

## CHAPTER 273.

[ S. B. 393. ]

## ESTABLISHING PRIMARY AND SECONDARY HIGHWAYS.

AN ACT relating to public highways; establishing certain primary and secondary state highways; providing for flight strips; and amending certain sections of the highway code in regard thereto; making appropriations for public highways from the motor vehicle and highway equipment funds; making appropriations for surveys and studies of highways; providing for flight strips; declaring an emergency; and that sections 12 to 29, inclusive, of this act shall take effect April 1, 1951.

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

SECTION 1. There is hereby established the east Pacific highway which shall be composed of the following existing highway routes: Beginning on primary state highway No. 1 at or near Centralia; thence by way of primary state highway No. 1 to Tenino or by way of secondary state highway 1N between Centralia and Tenino; thence on secondary state highway 5H to Roy junction with primary state highway No. 5; thence on primary state highway No. 5 to a junction with secondary state highway No. 5G; thence on secondary state highway No. 5G to Puyallup; thence on primary state highway No. 5 to Sumner, Auburn, Kent and Renton; thence on primary state highway No. 2 to secondary state highway No. 2A; thence on secondary state highway No. 2A to Kirkland to primary state highway No. 2 west of Bothell; thence on primary state highway No. 2 to Bothell and Woodinville; and thence on secondary state highway No. 1A to Snohomish, Arlington, Sedro Woolley, Sumas, to the Canadian International Boundary.

East Pacific  
highway  
established.

[SEC. 2.] Section 47.16.100, R.C.W., as derived from section 10, chapter 190, Laws of 1937, is amended to read as follows:

Amendment.

Primary state  
highway  
No. 10,  
or Chelan-  
Okanogan  
highway;  
established.

A primary state highway to be known as primary state highway No. 10, or the Chelan-Okanogan highway, is established as follows: 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 from Brewster on primary state highway No. 10, thence in a southeasterly direction to a junction with primary state highway No. 2, in the vicinity west of Coulee City; 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 until the Chief Joseph Dam is sufficiently completed so as to furnish hydroelectric energy, 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.

[Am. R.R.S. § 6401-10.]

Amendment.

SEC. 3. Section 47.20.010, R.C.W., as derived from section 6, 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. 1A.

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

state highway No. 1B in the vicinity west of Lynden, thence following the route of secondary state highway No. 1B southerly to a point south of Wisner Lake, thence northeasterly to a point east of Everson, thence in a southerly direction to an intersection with primary state highway No. 1 in the vicinity west of Deming, thence following the route of primary state highway No. 1 to a point east of Deming, thence in a southerly direction by way of Sedro Woolley, Arlington and Snohomish to an intersection with primary state highway No. 2 in the vicinity southeast of Bothell; also beginning at a junction with secondary state highway No. 1A in the vicinity east of Everson, thence in a northerly direction to the international boundary in the vicinity west of Sumas;

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

Secondary  
state  
highway  
No. 1B.

[R.C.W. 47.20.010 was derived from Rem. Supp. 1943, § 6402-2, part (subsections a and b).]

SEC. 4. Section 47.20.160, R.C.W., as derived from section 2, chapter 207, Laws of 1937, as amended, is amended to read as follows:

Amendment.

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

Branches of  
primary state  
highway  
No. 2;  
established.

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 high-  
way No. 2H.

Vetoed. { 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.

[R.C.W. 47.20.160 was derived from Rem. Supp. 1943, § 6402-3, part (subsections h and i).]

Amendment. SEC. 5. Section 47.20.180, R.C.W., 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. 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;

Secondary state highway 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.

[R.C.W. 47.20.180 was derived from R.R.S. § 6402-4, part (subsections c and d).]

Amendment. SEC. 6. Section 47.20.320, R.C.W., as derived from section 8, chapter 207, Laws of 1937, is amended to read as follows:

Branches of primary state highway No. 7; established. Secondary state highways as branches of primary state highway No. 7 are established as follows:

Secondary state highway No. 7B. Secondary state highway No. 7B; beginning at Ellensburg on primary state highway No. 3, thence in an easterly direction by way of Kittitas to a junction with primary state highway No. 7 in the vicinity north of Kittitas;

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 to the vicinity of Othello, thence easterly to a junction with primary state highway No. 11: *Provided*, That until such time 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 highway department as a temporary route of said secondary state highway No. 7C.

Secondary state highway No. 7C.

[R.C.W. 47.20.230 was derived from R.R.S. § 6402-8.]

SEC. 7. Section 47.20.340, R.C.W., as derived from section 8, chapter 239, Laws of 1943, is amended to read as follows:

Amendment.

Secondary state highways as branches of primary state highway No. 8 are established as follows:

Branches of primary state highway No. 8; established.

Secondary state highway No. 8C; beginning at a junction on primary state highway No. 8 east of Stevenson, thence in a northwesterly direction following the general course of the Wind River to the boundary of Columbia National Forest;

Secondary state highway No. 8C.

Secondary state highway No. 8D; beginning at a wye junction with primary state highway No. 8, the west branch in the vicinity east of Underwood and the east branch in the vicinity of White Salmon, thence in a northerly direction to the boundary of the Columbia National Forest.

Secondary state highway No. 8D.

[R.C.W. 47.20.340 was derived from Rem. Supp. 1943, § 6402-9, part (subsections c and d).]

SEC. 8. Section 47.20.370, R.C.W., as derived from section 1, chapter 232, Laws of 1947, is hereby amended to read as follows:

Amendment.

Branches of primary state highway No. 9; established.

Secondary state highways as branches of primary state highway No. 9 are established as follows:

Secondary state highway No. 9C.

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

Secondary state highway No. 9D.

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.

[R.C.W. 47.20.370 was derived from Rem. Supp. 1947, § 6402-10, part (subsections c and d).]

Amendment.

SEC. 9. Section 47.20.390, R.C.W., as derived from section 11, chapter 207, Laws of 1937, is amended to read as follows:

Branches of primary state highway No. 10; established.

Secondary state highways as branches of primary state highway No. 10 are hereby established according to designation and description as follows:

Secondary state highway 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;

Secondary state highway 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 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 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.

[R.C.W. 47.20.390 was derived from R.R.S. § 6402-11, part (subsections a and b).]

SEC. 10. Section 47.20.430, R.C.W., as derived from section 9, chapter 239, Laws of 1943, is amended to read as follows: Amendment.

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

Secondary state highway No. 11F; beginning at Sprague on primary state highway No. 11, thence in a northwesterly direction to Harrington on primary state highway No. 7; Secondary state highway No. 11F.

Secondary state highway No. 11G; beginning in the vicinity of Eltopia on primary state highway No. 11, thence in a northwesterly direction to a junction with primary state highway No. 18 in the vicinity of Moses Lake, thence northwesterly to a junction with primary state highway No. 7 in the vicinity of Soap Lake with a wye connection from the vicinity of Rocky Ford Creek to the vicinity of Ephrata: *Provided*, That until such time as secondary state highway No. 11G is actually constructed on the location adopted by the director of highways no existing county roads shall be maintained or improved by the state highway department as a temporary route of said secondary state highway No. 11G. Secondary state highway No. 11G.

[R.C.W. 47.20.430 was derived from Rem. Supp. 1943, § 6402-12, part (subsection e).]

SEC. 11. Section 47.20.540, R.C.W., as derived from section 18, chapter 207, Laws of 1937, is amended to read as follows: Amendment.

Secondary state highways as branches of primary state highway No. 21 are hereby established as follows: Branches of primary state highway No. 21; established.

Secondary  
state high-  
way No. 21A.

Secondary state highway No. 21A; beginning at a junction with primary state highway No. 21 in the vicinity north of Poulsbo, thence in a southeasterly 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;

Secondary  
state high-  
way No. 21B.

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; also beginning at a junction with secondary state highway No. 21B in the vicinity north of East Bremerton, thence easterly by the most feasible route to Illahee State Park.

[Am. Rem. Supp. 1949, § 6402-18.]

Appropriation  
for  
salaries,  
wages and  
operations.

SEC. 12. There is hereby appropriated from the motor vehicle fund to the department of highways, to be expended by the director of highways for the biennium ending March 31, 1953, for salaries, wages and operations of the office of the director of highways and/or district offices of the department of highways including that 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 two million six hundred twenty-three thousand nine hundred seventy-five dollars (\$2,623,975.00), or so much thereof as shall be necessary: *Provided*, That the sum of three hundred thousand dollars (\$300,000.00) of the appropriation made by this section shall be available only for salaries, wages and operations of the department in carrying out the provisions of Senate Bill No. 156 and for no other purposes.

[Senate Bill No. 156 became chapter 121, Laws of 1951, p. 304, *supra*.]

Appropriation  
for  
primary and  
secondary  
highway.

SEC. 13. There is hereby appropriated from the motor vehicle fund to the department of highways, to be expended by the director of highways for the

biennium ending March 31, 1953, and for obligations incurred and not yet paid, the sum of sixty-three million seven hundred two thousand eight hundred five dollars (\$63,702,805.00), or so much thereof as shall be necessary, for primary and secondary highways and designated routes through cities and towns including nonreimbursable federal aid, location, engineering, engineering supervision, improvement, right-of-way, reconstruction, construction and damages, bridges, interest and bond redemption becoming due between April 1, 1951 and March 31, 1953 on state owned bridges, maintenance, including road signs, radio and ferries, maintenance supervision, extraordinary maintenance, toll bridges, emergencies and for any and all proper highway purposes not specifically set forth in other sections of this act—emergencies being hereby defined as damages to primary or secondary highways or designated routes through cities and towns and/or structures and ferries which could not with the exercise of reasonable judgment have been foreseen.

SEC. 14. There is hereby appropriated from the motor vehicle fund to the department of highways to be expended by the director of highways for the biennium ending March 31, 1953 and for obligations incurred and not yet paid the sum of one million two hundred thirty-six thousand four hundred dollars (\$1,236,400.00), or so much thereof as shall be necessary, for capital outlay, which shall include the purchase and improvement of land, the erection of buildings and structures, major repairs and equipment, including the necessary salaries and wages incident thereto.

Appropriation for capital outlay.

SEC. 15. There is hereby appropriated from the motor vehicle fund to the department of highways to be expended by the director of highways for the biennium ending March 31, 1953, for the maintenance and improvement of state historical

Appropriation for maintenance of historical road No. 1.

road No. 1 established outside the corporate limits of Tacoma and Puyallup under chapter 225, Laws of 1941, the sum of thirty-six thousand dollars (\$36,000.00), or so much thereof as may be necessary.

Appropriation for roads within state parks.

SEC. 16. There is hereby appropriated from the motor vehicle fund to the department of highways to be expended by the director of highways for the biennium ending March 31, 1953, for the maintenance and construction of roads within state parks as provided for in section 1, chapter 253, Laws of 1943, which sum shall be deducted from the net tax amount of the motor vehicle fuel tax in the motor vehicle fund before credits are made to incorporated cities and towns and to counties of the state of Washington under the provisions of section 3, chapter 181, Laws of 1939, or any subsequent amendment thereof, the sum of one hundred fifty thousand dollars (\$150,000.00).

Appropriation as revolving fund to be expended under project agreements executed under federal aid road acts

SEC. 17. There is hereby appropriated from the motor vehicle fund to the department of highways to be expended by the director of highways for the biennium ending March 31, 1953, and for obligations incurred and not yet paid the sum of twenty-seven million four hundred fifty thousand dollars (\$27,450,000.00), 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 highway equipment fund.

SEC. 18. There is hereby appropriated from the highway equipment fund to the department of highways to be expended by the director of highways for the biennium ending March 31, 1953, the sum of six million three hundred eighty-one thousand nine hun-

dred thirty-seven dollars (\$6,381,937.00), or so much thereof as shall be necessary to continue the highway equipment fund as established by chapter 144, Laws of 1935, and amendments thereof.

SEC. 19. There is hereby appropriated from the motor vehicle fund to incorporated cities and towns for the biennium ending March 31, 1953, the sum of nine million four hundred fifty-six thousand dollars (\$9,456,000.00), or so much thereof as shall become available under the provisions of 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. 20. 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, 1953, the sum of twenty-nine million two hundred thirty-eight thousand dollars (\$29,238,000.00), 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 counties.

SEC. 21. 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 as authorized and directed as to added duties set forth by section 46 of House Bill No. 506, for the biennium ending March 31, 1953, the sum of seventy-four thousand two hundred dollars (\$74,200.00), or so much thereof as shall be necessary.

Appropriation for joint fact finding committee on highways, streets and bridges.

SEC. 22. There is hereby appropriated from the motor vehicle fund to the department of highways to be expended by the director of highways with the approval of the joint fact finding committee on highways, streets and bridges, on projects set forth in sections 46 and 47 of House Bill No. 506 for the bien-

Appropriation; projects specified in secs. 46 and 47, ch. 269, Laws of 1951.

nium ending March 31, 1953, the sum of one hundred eighty thousand dollars (\$180,000.00) or so much thereof as shall be necessary.

[House Bill No. 506 became chapter 269, Laws of 1951, p. 851, *supra*.]

Appropriation; reconnaissance survey for highway from primary No. 9 to secondary No. 9C.

SEC. 23. There is appropriated from the motor vehicle fund to the department of highways, to be expended by the director of highways, for the biennium ending March 31, 1953, the sum of twenty-five thousand dollars (\$25,000.00), or so much thereof as may be necessary, for a reconnaissance survey for a highway from primary state highway No. 9 in the city of Port Angeles northwesterly along the shore of the Strait of Juan de Fuca to Neah Bay, thence southwesterly to the shore of the Pacific Ocean and southerly and southeasterly along the said Pacific Ocean shore to a junction with secondary state highway No. 9C in the vicinity of Moclips. This reconnaissance survey shall be submitted by report to the 1953 legislature.

Cascade tunnel; location; director to continue study.

SEC. 24. The department of highways, by and through its director of highways, is directed and authorized to continue the exploration and study for the location of a tunnel through the Cascade Mountains together with necessary connection to existing highways. The tunnel is to be located on an extension of primary state highway No. 5 beginning at a point on primary state highway No. 5 in the vicinity of the junction of the Greenwater and White rivers, thence in an easterly direction to a junction with primary state highway No. 5 in the vicinity north of Cliffdell.

Appropriation; reconnaissance survey for highway from primary No. 18 to primary No. 7.

SEC. 25. There is appropriated from the motor vehicle fund to the department of highways to be expended by the director of highways, for the biennium ending March 31, 1953, 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. 18 in the vicinity of Moses Lake and ending at a junction with primary state highway No. 7 between the Grant-Lincoln county line and Odessa. This reconnaissance survey shall be submitted in a report to the 1953 legislature.

SEC. 26. There is appropriated from the motor vehicle fund to the department of highways, to be expended by the director of highways for the bien-nium ending March 31, 1953, the sum of ten thousand dollars (\$10,000.00), or so much thereof as may be necessary, for a reconnaissance survey for a high-way beginning on primary state highway No. 10 in the vicinity of Pateros, crossing the Columbia River thence in a southerly direction to a junction with secondary state highway No. 10D. This recon-naissance survey shall be submitted in a report to the 1953 legislature.

Appropriation; recon-naissance survey for highway from primary No. 10 to secondary No. 10D.

SEC. 27. There is appropriated from the motor vehicle fund to the department of highways, to be expended by the director of highways, for the bien-nium ending March 31, 1953, the sum of twenty-five thousand dollars (\$25,000.00), or so much thereof as may be necessary to continue the study in co-operation with the city of Seattle and the city of Tacoma for the location of a highway beginning at a point in the vicinity of North Bend on primary state highway No. 2, thence southwesterly by the most direct and feasible route to the vicinity of Auburn, thence southwesterly to a junction with primary state highway No. 1 in the vicinity of Milton. A report on this study shall be submitted to the 1953 legislature.

Appropriation; location study for highway from primary No. 2 to pri-mary No. 1.

SEC. 28. There is appropriated from the motor vehicle fund to the department of highways to be expended by the director of highways for the bien-nium ending March 31, 1953, the sum of three thousand dollars (\$3,000.00), or so much thereof as may be necessary for a reconnaissance survey for a bridge

Appropriation; recon-naissance survey for bridge and approaches across Sinclair inlet.

and approaches across Sinclair Inlet from primary state highway No. 21 in the vicinity of Keyport to a junction with secondary state highway No. 21A in the vicinity of Lemolo.

War emergency; director authorized to cooperate with bureau of public roads in planning and constructing defense roads and flight strips.

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, flight strips and 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 flight strips or 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, and safety, the support of the state government and its existing public institutions, and sections 12 to 29, inclusive, shall take effect April 1, 1951. Emergency.

Passed the Senate March 8, 1951.

Passed the House March 8, 1951.

Approved by the Governor March 20, 1951, with the exception of the last unnumbered item of section 4, which is vetoed.

---

## CHAPTER 274.

[ H. B. 313. ]

### SOCIAL SECURITY—RATABLE REDUCTIONS.

AN ACT relating to the department of social security and prescribing the method of making ratable reductions thereby, and providing for conformity with the federal social security act.

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

SECTION 1. In the event that the appropriation for the department of social security is insufficient to pay full grants to all recipients of public assistance, the department is authorized to consider all income and resources in relation to the total requirements under the standards of assistance of the department, in applying a ratable reduction, but such income or resources shall only be considered available to reduce the amount of the payment to the recipient to the extent that such income or resources exceeds the amount of the ratable reduction. The amount of the ratable reduction shall be computed on the basis of the ratio between the total amount of appropriation available divided by the number of remaining months in the biennium and the total monthly requirements of recipients as computed under the standards of the department.

Determination  
of  
ratable  
reductions.