

stitutional it shall in no wise affect the constitutionality of the remainder thereof.

Passed the Senate February 20, 1915.

Passed the House March 3, 1915.

Vetoed by the Governor March 9, 1915.

Passed over the Governor's veto March 10, 1915.

CHAPTER 53.

[S. B. 402.]

PUBLIC HIGHWAYS APPROPRIATION.

AN ACT relating to public highways and making an appropriation for the survey, construction and maintenance of state roads, and declaring an emergency.

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

SECTION 1. For the survey, construction and maintenance of primary and secondary highways of the state, there is hereby appropriated out of the public highway fund the sum of one million nine hundred thirty-seven thousand, nine hundred eighty-five dollars (\$1,937,985.00) apportioned in the manner hereinafter provided:

Appropriation
\$1,937,985.

Pacific.

The Pacific Highway, for survey and construction, from Toledo to Vancouver.....\$192,500 00
The Pacific Highway, for survey and construction, from Renton to Kent..... 34,387 00
The Pacific Highway, for survey and construction, between Olympia and Tacoma..... 49,125 00
The Pacific Highway, for survey and construction, north of King county..... 147,377 00

National Park.

The National Park Highway, for survey and construction, between Nema and Ocean Beach in Pacific county 72,000 00
The National Park Highway, for survey and construction, between Alder and Elbe..... 10,000 00
The National Park Highway, for survey and construction, between Mineral and Morton..... 71,700 00

Provided, however, That if there is any money unused after the completion of surveys and construction of the road between Mineral and Morton said money or any part thereof may be used by the Highway Commissioner on the section from Alder to Elbe, Mayfield Bridge and approaches, or the Mashel Bridge and approaches.

Mashel Bridge and approaches.....	\$35,000 00	Mashel bridge.
<i>Provided, however,</i> That any amount unused after said bridge has been completed, is hereby appropriated for the purpose of being used on the Mayfield Bridge and approaches if the \$30,000.00 appropriated for the Mayfield Bridge is insufficient to build said bridge.		
Mayfield Bridge and approaches.....	30,000 00	Mayfield bridge.
<i>Provided, however,</i> That any amount unused after said bridge and approaches has been completed, is hereby appropriated for the purpose of being used on the Mashel Bridge, if the \$35,000.00 appropriated for the Mashel Bridge is insufficient to build said bridge.		
The Olympic Highway, for survey and construction, between Mud Bay in Thurston county and McCleary in Chehalis county.....	38,500 00	Olympic.
The Olympic Highway, for survey and construction, northwesterly from the end of the present constructed road near Lake Quinault.....	48,175 00	
The Olympic Highway, for survey and construction, between Shelton and Quilcene.....	96,250 00	
The Olympic Highway, for survey and construction, between East Beach on Lake Crescent and Piedmont on Lake Crescent.....	9,625 00	
The Inland Empire Highway, for survey and construction between Ellensburg and North Yakima.....	10,000 00	Inland Empire.
The Inland Empire Highway, for survey and construction, from Kennewick westerly in Benton county..	34,336 00	
The Sunset Highway, for survey and construction between North Bend and Cle Elum.....	78,600 00	
The Sunset Highway, for survey and construction, between Ellensburg and Wenatchee by way of Vantage	29,475 00	Sunset.
The McClellan Pass Highway, for survey and construction, between North Yakima and the summit of the Cascade mountains	57,350 00	McClellan Pass.
The McClellan Pass Highway, for survey and construction, between Enumclaw and the summit of the Cascade mountains	86,027 00	
State Road No. 11, for survey and construction, in Skagit county	5,000 00	State Roads.
State Road No. 18, for survey and construction, between Morton and a feasible connection with State Road No. 5, in Lewis county.....	20,000 00	
State Road No. 8, for survey and construction, between Butler and Cook in Skamania county.....	54,950 00	
State Road No. 10, in Chelan county between Maple Creek and the boundary line between Chelan and Okanogan counties	20,000 00	

	State Road No. 10, for survey and construction, in Okanogan county	\$29,518 00
	State Road No. 12, for survey and construction, in Okanogan county	29,518 00
Inland Empire.	Inland Empire Highway, for survey and construction, from Colville south.....	29,518 00
	Inland Empire Highway, for survey and construction, westerly from Walla Walla.....	29,518 00
	Inland Empire Highway, for survey and construction, northeasterly from Walla Walla.....	29,518 00
	Inland Empire Highway, for survey and construction, from Colfax north and south in Whitman county..	47,008 00
	Inland Empire Highway, for survey and construction, on the Second Division of the Eastern Route from Rosalia south toward Pullman.....	27,008 00
	Inland Empire Highway, for survey and construction, on the Second Division of the Eastern Route from Pullman to Idaho and Washington state line.....	30,000 00
	<i>Provided</i> , That if the survey and construction on the said road does not cost \$30,000.00, the balance is hereby appropriated for survey and construction on the Inland Empire Highway, Colfax north and south in Whitman county.	
Sunset.	The Sunset Highway, for survey and construction, on westerly extension, Lincoln county.....	59,036 00
	The Sunset Highway, for survey and construction, on easterly extension from work in Douglas county..	59,036 00
State Road.	State Road No. 4, for survey and construction in Ferry county	29,518 00
Central Washington.	The Central Washington Highway, for survey and construction from Ritzville northerly.....	59,036 00
Secondary highway.	There is hereby established a secondary highway, commencing at Spokane, Spokane county, Washington, thence northeasterly following the most feasible route through the town of Mead to Newport in Pend Oreille county, Washington, and there is hereby appropriated for survey and construction of said secondary highway, the sum of.....	104,016 00
Primary highways.	For maintenance of primary highways, west side. (The west side as herein designated shall mean all territory west of the Columbia river up to its junction with the line dividing Okanogan and Chelan counties, thence along the west line of Okanogan county to the international boundary line.)..	99,760 00
	For maintenance of primary highways, east side. (The east side shall mean all territory east of the Columbia river up to its junction with the line dividing Okanogan and Chelan counties, thence following the west line of Okanogan county to the international boundary line.).....	45,597 00

In the event that more than two million, seventy-seven thousand and two hundred eighty-eight dollars (\$2,077,288.00) in the public highway fund becomes available during the years 1915 and 1916, then, and in that event, such excess shall be paid from said public highway fund ratably in accordance with the following appropriations, namely:

Contingent appropriation.

Central Washington Highway from Pasco northerly.. \$25,000 00
 Pacific Highway north from King county..... 50,000 00

For the section of the Olympic Highway between Mud Bay in Thurston county and McCleary in Chehalis county, the state highway commissioner shall adopt such standard of construction as to width of clearing and cross section of roadway and establish such alignment and grades as shall under the appropriation herein made make a through connection with existing highways, and on all other roads the section or sections to be constructed shall connect wherever possible with a passable road or roads extending from the point or points of beginning or named in the appropriation for such sections.

Standard of construction on Olympic Highway.

Road connections.

SEC. 2. This act is necessary for the immediate preservation of the public peace, health and safety, and the support of the state government, and its existing public institutions, and shall take effect April 1, 1915.

Emergency.

Passed the Senate March 4, 1915.

Passed the House March 5, 1915.

Approved by the Governor March 11, 1915.