

CHAPTER 5.

[S. B. 12.]

LAKE WASHINGTON AND NARROWS BRIDGES.

AN ACT relating to public highways; providing for additional highways in the primary state highway system; providing for the maintenance, operation and the inclusion in the primary state highway system of certain highway facilities being constructed by the Washington Toll Bridge Authority; defining the powers and duties of certain state officers; amending section 2 of chapter 190, Session Laws of 1937; section 14 of chapter 190, Session Laws of 1937; and section 15 of chapter 207, Session Laws of 1937; and declaring an emergency.

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

SECTION 1. That section 2 of chapter 190, Session Laws of 1937, be and the same is hereby amended to read as follows:

Amends § 2,
ch. 190, Laws
of 1937.

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 Wash-

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

Lake
Washington
Bridge.

ington 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.

Amends § 14, ch. 190, Laws of 1937.

SEC. 2. That section 14 of chapter 190, Session Laws of 1937, be and the same is hereby amended to read as follows:

Primary State Highway No. 14, or Navy Yard Highway.

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 description 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 the Tacoma Narrows bridge, thence crossing the Tacoma Narrows bridge to the easterly end thereof in the city of Tacoma; 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.

Tacoma Narrows Bridge.

Amends § 15, ch. 207, Laws of 1937.

SEC. 3. That section 15 of chapter 207, Session Laws of 1937, be and the same is hereby amended to read as follows:

Branches of Primary State Highway No. 14.

Section 15. Secondary state highways as branches of Primary State Highway No. 14 are hereby established according to designation and description as follows:

Secondary State Highway No. 14A.

(a) Secondary State Highway No. 14A; beginning at a junction with Primary State Highway No. 14 in the vicinity southwest of Belfair, thence in a southwesterly direction by the most feasible route to Shelton on Primary State Highway No. 9;

Secondary State Highway No. 14B.

(b) Secondary State Highway No. 14B; beginning at a junction with Primary State Highway

No. 14 in the vicinity east of Purdy, thence in a westerly direction by the most feasible route to a junction with Secondary State Highway No. 14A in the vicinity north of Allyn;

SEC. 4. That the Lake Washington bridge and the Tacoma Narrows bridge in this act made a part of the primary state highways of the State of Washington, shall, upon completion, be operated, maintained, kept up and repaired by the Director of Highways and the Washington toll bridge authority in the manner provided in chapter 173, Session Laws of 1937, and the cost of such operation, maintenance, upkeep and repair shall be paid from funds appropriated for the use of the Director of Highways for the construction and maintenance of the primary state highways of the State of Washington. The Director of Highways is authorized and empowered to enter into agreements with the Washington toll bridge authority, agreeing to construct upon a particular route and between established termini, and fixing a date for the completion thereof, portions of primary state highways or secondary state highways, as the case may be, to and connecting with the Lake Washington bridge and/or the Tacoma Narrows bridge.

Lake Washington and Narrows bridges made part of primary state highways.

Operation and maintenance.

SEC. 5. That this act is necessary for the preservation of the peace, health and safety of this state and the support of the state government of the State of Washington and its existing public institutions, and shall take effect immediately.

Effective immediately.

Passed the Senate January 13, 1939.

Passed the House January 23, 1939.

Approved by the Governor January 27, 1939.