the residual amount authorized under section 2, chapter 121, Laws of 1953.

Bonds.

SEC. 53. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the period beginning April 1, 1955, and ending June 30, 1957, and for obligations incurred and not yet paid, the sum of sixteen million seventy-eight thousand one hundred thirty-two dollars (\$16,078,132.00), the same being the unexpended balance of the appropriation contained in section 22, chapter 280, Laws of 1953 as shown on the records of the state auditor January 31, 1955: *Provided*, That no expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in section 22, chapter 280, Laws of 1953, as of March 31, 1955. Of this sum bonds in the amount of ten million dollars (\$10,000,000.00) are to be sold and issued after April 1, 1955, which sum represents the residual amount authorized under chapter 154, section 2, Laws of 1953.

Reappropriation.

Unexpended balance.

Limitation.

SEC. 54. There is hereby appropriated from the motor vehicle fund to the incorporated cities and towns of the state, for the period beginning April 1, 1955, and ending June 30, 1957, the sum of thirteen million six hundred seventy-eight thousand dollars (\$13,678,000.00), or so much thereof as shall become available under 46.68 RCW and amendments thereto, including supplemental amounts due and sums reserved by resolutions to the state, to be paid out and expended in the manner provided by law.

Appropriations from motor vehicle fund.

To incorporated cities and towns.

SEC. 55. There is hereby appropriated from the motor vehicle fund to the counties of the state, including counties composed of islands, for the period beginning April 1, 1955, and ending June 30, 1957,

Appropriation.

the sum of forty-three million ninety-three thousand dollars (\$43,093,000.00), or so much thereof as shall become available under chapter 46.68 RCW and amendments thereto, including supplemental amounts due and sums reserved by resolutions to the state, to be paid out and expended in the manner provided by law.

Appropriation. SEC. 56. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the period beginning April 1, 1955, and ending June 30, 1957, for the advance purchase of rights of way and access rights necessary for the orderly development of the ten-year highway program, the sum of ten million dollars (\$10,000,000.00).  
Rights of way and access rights.

Appropriation. SEC. 57. There is hereby appropriated from the motor vehicle fund the sum of nine million three hundred twenty-four thousand seven hundred fifty dollars (\$9,324,750.00) for transfer to the bond retirement fund as provided in chapter 121, Laws of 1951 and chapter 154, Laws of 1953.  
Bond retirement fund.

Appropriation. SEC. 58. There is hereby appropriated from the motor vehicle fund to the joint fact-finding committee on highways, streets and bridges, created by chapter 111, Laws of 1947, continued by chapter 213, Laws of 1949, chapter 269, Laws of 1951, and chapter 280, Laws of 1953 and senate bill No. 490 of the 1955 legislative session for the period beginning April 1, 1955, and ending June 30, 1957, the sum of thirty-five thousand dollars (\$35,000.00), or so much thereof as shall be necessary.  
To joint fact-finding committee.

Appropriation. SEC. 59. There is hereby appropriated from the motor vehicle fund to the state treasurer the sum of five hundred thousand dollars (\$500,000.00) to be distributed to the counties of the state as provided in section 2 of senate bill No. 421.  
Distribution to counties.

Appropriation. SEC. 60. There is hereby appropriated from the motor vehicle fund to the Washington toll bridge au-

thority the sum of one hundred thousand dollars (\$100,000.00) for the period from April 1, 1955, to and including June 30, 1957, or so much thereof as may be necessary to complete the preliminary studies and preliminary engineering surveys and to furnish funds to do all things necessary for the construction of the proposed Tacoma-Seattle-Everett toll road preliminary to financing the construction and placing in operation of the said facility. The money herein appropriated shall be considered a loan from the motor vehicle fund, to be repaid to said fund from the sale of revenue bonds issued to finance the proposed Tacoma-Seattle-Everett toll road.

Preliminary studies and surveys—Tacoma-Seattle-Everett toll road.

SEC. 61. There is hereby appropriated from the motor vehicle fund to the Washington toll bridge authority, the sum of one hundred twenty-five thousand dollars (\$125,000.00), or so much thereof as may be necessary, for the period beginning April 1, 1955 to, and including June 30, 1957, to complete the final location and design of the proposed second Lake Washington bridge and do all other things necessary prior to the issuance of revenue bonds to finance the acquisition of right of way, construction and other related items incidental to the completion of said bridge. The money herein appropriated shall be considered a loan from the motor vehicle fund to be repaid to said fund from the sale of revenue bonds issued to finance said bridge.

Appropriation.

Complete final design and location, etc., second Lake Washington bridge.

SEC. 62. For the period beginning April 1, 1955, and ending June 30, 1957, there is hereby appropriated from the motor vehicle fund to the Washington toll bridge authority, the sum of seven hundred thousand dollars (\$700,000.00) (of which four hundred fifty thousand dollars (\$450,000.00) is a re-appropriation), or so much thereof as may be necessary, for conducting further engineering surveys and financial studies, and for designing feasible bridges and securing the necessary permits for the

Appropriation.

Surveys and studies for bridge across Puget Sound or Hood Canal.

construction of a bridge or bridges across Puget Sound or Hood Canal: *Provided*, That such studies and surveys shall be directed to the bridging of Puget Sound and Hood Canal, or to the bridging of both, and the funds herein appropriated shall not be applied to the study of either of said projects to the exclusion of the other.

If the total project, or any part thereof, is deemed feasible by the authority as an integral part of the public highway system, and has been approved by the highway commission, the authority shall further utilize the funds herein appropriated to do all things necessary to accomplish the sale of revenue bonds to finance the proposed project, or any part thereof as may be determined feasible, and for the payment of all preliminary expenses incident to the issuance and sale of said bonds.

The appropriation herein authorized shall be considered a loan from the motor vehicle fund, and the motor vehicle fund shall be reimbursed in full for any portion of those funds which may be expended, from the proceeds of the sale of any revenue bonds issued for the purpose of financing said project or any part thereof.

Reimbursement.

Reappropriation from motor vehicle fund.

Unexpended balance.

SEC. 63. There is hereby reappropriated from the motor vehicle fund to the authority revolving fund for the period from April 1, 1955, to June 30, 1957, the sum of forty-nine thousand dollars (\$49,000.00) which is the unexpended balance of the appropriation contained in section 1, chapter 156, Laws of 1953, for the purpose of establishing the permanent authority revolving fund: *Provided*, That no expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in section 2, chapter 156, Laws of 1953, as shown on the state auditor's records as of March 31, 1955.

SEC. 64. There is hereby appropriated from the authority revolving fund to the Washington toll bridge authority for the period from April 1, 1955, to June 30, 1957, the sum of one hundred twenty-five thousand dollars (\$125,000.00) to carry out the provisions of sections 14 and 15, chapter 259, Laws of 1951, and RCW 47.60.180 and RCW 47.60.190. Appropriation.

SEC. 65. (1) If any provision of this act or the application thereof to any person, firm, or corporation or circumstance is held invalid, in whole or in part, such invalidity shall not affect other provisions or applications of the act which can be given effect without the invalid provisions or application and to this end the provisions of this act are declared to be severable. Invalidity.

(2) If any provision of this act shall be declared unconstitutional or ineffective in whole or in part by a court of competent jurisdiction, then to the extent that it is unconstitutional or ineffective, such provision shall not be enforced, nor shall such determination be deemed to invalidate the remaining provisions of this act. Invalidity.

SEC. 66. Chapter 225, Laws of 1941, is hereby repealed. Repeal.

SEC. 67. 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 sections 3, 4, 5 and 42 shall take effect immediately, sections 32, 40, 41, 43 to 58, inclusive, 60 to 64, inclusive, and 66 shall take effect April 1, 1955. Effective date.

Passed the House March 9, 1955.

Passed the Senate March 8, 1955.

Approved by the Governor March 21, 1955.