

CHAPTER 225.

[H. B. 100.]

ESTABLISHING OF PRIMARY AND SECONDARY STATE HIGHWAYS.

AN ACT relating to public highways; creating, establishing and describing certain primary and secondary state highways, and amending section 2, 14, 16, 17, 18 and 19, chapter 190, Laws of 1937, and amending section 7, chapter 190, Laws of 1937, as amended.

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

Amendment.

SECTION 1. Section 16, chapter 190, Laws of 1937, is amended to read as follows:

Primary State Highway No. 16 or Methow Valley Highway.

Section 16. A primary state highway to be known as Primary State Highway No. 16, or the Methow Valley Highway, is hereby established according to description as follows: Beginning in the vicinity of Pateros on Primary State Highway No. 10, thence in a northerly direction by the most feasible route by way of Twisp to Mazama; also beginning at a point in the vicinity south of Twisp on Primary State Highway No. 16, thence in an easterly direction by the most feasible route to a junction with Primary State Highway No. 10 in the vicinity south of Okanogan.

Amendment.

SEC. 2. Section 17, chapter 190, Laws of 1937 (6401-17 Rem. Rev. Stat.), is amended to read as follows:

Primary State Highway No. 17 or Cascade Wagon Road.

Section 17. A primary state highway to be known as Primary State Highway No. 17, or the Cascade Wagon Road, is hereby established according to description as follows: Beginning in the vicinity of Marblemount in Skagit County, thence in an easterly direction by the most feasible route by way of Diablo Dam to a junction with Primary State Highway No. 16 in the vicinity of Mazama.

Amendment.

SEC. 3. Section 2, chapter 190, Laws of 1937, as last amended by section 1, chapter 5, Laws of 1939, is amended to read as follows:

Section 2. 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 beginning at Almira, on Primary State Highway No. 2, as herein described; thence in a northerly direction by the most feasible route to the Grand Coulee dam; 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.

Primary
State High-
way No. 2
or Sunset
Highway.

SEC. 4. Section 14, chapter 190, Laws of 1937 (6401-14, Rem. Rev. Stat., Vol. 7A), is amended to read as follows: Amendment.

Section 14. A primary state highway to be known as Primary State Highway No. 14, or the Navy Yard Highway, is hereby established according to de-

Primary
State High-
way No. 14
or Navy
Yard High-
way.

scription as follows: Beginning at a junction with Primary State Highway No. 9, in the vicinity north of Shelton, thence in a northeasterly direction by the most feasible route by way of Port Orchard, thence in a southerly direction by the most feasible route to Gig Harbor; also beginning in the vicinity of Port Orchard on Primary State Highway No. 14, as herein described, thence in an easterly direction by the most feasible route to the ferry landing at Harper; also from a junction in the vicinity of Colby to the ferry landing at Manchester.

Amendment. SEC. 5. Section 19, chapter 190, Laws of 1937, is amended to read as follows:

Primary State Highway No. 21 or Kitsap Peninsula Highway.

Section 19. 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: Beginning at Kingston, thence westerly and northerly by the most feasible route by way of Port Gamble, thence southerly by the most feasible route by way of the vicinity of Poulsbo and Bremerton to a junction with Primary State Highway No. 14, in the vicinity of Tide-water Creek; 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; also beginning at Lofall on Hood Canal, thence by the most feasible route to a connection with Primary State Highway No. 21, as herein described.

Amendment. SEC. 6. Section 18, chapter 207, Laws of 1937, is amended to read as follows:

Branches of Primary State Highway No. 21.

Section 18. Secondary state highways as branches of Primary State Highway No. 21 are hereby established according to designation and description as follows:

Secondary State Highway No. 21A.

(a) Secondary State Highway No. 21A; beginning at a junction with Primary State Highway No. 21 in the vicinity north of Poulsbo, thence in a south-

easterly direction by the most feasible route across Agate Pass to the north end of Bainbridge Island, thence in a southerly direction by the most feasible route to the vicinity of Winslow;

(b) Secondary State Highway No. 21B; beginning at Keyport on Primary State Highway No. 21, thence in a southerly direction by the most feasible route to East Bremerton.

Secondary
State High-
way No. 21B.

SEC. 7. Section 7, chapter 190, Laws of 1937 (sec. 6401-7, Rem. Rev. Stat.), is amended to read as follows:

Amendment.

Section 7. A primary state highway to be known as Primary State Highway No. 7, or the North Central Highway, is hereby established according to description as follows: Beginning at Ellensburg on Primary State Highway No. 3, thence in an easterly direction by the most feasible route by way of Vantage Bridge, thence in a northeasterly direction by the most feasible route by way of Quincy, Ephrata and Odessa to Davenport on Primary State Highway No. 2; also beginning at a point on Primary State Highway No. 7, as herein described, 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; also beginning at a junction with Primary State Highway No. 18 in the vicinity of Burke Junction, thence in a north-easterly direction by the most feasible route to a junction with Primary State Highway No. 7, as herein described, in the vicinity west of Ephrata.

Primary
State High-
way No. 7
or North
Central
Highway.

Passed the House March 8, 1949.

Passed the Senate March 6, 1949.

Approved by the Governor March 22, 1949.