

## CHAPTER 319.

[ H. B. 640. ]

## HIGHWAYS.

AN Act relating to public highways; describing powers and duties of the Washington state highway commission; and the interim committees on highways, streets and bridges; establishing and designating certain highways; providing for surveys and studies of proposed highway additions; prescribing fees, size, weight, load, permits and equipment restrictions for certain motor vehicles using the same; relating to highways and rail overpasses and underpasses thereof; amending section 7, chapter 384, Laws of 1955 and RCW 46.16.082; amending section 9, chapter 384, Laws of 1955 and RCW 46.16.083; amending section 4, chapter 273, Laws of 1957 and RCW 47.16.137; adding a new section to chapter 273, Laws of 1957 and chapter 47.16 RCW; amending section 49, chapter 189, Laws of 1937, as last amended by section 14, chapter 273, Laws of 1957 and RCW 46.44.030; amending section 48, chapter 189, Laws of 1937, as last amended by section 1, chapter 384, Laws of 1955 and RCW 46.44.020; amending section 27, chapter 269, Laws of 1951 and RCW 46.44.042; amending section 35, chapter 269, Laws of 1951, as amended by section 12, chapter 254, Laws of 1953 and RCW 46.44.091; amending section 36, chapter 269, Laws of 1951, as amended by section 2, chapter 146, Laws of 1955 and RCW 46.44.092; amending section 38, chapter 269, Laws of 1951 and RCW 46.44.094; amending section 39, chapter 269, Laws of 1951, as last amended by section 18, chapter 273, Laws of 1957 and RCW 46.44.095; amending section 5, chapter 190, Laws of 1937, section 1, chapter 239, Laws of 1943 and RCW 47.16.050; amending sections 6 and 9, chapter 190, Laws of 1937 and RCW 47.16.060 and 47.16.090; amending section 1, chapter 225, Laws of 1949 and RCW 47.16.160; amending section 17, chapter 383, Laws of 1955, as amended by section 16, chapter 172, Laws of 1957 and RCW 47.20.110; amending section 24, chapter 383, Laws of 1955, as amended by section 20, chapter 172, Laws of 1957 and RCW 47.20.210; amending section 38, chapter 383, Laws of 1955, as amended by section 12, chapter 172, Laws of 1957 and RCW 47.20.380; adding a new section to chapter 207, Laws of 1937 and chapter 47.20 RCW; amending section 7, chapter 269, Laws of 1955 and RCW 47.37.070; amending sections 8, 13, 25, 30, 32, 34 and 41, chapter 383; Laws of 1955 and RCW 47.20.020, 47.20.070, 47.20.220, 47.20.280, 47.20.300, 47.20.325 and 47.20.400; amending sections 6, 15 and 24, chapter 172, Laws of 1957 and RCW 47.20.030, 47.20.140 and 47.20.420; amend-

ing section 1, chapter 147, Laws of 1955 and RCW 47.28.050; adding a new section to chapter 47.20 and to chapter 47.28 RCW; amending section 9, chapter 254, Laws of 1953, as last amended by section 37, chapter 172, Laws of 1957 (uncodified); making an appropriation; providing effective dates; and declaring an emergency.

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

RCW 47.16.050  
amended.

SECTION 1. Section 5, chapter 190, Laws of 1937 and section 1, chapter 239, Laws of 1943 (heretofore combined and codified as RCW 47.16.050) are each amended to read as follows:

No. 5 National  
Park highway.

A primary state highway to be known as primary state highway No. 5, or the National Park highway, is established as follows: Beginning at Seattle, thence in a southerly direction by way of Bryn Mawr and the vicinity of Renton on primary state highway No. 2, thence in a southerly direction to Auburn, thence in a southeasterly direction by way of Enumclaw and Chinook Pass to Yakima on primary state highway No. 3; also beginning at a junction with primary state highway No. 1 in the vicinity south of Chehalis, thence in an easterly direction by way of Kosmos and White Pass to a junction with primary state highway No. 5, northwest of Yakima; also beginning at Tacoma on primary state highway No. 1, thence in a southerly direction by way of Elbe, thence in an easterly direction to a southwest entrance to Mount Rainier National Park; also beginning at Elbe on primary state highway No. 5, thence in a southerly direction to a junction with primary state highway No. 5, in the vicinity of Kosmos; also beginning at Enumclaw on primary state highway No. 5, thence in a southerly direction to a northwest entrance to Mount Rainier National Park; also beginning at Auburn on primary state highway No. 5, thence in a southerly direction by way of Sumner, thence in a westerly direction to Tacoma on primary state highway No.

1; also beginning at a junction with primary state highway No. 5, in the vicinity west of Chinook Pass, thence in a southerly direction to a junction with primary state highway No. 5, in the vicinity west of White Pass; also beginning at Sumner on primary state highway No. 5, in the vicinity west of White Pass; also beginning at Sumner on primary state highway No. 5, and thence in an easterly direction to a junction with primary state highway No. 5, in the vicinity of Buckley; also beginning at Enumclaw on primary state highway No. 5, thence in a northwesterly direction by way of Summit to a junction with primary state highway No. 2, in the vicinity of Renton; also beginning at a point on primary 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.

SEC. 2. Section 6, chapter 190, Laws of 1937 and RCW 47.16.060 are each amended to read as follows:

RCW 47.16.060  
amended.

A primary state highway to be known as primary state highway No. 6, or the Pend Oreille highway, is established as follows: Beginning at a junction with primary state highway No. 3, in the vicinity north of Spokane, thence in a northerly direction by way of Newport and Metaline Falls to the international boundary line; also beginning at Newport on primary state highway No. 6, thence in an easterly direction to the Washington-Idaho boundary line, thence southerly along said boundary line to Fourth Street in Newport.

No. 6 Pend  
Oreille  
highway.

SEC. 3. Section 9, chapter 190, Laws of 1937 and RCW 47.16.090 are each amended to read as follows:

RCW 47.16.090  
amended.  
No. 9 Olympic  
highway.

A primary state highway to be known as primary state highway No. 9, or the Olympic highway, is established as follows: Beginning at Tumwater on primary state highway No. 1, thence in a westerly

direction by way of Elma, Montesano, and Aberdeen to Hoquiam, thence in a northwesterly direction by way of Lake Quinault to Forks, thence in an easterly direction by way of Port Angeles to the vicinity of Discovery Bay, thence in a southerly direction by way of Shelton to a junction with primary state highway No. 9, in the vicinity west of Olympia; also beginning at a junction with primary state highway No. 9, in the vicinity of Discovery Bay, thence in a northeasterly direction to Port Townsend; also beginning at Elma on primary state highway No. 9, thence in a southeasterly direction to a junction with primary state highway No. 1, in the vicinity north of Centralia; also beginning at a junction with primary state highway No. 9, at Montesano, thence in a southwesterly direction to a junction with primary state highway No. 13 north of Arctic.

RCW 47.20.020  
amended.

SEC. 4. Section 8, chapter 383, Laws of 1955 and RCW 47.20.020 are each amended to read as follows:

Highways  
1C, 1D.

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

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 to a junction with primary state highway No. 1 in the vicinity of Whitney; also beginning at a junction with primary state highway No. 1 east of Whitney easterly to a junction with primary state highway No. 1 in the vicinity of Burlington;

Secondary state highway No. 1D; beginning at a junction with primary state highway No. 1 in the vicinity southeast of Anacortes, thence southerly by way of Deception Pass to the vicinity of Columbia Beach in the southern portion of Whidby Island; also beginning at a junction with secondary state highway No. 1D as herein described in the vicinity east-

erly of the Keystone ferry slip, thence westerly to the Keystone ferry slip.

SEC. 5. Section 15, chapter 172, Laws of 1957 and RCW 47.20.030 are each amended to read as follows:

RCW 47.20.030 amended.

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

Highways 1E, 1F.

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; also from the junction of secondary state highway No. 1A at Arlington in a northeasterly and easterly direction to Darrington;

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 Sedro Woolley.

SEC. 6. Section 13, chapter 383, Laws of 1955 and RCW 47.20.070 are each amended to read as follows:

RCW 47.20.070 amended.

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

Highways 1M, 1N.

Secondary state highway No. 1M, beginning at a junction with primary state highway No. 1, in the vicinity of Maytown, thence in a westerly and southwesterly direction to a junction with primary state highway No. 9 in the vicinity of Rochester;

Secondary state highway No. 1N; beginning at a junction with primary state highway No. 1 in Centralia, thence in a northerly direction by the most feasible route by way of Bucoda to a junction with secondary state highway No. 5H in Tenino.

RCW 47.20.140 amended.

SEC. 7. Section 6, chapter 172, Laws of 1957 and RCW 47.20.140 are each amended to read as follows:

Highways 2D, 2E.

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

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 to the west of Lake Sammamish to Redmond on primary state highway No. 2, thence in a westerly direction to Kirkland;

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 way of Roslyn to the National Forest boundary in the vicinity of Lake Cle Elum.

New section.

SEC. 8. A new section is added to chapter 47.20 RCW to read as follows:

Highway 2M.

Secondary state highway No. 2M is established as a branch of primary state highway No. 2, according to the following designation and description:

Secondary state highway No. 2M; beginning at a junction with primary state highway No. 2 in the vicinity west of Auburn, thence in a northerly direction to a junction with primary state highway No. 1 south of Seattle.

RCW 47.20.280 amended.

SEC. 9. Section 30, chapter 383, Laws of 1955 and RCW 47.20.280 are each amended to read as follows:

Highways 5H, 5I.

Secondary state highways as branches of primary state highway No. 5 are established as follows:

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 way of McKenna, Yelm, and Rainier, to a junction with secondary state highway No. 1N in Tenino;

Secondary state highway No. 5I; beginning at Yelm on secondary state highway No. 5H, thence in a northwesterly direction via St. Clair and Lacey to primary state highway No. 1.

SEC. 10. Section 32, chapter 383, Laws of 1955 and RCW 47.20.300 are each amended to read as follows:

RCW 47.20.300  
amended.

Secondary state highways as branches of primary state highway No. 5 are established as follows:

Highways  
5L, 5N.

Secondary state highway No. 5L; beginning at Morton on primary state highway No. 5; thence in a southwesterly direction to Riffe on primary state highway No. 5;

Secondary state highway No. 5N; beginning at a junction with primary state highway No. 5 in Puyallup, thence in a southerly direction to Eatonville.

SEC. 11. Section 24, chapter 172, Laws of 1957 and RCW 47.20.420 are each amended to read as follows:

RCW 47.20.420  
amended.

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

Highways  
11D, 11E.

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

SEC. 12. Section 1, chapter 225, Laws of 1949 and RCW 47.16.160 are each amended to read as follows:

RCW 47.16.160  
amended.

No. 16 Methow  
Valley  
highway.

A primary state highway to be known as primary state highway No. 16, or the Methow Valley highway, is hereby established according to description as follows: Beginning in the vicinity of Pateros on primary state highway No. 10, thence in a northerly direction by the most feasible route by way of Twisp to Mazama; also beginning at a point in the vicinity south of Twisp on primary state highway No. 16, thence in an easterly direction by the most feasible route to a junction with primary state highway No. 10 in the vicinity south of Okanogan; also, beginning at a wye connection with primary state highway No. 16, southwest of Okanogan, thence southwesterly to a junction with primary state highway No. 10 in the vicinity of Malott: *Provided*, That until such times as primary state highway No. 16 from southwest of Okanogan to the vicinity of Malott 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 temporary route of said primary state highway No. 16.

This section shall become effective July 1, 1961.

RCW 47.20.110  
amended.

SEC. 13. Section 17, chapter 383, Laws of 1955, as amended by section 16, chapter 172, Laws of 1957 and RCW 47.20.110 are each amended to read as follows:

Highways  
1V, 1W.

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

Secondary state highway No. 1V; beginning at Tacoma on primary state highway No. 1, thence in a northeasterly direction west of primary state highway No. 1 by way of Redondo to Des Moines on secondary state highway No. 1K;

Secondary state highway No. 1W; beginning at a junction with primary state highway No. 1 in the vicinity of Snohomish-King county line, thence in a northwesterly direction to Edmonds, thence in a



northeasterly direction to a junction with primary state highway No. 1 in the vicinity of Lynnwood, thence easterly to a junction with secondary state highway No. 2J: *Provided*, That until such times as secondary state highway No. 1W east of Lynnwood 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 temporary route of said secondary state highway No. 1W.

This section shall become effective July 1, 1961.

SEC. 14. Section 24, chapter 383, Laws of 1955, as amended by section 20, chapter 172, Laws of 1957, and RCW 47.20.210 are each amended to read as follows:

RCW 47.20.210  
amended.

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

Highways  
3J, 3K.

Secondary state highway No. 3J; beginning at a junction with primary state highway No. 3 in the vicinity of Chewelah, thence by way of Springdale in a southwesterly direction across the Spokane river to Long Lake; also, beginning at a junction with said secondary state highway No. 3J at Springdale, thence easterly to a junction of primary state highway No. 3 in the vicinity of Loon Lake: *Provided*, That until such time as the relocation and construction of primary state highway No. 3 from Loon Lake to Chewelah is completed, secondary state highway No. 3J shall begin at a junction with primary state highway No. 3 in the vicinity of Springdale.

Secondary state highway No. 3K; beginning at Pomeroy on primary state highway No. 3, thence in a southeasterly direction to Peola, thence in a northeasterly direction to a junction with primary state highway No. 3 in the vicinity west of Clarkston.

RCW 47.20.220  
amended.

SEC. 15. Section 25, chapter 383, Laws of 1955 and RCW 47.20.220 are each amended to read as follows:

Highways  
3L, 3P, 3R, 3S.

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

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. 3P; beginning at 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. 3R; beginning at the Richland wye junction with primary state highway No. 3; thence northerly and westerly via Richland to a junction with primary state highway No. 3 at Kiona.

Secondary state highway No. 3S; beginning at a junction of primary state highway No. 3 in Spokane thence northwesterly along the north bank of the Spokane river to a point in Stevens county across the Spokane river from the Riverside state park near the boundary line common to Stevens and Spokane counties.

The addition of secondary state highway No. 3S shall become effective July 1, 1961.

RCW 47.20.325  
amended.

SEC. 16. Section 34, chapter 383, Laws of 1955 and RCW 47.20.325 are each amended to read as follows:

Secondary state highway No. 7E is hereby established as a branch of primary state highway No. 7, according to the following designation and description: Highway 7E.

Beginning at a junction with primary state highway No. 7 in the vicinity west of Odessa; thence in a southwesterly direction by way of Moses Lake to a connection with primary state highway No. 18 west of Moses Lake: *Provided*, That until such times as secondary state highway No. 7E 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 temporary route of said secondary state highway No. 7E.

SEC. 17. Section 38, chapter 383, Laws of 1955, as amended by section 12, chapter 172, Laws of 1957 and RCW 47.20.380 are each amended to read as follows: RCW 47.20.380 amended.

Secondary state highways as branches of primary state highway No. 9 are established as follows: Highways 9E, 9F, 9G.

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 to the vicinity of Shine on Hood Canal; thence crossing Hood Canal to a junction with primary state highway No. 21;

This addition to secondary state highway No. 9E shall become effective July 1, 1959.

The route of secondary state highway No. 9E to South Point established by section 38, chapter 383, Laws of 1955 shall remain a part of such highway to service ferry traffic and shall not be superseded by this section until the Hood Canal bridge and approaches are constructed and open to traffic.

Secondary state highway No. 9G; beginning at a junction with primary state highway No. 9 in Port Angeles, thence southerly to the north boundary of

the Olympic National Park: *Provided*, That until such time as secondary state highway No. 9G 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 temporary route of said secondary state highway No. 9G.

The deletion of secondary state highway No. 9F and the addition of secondary highway No. 9G shall become effective July 1, 1961.

RCW 47.20.400  
amended.

SEC. 18. Section 41, chapter 383, Laws of 1955 and RCW 47.20.400 are each amended to read as follows:

Highways  
10C, 10D.

Secondary state highways as branches of primary state highway No. 10 are established as follows:

Secondary state highway No. 10C; beginning at Chelan on primary state highway No. 10, thence in a northwesterly direction to the north of Lake Chelan to Manson;

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 crossing the Columbia river in the vicinity of Chelan Station to a junction with primary state highway No. 2 in the vicinity of Orondo; also beginning at a junction with primary state highway No. 10 in the vicinity south of Azwell, thence southerly to a junction with secondary state highway No. 10D in the vicinity of Chelan Station.

New section.

SEC. 19. There is added to chapter 207, Laws of 1937 and to chapter 47.20 RCW, a new section to read as follows:

Highway 12G.

A secondary state highway as a branch of primary state highway No. 12 is established as follows:

Secondary state highway No. 12G; beginning at a junction with primary state highway No. 12 in the vicinity of Grays River, thence northeasterly to a

junction with primary state highway No. 12 in the vicinity of Pe Ell: *Provided, however,* That this highway designation shall not become effective until the location of the proposed lower Columbia river bridge is determined and construction thereof undertaken and the further determination by resolution of the state highway commission that this route is desirable to serve traffic for such bridge.

SEC. 20. The joint fact-finding committee on highways, streets and bridges, jointly with the Washington state highway commission, shall, pursuant to the provisions of this act, consider the following highway additions and deletions by undertaking a comprehensive and definitive study, with necessary reconnaissance surveys, including location, reconstruction cost and roadway design, to accomplish their evaluation with respect to their being a part of the modern integrated state highway system. All studies shall be completed by June 1, 1960:

Evaluation  
study—  
Projects  
enumerated.

(1) A highway beginning at a junction with primary state highway No. 11 in the vicinity of Lind, thence westerly by way of Warden to a junction with secondary state highway No. 11G. (Reference H. B. 650)

Consider the traffic desires in light of this route being parallel with and being closely located to the national system of interstate and defense highway No. 90, and also its service to its area as a state highway with respect to other state highways within the immediate area, and the possibility that a highway of less state interest can be removed from the system in lieu of this addition.

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 the sum of five thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation.

Evaluation  
study—  
Projects  
enumerated.

(2) An extension of secondary state highway No. 1S from Amboy westerly to a junction with primary state highway No. 1 at Woodland. (Reference H. B. 483, S. B. 408, H. J. M. 24 and S. J. M. 10) This highway extension has been studied and report made to the 1959 legislature shall be further pursued as to its eligibility to be added to the federal forest highway system and determination as to whether federal aid funds may become available to improve this highway to proper roadway standards for hauling of logs and log products. The committee and commission shall seek the aid of the Washington congressional delegation in this regard.

Appropriation.

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 the sum of two thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(3) A highway beginning at a junction with primary state highway No. 1 in the vicinity south of Marysville, thence by way of Marysville to a junction at the most feasible point with secondary state highway No. 1A. (Reference S. B. 371)

Appropriation.

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 the sum of one thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(4) A highway beginning in the vicinity of Packwood on primary state highway No. 5, thence in a northwesterly direction to an intersection with primary state highway No. 5 in the vicinity of the southwest entrance to Mount Rainier National Park. (Reference S. B. 12)

This study shall include the feasibility of this

highway becoming a route of the federal forest highway system.

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 the sum of twelve thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection. **Appropriation.**

(5) A highway beginning at a junction with primary state highway No. 6 west of Mead, thence in a northeasterly direction by way of Peona Creek to the summit of Mount Spokane. (Reference S. B. 269)

This study shall be undertaken in cooperation with the state parks and recreation commission and the state department of commerce and economic development as to its related state interest in recreation and economics.

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 the sum of fifteen thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection. **Appropriation.**

(6) A highway from secondary state highway No. 11A at the southerly approach to the Vernita Ferry southeasterly via the Atomic Energy Commission Reservation to a junction with secondary state highway No. 3R at Richland. (Reference H. B. 307)

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 the sum of seven thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection. **Appropriation.**

Evaluation  
study—  
Projects  
enumerated.

(7) Further continue the location study of a highway from Spokane westerly along the north bank of the Spokane river to a connection with primary state highway No. 22 in the vicinity of the junction of the Columbia and Spokane rivers to include cooperation with the federal agencies responsible for the control of the federally-owned lands this proposed highway location would traverse and the value of this proposed highway would have in serving such areas. (Reference H. B. 432 and S. B. 221)

Appropriation. 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 the sum of two thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(8) A highway beginning in the vicinity of Lamona on primary state highway No. 7 easterly to a junction with primary state highway No. 11 in the vicinity of Sprague. (Reference S. B. 410)

Appropriation. 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 the sum of seven thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(9) A highway beginning at a junction with primary state highway No. 8 in the vicinity of Lyle, thence northeasterly by way of Klickitat to a junction with primary state highway No. 8 in the vicinity of Goldendale. (Reference S. B. 239)

This study shall consider the state interest to this highway designated as related to the exchange of a section of primary state highway No. 8 from a point



south of Goldendale easterly to the vicinity of west of Roosevelt which will be returned to the county as a county road upon completion of the new location of primary state highway No. 8, which serves the John Day dam area from Maryhill to west of Roosevelt as a water grade along the north bank of the Columbia river.

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 the sum of five thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation.

(10) A trans-Cascade tunnel and suitable approaches thereto, on primary state highway No. 15 at Stevens Pass, giving consideration to the use of the old Great Northern tunnel, if feasible, or to alternate locations not requiring use of said railroad tunnel.

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 the sum of twenty thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation.

SEC. 21. Section 7, chapter 384, Laws of 1955 and RCW 46.16.082, are each amended to read as follows:

RCW 46.16.082 amended.

In addition to fees for licensing of vehicles, provided in RCW 46.16.070 and RCW 46.16.072, there shall be paid and collected annually for each converter gear used to convert semitrailers into trailers, and two-axle tractors into three-axle tractors, when licensed separately and not in combination with a semitrailer, or tractor, as provided in RCW 46.16.083, a fee based on the maximum gross weight thereof as follows:

Increased fees for converter gear.

	Base Fee	Reserve Fee	Total Fee
10,000 pounds or more and less than 12,000.....	\$180.00	\$20.00	\$200.00
12,000 pounds or more and less than 14,000.....	\$235.00	\$ 5.00	\$240.00
14,000 pounds or more and less than 16,000.....	\$275.00	\$ 5.00	\$280.00
16,000 pounds or more and less than 18,000.....	\$320.00	\$ 5.00	\$325.00

RCW 46.16.083  
amended.

SEC. 22. Section 9, chapter 384, Laws of 1955 and RCW 46.16.083 are each amended to read as follows:

Converter  
gear—Op-  
tional  
methods of  
licensing.

A converter gear used to convert a semitrailer into a trailer or a two-axle tractor into a three-axle tractor may, at the option of the owner, be licensed as a separate vehicle or the converter gear and a semitrailer or two-axle tractor may be licensed as a combination, in which event the combination of the two will be considered as a single vehicle for the purposes of this chapter.

RCW 46.16.137  
amended.

SEC. 23. Section 4, chapter 273, Laws of 1957 and RCW 46.16.137 are each amended to read as follows:

Monthly  
license for  
transportation  
of logs.

During the months of October, November, December, January, February and March the gross weight license fee of a three-axle truck, a three-axle truck tractor and a two-axle pole trailer used in combination, and a three-axle truck and two-axle trailer used in combination, when such vehicles or combinations of vehicles are licensed to the maximum gross weight provided by law and are used exclusively in the transportation of logs may be purchased for a monthly period. The fee for such a monthly license shall be one-twelfth the annual maximum gross weight fee provided for in RCW 46.16.070 or 46.16.074 in the case of trucks, and one-twelfth of the annual maximum gross weight fee provided for in RCW 46.16.072 in the case of pole trailers. For each fee so paid, other than at

the time of the payment of the basic license fee, an additional fee of one dollar and fifty cents shall be charged by the director. The monthly license shall be effective from the first day of the month in which it is purchased, through the last day of that calendar month. The director or his authorized agent shall issue license tabs stating the month for which the vehicle is licensed, which tabs shall be attached by the owner or operator to the license plates of the vehicle and shall be displayed thereon throughout the month for which they are issued. The director is authorized to establish rules and regulations relative to the issuance and display of such tabs. No vehicle licensed under the provisions of this section shall be operated over the public highways unless the owner or operator thereof within five days after the expiration of any such monthly period applies for, and pays the required fee for, a license for an additional monthly period, a three-month period, or for the remainder of the year. Any person who operates any such vehicle upon the public highways after the expiration of said five days, shall be guilty of a misdemeanor, and in addition shall be required to purchase a gross weight license for the vehicle involved at the fee covering an entire year's license for operation thereof, less the fees for any period or periods of the year already paid. If, within five days thereafter, no license for a full year has been purchased as required aforesaid, the Washington state patrol, county sheriff, or city police shall impound such vehicle in such manner as may be directed for such cases by the chief of the Washington state patrol, until such requirement is met.

SEC. 24. There is added to chapter 273, Laws **New section.** of 1957 and to chapter 46.16 RCW a new section to read as follows:

Carrying  
unlicensed  
cargo—Mis-  
demeanor.

Any person who operates a vehicle, licensed under the provisions of RCW 46.16.137 for the transportation of logs exclusively, for the transportation of any cargo other than logs, shall be guilty of a misdemeanor, and in addition shall be ineligible for a period of two years from date of conviction for the purchase of a license under the provisions of RCW 46.16.137.

RCW 46.44.030  
amended.

SEC. 25. Section 49, chapter 189, Laws of 1937, as last amended by section 14, chapter 273, Laws of 1957, and RCW 46.44.030 are each amended to read as follows:

Maximum  
lengths.

It is unlawful for any person to operate upon the public highways of this state any vehicle having an overall length, with or without load, in excess of thirty-five feet, except that an auto stage shall not exceed an overall length, inclusive of front and rear bumpers, of forty feet, but the operation of any such auto stage upon the public highways shall be limited as determined by the director of highways. It is unlawful for any person to operate upon the public highways any combination of vehicles which, with or without load, has an overall length in excess of sixty feet, or any combination of vehicles containing any vehicle of which the permanent structure has an overall length in excess of forty feet. Said length limitations shall not apply to vehicles transporting poles, pipe, machinery or other objects of a structural nature which cannot be dismembered and operated by a public utility when required for emergency repair of public service facilities or properties but in respect to night transportation every such vehicle and load thereon shall be equipped with a sufficient number of clearance lamps on both sides and marker lamps upon the extreme ends of any projecting load to clearly mark the dimensions of such load: *Provided*, That when it is desirable to facilitate the movement of

combination of vehicles between this state and other states, the state highway commission may authorize combinations consisting of a tractor, a semitrailer, and a trailer to operate at a total overall length, with or without load, not to exceed sixty-five feet on such highway and subject to such terms and conditions as the state highway commission may direct: *Provided, however,* That until such time as six of the eleven western states shall have made provision to authorize this combination length, this section shall not apply.

SEC. 26. Section 48, chapter 189, Laws of 1937, as last amended by section 1, chapter 384, Laws of 1955, and RCW 46.44.020 are each amended to read as follows:

RCW 46.44.020  
amended.

It shall be unlawful for any vehicle unladen or with load to exceed a height of thirteen feet and six inches above the level surface upon which the vehicle stands. This section shall not apply to authorized emergency vehicles or repair equipment of a public utility engaged in reasonably necessary operation. The provisions of this section shall not relieve the owner or operator of a vehicle or combination of vehicles from the exercise of due care in determining that sufficient vertical clearance is provided upon the public highways where such vehicle or combination of vehicles is being operated; and no liability shall attach to the state or to any county, city, town or other political subdivision by reason of any damage or injury to persons or property by reason of the existence of any structure over or across any public highway where the vertical clearance above the roadway is thirteen feet six inches or more; or, where such vertical clearance is less than thirteen feet six inches, if impaired clearance signs of a design approved by the Washington state highway commission are erected and maintained on the right side of any such public

Maximum  
height—Im-  
paired clear-  
ance signs.

highway: In cities and towns at a distance of not less than two hundred feet and not more than three hundred feet; and in rural areas at a distance of not less than three hundred fifty feet and not more than five hundred feet, from each side of such structure. If any structure over or across any public highway is not owned by the state or by a county, city, town or other political subdivision, it shall be the duty of the owner thereof when billed therefor to reimburse the Washington state highway commission or the county, city, town or other political subdivision having jurisdiction over such highway for the actual cost of erecting and maintaining such impaired clearance signs, but no liability shall attach to such owner by reason of any damage or injury to persons or property caused by impaired vertical clearance above the roadway.

RCW 46.44.042  
amended.

SEC. 27. Section 27, chapter 269, Laws of 1951 and RCW 46.44.042 are each amended to read as follows:

Maximum  
gross weights  
—Tire factor.

Subject to the maximum gross weights specified in subsection (1) of RCW 46.44.040, it is unlawful to operate any vehicle upon the public highways with a gross weight, including load, upon any tire concentrated upon the surface of the highway in excess of five hundred fifty pounds per inch width of such tire, up to a maximum width of twelve inches, and for a tire having a width of twelve inches or more there shall be allowed a twenty percent tolerance above five hundred fifty pounds per inch width of such tire. For the purpose of this section, the width of tire in case of solid rubber or hollow center cushion tires, so long as the use thereof may be permitted by the law, shall be measured between the flanges of the rim. For the purpose of this section, the width of tires in case of pneumatic tires shall be the maximum overall normal inflated width as stipulated by the manu-

facturer when inflated to the pressure specified and without load thereon.

SEC. 28. Section 35, chapter 269, Laws of 1951, as amended by section 12, chapter 254, Laws of 1953, and RCW 46.44.091 are each amended to read as follows:

RCW 46.44.091  
amended.

No special permit shall be issued for movement on any primary or secondary state highway or route of state primary or secondary highway within the limits of any city or town where the gross weight, including load, exceeds twenty-two thousand pounds on a single axle or forty-three thousand pounds on any group of axles having a wheelbase between the first and last axle thereof less than ten feet: *Provided*, That a special permit shall not be issued to any vehicle or a combination of vehicles having more than six axles: *Provided further*, That any vehicle or combination of vehicles having more than six axles shall not be issued an overweight permit in excess of the maximum allowed for a vehicle or combination of vehicles having six axles: *Provided further*, That the weight limitations pertaining to single axles may be exceeded to permit the movement of equipment operating upon single pneumatic tires having a rim width of twenty inches or more and a rim diameter of twenty-four inches or more or dual pneumatic tires having a rim width of sixteen inches or more and a rim diameter of twenty-four inches or more: *Provided further*, That permits may be issued for weights in excess of the preceding limitations on highways or sections of highways which have been designed and constructed for weights in excess of such limitations; or these limitations may be rescinded when certification is made by military officials or by officials of public or private power facilities, when in the opinion of the highway commission such movement or action is a necessary

Special  
permits.  
Gross weight  
limits.

movement or action: *Provided further*, That the structures and highway surfaces on the routes involved are determined to be capable of sustaining weights in excess of such limitations. Application shall be made in writing on special forms provided by the highway commission and shall be submitted at least thirty-six hours in advance of the proposed movement.

RCW 46.44.092  
amended.

SEC. 29. Section 36, chapter 269, Laws of 1951, as amended by section 2, chapter 146, Laws of 1955, and RCW 46.44.092 are each amended to read as follows:

—Overall  
width limit—  
Exceptions to  
—Application  
for permit.

No special permit shall be issued for movement on any two lane state highway outside the limits of any city or town where the overall width of load exceeds fourteen feet, or on any multiple lane state highway where the overall width of load exceeds thirty-two feet; except that on multiple lane state highways where a physical barrier serving as a median divider separates the oncoming and opposing traffic lanes, no special permit shall be issued for widths in excess of twenty feet: *Provided*, That (1) these width limitations may be exceeded on state highways where the latest available traffic figures show that the highway or section of highway carries less than one hundred vehicles per day; (2) permits may be issued for widths of vehicles in excess of the preceding limitations on highways or sections of highways which have been designed and constructed for widths in excess of such limitation; (3) these limitations may be rescinded when certification is made by military officials or by officials of public or private power facilities, when in the opinion of the highway commission, the movement or action is a necessary emergency movement or action: *Provided further*, That the structures and highway surfaces on the routes involved are determined to be capable of sustaining widths in



excess of such limitations; (4) these limitations shall not apply to farmers moving farm machinery between farms during daylight hours if the movement does not pass along and upon any primary or secondary state highway for a distance greater than thirty-five miles, if properly patrolled and flagged.

The applicant for any special permit shall specifically describe the vehicle or vehicles and load to be operated or moved and the particular state highways for which permit to operate is requested and whether such permit is requested for a single trip or for continuous operation.

SEC. 30. Section 38, chapter 269, Laws of 1951 and RCW 46.44.094 are each amended to read as follows:

RCW 46.44.094 amended.

The following fees, in addition to the regular license and tonnage fees, shall be paid for all movements under special permit made upon state primary or secondary highways. All funds collected shall be forwarded to the state treasury and shall be deposited in the motor vehicle fund:

—Fees.

All overlegal loads, except overweight, single trip .....	\$ 3.00
Continuous operation of overlegal loads having either over-width or over-height features only for a period not to exceed thirty days .....	\$20.00
Continuous operation of overlegal loads having over-length only for a period not to exceed thirty days.....	\$10.00
Operation of combination of vehicles composed of more than two vehicles single trip.....	\$ 3.00

OVERWEIGHT FEE SCHEDULE.

Weight over that allowed by statute	Fee per mile on state highways
1- 5999 pounds .....	\$0.10
6000-11999 pounds .....	\$0.20
12000-17999 pounds .....	\$0.30
18000-23999 pounds .....	\$0.50
24000-29999 pounds .....	\$0.70
30000-35999 pounds .....	\$0.90
36000- pounds or more .....	\$1.10

*Provided:* (1) the minimum fee for any overweight permit shall be \$5.00, (2) when computing overweight fees which result in an amount less than even dollars the fee shall be carried to the next full dollar if fifty cents or over and shall be reduced to the next full dollar if forty-nine cents or under.

This section shall become effective July 1, 1959.

RCW 46.44.095  
amended.

SEC. 31. Section 39, chapter 269, Laws of 1951, as last amended by section 18, chapter 273, Laws of 1957, and RCW 46.44.095 are each amended to read as follows:

—Additional  
gross load—  
Fee.

When fully licensed to the maximum gross weight permitted under RCW 46.44.040, a three-axle truck operated as a solo unit and not in combination shall be eligible to carry gross weight in excess of that permitted for such a vehicle in RCW 46.44.040 upon the payment to the state highway department of a fee of fifty dollars for each two thousand pounds of excess weight: *Provided,* That the axle loads of such vehicles shall not exceed the limits specified in RCW 46.44.040 and the tire limits specified in RCW 46.44.042 or the wheelbase requirements specified in RCW 46.44.044.

When fully licensed to the maximum gross weight permitted under RCW 46.44.040 and when operated in combination with another vehicle, a three or more axle truck-tractor, a three or more

axle truck and a three or more axle dromedary truck-tractor may be eligible under a special permit to be issued by the highway commission to carry additional gross loads beyond the limit specified for such vehicles in RCW 46.44.040 upon the payment of a fee of fifty dollars per two thousand pounds in excess weight but not to exceed one hundred dollars for the total excess weight: *Provided*, That the axle loads of such vehicles shall not exceed the limits specified in RCW 46.44.040 and the tire limits specified in RCW 46.44.042: *And provided further*, That the gross weight of a three or more axle truck operated in combination with a two or three-axle trailer shall not exceed seventy-six thousand pounds, and the gross weight for a three or more axle truck-tractor operated in combination with a semitrailer shall not exceed seventy-three thousand two hundred eighty pounds.

The special permits provided for in this section shall be issued under such rules and regulations and upon such terms and conditions as may be prescribed by the state highway commission. Such special permits shall entitle the permittee to carry such additional load in such an amount and upon such highways or sections of highways as may be determined by the state highway commission to be capable of withstanding such increased gross load without undue injury to the highway.

The fee for such additional gross weight shall be payable for a twelve month period beginning and ending on April 1st of each calendar year. The additional gross weight provided for herein can be purchased at any time and if purchased on or after July 1st of any year, the fee shall be seventy-five percent of the full annual fee and if purchased on or after October 1st the fee shall be fifty percent of the full annual fee and if purchased on or after

December 1st the fee shall be twenty-five percent of the full annual fee.

The fees levied in RCW 46.44.094 and this section shall not apply to any vehicles owned and operated by the state of Washington, any county within the state or any city or town within the state, or by the federal government.

In the case of fleets prorating license fees under the provisions of chapter 46.84 the fees provided for in RCW 46.44.037 and RCW 46.44.095 shall be computed by the state highway commission by applying the proportion of the Washington mileage of the fleet in question to the total mileage of the fleet as reported pursuant to chapter 46.48 to the fees that would be required to purchase the additional weight allowance for all eligible vehicles or combinations of vehicles for which the extra weight allowance is requested.

The state highway commission shall prorate the fees provided in RCW 46.44.037 and RCW 46.44.095 only if the name of the operator or owner is submitted on official listings of authorized fleet operators furnished by the department of licenses. Listings furnished shall also include the percentage of mileage operated in Washington, which shall be the same percentage as determined by the department of licenses for purposes of prorating license fees.

RCW 46.37.070  
amended.

SEC. 32. Section 7, chapter 269, Laws of 1955 and RCW 46.37.070 are each amended to read as follows:

Stop lamps,  
turn signals,  
required on  
new motor  
vehicles.

(1) From and after June 30, 1947, it shall be unlawful for any person to sell any new motor vehicle, including any motorcycle or motor-driven cycle, in this state or for any person to drive such vehicle on the highways unless it is equipped with at least one stop lamp meeting the requirements of RCW 46.37.200.

(2) No person shall sell or offer for sale or operate on the highways any motor vehicle, trailer or semitrailer registered in this state and manufactured or assembled after January 1, 1954, unless it is equipped with mechanical or electrical turn signals meeting the requirements of RCW 46.37.200. No person shall sell or offer for sale or operate on the highways any motor vehicle, trailer or semitrailer registered in this state and manufactured or assembled after January 1, 1960, unless it is equipped with electrical turn signals meeting the requirements of RCW 46.37.200. This paragraph shall not apply to any motorcycle or motor-driven cycle.

SEC. 33. Section 1, chapter 147, Laws of 1955 and RCW 47.28.050 are each amended to read as follows:

RCW 47.28.050  
amended.

The Washington state highway commission shall publish a call for bids for the construction of the highway according to the maps, plans, and specifications, once a week for at least two consecutive weeks, next preceding the day set for receiving and opening the bids, in not less than one trade paper and one other paper, both of general circulation in the state. The call shall state the time, place, and date for receiving and opening the bids, give a brief description of the location and extent of the work, and contain such special provisions or specifications as the director deems necessary: *Provided*, That when the estimated cost of any contract to be awarded is less than fifteen thousand dollars, the call for bids need only be published in one paper of general circulation in the county where the major part of the work is to be performed: *Provided further*, That when the estimated cost of a contract to be awarded is five thousand dollars or less, including the cost of materials, supplies, engineering, and equipment, the state highway commission need not publish a call for bids.

Call for bids.

New section.

SEC. 34. There is added to chapter 47.28 RCW a new section to read as follows:

Maintenance shared by rail-road, state.

Notwithstanding any of the provisions of RCW 81.52.160, where the cost of constructing an overpass or underpass which is part of the state highway system has been paid for in whole or in part by the use of federal funds, the state shall at its expense maintain the entire overpass structure and the approaches thereto, and the railroad company shall at its expense maintain the entire underpass structure, including the approaches thereto. The state shall at its expense maintain the roadway, and the railroad company shall at its expense maintain its roadbed and tracks on or under all such structures.

Standards, rules and regulations (effect as to law).

SEC. 35. The state highway commission may adopt design standards, rules and regulations relating to construction, maintenance and control of access of the national system of interstate and defense highways within this state as it deems advisable to properly control access thereto, to preserve the traffic-carrying capacity of such highways, and to provide the maximum degree of safety to users thereof. In adopting such standards, rules and regulations the commission shall take into account the policies, rules and regulations of the secretary of commerce and the bureau of public roads relating to the construction, maintenance and operation of the system of interstate and defense highways. The standards, rules and regulations so adopted by the commission shall constitute the public policy of this state and shall have the force and effect of law.

Location review to be made.

SEC. 36. The Washington state highway commission shall review with the United States Bureau of Public Roads by September 1, 1959 the location of primary state highway No. 11 as is now located to by-pass the city of Cheney as the most desir-

able and feasible route of the interstate and defense highway.

SEC. 37. The joint fact-finding committee on highways, streets and bridges, created by chapter 111, Laws of 1947, and continued by chapter 213, Laws of 1949, continued by section 44, chapter 269, Laws of 1951, continued by section 4, chapter 254, Laws of 1953, continued by section 21, chapter 384, Laws of 1955, and continued by section 32, chapter 172, Laws of 1957, is hereby continued until April 1, 1961. It shall consist of seven senators to be appointed by the president of the senate and eight members of the house of representatives to be appointed by the speaker thereof. The list of appointees shall be submitted before the close of the 1959 session for confirmation of senate members, by the senate, and the house members by the house. Vacancies occurring shall be filled by the appointing authority.

**Committee retained.**

SEC. 38. The committee is authorized and directed to continue its studies and for that purpose shall have all the powers and duties set forth in chapter 111, Laws of 1947, and in addition thereto is authorized and directed to ascertain, study, analyze, report on and make recommendations to the 1961 legislature, prior to its convening, concerning:

**Committee powers and duties.**

(1) The orderly development of state highways by classification and necessity with recommendations of additions and deletions to accomplish a modern integrated highway system.

(2) Continuation of the license department study, including operations, budgets and organizational needs for a separate motor vehicle department.

(3) Highway and transportation problems existing between Washington and Alaska and to this end the committee may make recommendations concerning the same to federal agencies and the Congress of the United States.

Committee powers and duties.

(4) A study of city street revenues, expenditures and needs and county road revenues, expenditures and needs and their relation to each other and to state highway revenues and needs, and further, to report its findings and recommendations for reallocation of motor vehicle fund revenues between the state, cities and counties to the 1961 legislature.

(5) A review of motor vehicle licensing.

(6) The proper percentage of collection costs of park and parkway funds and compensating taxes on motor vehicles to be assigned to such funds.

(7) Control of roadside advertising and signs with due consideration of federal legislation and requirements.

(8) Desirability of toll project benefit districts which include counties, cities and port districts or portions thereof.

(9) Traffic safety and controls.

(10) Reciprocity in the licensing and taxation of motor vehicles.

(11) The revaluation of highway needs in the light of federal interstate highway legislation and appropriations.

(12) Necessary amendments to highway laws and other proposed legislation suggested by its studies and recommended by it, and in such connection the committee shall prepare drafts of bills with the aid of the attorney general.

(13) A review of the motor vehicle size and weight limitation now provided by law with relation to the transportation of agricultural products.

(14) Traffic, engineering and financial studies and surveys, conducted in cooperation with the state highway commission and the toll bridge authority, to determine the feasibility of undertaking construction of a Naches cut-off and tunnel on primary state highway No. 5 through the Cascade mountains as an improvement on the state highway



system or as a toll tunnel project, said study to include the economic benefit to political subdivisions and the benefit to the state highway system.

SEC. 39. The joint fact-finding committee on highways, streets and bridges jointly with the state highway commission and the county authorities of the counties consenting shall conduct a test road project on a selected state highway and county road for the hauling of logs or log products on a three-axle truck tractor in combination with a two-axle pole trailer with a gross load of eighty thousand pounds, and not exceeding thirty-six thousand pounds on any dual axles of the combination of vehicles.

Road test to be conducted.

This road test, to be known as the Washington state natural resources road test, shall be conducted in both an area representative of eastern Washington and an area representative of western Washington as to logging operations of the forested area of the state. Consideration in selection of the road to serve as a test road shall provide a roadway that has been constructed to a planned roadway section which will provide surface depths, type and quality of surface materials used and for which records are available for reference use.

The state highway commission and the county consenting to the use of the state highway and the county road as test roads shall prescribe the terms and conditions upon which the state highway and county road shall be used.

The owners of vehicles operated on such road test having gross weights in excess of that allowed by RCW 46.44.047, shall pay the same fee required for log tolerance permits prescribed by RCW 46.44.047. Such fees shall be paid into the motor vehicle fund and at the completion of such tests shall be allocated to the county road fund and to the state highway commission for state highway

purposes on the basis of measured damage on the state highway and county road.

In addition such owners shall pay the actual cost of restoring the state highway and county road to an acceptable condition in a manner determined by the state highway commission and county authorities.

The joint fact-finding committee on highways, streets and bridges jointly with the state highway commission are to prepare a report covering the road test and submit recommendations covering their findings to the 1961 legislature.

Continued participation on interstate committee.

SEC. 40. In addition to the powers and duties heretofore conferred upon it, the committee is further authorized and directed to continue its participations in the activities of the "Western Interstate Committee on Highway Policy Problems" of the eleven western states in its study of highway problems upon a state and regional basis; participate in or make joint studies with relation to the design and construction of highways and the use and equitable cost thereof; and participate in any interstate reciprocity or proration meetings designated by the Washington reciprocity commission.

Cooperation with council urged.

SEC. 41. The committee is also authorized to avail themselves of the services of the Washington state council for highway research and to cooperate with said body.

Committee members reimbursed—Voucher form.

SEC. 42. The members of the joint fact-finding committee on highways, streets and bridges shall be reimbursed for their expenses incurred while attending sessions of the committee or meetings of any subcommittees of the committee or while engaged on other committee business authorized by the committee to the extent of twenty dollars per day plus ten cents per mile in going and coming from committee sessions or subcommittee meetings

or for travel on other committee business authorized by the committee. All expenses incurred by the committee, including salaries of employees, shall be paid upon voucher forms as provided by the state auditor and signed by the chairman or vice chairman of the committee and attested by the secretary of the committee, and the authority of said chairman and secretary to sign vouchers shall continue until their successors are selected. Vouchers may be drawn upon funds appropriated for the expenses of the committee.

SEC. 43. Section 9, chapter 254, Laws of 1953, as last amended by section 37, chapter 172, Laws of 1957 (uncodified) is amended to read as follows:

1957 c 172  
§ 37 amended.

In addition to all other fees prescribed by law, there shall be paid for each motor vehicle the following amounts at the time of the payment of the registration fee as provided by law:

Additional  
fees  
authorized.

For each truck under 12,000 lbs.....	\$ .25
For each truck over 12,000 lbs, and under 20,000 lbs. ....	\$ .50
For each truck over 20,000 lbs.....	\$1.00
For each trailer 4,000 lbs. to 12,000 lbs.....	\$ .25
For each trailer 12,000 lbs. to 20,000 lbs.....	\$ .50
For each trailer, semitrailer or pole trailer over 20,000 lbs.....	\$1.00
For each diesel truck.....	\$2.00
For each auto stage.....	\$1.00
For each for hire vehicle over 4,000 lbs.....	\$ .50
For each motor vehicle not otherwise taxed herein .....	\$ .10

Such fees shall be collected for the calendar years 1959, 1960 and 1961 only, and shall be deposited in the motor vehicle fund, and shall be used by the joint fact-finding committee on highways, streets and bridges and the state highway commission to help defray the costs of special highway use and weight studies and tests upon highways as provided

for in this act and for other necessary expenses of such committee.

Appropriation.

SEC. 44. There is hereby appropriated from the motor vehicle fund to the joint fact-finding committee on highways, streets and bridges, created by chapter 111, Laws of 1947 and continued by this act, for the biennium ending June 30, 1961, the sum of forty-five thousand dollars, or so much thereof as shall be necessary.

Traffic study  
by commis-  
sion.

SEC. 45. The state highway commission shall conduct such traffic studies as necessary to determine the need for an interchange at the intersection of First Avenue South and East Marginal Way in Seattle which is on the route of secondary state highway No. 1K and primary state highway No. 1 as designated by the state highway commission. Such interchange shall be regarded as necessary if the traffic study indicates the need to alleviate the traffic congestion prompted by the construction of West Marginal Way from the Duwamish junction of primary state highway No. 1 to secondary state highway No. 1K in Seattle.

Emergency.

SEC. 46. 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 34 through 44 of this act shall take effect immediately.

Passed the House March 12, 1959.

Passed the Senate March 12, 1959.

Approved by the Governor March 24, 1959.