

CHAPTER 280.

[S. B. 433.]

HIGHWAYS—ROUTES—APPROPRIATIONS—
DEFENSE ROADS.

AN ACT relating to public highways; establishing certain primary and secondary state highways; making appropriations and reappropriations from the motor vehicle and highway equipment funds; making appropriations for surveys and studies of highways; providing for access roads and bridges as requested by the United States bureau of public roads; amending sections 47.16.080, 47.20.010, 47.20.070, 47.20.120, 47.20.160, 47.20.200, 47.20.220, 47.20.320 and 47.20.420, RCW; repealing section 47.20.350, RCW; and declaring an emergency.

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

SECTION 1. Section 47.16.080, RCW, as derived from section 8, chapter 190, Laws of 1937, is amended to read as follows: Amendment

A primary state highway to be known as primary state highway No. 8, or the Evergreen highway, is established as follows: Beginning at Vancouver on primary state highway No. 1, thence in easterly direction by way of Stevenson to Goldendale, thence in a northeasterly direction by way of Satus Pass to a junction with primary state highway No. 3, southeast of Yakima; also beginning at a junction with primary state highway No. 8, in the vicinity of Maryhill, thence in a southerly direction to the ferry landing of the Maryhill ferry on the Columbia river; also, beginning in the vicinity of Maryhill, running thence easterly along the north bank of the Columbia river to a point in the vicinity of Plymouth, thence in a northeasterly direction to a junction with primary state highway No. 3, in the vicinity of Kennewick; also, beginning at a junction with primary state highway No. 8 in the vicinity of Paterson, thence in a northerly direction to a junction with primary state highway No. 3 in the vicinity of Prosser. Primary state highway No. 8 or Evergreen highway.

Amendment.

SEC. 2. Section 47.20.010, RCW, as derived from section 3, chapter 273, Laws of 1951, is amended to read as follows:

Branches of primary state highway No. 1; established.

Secondary state highways as branches of primary state highway No. 1 are established as follows:

Secondary state highway No. 1A.

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 the vicinity of Nooksack, thence southwesterly by way of Everson to a junction with secondary state highway No. 1B in the vicinity of Wisner 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.

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

Amendment.

SEC. 3. Section 47.20.030, RCW, as derived from section 6 (e) and (f), chapter 239, Laws of 1943, is amended to read as follows:

Branches of primary state highway No. 1; established.

Secondary state highways as branches of primary state highway No. 1, are established as follows:

Secondary state highway No. 1E.

Secondary state highway No. 1E; beginning at 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;

Secondary state highway 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.

SEC. 4. Section 47.20.070, RCW, as derived from section 2, chapter 207, Laws of 1937, as last amended by section 6, chapter 239, Laws of 1943, is hereby amended to read as follows: Amendment.

Secondary state highways as branches of primary state highway No. 1 are established as follows: Branches of primary state highway No. 1; established.

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; Secondary state highway 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. Secondary state highway No. 1N.

SEC. 5. Section 47.20.120, RCW, as derived from section 6, chapter 239, Laws of 1943, is amended to read as follows: Amendment.

Secondary state highways as branches of primary state highway No. 1 are established as follows: Branches of primary state highway No. 1; established.

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; Secondary state highway 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. Secondary state highway No. 1Y.

Secondary state highway No. 1Z; beginning at a junction with primary state highway No. 1 north- Secondary state highway No. 1Z.

west of Bellingham in the vicinity of the township line common to townships 38 north and 39 north, thence in a westerly direction a distance of approximately three and one-half miles to a junction with a Whatcom county road known locally as the Slater Road.

Amendment.

SEC. 6. Section 47.20.160, RCW, as derived from section 3, chapter 207, Laws of 1937, as last amended by section 4, chapter 273, Laws of 1951, is amended to read as follows:

Branches of primary state highway No. 2; established.

Secondary state highways as branches of primary state highway No. 2 are established as follows:

Secondary state highway No. 2H.

Secondary state highway No. 2H; beginning at Spokane on primary state highway No. 2, thence in an easterly direction by way of Millwood to a junction with primary state highway No. 2 in the vicinity of the Washington-Idaho boundary line;

Secondary state highway No. 2I.

Secondary state highway No. 2I; beginning at a junction with primary state highway No. 2 in the vicinity of Virden, thence southeasterly to a junction with primary state highway No. 3 in the vicinity of Woldale.

Amendment.

SEC. 7. Section 47.20.200, RCW, as derived from section 4, chapter 207, Laws of 1937, is amended to read as follows:

Branches of primary state highway No. 3; established.

Secondary state highways as branches of primary state highway No. 3 are established as follows:

Secondary state highway 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.

Amendment.

SEC. 8. Section 47.20.220, RCW, as derived from subsections (k) and (l), section 4, chapter 207, Laws of 1937, is amended to read as follows:

Secondary state highways as branches of primary state highway No. 3 are established as follows:

Branches of primary state highway No. 3; established.

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.

Secondary state highway No. 3L.

Secondary state highway No. 3P; beginning with 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.

Secondary state highway 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 boundary of the government reservation.

Secondary state highway No. 3R.

SEC. 9. Section 47.20.320, RCW, as derived from section 8, chapter 207, Laws of 1937, as last amended by section 6, chapter 273, Laws of 1951, is amended to read as follows:

Amendment.

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: *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

Secondary state highway No. 7C.

temporary route of said secondary state highway No. 7C.

Repealing clause.

SEC. 10. Section 47.20.350, RCW, as derived from section 8, chapter 239, Laws of 1943, is hereby repealed.

Amendment.

SEC. 11. Section 47.20.420, RCW, as derived from section 12, chapter 207, Laws of 1937, as last amended by section 9, chapter 239, Laws of 1943, is amended to read as follows:

Branches of primary state highway No. 11; established.

Secondary state highways as branches of primary state highway No. 11 are established as follows:

Secondary state highway No. 11C.

Secondary state highway No. 11C; beginning at Sprague on primary state highway No. 11, thence in a southeasterly direction to a point in the vicinity of Ewan;

Secondary state highway No. 11D.

Secondary state highway No. 11D; beginning at a junction with primary state highway No. 11 at a point approximately three miles northeast of Four Lakes, thence in a westerly and southwesterly direction to the town of Medical Lake, thence in a southerly direction to the vicinity of the state custodial school;

Secondary state highway No. 11E.

Secondary state highway No. 11E; beginning at Ritzville on primary state highway No. 11, thence in a southerly direction to Washtucna on secondary state highway No. 11B.

Note: This section also amended by section 2, chapter 285, *infra*.

Appropriation for survey of highway between Azwell and Chelan Falls.

SEC. 12. There is appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending March 31, 1955, the sum of five thousand dollars (\$5,000.00), or so much thereof as may be necessary, for a reconnaissance survey for a highway beginning at a junction with primary state highway No. 10 in the vicinity of Azwell, thence southerly along the west bank of the Columbia river to a junction with secondary

state highway No. 10D in the vicinity of Chelan Falls.

SEC. 13. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending March 31, 1955, for salaries, wages and operations of the offices of director, commission and district offices of the department of highways, including the office of the research and planning engineer, the laboratory engineer, the traffic engineer, including traffic training, administration of state aid to cities and counties as provided by chapter 181, Laws of 1939 and amendments thereof, the sum of three million one hundred seventy-eight thousand six hundred fifteen dollars (\$3,178,615.00), or so much thereof as shall be necessary: *Provided*, That the sum of seventy-five thousand dollars (\$75,000.00) of the appropriation made by this section shall be available only for salaries, wages and operations in carrying out the provisions of Senate Bill No. 403, of the 1953 legislative session, and for no other purposes.

Appropriation for salaries, wages and operations.

SEC. 14. 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 biennium ending March 31, 1955 the sum of three hundred forty thousand dollars (\$340,000.00), or so much thereof as is necessary to carry out the provisions of Senate Bill No. 459, of the 1953 legislative session, as agreed upon jointly by the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges.

Appropriation to highway commission and joint fact-finding committee.

SEC. 15. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending March 31, 1955, and for obligations incurred and not yet paid, the sum of eighty million four hundred seventy-two

Appropriation to highway commission for obligations incurred.

thousand eight hundred forty-nine dollars (\$80,472,849.00), or so much thereof as shall be necessary, for primary and secondary highways and designated routes through cities and towns, including non-reimbursable federal aid, location, engineering, engineering supervision, improvement, right-of-way, reconstruction, construction and damages, bridges, interest and bond redemption becoming due between April 1, 1953 and March 31, 1955 on state-owned bridges, maintenance including road signs, traffic signals and devices, radio, ferries, toll bridges, extraordinary maintenance, emergencies and for any and all proper highway purposes not specifically set forth in other sections of this act: Emergencies being defined as damages to primary or secondary highways, designated routes through cities and towns and/or structures and ferries which could not with the exercise of reasonable judgment have been foreseen.

Appropriation to highway commission for obligations incurred, as a revolving fund under federal aid road acts.

SEC. 16. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending March 31, 1955, and for obligations incurred and not yet paid, the sum of thirty-two million dollars (\$32,000,000.00), or so much thereof as shall be necessary, as a revolving fund to be expended under specific project agreements executed or to be executed under the federal aid road acts and the state act assenting thereto, and for any other expenditures of any kind by the department of highways upon public highways for which reimbursement is anticipated including inventories and salary suspense.

Appropriation for maintenance of historical road No. 1.

SEC. 17. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending March 31, 1955, for the maintenance and improvement of state historical road No. 1 established outside the corporate limits of Tacoma and Puyallup by chapter 225, Laws

of 1941, the sum of thirty-five thousand dollars (\$35,000.00), or so much thereof as shall be necessary.

SEC. 18. There is hereby appropriated from the highway equipment fund to the Washington state highway commission for the biennium ending March 31, 1955, the sum of six million eight hundred sixty-four thousand four hundred fifteen dollars (\$6,864,415.00), or so much thereof as shall be necessary, to continue the highway equipment fund as established by chapter 144, Laws of 1945, and amendments thereof.

Appropriation for highway equipment fund.

SEC. 19. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending March 31, 1955, and for obligations incurred and not yet paid, the sum of one million seven hundred thousand dollars (\$1,700,000.00), 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.

Appropriation for capital outlay.

SEC. 20. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending March 31, 1955, the sum of fifty thousand dollars (\$50,000.00), or so much thereof as may be required to carry out the provisions of chapter 49, section 1, Laws of 1951.

Appropriation to carry out chapter 49, section 1, Laws of 1951.

SEC. 21. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending March 31, 1955, the sum of fifty-five million two hundred thirty-three thousand one hundred eighty-four dollars and ninety six cents (\$55,233,184.96), the same being the unexpended balance of the appropriation contained in chapter 121, section 15, Laws of 1951, as shown on the records of the state auditor January 31, 1953: *Provided*, No expenditure under the authority of this

Reappropriation.

act shall exceed the unexpended balance of the appropriation contained in chapter 121, section 15, Laws of 1951, as of March 31, 1953. Of this sum, bonds in the amount of twenty-nine million seven hundred three thousand six hundred twenty-five dollars (\$29,703,625.00), are to be sold and issued after April 1, 1953, which sum represents the residual amount authorized under chapter 121, section 2, Laws of 1951, but no money shall be available under this appropriation unless bonds have previously been sold and the money derived therefrom deposited to the credit of the motor vehicle fund.

Appropriation for Senate Bill No. 403, 1953 session.

SEC. 22. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending March 31, 1955, the sum of eighteen million dollars (\$18,000,000.00), or so much thereof as shall be necessary to carry out the provisions of Senate Bill No. 403, of the 1953 legislative session, but no money shall be available under this appropriation unless a like amount of bonds provided for in said Senate Bill No. 403 are sold and the money derived deposited to the credit of the motor vehicle fund.

Appropriation for transfers to bond retirement fund.

SEC. 23. There is hereby appropriated from the motor vehicle fund the sum of eight million six hundred eighty-five thousand eight hundred ten dollars (\$8,685,810.00) for transfers to the bond retirement fund as provided in chapter 121, section 8, Laws of 1951, and Senate Bill No. 403, of the 1953 legislative session.

Appropriation for counties.

SEC. 24. There is hereby appropriated from the motor vehicle fund to the counties of the state, including counties composed entirely of islands, for the biennium ending March 31, 1955, the sum of thirty-three million one hundred sixty-one thousand six hundred fifty dollars (\$33,161,650.00), or so much thereof as shall become available under chapter 181,

Laws of 1939, and amendments thereof, to be paid out and expended in the manner provided by law.

SEC. 25. There is hereby appropriated from the motor vehicle fund to the incorporated cities and towns of the state for the biennium ending March 31, 1955, the sum of ten million six hundred ninety-seven thousand three hundred fifty dollars (\$10,697,350.00), or so much thereof as shall become available under chapter 181, Laws of 1939, and amendments thereof, to be paid out and expended in the manner provided by law.

Appropriation for cities and towns.

SEC. 26. There is hereby appropriated from the motor vehicle fund, to be expended by the joint fact-finding committee on highways, streets and bridges, created by chapter 111, Laws of 1947, continued by chapter 213, Laws of 1949 and chapter 269, Laws of 1951 and Senate Bill No. 459, of the 1953 legislative session, for the biennium ending March 31, 1955, the sum of thirty-five thousand dollars (\$35,000.00), or so much thereof as shall be necessary.

Appropriation for joint fact-finding committee.

SEC. 27. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending March 31, 1955, the sum of fifty-nine thousand eight hundred forty-eight dollars and twenty-two cents (\$59,848.22): *Provided*, No expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in chapter 49, section 2, Laws of 1951.

Reappropriation.

SEC. 28. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending March 31, 1955, the sum of forty-seven thousand five hundred two dollars and forty-two cents (\$47,502.42): *Provided*, No expenditure under the authority of this act shall

Reappropriation.

exceed the unexpended balance of the appropriation contained in chapter 273, section 16, Laws of 1951.

War
emergency;
director
authorized
to
cooperate
with bureau
of public
roads.

SEC. 29. In order to facilitate the war emergency declared by the President on December 16, 1950, the director of highways, upon request of the commissioner of public roads of the United States, is hereby authorized to cooperate with the bureau of public roads in the making of surveys, plans, specifications and estimates for and in the construction and maintenance of roads and bridges necessary to provide access to military and naval reservations, to defense industries and defense industry sites, and to sources of raw material, and for replacing existing highways and highway connections shut off from the general public use for military and naval reservations and defense industry sites, and, notwithstanding any other provision of law, may enter into contracts in any manner approved by the bureau of public roads for the construction of any such roads, or may perform such construction and maintenance work by force account, whether such construction and maintenance work is paid for in whole by federal funds or in part by federal funds and in part by funds provided by the state or any of its subdivisions.

Funds
available.

Any funds appropriated and allocated herein to carry out the provisions of the federal aid road act and the state act assenting thereto may be used to carry out the provisions of this act.

Director
authorized
to acquire
property for
highway
purposes.

For the purpose of carrying out the provisions of this section the director is hereby authorized and empowered to acquire land or any interest in land, real estate, premises or other property by purchase, gift or condemnation, in the manner now provided for acquiring land, real estate, or other property for highway purposes.

SEC. 30. This act is necessary for the immediate preservation of the public peace, health, safety, the

support of the state government and its existing public institutions, and sections 12 to 29, inclusive, shall take effect April 1, 1953. Effective date.

Passed the Senate March 11, 1953.

Passed the House March 10, 1953.

Approved by the Governor March 23, 1953.

CHAPTER 281.

[H. B. 462.]

WASHINGTON STATE POWER COMMISSION.

AN ACT relating to the conservation, development and utilization of the state's electric resources and of facilities for the generation, transmission and distribution thereof; creating a Washington State Power Commission and prescribing its powers and duties with respect to power and power facilities in the state; relating to cities and public utility districts and authorizing them to join in and exercise certain powers given to the Washington State Power Commission; repealing chapter 43.52, RCW; making an appropriation.

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

SECTION 1. As used in this chapter and unless the context indicates otherwise, words and phrases shall mean: Definitions.

“Commission” means the Washington State Power Commission created hereunder.

“District” means a public utility district as created under the laws of the state of Washington authorized to engage in the business of generating and/or distributing electricity.

“City” means any city or town in the state of Washington authorized to engage in the business of generating and/or distributing electricity.

“Canada” means the Dominion of Canada or any province thereof.

“Public Utility” means any person, firm or corporation, political subdivision or governmental sub-