

much thereof as may be necessary for the cost of salaries, operations, administration, construction, reconstruction, location, alteration, repair, improvement and maintenance of the secondary state highway system of the State of Washington.

SEC. 4. 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 institutions, and shall take effect on the first day of April, 1937.

Effective
April 1, 1937.

Passed the Senate March 4, 1937.

Passed the House March 6, 1937.

Approved by the Governor March 8, 1937, with the exceptions of sections 1 and 2, which are vetoed.

CHAPTER 207.

[S. B. 119.]

CLASSIFICATION OF PUBLIC HIGHWAYS.

AN ACT relating to public highways; classifying public highways outside incorporated cities and towns; establishing, designating and describing secondary state highways as branches of primary state highways of this state; defining the powers and duties of certain public officers with respect thereto; providing for application of laws, rules and regulation of vehicles thereon; repealing acts and parts of acts in conflict; providing for constitutionality; and declaring an emergency.

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

SECTION 1. All public highways in the State of Washington, or portions thereof, outside incorporated cities and towns shall be divided and classified as primary state highways, secondary state highways, and county roads. All primary state highways shall be established by the legislature of the State of Washington and shall be described, and designated by convenient number and descriptive name.

Classification
of public
highways.

Primary
state
highways.

Secondary
state
highways.

All secondary state highways shall be established by the legislature of the State of Washington as branches of primary state highways and shall be described and designated by convenient number. All public highways in the State of Washington, or portions thereof, outside incorporated cities and towns, not established as primary state highways or secondary state highways, are hereby declared to be county roads.

County
roads.

Branches of
primary state
highway
No. 1:

SEC. 2. Secondary state highways as branches of Primary State Highway No. 1, are hereby established according to designation and description as follows:

Secondary
state
highway
No. 1A.

(a) Secondary State Highway No. 1A; beginning at Blaine on Primary State Highway No. 1, thence in an easterly direction by the most feasible route to a point east of Van Buren, thence in a southerly direction by the most feasible route 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 the most feasible route 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 Van Buren, thence in a northerly direction by the most feasible route to the international boundary in the vicinity west of Sumas;

Secondary
state high-
way No. 1B.

(b) Secondary State Highway No. 1B; beginning at Bellingham on Primary State Highway No. 1, thence in a northerly direction by the most feasible route to an intersection with Secondary State Highway No. 1A, thence in a northerly direction by the most feasible route to the international boundary in the vicinity east of Delta;

Secondary
state high-
way No. 1C.

(c) Secondary State Highway No. 1C; beginning at a junction with Primary State Highway No. 1 in

the vicinity south of Blanchard, thence in a southerly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity of Whitney; also beginning at Burlington on Primary State Highway No. 1, thence in a westerly direction by the most feasible route to a junction with Secondary State Highway No. 1C, as herein described, in the vicinity north of Whitney;

(d) Secondary State Highway No. 1D; beginning at a junction with Primary State Highway No. 1 in the vicinity southeast of Anacortes, thence southerly by the most feasible route by way of Deception Pass to the vicinity of Columbia Beach in the southern portion of Whidby Island;

Secondary state highway No. 1D.

(e) Secondary State Highway No. 1E; beginning at Conway on Primary State Highway No. 1, thence in a southerly direction by the most feasible route by way of East Stanwood, thence in a southeasterly direction by the most feasible route to a junction with Primary State Highway No. 1, thence in an easterly direction by the most feasible route to Arlington on Secondary State Highway No. 1A;

Secondary state highway No. 1E.

(f) Secondary State Highway No. 1F; beginning at a junction with Primary State Highway No. 1 in the vicinity south of Allen, thence in an easterly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity north of Burlington, thence in an easterly direction by the most feasible route to Sedro Woolley on Secondary State Highway No. 1A;

Secondary state highway No. 1F.

(g) Secondary State Highway No. 1G; beginning at Mt. Vernon on Primary State Highway No. 1, thence in an easterly direction by the most feasible route to a junction with Secondary State Highway No. 1A;

Secondary state highway No. 1G.

(h) Secondary State Highway No. 1H; beginning at Conway on Primary State Highway No. 1, thence in a southeasterly direction by the most feasible

Secondary state highway No. 1H.

route to McMurray on Secondary State Highway No. 1A;

Secondary
state high-
way No. 1I.

(i) Secondary State Highway No. 1I; beginning at Everett on Primary State Highway No. 1, thence in a westerly direction by the most feasible route to Mukilteo, thence in a southeasterly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity south of Everett;

Secondary
state high-
way No. 1J.

(j) Secondary State Highway No. 1J; beginning at a junction with Primary State Highway No. 1 in the vicinity north of Seattle, thence in an easterly direction by the most feasible route to the vicinity of Lake Washington, thence in a southeasterly direction by the most feasible route to Seattle in the vicinity of the Naval Air Station at Sandpoint;

Secondary
state high-
way No. 1K.

(k) Secondary State Highway No. 1K; beginning at Seattle on Primary State Highway No. 1, thence in a southerly direction by the most feasible route to Des Moines, thence in a southeasterly direction by the most feasible route to a junction with Primary State Highway No. 1;

Secondary
state high-
way No. 1L.

(l) Secondary State Highway No. 1L; beginning at a junction with Primary State Highway No. 5 in the vicinity south of Renton, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 1, thence in a westerly direction by the most feasible route to a junction with Secondary State Highway No. 1K near Sunnydale;

Secondary
state high-
way No. 1M.

(m) 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 by the most feasible route to a junction with Primary State Highway No. 9 in the vicinity of Rochester;

Secondary
state high-
way No. 1N.

(n) Secondary State Highway No. 1N; beginning at a junction with Primary State Highway No. 1 in the vicinity north of Centralia, thence in a northwest-

erly direction by the most feasible route to a junction with Primary State Highway No. 9 in the vicinity of Rochester;

(o) Secondary State Highway No. 1P; beginning at Toledo on Primary State Highway No. 1, thence in a southwesterly direction by the most feasible route by way of Vader to Ryderwood; Secondary state highway No. 1P.

(p) Secondary State Highway No. 1Q; beginning at a junction with Primary State Highway No. 1 in the vicinity south of Toledo, thence in an easterly and southerly direction by the most feasible route to a junction with Secondary State Highway No. 1R in the vicinity north of Toutle; Secondary state highway No. 1Q.

(q) Secondary State Highway No. 1R; beginning at a junction with Primary State Highway No. 1 in the vicinity north of Castle Rock, thence in an easterly direction by the most feasible route by way of St. Helens to the boundary of the Columbia National Forest in the vicinity northwest of Mt. St. Helens; Secondary state highway No. 1R.

(r) Secondary State Highway No. 1S; beginning at a junction with Primary State Highway No. 1 in the vicinity north of Woodland, thence in an easterly direction by the most feasible route to Amboy, thence in a southerly direction by the most feasible route to Battleground, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity north of Vancouver; Secondary state highway No. 1S.

(s) Secondary State Highway No. 1T; beginning at Vancouver on Primary State Highway No. 1, thence in a northerly direction by the most feasible route by way of Sara to Ridgefield, thence in an easterly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity south of LaCenter; Secondary state highway No. 1T.

(t) Secondary State Highway No. 1U; beginning at Battleground on Secondary State Highway No. 1S, thence in a southerly direction by the most feasible route to Orchard on the Secondary State Highway No. 8A; Secondary state highway No. 1U.

Secondary
state high-
way No. 1V.

(u) Secondary State Highway No. 1V; beginning at Tacoma on Primary State Highway No. 1, thence in a northeasterly direction by the most feasible route by way of Redondo to Des Moines on Secondary State Highway No. 1K;

Secondary
state high-
way No. 1W.

(v) Secondary State Highway No. 1W; beginning at a junction with Primary State Highway No. 1 in the vicinity of the Snohomish-King county line, thence in a northwesterly direction by the most feasible route to Edmonds;

Secondary
state high-
way No. 1X.

(w) 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 the most feasible route by way of Milton to a junction with Secondary State Highway No. 5D in the vicinity east of Milton.

Branches of
primary
state high-
way No. 2:

SEC. 3. Secondary state highways as branches of Primary State Highway No. 2 are hereby established according to designation and description as follows:

Secondary
state high-
way No. 2A.

(a) Secondary State Highway No. 2A; beginning at Renton on Primary State Highway No. 2, thence in a northerly direction by the most feasible route by way of Kirkland to a junction with Primary State Highway No. 2 in the vicinity west of Bothell, thence following the course of Primary State Highway No. 2 to Bothell, thence in a northerly direction by the most feasible route to Everett;

Secondary
state high-
way No. 2B.

(b) Secondary State Highway No. 2B; beginning at a junction with Primary State Highway No. 2 in the vicinity of Lake Forest Park, thence in a northwesterly direction by the most feasible route to a junction with Primary State Highway No. 1 in the vicinity of the Snohomish county line;

Secondary
state high-
way No. 2C.

(c) Secondary State Highway No. 2C; beginning at a junction with Primary State Highway No. 2 in the vicinity of Woodinville, thence in an easterly direction by the most feasible route to Duvall on Secondary State Highway No. 15B;

(d) Secondary State Highway No. 2D; beginning at a junction with Primary State Highway No. 2 in the vicinity west of Issaquah, thence in a northerly direction by the most feasible route to the west of Lake Sammamish to Redmond on Primary State Highway No. 2, thence in a westerly direction by the most feasible route to Kirkland on Secondary State Highway No. 2A;

Secondary
state high-
way No. 2D.

(e) Secondary State Highway No. 2E; beginning at a junction with Primary State Highway No. 2 west of Cle Elum, thence in a northwesterly direction by the most feasible route by way of Roslyn to the National Forest boundary in the vicinity of Lake Cle Elum;

Secondary
state high-
way No. 2E.

(f) Secondary State Highway No. 2F; beginning at a junction with Primary State Highway No. 2 in the vicinity north of Coulee City, thence in a north-easterly direction by the most feasible route to the boundary of the Federal reservation at the Grand Coulee dam;

Secondary
state high-
way No. 2F.

(g) Secondary State Highway No. 2G; beginning at a junction with Primary State Highway No. 2 in the vicinity west of Reardan, thence in a southerly direction by the most feasible route by way of Ed-wall to a junction with Secondary State Highway No. 11F in the vicinity northwest of Sprague;

Secondary
state high-
way No. 2G.

(h) 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.

(i) Secondary State Highway No. 2I; beginning at a junction with Primary State Highway No. 2 in the vicinity of Virden, thence in a southerly direction by the most feasible route to a junction with Primary State Highway No. 3 in the vicinity southeast of Teanaway.

Secondary
state high-
way No. 2I.

Branches of
primary
state high-
way No. 3:

SEC. 4. Secondary state highways as branches of Primary State Highway No. 3 are hereby established according to designation and description as follows:

Secondary
state high-
way No. 3A.

(a) Secondary State Highway No. 3A; beginning at Union Gap on Primary State Highway No. 3, thence in a southeasterly direction to the south of the Yakima river by the most feasible route to Toppenish on Primary State Highway No. 8, thence in a southeasterly direction by the most feasible route by way of Mabton to Prosser on Primary State Highway No. 3;

Secondary
state high-
way No. 3B.

(b) Secondary State Highway No. 3B; beginning at Toppenish on Primary State Highway No. 8, thence in a westerly direction by the most feasible route to White Swan;

Secondary
state high-
way No. 3C.

(c) Secondary State Highway No. 3C; beginning at a junction with Secondary State Highway No. 3A south of Union Gap, thence in a southerly direction by the most feasible route to a junction with Secondary State Highway No. 3B in the vicinity west of Toppenish;

Secondary
state high-
way No. 3D.

(d) Secondary State Highway No. 3D; beginning at Touchet on Primary State Highway No. 3, thence in a northerly direction by the most feasible route to a point south of Eureka, thence in an easterly direction by the most feasible route to Prescott;

Secondary
state high-
way No. 3E.

(e) Secondary State Highway No. 3E; beginning at Walla Walla on Primary State Highway No. 3, thence in a northerly direction by the most feasible route to Prescott on Secondary State Highway No. 3D, thence in an easterly direction by the most feasible route to a junction on Primary State Highway No. 3 in the vicinity northeast of Waitsburg;

Secondary
state high-
way No. 3F.

(f) Secondary State Highway No. 3F; beginning at Colfax on Primary State Highway No. 3, thence in an easterly direction by the most feasible route to Palouse on Primary State Highway No. 3;

Secondary
state high-
way No. 3H.

(g) 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 the most feasible route by way of Rockford, Fairfield, Latah and Tekoa to Oaksdale on Primary State Highway No. 3; also beginning at Tekoa on Secondary State Highway No. 3H, as herein described, thence in an easterly direction by the most feasible route to the Washington-Idaho boundary line;

(h) Secondary State Highway No. 3I; beginning at a junction with Primary State Highway No. 3 in the vicinity south of Spokane, thence in a northeasterly direction by the most feasible route to Spokane on Primary State Highway No. 3 in the vicinity of Grand Boulevard;

Secondary
state high-
way No. 3I.

(i) Secondary State Highway No. 3J; beginning at a junction with Primary State Highway No. 3 in the vicinity of Springdale, thence in a southwesterly direction by the most feasible route across the Spokane river to Long lake;

Secondary
state high-
way No. 3J.

(j) Secondary State Highway No. 3K; beginning at Pomeroy on Primary State Highway No. 3, thence in a southeasterly direction by the most feasible route to Peola, thence in a northeasterly direction by the most feasible route to a junction with Primary State Highway No. 3 in the vicinity west of Clarkston;

Secondary
state high-
way No. 3K.

(k) 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 by the most feasible route to a junction with Primary State Highway No. 3 in the vicinity west of Pomeroy;

Secondary
state high-
way No. 3L.

(l) Secondary State Highway No. 3M; beginning at a junction with Primary State Highway No. 3 in the vicinity northwest of Thorp, thence in a southeasterly direction to the southwest of the Yakima River by the most feasible route by way of Thorp to Ellensburg on Primary State Highway No. 3.

Secondary
state high-
way No. 3M.

Branches of
primary
state high-
way No. 4:

SEC. 5. Secondary State Highways as branches of Primary State Highway No. 4 are hereby established according to designation and description as follows:

Secondary
state high-
way No. 4A.

(a) Secondary State Highway No. 4A; beginning at Republic on Primary State Highway No. 4, thence in a northeasterly direction by the most feasible route to the east of Curlew Lake by way of Curlew to the international boundary line in the vicinity of Danville;

Secondary
state high-
way No. 4B.

(b) Secondary State Highway No. 4B; beginning at a junction of Primary State Highways Nos. 4 and 2 in the vicinity west of Wilbur, thence in a southerly direction by the most feasible route by way of Odessa to a junction with Primary State Highway No. 11 in the vicinity of Lind;

Secondary
state high-
way No. 4C.

(c) Secondary State Highway No. 4C; beginning at a junction with Primary State Highway No. 4 in the vicinity north of Wilbur, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 2 in the vicinity south of the Grand Coulee Dam.

Branches of
primary
state high-
way No. 5:

SEC. 6. Secondary State Highways as branches of Primary State Highway No. 5 are hereby established according to designation and description as follows:

Secondary
state high-
way No. 5A.

(a) Secondary State Highway No. 5A; beginning at a junction with Primary State Highway No. 5 south of Maple Valley, thence in a westerly direction by the most feasible route to Kent on Primary State Highway No. 5, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 1;

Secondary
state high-
way No. 5B.

(b) Secondary State Highway No. 5B; beginning at Auburn on Primary State Highway No. 5, thence in a northeasterly direction by the most feasible route to a junction with Secondary State Highway No. 5A in the vicinity south of Maple Valley;

Secondary
state high-
way No. 5C.

(c) Secondary State Highway No. 5C; begin-

ning at Renton on Primary State Highway No. 2, thence in a southerly direction by the most feasible route to a junction with Secondary State Highway No. 5A in the vicinity east of Kent;

(d) Secondary State Highway No. 5D; beginning at Puyallup on Primary State Highway No. 5, thence in a northerly direction by the most feasible route to a junction with Primary State Highway No. 1;

Secondary state highway No. 5D.

(e) Secondary State Highway No. 5E; beginning at Puyallup on Primary State Highway No. 5, thence in a southerly direction by the most feasible route to Orting, thence in a northeasterly direction by the most feasible route to a junction with Primary State Highway No. 5 in the vicinity south of Buckley; also beginning at a junction with Secondary State Highway No. 5E, as herein described, southeast of Orting, thence in a southerly direction by the most feasible route to Electron;

Secondary state highway No. 5E.

(f) Secondary State Highway No. 5G; beginning at Puyallup on Primary State Highway No. 5, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 5 south of Tacoma, thence in a westerly direction by the most feasible route to a junction with Primary State Highway No. 1 south of Tacoma;

Secondary state highway No. 5G.

(g) Secondary State Highway No. 5H; beginning at a junction with Primary State Highway No. 5 in the vicinity south of Tacoma, thence in a southwesterly direction by the most feasible route by way of McKenna, Yelm, and Rainier, to Tenino to [on] Primary State Highway No. 1;

Secondary state highway No. 5H.

(h) Secondary State Highway No. 5I; beginning at Yelm on Secondary State Highway No. 5H, thence in a northwesterly direction by the most feasible route to Tumwater on Primary State Highway No. 1;

Secondary state highway No. 5I.

(i) Secondary State Highway No. 5J; beginning at McKenna on Secondary State Highway No. 5H,

Secondary state highway No. 5J.

thence in an easterly direction by the most feasible route to a junction with Primary State Highway No. 5;

Secondary state highway No. 5K.

(j) Secondary State Highway No. 5K; beginning at Morton on Primary State Highway No. 5, thence in a westerly direction by the most feasible route by way of Onalaska to a junction with Primary State Highway No. 1 south of Chehalis;

Secondary state highway No. 5L.

(k) Secondary State Highway No. 5L; beginning at Morton on Primary State Highway No. 5; thence in a southwesterly direction by the most feasible route to Riffe on Primary State Highway No. 5;

Secondary state highway No. 5M.

(l) Secondary State Highway No. 5M; beginning at a junction with Primary State Highway No. 5 in the vicinity west of Auburn, thence in a northerly direction by the most feasible route to a junction with Primary State Highway No. 1 south of Seattle.

Branches of primary state highway No. 6:

SEC. 7. Secondary state highways as branches of Primary State Highway No. 6 are hereby established according to designation and description as follows:

Secondary state highway No. 6A.

(a) Secondary State Highway No. 6A; beginning at Tiger on Primary State Highway No. 6, thence in a southwesterly direction by the most feasible route to Colville to [on] Primary State Highway No. 3;

Secondary state highway No. 6B.

(b) Secondary State Highway No. 6B; beginning at Usk on Primary State Highway No. 6, thence in a southerly direction by the most feasible route by way of Sacheen Lake to a junction with Primary State Highway No. 6 southwest of Newport.

Branches of primary state highway No. 7:

SEC. 8. Secondary state highways as branches of Primary State Highway No. 7 are hereby established according to designation and description as follows:

Secondary state highway No. 7B.

(a) Secondary State Highway No. 7B; beginning at Ellensburg on Primary State Highway No. 3, thence in an easterly direction by the most feasible

route by way of Kittitas to a junction with Primary State Highway No. 7 in the vicinity north of Kittitas.

SEC. 9. Secondary state highways as branches of Primary State Highway No. 8 are hereby established according to designation and description as follows:

Branches of primary state highway No. 8:

(a) Secondary State Highway No. 8A; beginning at Vancouver on Primary State Highway No. 8, thence in a northeasterly direction by the most feasible route to Orchard, thence in a southeasterly direction by the most feasible route to Camas on Primary State Highway No. 8;

Secondary state highway No. 8A.

(b) Secondary State Highway No. 8B; beginning at Washougal on Primary State Highway No. 8, thence in a northerly and easterly direction by the most feasible route following the general course of the Washougal river to a junction with Primary State Highway No. 8 east of Washougal;

Secondary state highway No. 8B.

(c) Secondary State Highway No. 8C; beginning at a junction on Primary State Highway No. 8 east of Stevenson, thence in a northwesterly direction by the most feasible route following the general course of the Wind river to the boundary of Columbia National Forest;

Secondary state highway No. 8C.

(d) Secondary State Highway No. 8D; beginning at a junction with Primary State Highway No. 8 in the vicinity of White Salmon, thence in a northerly direction by the most feasible route to the boundary of the Columbia National Forest;

Secondary state highway No. 8D.

(e) Secondary State Highway No. 8E; beginning at a junction with Primary State Highway No. 8 in the vicinity south of Goldendale, thence in an easterly direction by the most feasible route to the north of the Columbia river to Paterson, thence in a northerly direction by the most feasible route to Prosser on Primary State Highway No. 3.

Secondary state highway No. 8E.

SEC. 10. Secondary state highways as branches of Primary State Highway No. 9 are hereby estab-

Branches of primary state highway No. 9:

lished according to designation and description as follows:

Secondary
state high-
way No. 9A.

(a) Secondary State Highway No. 9A; beginning at Port Angeles on Primary State Highway No. 9, thence in a westerly direction by the most feasible route by way of the Pysht river to a junction with Primary State Highway No. 9 in the vicinity of Sappho;

Secondary
state high-
way No. 9B.

(b) Secondary State Highway No. 9B; beginning at a junction with Primary State Highway No. 9 in the vicinity south of the crossing of the Sol Duc river, thence in a westerly direction by the most feasible route to Mora; also beginning at a junction with Secondary State Highway No. 9B, as herein described, in the vicinity of the confluence of the Sol Duc and Bogachiel rivers, thence in a westerly direction by the most feasible route to La Push;

Secondary
state high-
way No. 9C.

(c) Secondary State Highway No. 9C; beginning at a junction with Primary State Highway No. 9 in the vicinity north of Hoquiam, thence in a northwesterly direction by the most feasible route by way of Pacific Beach, thence in a southerly direction by the most feasible route by way of Copalis, thence in an easterly direction by the most feasible route to a junction with Secondary State Highway No. 9C, as herein described, in the vicinity of Copalis Crossing;

Secondary
state high-
way No. 9D.

(d) 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 by the most feasible route to a junction with Primary State Highway No. 9 south of Shelton;

Secondary
state high-
way No. 9E.

(e) Secondary State Highway No. 9E; beginning at a junction with Primary State Highway No. 9 in the vicinity south of Discovery Bay, thence in a southeasterly direction by the most feasible route to Port Ludlow;

Secondary
state high-
way No. 9F.

(f) Secondary State Highway No. 9F; beginning at Sequim on Primary State Highway No. 9, thence

in a northerly direction by the most feasible route to Dungeness.

SEC. 11. Secondary state highways as branches of Primary State Highway No. 10 are hereby established according to designation and description as follows:

Branches of primary state highway No. 10:

(a) 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. 10A.

(b) 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;

Secondary state highway No. 10B.

(c) Secondary State Highway No. 10C; beginning at Chelan on Primary State Highway No. 10, thence in a northwesterly direction by the most feasible route to the north of Lake Chelan to Manson;

Secondary state highway No. 10C.

(d) Secondary State Highway No. 10D; beginning at a wye junction with Primary State Highway No. 10 in the vicinity east of Chelan, thence in a southerly direction by the most feasible route crossing the Columbia river at Chelan Falls to a junction with Primary State Highway No. 2 in the vicinity of Orondo.

Secondary state highway No. 10D.

SEC. 12. Secondary state highways as branches of Primary State Highway No. 11 are hereby established according to designation and description as follows:

Branches of primary state highway No. 11:

(a) Secondary State Highway No. 11A; beginning at Connell on Primary State Highway No. 11, thence in a westerly direction by the most feasible route to Yakima on Primary State Highway No. 3; the director of highways of the State of Washington shall provide suitable facilities for vehicle and pedes-

Secondary state highway No. 11A.

trian crossing of the Columbia river at the point where Secondary State Highway No. 11A, as herein described, crosses the river, and shall maintain said means of crossing at the expense of the State of Washington and without charge to the traveling public;

Secondary
state high-
way No. 11B.

(b) Secondary State Highway No. 11B; beginning at Dusty on Primary State Highway No. 3, thence in a westerly direction by the most feasible route by way of Washtucna to a junction with Primary State Highway No. 11, in the vicinity south of Connell;

Secondary
state high-
way No. 11C.

(c) Secondary State Highway No. 11C; beginning at Sprague on Primary State Highway No. 11, thence in a southeasterly direction by the most feasible route by way of Ewan and St. John to Steptoe on Primary State Highway No. 3;

Secondary
state high-
way No. 11E.

(d) Secondary State Highway No. 11E; beginning at Ritzville on Primary State Highway No. 11, thence in a southerly direction by the most feasible route to Washtucna to [on] Secondary State Highway No. 11B;

Secondary
state high-
way No. 11F.

(e) Secondary State Highway No. 11F; beginning at Sprague on Primary State Highway No. 11, thence in a northwesterly direction by the most feasible route to Harrington on Primary State Highway No. 7.

Branches of
primary
state high-
way No. 12:

SEC. 13. Secondary state highways as branches of Primary State Highway No. 12 are hereby established according to designation and description as follows:

Secondary
state high-
way No. 12A.

(a) Secondary State Highway No. 12A; beginning at a junction with Primary State Highway No. 12 in the vicinity south of Seaview, thence in a northerly direction by the most feasible route by way of Seaview and Long Beach to Ocean Park;

Secondary
state high-
way No. 12B.

(b) Secondary State Highway No. 12B; beginning at Megler on Primary State Highway No. 12,

thence in an easterly and northerly direction to a junction with Primary State Highway No. 12 in the vicinity north of Naselle;

(c) Secondary State Highway No. 12C; beginning at a junction with Primary State Highway No. 12 in the vicinity west of Grays river, thence in a southerly direction by the most feasible route to the shore of the Columbia river; also beginning at a junction with Secondary State Highway No. 12C, as herein described, thence in an easterly direction by the most feasible route to Eden;

Secondary
state high-
way No. 12C.

(d) Secondary State Highway No. 12D; beginning at a junction with Primary State Highway No. 12 in the vicinity north of Cathlamet, thence in a northeasterly direction by the most feasible route following the general course of the Elokomin river to the vicinity of its confluence with the west fork of the Elokomin river;

Secondary
state high-
way No. 12D.

(e) Secondary State Highway No. 12E; beginning at a junction with Primary State Highway No. 12 in the vicinity west of Chehalis, thence in a southerly direction by the most feasible route by way of Napavine and Winlock to a junction with Primary State Highway No. 1 in the vicinity north of Toledo.

Secondary
state high-
way No. 12E.

SEC. 14. Secondary state highways as branches of Primary State Highway No. 13 are hereby established according to designation and description as follows:

Branches of
primary
state high-
way No. 13:

(a) Secondary State Highway No. 13A; beginning at Raymond on Primary State Highway No. 13, thence in a westerly direction by the most feasible route by way of Tokeland, North Cove to the shore of Grays Harbor north of Westport; also beginning at Aberdeen on Primary State Highway No. 13, thence in a southwesterly direction by the most feasible route to a junction with Secondary State Highway No. 13A in the vicinity south of Westport.

Secondary
state high-
way No. 13A.

Branches of primary state highway No. 14:

SEC. 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;

Secondary state highway No. 14C.

(c) Secondary State Highway No. 14C; beginning at Gig Harbor on Primary State Highway No. 14, thence in a southerly direction to the shore of Puget Sound.

Branches of primary state highway No. 15:

SEC. 16. Secondary state highways as branches of Primary State Highway No. 15 are hereby established according to designation and description as follows:

Secondary state highway No. 15A.

(a) Secondary State Highway No. 15A; beginning at a junction with Primary State Highway No. 15 in the vicinity east of Everett, thence in a northeasterly direction by the most feasible route to a junction with Secondary State Highway No. 1A, thence in a northeasterly direction by the most feasible route to Granite Falls;

Secondary state highway No. 15B.

(b) Secondary State Highway No. 15B; beginning at Monroe on Primary State Highway No. 15, thence in a southerly direction by the most feasible route by way of Duvall to Falls City on Primary State Highway No. 2;

Secondary state highway No. 15C.

(c) Secondary State Highway No. 15C; beginning at Leavenworth on Primary State Highway No. 15, thence in a northerly direction by the most fea-

sible route by way of Lake Wenatchee to a junction with Primary State Highway No. 15 in the vicinity north of Winton;

(d) Secondary State Highway No. 15D; beginning at a junction with Secondary State Highway No. 15C in the vicinity of Lake Wenatchee, thence in a northwesterly direction by the most feasible route to the west of Lake Wenatchee to Telma.

Secondary state highway No. 15D.

SEC. 17. Secondary state highways as branches of Primary State Highway No. 17 are hereby established according to designation and description as follows:

Branches of primary state highway No. 17:

(a) Secondary State Highway No. 17A; beginning at Marblemount on Primary State Highway No. 17, thence in a westerly direction by the most feasible route by way of Concrete to Sedro Woolley on Secondary State Highway No. 1A.

Secondary state highway No. 17A.

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

Branches of primary state highway No. 21:

(a) Secondary State Highway No. 21A; beginning at Poulsbo on Primary State Highway No. 21, thence in an easterly direction by the most feasible route to Suquamish, thence across Agate Pass to the north end of Bainbridge Island, thence in a southerly direction by the most feasible route to Port Blakely;

Secondary state highway No. 21A.

(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 highway No. 21B.

SEC. 19. Secondary state highways as branches of Primary State Highway No. 22 are hereby established according to designation and description as follows:

Branches of primary state highway No. 22:

(a) Secondary State Highway No. 22A; beginning at Northport on Primary State Highway No. 22,

Secondary state highway No. 22A.

thence in a northeasterly direction by the most feasible route to the international boundary in the vicinity of Boundary.

Powers and duties of director of highways.

SEC. 20. The director of highways shall have all the powers and perform all the duties with respect to secondary state highways, described and designated by this act, as have been or may be by law granted with respect to primary state highways so far as the same are consistently applicable. All provisions of the law of this state with respect to the construction, reconstruction, location, relocation, alteration, repair, improvement, maintenance, care and protection of primary state highways of this state shall apply to secondary state highways described and designated by this act and all powers and duties of public officers of this state with respect to the receipt and use of funds of the Federal government relating to primary state highways shall apply to secondary state highways. All laws, rules and regulations relating to vehicles upon the public highways of this state, and all laws, rules and regulations relating to vehicles upon primary state highways of this state, shall apply to vehicles upon secondary state highways, described and designated by this act, so far as the same are consistently applicable.

Primary state highways laws applicable to secondary state highways.

Conflicting acts repealed.

SEC. 21. All acts and parts of acts in conflict with or in derogation of the provisions of this act are hereby repealed insofar as the same are in conflict or derogation hereof.

Partial invalidity.

SEC. 22. If any section, sentence, clause or phrase of this act should be declared to be invalid or unconstitutional, the invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this act.

Vetoed.

SEC. 23. This act is necessary for the preservation of the public peace, health and safety of this

state and the support of the state government of the State of Washington and its existing institutions, and shall take effect on the first day of April, 1937. } Vetoed.

Passed the Senate March 6, 1937.

Passed the House March 10, 1937.

Approved by the Governor March 18, 1937, with the exception of section 23, which is vetoed.

CHAPTER 208:

[S. B. 410.]

DISBURSEMENTS FROM MOTOR VEHICLE FUND.

AN ACT relating to public roads and streets, making motor vehicle fund a permanent fund, providing for the distribution within and making appropriations from the motor vehicle fund for supervision, location, right of way, improvement, construction, reconstruction, maintenance, special maintenance, emergencies and capital outlay for primary state highways and for payment of interest and bonds on state owned bridges and for secondary or county road and city streets, making appropriations for carrying out the provisions of certain acts of Congress and for miscellaneous purposes, prescribing the powers and duties of certain officers, making appropriations for the reimbursement of counties and incorporated cities and towns, and making an appropriation from the highway equipment fund, repealing all laws in conflict herewith, and declaring that this act shall take effect immediately.

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

SECTION 1. The motor vehicle fund of the State of Washington, as heretofore constituted by law, consisting of monies now required to be paid into said fund, and monies which shall hereafter be required to be paid into said fund, shall remain a permanent fund of the State of Washington for the use of the state and, through state agencies, for the use of counties, cities and towns, for proper road or highway purposes, and for credit to the "General Obligation

Motor
vehicle fund.