

CHAPTER 51
[Substitute Senate Bill No. 226]
STATE HIGHWAYS--ROUTE NUMBERS

AN ACT Relating to state highways; amending section 10, chapter 281, Laws of 1969 ex. sess. (uncodified); amending section 47.20-.570, chapter 13, Laws of 1961 and RCW 47.20.570; amending section 47.20.580, chapter 13, Laws of 1961 and RCW 47.20.580; amending section 47.22.010, chapter 13, Laws of 1961 and RCW 47.22.010; amending section 47.22.020, chapter 13, Laws of 1961 as amended by section 13, chapter 145, Laws of 1967 ex. sess. and RCW 47.22.020; amending section 2, chapter 85, Laws of 1967 ex. sess. as amended by section 6, chapter 281, Laws of 1969 ex. sess. and RCW 47.39.020; adding a new chapter to Title 47 RCW; repealing section 47.16.010, chapter 13, Laws of 1961 as last amended by section 5, chapter 170, Laws of 1965 ex. sess. and RCW 47.16.010; repealing section 4, chapter 145, Laws of 1967 ex. sess. and RCW 47.16.013; repealing section 13, chapter 281, Laws of 1969 ex. sess. and RCW 47.16-.014; repealing section 47.16.020, chapter 13, Laws of 1961 as amended by section 5, chapter 281, Laws of 1969 ex. sess. and RCW 47.16.020; repealing section 47.16.030, chapter 13, Laws of 1961 as amended by section 7, chapter 170, Laws of 1965 ex. sess. and RCW 47.16.030; repealing section 47.16.040, chapter 13, Laws of 1961 and RCW 47.16.040; repealing section 47.16.050, chapter 13, Laws of 1961 as last amended by section 7, chapter 281, Laws of 1969 ex.ssess. and RCW 47.16.050; repealing section 9, chapter 145, Laws of 1967 ex.ssess. and RCW 47.16.053; repealing section 47.16.060, chapter 13, Laws of 1961 as amended by section 1, chapter 240, Laws of 1963 and RCW 47.16.060; repealing section 47.16.070, chapter 13, Laws of 1961 and RCW 47.16.070; repealing section 47.16.080, chapter 13, Laws of 1961 as amended by section 8, chapter 170,

Laws of 1965 ex. sess. and RCW 47.16.080; repealing section 47.16.090, chapter 13, Laws of 1961 and RCW 47.16.090; repealing section 47.16.100, chapter 13, Laws of 1961 as amended by section 1, chapter 3, Laws of 1963 ex. sess. and RCW 47.16.100; repealing section 47.16.110, chapter 13, Laws of 1961 and RCW 47.16.110; repealing section 47.16.120, chapter 13, Laws of 1961 as last amended by section 9, chapter 170, Laws of 1965 ex. sess. and RCW 47.16.120; repealing section 47.16.130, chapter 13, Laws of 1961 and RCW 47.16.130; repealing section 47.16.140, chapter 13, Laws of 1961 as amended by section 3, chapter 3, Laws of 1963 ex. sess. and RCW 47.16.140; repealing section 47.16.150, chapter 13, Laws of 1961 and RCW 47.16.150; repealing section 47.16.160, chapter 13, Laws of 1961 as amended by section 3, chapter 21, Laws of 1961 ex.sess. and RCW 47.16.160; repealing section 47.16.180, chapter 13, Laws of 1961 and RCW 47.16.180; repealing section 47.16.190, chapter 13, Laws of 1961 as last amended by section 12, chapter 170, Laws of 1965 ex. sess. and RCW 47.16.190; repealing section 47.16.200, chapter 13, Laws of 1961 as amended by section 4, chapter 3, Laws of 1963 ex. sess. and RCW 47.16.200; repealing section 47.20.010, chapter 13, Laws of 1961 as last amended by section 1, chapter 170, Laws of 1965 ex.sess. and RCW 47.20.010; repealing section 47.20.020, chapter 13, Laws of 1961 as amended by section 4, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.020; repealing section 47.20.030, chapter 13, Laws of 1961 as last amended by section 2, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.030; repealing section 47.20.040, chapter 13, Laws of 1961 and RCW 47.20.040; repealing section 47.20.050, chapter 13, Laws of 1961 as amended by section 3, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.050; repealing section 47.20.060, chapter 13, Laws of 1961 and RCW 47.20.060; repealing section 47.20.070, chapter 13, Laws of 1961 and RCW

47.20.070; repealing section 47.20.080, chapter 13, Laws of 1961 as amended by section 6, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.080; repealing section 47.20.090, chapter 13, Laws of 1961 as amended by section 8, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.090; repealing section 47.20.100, chapter 13, Laws of 1961 as amended by section 20, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.100; repealing section 47.20.109, chapter 13, Laws of 1961 and RCW 47.20.109; repealing section 47.20.110, chapter 13, Laws of 1961 and RCW 47.20.110; repealing section 47.20.120, chapter 13, Laws of 1961 as amended by section 7, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.120; repealing section 47.20.130, chapter 13, Laws of 1961 as amended by section 8, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.130; repealing section 47.20.140, chapter 13, Laws of 1961 as last amended by section 12, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.140; repealing section 47.20.150, chapter 13, Laws of 1961 and RCW 47.20.150; repealing section 47.20.160, chapter 13, Laws of 1961 as last amended by section 5, chapter 145, Laws of 1967 ex.ssess. and RCW 47.20.160; repealing section 47.20.161, chapter 13, Laws of 1961 and RCW 47.20.161; repealing section 6, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.162; repealing section 47.20.165, chapter 13, Laws of 1961 and RCW 47.20.165; repealing section 47.20.170, chapter 13, Laws of 1961 and RCW 47.20.170; repealing section 47.20.180, chapter 13, Laws of 1961 as amended by section 28, chapter 170, Laws of 1965 ex. sess. and RCW 47.20.180; repealing section 47.20.190, chapter 13, Laws of 1961 and RCW 47.20.190; repealing section 47.20.200, chapter 13, Laws of 1961 as amended by section 8, chapter 281, Laws of 1969 ex. sess. and RCW 47.20.200; repealing section 47.20.210, chapter 13, Laws of 1961 as amended by section 10, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.210; repealing section 47.20.220,

chapter 13, Laws of 1961 as last amended by section 11, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.220; repealing section 17, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.221; repealing section 18, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.222; repealing section 19, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.223; repealing section 47.20.230, chapter 13, Laws of 1961 and RCW 47.20.230; repealing section 47.20.240, chapter 13, Laws of 1961 as amended by section 9, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.240; repealing section 47.20.250, chapter 13, Laws of 1961 as amended by section 12, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.250; repealing section 47.20.260, chapter 13, Laws of 1961 and RCW 47.20.260; repealing section 47.20.270, chapter 13, Laws of 1961 and RCW 47.20.270; repealing section 47.20.280, chapter 13, Laws of 1961 as amended by section 15, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.280; repealing section 47.20.290, chapter 13, Laws of 1961 and RCW 47.20.290; repealing section 47.20.300, chapter 13, Laws of 1961 as amended by section 17, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.300; repealing section 47.20.310, chapter 13, Laws of 1961 and RCW 47.20.310; repealing section 47.20.320, chapter 13, Laws of 1961 as amended by section 2, chapter 170, Laws of 1965 ex. sess. and RCW 47.20.320; repealing section 47.20.325, chapter 13, Laws of 1961 and RCW 47.20.325; repealing section 47.20.330, chapter 13, Laws of 1961 as amended by section 10, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.330; repealing section 47.20.340, chapter 13, Laws of 1961 as last amended by section 13, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.340; repealing section 41, chapter 21, Laws of 1961 ex. sess. as amended by section 3, chapter 170, Laws of 1965 ex. sess. and RCW 47.20.351; repealing section 47.20.360, chapter 13, Laws of 1961 as amended by section 16, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.360; repealing section 47.20.379, chap-

ter 13, Laws of 1961 and RCW 47.20.379; repealing section 47-20.380, chapter 13, Laws of 1961 as amended by section 30, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.380; repealing section 47.20.390, chapter 13, Laws of 1961 as amended by section 9, chapter 281, Laws of 1969 ex. sess. and RCW 47.20.390; repealing section 47.20.400, chapter 13, Laws of 1961 and RCW 47.20.400; repealing section 47.20.410, chapter 13, Laws of 1961 as last amended by section 7, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.410; repealing section 47.20.420, chapter 13, Laws of 1961 and RCW 47.20.420; repealing section 47-20.430, chapter 13, Laws of 1961 as amended by section 15, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.430; repealing section 10, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.431; repealing section 47.20.440, chapter 13, Laws of 1961 as last amended by section 4, chapter 170, Laws of 1965 ex. sess. and RCW 47.20.440; repealing section 47.20.450, chapter 13, Laws of 1961 and RCW 47.20.450; repealing section 47-20.460, chapter 13, Laws of 1961 and RCW 47.20.460; repealing section 47.20.461, chapter 13, Laws of 1961 and RCW 47.20.461; repealing section 47.20.462, chapter 13, Laws of 1961 and RCW 47.20.462; repealing section 47.20.470, chapter 13, Laws of 1961 and RCW 47.20.470; repealing section 47.20.480, chapter 13, Laws of 1961 and RCW 47.20.480; repealing section 47.20-490, chapter 13, Laws of 1961 as amended by section 15, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.490; repealing section 47.20.500, chapter 13, Laws of 1961 as amended by section 16, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.500; repealing section 11, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.505; repealing section 47.20.540, chapter 13, Laws of 1961 as amended by section 12, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.540; repealing section 47.20.541, chapter 13, Laws of 1961 and RCW 47.20.541; and repealing section 47.20-550, chapter 13, Laws of 1961 and RCW 47.20.550.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

NEW SECTION. Section 1. There is added to Title 47 RCW a new chapter which chapter shall include sections 2 through 171 of this 1970 amendatory act.

NEW SECTION. Sec. 2. A state highway to be known as state route number 2 is established as follows:

Beginning at a junction with state route number 5 in Everett, thence easterly by the most feasible route by way of Monroe, Stevens Pass and Leavenworth to a junction with state route number 97 in the vicinity of Peshastin; also

From that junction with state route number 97 in the vicinity of Peshastin, thence easterly by the most feasible route by way of Wenatchee, Waterville, Wilbur and Davenport to a junction with state route number 90 in the vicinity west of Spokane; also

Beginning at a junction with state route number 90 at Spokane, thence northerly to a junction with state route number 395 in the vicinity north of Spokane; also

From that junction with state route number 395 in the vicinity north of Spokane, thence northerly to a junction with state route number 31 at Newport; also

From that junction with state route number 31 at Newport, thence easterly to the Washington-Idaho boundary line, thence southerly along said boundary line to Fourth Street in Newport.

NEW SECTION. Sec. 3. A state highway to be known as state route number 3 is established as follows:

Beginning at a junction with state route number 101 at Shelton, thence northeasterly to a junction with state route number 302 at Allyn; also

From that junction with state route number 302 at Allyn, thence northeasterly to a junction with state route number 106 in the vicinity of Belfair; also

From that junction with state route number 106 in the vicinity of Belfair, thence northeasterly by the most feasible route to Bremer-

ton, thence northerly and easterly by the most feasible route in the vicinity of Poulsbo to a junction with state route number 104 in the vicinity of Port Gamble.

NEW SECTION. Sec. 4. A state highway to be known as state route number 4 is established as follows:

Beginning at a junction with state route number 101 in the vicinity of a location known as Johnson's Landing, in Pacific county, thence southeasterly by the most feasible route by way of Kelso to a junction with state route number 5.

NEW SECTION. Sec. 5. A state highway to be known as state route number 5 is established as follows:

Beginning at the Washington-Oregon boundary line on the interstate bridge over the Columbia river at Vancouver, thence northerly by way of Kelso, Chehalis, Centralia, Olympia, Tacoma, Seattle, Everett and Mt. Vernon, thence northwesterly to the east of Lake Samish, thence northeasterly and northerly by way of Bellingham to the international boundary line in the vicinity of Blaine in Whatcom county.

NEW SECTION. Sec. 6. A state highway to be known as state route number 6 is established as follows:

Beginning at a junction with state route number 101 at Raymond, thence easterly by the most feasible route to a junction with state route number 5 at Chehalis.

NEW SECTION. Sec. 7. A state highway to be known as state route number 7 is established as follows:

Beginning at a junction with state route number 12 in the vicinity of Morton, thence northerly to a junction with state route number 706 at Elbe; also

From that junction with state route number 706 at Elbe, thence northerly to a junction with state route number 5 at Tacoma.

NEW SECTION. Sec. 8. A state highway to be known as state route number 8 is established as follows:

Beginning at a junction with state route number 12 in the

vicinity of Elma, thence easterly by the most feasible route to a junction with state route number 101 at Tumwater.

NEW SECTION. Sec. 9. A state highway to be known as state route number 9 is established as follows:

Beginning at a junction with state route number 522 north of Woodinville, thence northerly by way of Snohomish, Arlington and Sedro Woolley to a junction with state route number 542, in the vicinity of Deming; also

Beginning at a junction with state route number 542, in the vicinity of Lawrence, thence northerly to the international boundary at Sumas.

NEW SECTION. Sec. 10. A state highway to be known as state route number 10 is established as follows:

Beginning at a junction with state route number 97 at Teanaway at mile 0.0, thence easterly by the most feasible route to a junction with an off ramp of state route number 90 in the vicinity west of Ellensburg, mile 20.0.

NEW SECTION. Sec. 11. A state highway to be known as state route number 11 is established as follows:

Beginning at a junction with state route number 5 in the vicinity of Mt. Vernon, thence northerly by way of Blanchard to a junction with state route number 5 at Bellingham.

NEW SECTION. Sec. 12. A state highway to be known as state route number 12 is established as follows:

Beginning at a junction with state route number 101 at Aberdeen, thence easterly by way of Montesano and Elma to a junction with state route number 8 in the vicinity of Elma; also

From that junction with state route number 8 in the vicinity of Elma, thence southeasterly to a junction with state route number 5 in the vicinity north of Centralia; also

Beginning at a junction with state route number 5 in the vicinity south of Chehalis, thence easterly by way of Morton and White Pass to a junction with state route number 410 northwest of Yakima;

also

From that junction with state route number 410 northwest of Yakima, thence southeasterly to a junction with state route number 82 at Yakima; also

Beginning at a junction with state route number 82 near Union Gap, thence southeasterly by the most feasible route by way of Pasco and Wallula to Walla Walla, thence northerly by way of Dayton to a junction with state route number 127 at Dodge; also

From that junction with state route number 127 in the vicinity of Dodge, thence easterly by the most feasible route by way of Pomeroy and Clarkston to the Washington-Idaho boundary line.

NEW SECTION. Sec. 13. A state highway to be known as state route number 14 is established as follows:

Beginning at a junction with state route number 5 at Vancouver, thence easterly by way of Stevenson to a junction with state route number 97 in the vicinity of Maryhill; also

Beginning at a junction with state route number 97 in the vicinity of Maryhill, thence easterly along the north bank of the Columbia river to the vicinity of Plymouth, thence northeasterly to a junction with state route number 12 in the vicinity of Kennewick.

NEW SECTION. Sec. 14. A state highway to be known as state route number 16 is established as follows:

Beginning at a junction with state route number 3 near the southwest end of Sinclair Inlet, thence northeasterly to a junction with state route number 160 in the vicinity west of Port Orchard; also

From that junction with state route number 160 in the vicinity west of Port Orchard, thence southeasterly by way of the Tacoma Narrows Bridge to a junction with state route number 5 at Tacoma.

NEW SECTION. Sec. 15. A state highway to be known as state route number 17 is established as follows:

Beginning at a junction with state route number 395 in the vicinity of Eltopia, thence northwesterly to a junction with state route number 90 in the vicinity of Moses Lake, thence northwesterly

to a junction with state route number 28 in the vicinity of Soap Lake; also

From that junction with state route number 28 in the vicinity of Soap Lake, thence northerly by the most feasible route to a junction with state route number 2 west of Coulee City; also

Beginning at a junction with state route number 2 in the vicinity west of Coulee City, thence northerly crossing the Columbia river in the vicinity of Bridgeport and the Chief Joseph dam, thence northwesterly on the north side of the Columbia river to a junction with state route number 97 east of Brewster.

NEW SECTION. Sec. 16. A state highway to be known as state route number 18 is established as follows:

Beginning at a junction with state route number 509 in the vicinity of northeast Tacoma, thence generally northeasterly by the most direct and feasible route by way of the vicinity of Milton and Auburn to a junction with state route number 90 at a point approximately four miles west of North Bend.

NEW SECTION. Sec. 17. A state highway to be known as state route number 20 is established as follows:

Beginning at a junction with state route number 536 east of Whitney, thence northeasterly and easterly by way of Burlington, Sedro Woolley, Concrete and Marbelmount to Diablo dam, thence easterly by the most feasible route by way of Twisp to a junction with state route number 153 in the vicinity south of Twisp; also

From that junction with state route number 153 in the vicinity south of Twisp, thence easterly by the most feasible route to a junction with state route number 97 in the vicinity south of Okanogan; also

Beginning at a wye connection with state route number 20 southwest of Okanogan, thence southwesterly to a junction with state route number 97 in the vicinity of Malott: PROVIDED, That until such times as state route number 20 from southwest of Okanogan to the vicinity of Malott is actually constructed on the location adopted by

the highway commission, no existing county roads shall be maintained or improved by the highway commission as a temporary route of said state route number 20; also

Beginning at a junction with state route number 20 in the vicinity of Okanogan, thence northeasterly on the west side of the Okanogan river to a junction with state route number 97 north of Omak.

NEW SECTION. Sec. 18. A state highway to be known as state route number 21 is established as follows:

Beginning at a junction with state route number 395 in the vicinity of Lind, thence northerly by the most feasible route by way of Odessa to a junction with state route number 2 in the vicinity west of Wilbur; also

Beginning at a junction with state route number 2 at Wilbur, thence northerly by the most feasible route to a junction with state route number 30 at Republic; also

Beginning at a junction with state route number 30 east of Republic, thence northeasterly 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.

NEW SECTION. Sec. 19. A state highway to be known as state route number 22 is established as follows:

Beginning at a junction with state route number 12 southeast of Yakima, thence southerly to a junction of state route number 97 in the vicinity of Toppenish; also

From that junction with state route number 97 at Toppenish, thence southeasterly by way of Mabton to a junction with state route number 12 at Prosser.

NEW SECTION. Sec. 20. A state highway to be known as state route number 23 is established as follows:

Beginning at a junction with state route number 195 in the vicinity north of Colfax, thence northwesterly to a junction with state route number 230 in the vicinity of Ewan; also

From that junction with state route number 230 in the vicinity

west of Ewan, thence northwesterly to a junction with state route number 90 at Sprague; also

From that junction with state route number 90 at Sprague, thence northwesterly to a junction with state route number 28 at Harrington.

NEW SECTION. Sec. 21. A state highway to be known as state route number 24 is established as follows:

Beginning at a junction with state route number 82 at Yakima, thence easterly and northerly via Cold Creek and Vernita to a junction with state route number 26 in the vicinity of Othello.

NEW SECTION. Sec. 22. A state highway to be known as state route number 25 is established as follows:

Beginning at a junction with state route number 2 at Davenport, thence northerly by the most feasible route to a junction with state route number 395 in the vicinity of Kettle Falls, thence northeasterly by the most feasible route to international boundary line.

NEW SECTION. Sec. 23. A state highway to be known as state route number 26 is established as follows:

Beginning at a junction with state route number 90 in the vicinity of the east end of the Vantage bridge, thence in a southerly direction parallel to the east bank of the Columbia river for a distance of approximately two and one-half miles, thence southeasterly to the vicinity of Othello, thence easterly to a junction with state route number 395, thence easterly to a junction with state route number 261 in the vicinity of Washtucna; also

From a junction with state route number 261 in the vicinity of Washtucna, thence easterly by way of La Crosse to a junction with state route number 127 in the vicinity of Dusty.

NEW SECTION. Sec. 24. A state highway to be known as state route number 27 is established as follows:

Beginning at a junction with state route number 195 at Pullman, thence northerly to a junction with state route number 271 in the vicinity of Oakesdale; also

From a junction with state route number 271 at Oakesdale, thence in a northerly direction by way of Tekoa, Latah, Fairfield and Rockford to a junction with state route number 90 in the vicinity of Opportunity.

NEW SECTION. Sec. 25. A state highway to be known as state route number 28 is established as follows:

Beginning at a junction with state route number 2 in the vicinity east of Wenatchee, thence southeasterly to a junction with state route number 281 at Quincy; also

From that junction with state route number 281 at Quincy, thence easterly by way of Ephrata and Odessa to a junction with state route number 2 at Davenport.

NEW SECTION. Sec. 26. A state highway to be known as state route number 30 is established as follows:

Beginning at a junction with state route number 97 at Tonasket, thence in an easterly direction to a junction with state route number 21 at Republic; also

From that junction with state route number 21 at Republic, thence easterly to a junction with state route number 21 to Curlew east of Republic; also

From that junction with state route number 21 to Curlew east of Republic, thence easterly to a junction with state route number 395 at the west end of Kettle Falls bridge.

NEW SECTION. Sec. 27. A state highway to be known as state route number 31 is established as follows:

Beginning at a junction with state route number 2 at Newport, thence northerly by way of Metaline Falls to the international boundary.

NEW SECTION. Sec. 28. A state highway to be known as state route number 82 is established as follows:

Beginning at a junction with state route number 90 in the vicinity of Ellensburg, thence southerly by the most feasible route by way of Yakima to a junction with state route number 12 at Union Gap;

also

From that junction with state route number 12 in the vicinity of Union Gap, thence southeasterly to a suitable crossing of the Columbia river to connect with a public roadway within the state of Oregon known as 80N.

NEW SECTION. Sec. 29. A state highway to be known as state route number 90 is established as follows:

Beginning at the intersection of the west approach to the Lake Washington bridge at Rainier Avenue in Seattle in King county, thence easterly by the most feasible route by way of Lake Washington bridge and approaches crossing Lake Washington and Mercer Island to the east shore of Lake Washington, thence easterly by the most feasible route by way of North Bend, Snoqualmie Pass and Cle Elum to a junction with state route number 97 in the vicinity east of Cle Elum; also

From that junction with state route number 97 in the vicinity east of Cle Elum, thence southeasterly by the most feasible route to a junction with state route number 82 in the vicinity of Ellensburg; also

From that junction with state route number 82 in the vicinity of Ellensburg, to Ellensburg, thence easterly by the most feasible route by way of a bridge across the Columbia river near Vantage to a junction with a wye junction of state route number 281 near Burke; also

From that junction with a wye junction of state route number 281 near Burke, thence easterly by way of Neppel to a junction with state route number 395 at Ritzville; also

From that junction with state route number 395 at Ritzville, thence northeasterly by the most feasible route by way of Sprague to a junction with state route number 2 in the vicinity west of Spokane; also

From that junction with state route number 2 in the vicinity west of Spokane, thence easterly by way of Spokane to the Washington-Idaho boundary line.

NEW SECTION. Sec. 30. A state highway to be known as state route number 92 is established as follows:

Beginning at a junction with state route number 9 northeast of Everett, thence northeasterly by the most feasible route to Granite Falls.

NEW SECTION. Sec. 31. A state highway to be known as state route number 95 is established as follows:

Beginning at the Washington-Idaho boundary line, thence northwesterly to a junction with state route number 195, thence northeasterly to the Washington-Idaho boundary line.

NEW SECTION. Sec. 32. A state highway to be known as state route number 97 is established as follows:

Beginning at the approach to the Biggs Rapids toll bridge across the Columbia river, thence in a northerly direction to the junction with state route number 14 in the vicinity of Maryhill; also

From that junction with state route number 14 in the vicinity of Maryhill, thence in a northerly direction by way of Goldendale, thence northeasterly by way of Satus Pass to a junction with state route number 22 at Toppenish; also

From that junction with state route number 22 at Toppenish, thence northwesterly south of the Yakima river to a junction with state route number 82 at Union Gap; also

Beginning at a junction with state route number 82 in the vicinity north of Yakima, thence northerly to a junction with state route number 90 in the vicinity of Ellensburg; also

Beginning at a junction with state route number 90 in the vicinity east of Cle Elum, thence northeasterly by the most feasible route by way of Blowett Pass to a junction with state route number 2 in the vicinity of Peshastin; also

Beginning at a junction with state route number 2 in the vicinity northwest of Wenatchee, thence northerly on the west side of the Columbia river by way of Chelan, Pateros and Brewster, Okanogan and Oroville to the international boundary line.

NEW SECTION. Sec. 33. Notwithstanding any other provision of law:

That part of former primary state highway No. 1 (Pacific Highway), between the northerly city limits of Everett and the southerly city limits of Marysville which shall be known as state route number 528, and that part of former primary state highway No. 1 (Pacific Highway) from a junction with state route number 516 at Midway, thence northerly by way of Seattle to a junction with state route number 5 at Broadway Interchange in Everett which shall be known as state route number 99, shall remain a part of the state highway system until July 1, 1971.

That part of former primary state highway No. 1 (Pacific Highway) from a junction with state route number 509 in Tacoma, thence easterly and northerly to a junction with state route number 516 at Midway shall be reinstated as part of the state highway system, and shall be known as state route number 99.

The joint committee on highways and the Washington state highway commission shall undertake appropriate studies to evaluate these portions of former primary state highway No. 1 (Pacific Highway), to determine whether or not they should permanently remain on the state highway system.

NEW SECTION. Sec. 34. A state highway to be known as state route number 101 is established as follows:

Beginning at the Oregon boundary on the interstate bridge at Point Ellis, thence northwesterly by the most feasible route by way of Ilwaco to a junction with state route number 4 in the vicinity of a location known as Johnson's Landing in Pacific county; also

From that junction with state route number 4 in the vicinity of a location known as Johnson's Landing, in Pacific county, thence northerly by the most feasible route by way of South Bend to a junction with state route number 6 at Raymond; also

From that junction with state route number 6 at Raymond, thence northerly by the most feasible route by way of Cosmopolis to a junc-

tion with state route number 12 at Aberdeen; also

From that junction with state route number 12 at Aberdeen, thence westerly to Hoquiam, thence northwesterly by way of Lake Quinault to Forks, thence easterly by way of Port Angeles to the vicinity of Discovery Bay, thence southerly by way of Shelton to a junction with state route number 5 in the vicinity west of Olympia; also

Beginning at a junction with state route number 101 in the vicinity east of Ilwaco, thence northerly by the most feasible route to a junction with state route number 101 in the vicinity northeast of Ilwaco.

NEW SECTION. Sec. 35. A state highway to be known as state route number 103 is established as follows:

Beginning at a junction with state route number 101 at Seaview, thence northerly by the most feasible route by way of Long Beach to Ocean Park.

NEW SECTION. Sec. 36. A state highway to be known as state route number 104 is established as follows:

Beginning at a junction with state route number 101 in the vicinity south of Discovery Bay, thence southeasterly to the vicinity of Shine on Hood Canal, thence crossing Hood Canal to a junction with state route number 3 in the vicinity of Port Gamble; also

From that junction with state route number 3 in the vicinity of Port Gamble, thence to Port Gamble, thence southerly and easterly to Kingston; also

Beginning at Edmonds, thence southeasterly to a junction with state route number 99 in the vicinity of the Snohomish-King county line; also

Beginning at a junction with state route number 99 in the vicinity of the Snohomish-King county line, thence southeasterly to a junction with state route number 522 in the vicinity of Lake Forest Park.

NEW SECTION. Sec. 37. A state highway to be known as state

route number 105 is established as follows:

Beginning at a junction with state route number 101 at Raymond, thence westerly by the most feasible route by way of Tokeland and North Cove to the shore of Grays Harbor north of Westport; also

Beginning at a junction with state route number 105 in the vicinity south of Westport, thence northeasterly by the most feasible route to a junction with state route number 101 at Aberdeen.

NEW SECTION. Sec. 38. A state highway to be known as state route number 106 is established as follows:

Beginning at a junction with state route number 101 near the mouth of the Skokomish river, thence northeasterly along the southeast shore of Hood Canal to a junction with state route number 3 in the vicinity of Belfair.

NEW SECTION. Sec. 39. A state highway to be known as state route number 107 is established as follows:

Beginning at a junction with state route number 101 north of Artic, thence northeasterly to a junction with state route number 12 at Montesano.

NEW SECTION. Sec. 40. A state highway to be known as state route number 108 is established as follows:

Beginning at a junction with state route number 12 in the vicinity west of McCleary, thence northeasterly to a junction with state route number 101 south of Shelton.

NEW SECTION. Sec. 41. A state highway to be known as state route number 109 is established as follows:

Beginning at a junction with state route number 101 in Hoquiam, thence northwesterly by way of Ocean City, Copalis, Pacific Beach and Moclips to a junction with state route number 101 in the vicinity of Queets.

NEW SECTION. Sec. 42. A state highway to be known as state route number 110 is established as follows:

Beginning at a junction with state route number 11 in the vicinity of Donovan Avenue in the city of Bellingham, thence easterly

by the most feasible route to a junction with state route number 5 at Lindsay Avenue in the city of Bellingham.

NEW SECTION. Sec. 43. A state highway to be known as state route number 111 is established as follows:

Beginning at the north boundary of the Olympic National Park, thence northerly to a junction with state route number 101 in Port Angeles: PROVIDED, That state route number 111 shall only be established and known as a state highway until the parkway and highway established by sections 26 through 31 of chapter 3, Laws of 1963 shall be open to the public.

NEW SECTION. Sec. 44. A state highway to be known as state route number 112 is established as follows:

Beginning at Neah Bay, thence easterly by way of Clallam Bay and Pysht to a junction with state route number 101 in or near Port Angeles.

NEW SECTION. Sec. 45. A state highway to be known as state route number 113 is established as follows:

Beginning at a junction with state route number 101 in the vicinity of Discovery Bay, thence northeasterly to Port Townsend; also

From the Keystone ferry slip, thence easterly to a junction with state route number 525 in the vicinity easterly of the Keystone ferry slip.

NEW SECTION. Sec. 46. A state highway to be known as state route number 121 is established as follows:

Beginning at a junction with state route number 12 in the vicinity of Rochester, thence easterly and northeasterly to a junction with state route number 5 in the vicinity of Maytown.

NEW SECTION. Sec. 47. A state highway to be known as state route number 123 is established as follows:

Beginning at a junction with state route number 12 in the vicinity west of White Pass, thence northerly to a junction with state route number 410 in the vicinity west of Chinook Pass.

NEW SECTION. Sec. 48. A state highway to be known as state

route number 124 is established as follows:

Beginning at a junction with state route number 395 in the vicinity of Burbank, thence northeasterly by the most feasible route to a point in the vicinity of Eureka, thence easterly by the most feasible route to a junction with state route number 125 in the vicinity of Prescott; also

From that junction with state route number 125 in the vicinity of Prescott, thence easterly to a junction with state route number 12 in the vicinity northeast of Waitsburg.

That portion of state route number 124 lying between the junction with state route number 12 and the county road to Ice Harbor Dam to be known as "Ice Harbor Drive".

NEW SECTION. Sec. 49. A state highway to be known as state route number 125 is established as follows:

Beginning at the Washington-Oregon boundary line south of Walla Walla, thence northerly to a junction with state route number 12 at Walla Walla; also

From that junction with state route number 12 at Walla Walla thence northerly to a junction with state route number 124 at Prescott.

NEW SECTION. Sec. 50. A state highway to be known as state route number 126 is established as follows:

Beginning at a junction with state route number 12 in the vicinity north of Dayton, thence northeasterly to a junction with state route number 12 in the vicinity west of Pomeroy.

NEW SECTION. Sec. 51. A state highway to be known as state route number 127 is established as follows:

Beginning at a junction with state route number 12 in the vicinity of Dodge, thence northerly to a junction with state route number 195 at Colfax.

NEW SECTION. Sec. 52. A state highway to be known as state route number 128 is established as follows:

Beginning at a junction with state route number 12 at Pomeroy,

thence southeasterly to Peola, thence northeasterly to a junction with state route number 12 in the vicinity west of Clarkston.

NEW SECTION. Sec. 53. A state highway to be known as state route number 129 is established as follows:

Beginning at the Washington-Oregon boundary line in Asotin county, thence northerly by the most feasible route by way of Asotin to a junction with state route number 12 at Clarkston.

NEW SECTION. Sec. 54. A state highway to be known as state route number 131 is established as follows:

Beginning at a junction with state route number 90 in the vicinity of Woldale, thence northwesterly to a junction with state route number 97 in the vicinity of Virden.

NEW SECTION. Sec. 55. A state highway to be known as state route number 140 is established as follows:

Beginning at a junction with state route number 14 at Washougal, thence northerly and easterly by the most feasible route following the general course of the Washougal river to a junction with state route number 14 east of Washougal.

NEW SECTION. Sec. 56. A state highway to be known as state route number 141 is established as follows:

Beginning at a wye junction with state route number 14, the west branch in the vicinity east of Underwood and the east branch in the vicinity of White Salmon, thence northerly to the boundary of the Gifford Pinchot National Forest.

NEW SECTION. Sec. 57. A state highway to be known as state route number 142 is established as follows:

Beginning at a junction with state route number 14 in the vicinity of Lyle, thence northeasterly by way of Klickitat to a junction with state route number 97 in the vicinity of Goldendale.

NEW SECTION. Sec. 58. A state highway to be known as state route number 150 is established as follows:

Beginning at Manson, thence southeasterly to the north of Lake Chelan to a junction with state route number 97 at Chelan.

NEW SECTION. Sec. 59. A state highway to be known as state route number 151 is established as follows:

Beginning at a junction with state route number 2 in the vicinity of Orondo, thence northerly crossing the Columbia river in the vicinity of Chelan Station to a wye junction with state route number 97 in the vicinity east of Chelan; also

Beginning at a junction with state route number 151 in the vicinity of Chelan Station, thence northerly to a junction with state route number 97 in the vicinity south of Azwell.

NEW SECTION. Sec. 60. A state highway to be known as state route number 153 is established as follows:

Beginning at a junction with state route number 97 in the vicinity of Pateros, thence northerly and westerly by the most feasible route to a junction with state route number 20 in the vicinity south of Twisp.

NEW SECTION. Sec. 61. A state highway to be known as state route number 155 is established as follows:

Beginning at a junction with state route number 2 in the vicinity north of Coulee City, thence northeasterly to the boundary of the federal reservation at the Grand Coulee dam; also

Beginning at the boundary of the federal reservation at the Grand Coulee dam, thence northwesterly by the most feasible route by way of Nespelem and Disautel to a junction with state route number 97 at Omak; also

Beginning at a junction with state route number 155 at Omak, thence northwesterly crossing the Okanogan river to a junction with state route number 20 at Omak.

NEW SECTION. Sec. 62. A state highway to be known as state route number 160 is established as follows:

Beginning at a junction with state route number 16 in the vicinity west of Port Orchard, thence northeasterly by way of Port Orchard to Harper and Point Southworth.

NEW SECTION. Sec. 63. A state highway to be known as state

route number 161 is established as follows:

Beginning at a junction with state route number 7 in the vicinity of La Grande, thence northeasterly to Eatonville, thence northerly to a junction with state route number 410 at Puyallup; also

From a junction with state route number 410 at Puyallup northerly to a junction with state route number 5.

NEW SECTION. Sec. 64. A state highway to be known as state route number 162 is established as follows:

Beginning at a junction with state route number 410 at Puyallup, thence southerly to Orting, thence northeasterly to a junction with state route number 165 in the vicinity south of Buckley.

NEW SECTION. Sec. 65. A state highway to be known as state route number 164 is established as follows:

Beginning at an interchange of state route number 18 and the Auburn-Black Diamond road in the vicinity of Auburn, thence southerly to an intersection with southeast 356th street in the vicinity of Auburn Academy, thence southcasterly to a junction with state route number 410 at Enumclaw.

At such time that the section of state route number 164, between its intersection with the Auburn-Black Diamond road and its intersection with southeast 356th street, is constructed and open to traffic, that section of state route number 164, between southeast 356th street in Auburn and the intersection of state route number 18 and "C" street northeast in Auburn will be certified back to the local agencies.

NEW SECTION. Sec. 66. A state highway to be known as state route number 165 is established as follows:

Beginning at the northwest entrance to Mt. Rainier National Park, thence northerly to a junction with state route number 410 at Buckley.

NEW SECTION. Sec. 67. A state highway to be known as state route number 167 is established as follows:

Beginning at a junction with state route number 5 in the vi-

cinity of Tacoma, thence easterly by way of Sumner, thence northerly to a junction with state route number 18 at Auburn; also

From that junction with state route number 18 at Auburn, thence northerly by way of the vicinity of Renton and Bryn Mawr to Seattle; also

From a junction with state route number 18 at Auburn northerly to the north city limits of Kent.

Notwithstanding any other provision of law, that portion of existing state route number 167 now lying between the north city limits of Kent and state route number 18 in the vicinity of Auburn shall remain as a part of state route number 167 until such time as the new route of state route number 167 lying between the north city limits of Kent and state route number 18 in the vicinity of Auburn has been completed in its entirety and is open to traffic.

NEW SECTION. Sec. 68. A state highway to be known as state route number 168 is established as follows:

Beginning at a junction with state route number 410 in the vicinity of the junction of the Greenwater and White rivers, thence easterly to a junction with state route number 410 in the vicinity north of Cliffdell.

NEW SECTION. Sec. 69. A state highway to be known as state route number 169 is established as follows:

Beginning at a junction with state route number 410 at Enumclaw, thence northwesterly by way of Summit to a junction with state route number 405 in the vicinity of Renton.

NEW SECTION. Sec. 70. A state highway to be known as state route number 170 is established as follows:

Beginning at a junction with state route number 17 west of Warden, thence easterly to Warden.

NEW SECTION. Sec. 71. A state highway to be known as state route number 171 is established as follows:

Beginning at a junction with state route number 90 west of Moses Lake, thence northeasterly by way of Moses Lake to a junction

with state route number 28 in the vicinity west of Odessa: PROVIDED, That until such times as state route number 171 is actually constructed on the location adopted by the highway commission, no existing county roads shall be maintained or improved by the highway commission as a temporary route of said state route number 171.

NEW SECTION. Sec. 72. A state highway to be known as state route number 172 is established as follows:

Beginning at a junction with state route number 2 in the vicinity of Waterville, thence northerly and easterly by the most feasible route by way of Mansfield to a junction with state route number 17 in the vicinity of Leahy.

NEW SECTION. Sec. 73. A state highway to be known as state route number 173 is established as follows:

Beginning at a junction with state route number 17 at Bridgeport thence northwesterly on the south side of the Columbia river to a junction with state route number 97 in the vicinity of Brewster.

NEW SECTION. Sec.74. A state highway to be known as state route number 174 is established as follows:

Beginning at a junction with state route number 17 east of Bridgeport, thence easterly by the most feasible route to the boundary of the federal reservation at Grand Coulee dam; also

Beginning at a junction with state route number 155 at Grand Coulee, thence southeasterly to a junction with state route number 21 in the vicinity north of Wilbur; also

A spur beginning at a junction with state route number 174 in the vicinity of the boundary of the federal reservation at the Grand Coulee dam and extending to Crown Point.

NEW SECTION. Sec. 75. A state highway to be known as state route number 181 is established as follows:

Beginning at a junction with state route number 18 in the vicinity west of Auburn, thence northerly to a junction with state route number 99 south of Seattle.

NEW SECTION. Sec. 76. A state highway to be known as state

route number 193 is established as follows:

Beginning at a junction with state route number 12 in the vicinity of Clarkston, thence westerly and northerly by way of Steptoe canyon to a junction of state route number 195 in the vicinity of Colton: PROVIDED, That until such time as state route number 193 between Colton and Clarkston is actually constructed on the location adopted by the highway commission no existing county roads shall be maintained or improved by the highway commission as a temporary route of said state route number 193.

NEW SECTION. Sec. 77. A state highway to be known as state route number 195 is established as follows:

Beginning at a junction with state route number 95 southeast of Uniontown near the Washington-Idaho boundary line, thence northwesterly to a junction with state route number 27 at Pullman; also

From that junction with state route number 27 at Pullman, thence northwesterly by the most feasible route to a junction with state route number 127 at Colfax; also

From that junction with state route number 127 at Colfax, thence in a northerly direction by the most feasible route by way of Rosalia to a junction with state route number 90 at Spokane.

NEW SECTION. Sec. 78. A state highway to be known as state route number 202 is established as follows:

Beginning at a junction with state route number 522 near Bothell, thence southeasterly by the most feasible route to a junction with state route number 90 in the vicinity west of Snoqualmie Pass.

NEW SECTION. Sec. 79. A state highway to be known as state route number 203 is established as follows:

Beginning at a junction with state route number 202 at Fall City, thence northerly by the most feasible route by way of Duvall to a junction with state route number 2 at Monroe.

NEW SECTION. Sec. 80. A state highway to be known as state route number 204 is established as follows:

Beginning at a junction with state route number 2 in the vicinity east of Everett, thence northeasterly by the most feasible route to a junction with state route number 9.

NEW SECTION. Sec. 81. A state highway to be known as state route number 205 is established as follows:

Beginning at the Washington-Oregon boundary line in the vicinity east of Vancouver, thence northwesterly to a junction with state route number 5 in the vicinity of Salmon Creek, north of Vancouver.

NEW SECTION. Sec. 82. A state highway to be known as state route number 206 is established as follows:

Beginning at a junction with state route number 2 near the north line of section 3, township 26N, range 43E, thence northeasterly to a point in section 28, township 28N, range 45E at the entrance to Mt. Spokane State Park.

NEW SECTION. Sec. 83. A state highway to be known as state route number 207 is established as follows:

Beginning at a junction with state route number 2 in the vicinity north of Winton, thence northerly to a junction with state route number 209 at Lake Wenatchee; also

From that junction with state route number 209 at Lake Wenatchee, thence northwesterly by the most feasible route on the north side of Lake Wenatchee to Telma.

NEW SECTION. Sec. 84. A state highway to be known as state route number 209 is established as follows:

Beginning at Leavenworth on state route number 2, thence northerly by the most feasible route to a junction with state route number 207 at Lake Wenatchee.

NEW SECTION. Sec. 85. A state highway to be known as state route number 220 is established as follows:

Beginning at Old Fort Simcoe, thence easterly by way of White Swan to a junction with state route number 97 at Toppenish.

NEW SECTION. Sec. 86. A state highway to be known as state route number 221 is established as follows:

Beginning at a junction with state route number 14 in the vicinity of Patterson, thence northerly to a junction with state route number 22 in the vicinity of Prosser.

NEW SECTION. Sec. 87. A state highway to be known as state route number 223 is established as follows:

Beginning at a junction with state route number 22 in the vicinity southeast of Toppenish, thence easterly to a junction with state route number 12 in the vicinity of Granger. The establishment of state route number 223 as defined in this section shall be effective July 1, 1965.

NEW SECTION. Sec. 88. A state highway to be known as state route number 224 is established as follows:

Beginning at a junction with state route number 12 at Kiona, thence northeasterly to a junction with state route number 240 at Richland.

NEW SECTION. Sec. 89. A state highway to be known as state route number 230 is established as follows:

Beginning at a junction with state route number 90 in the vicinity of Ritzville, thence easterly by the most feasible route to a junction with state route number 23 in the vicinity of Ewan.

NEW SECTION. Sec. 90. A state highway to be known as state route number 231 is established as follows:

Beginning at a junction with state route number 23 in the vicinity northwest of Sprague, thence northerly by way of Edwall to a junction with state route number 2 in the vicinity west of Reardan; also

Beginning at a junction with state route number 2 in the vicinity of Reardan, thence northerly by way of Long Lake across the Spokane river, thence northeasterly by way of Springdale to a junction with state route number 395 in the vicinity of Chewelah.

NEW SECTION. Sec. 91. A state highway to be known as state route number 232 is established as follows:

Beginning at a point approximately one mile south of Valley,

thence easterly one and one-half miles to a junction with state route number 395.

NEW SECTION. Sec. 92. A state highway to be known as state route number 240 is established as follows:

Beginning at a junction with state route number 24 in the vicinity east of Cold Creek, thence southeasterly by the most feasible route across the Atomic Energy Commission Reservation to a junction with state route number 224 at Richland; also

From that junction with state route number 224 at Richland, thence southeasterly to a wye junction with state route number 12 at Richland. The director may enter into negotiations with appropriate federal agencies to secure right of way for said highway over and across the Atomic Energy Commission Reservation.

NEW SECTION. Sec. 93. A state highway to be known as state route number 241 is established as follows:

Beginning at a junction with state route number 12 approximately one mile east of Sunnyside, thence northeasterly to a junction with state route number 24.

NEW SECTION. Sec. 94. A state highway to be known as state route number 243 is established as follows:

Beginning at a junction with state route number 24 north of its crossing of the Columbia river, thence westerly and northerly by way of Arrowsmith and Beverly to a junction with state route number 26 south of the Columbia river bridge at Vantage.

NEW SECTION. Sec. 95. A state highway to be known as state route number 251 is established as follows:

Beginning at a junction with state route number 25 at Northport, thence northeasterly by the most feasible route to the international boundary in the vicinity of Boundary.

NEW SECTION. Sec. 96. A state highway to be known as state route number 260 is established as follows:

Beginning at a junction with state route number 17 west of Connell, thence easterly to a junction with state route number 395 in

the vicinity of Connell, thence northeasterly by way of Kahlotus to a junction with state route number 26 at Washtucna.

NEW SECTION. Sec. 97. A state highway to be known as state route number 261 is established as follows:

Beginning at a junction with state route number 12 at Delaney, thence northwesterly to a junction with state route number 26 in the vicinity of Washtucna: PROVIDED, That until such time as state route number 261 between Washtucna and Delaney is actually constructed on the location adopted by the highway commission no existing county roads shall be maintained or improved by the highway commission as a temporary route of said state route number 261; also

Beginning at a junction with state route number 26 at Washtucna, thence northerly to a junction at Ritzville on state route number 90.

NEW SECTION. Sec. 98. A state highway to be known as state route number 270 is established as follows:

Beginning at a junction with state route number 195 at Pullman, thence easterly by the most feasible route to a point on the Washington-Idaho boundary line.

NEW SECTION. Sec. 99. A state highway to be known as state route number 271 is established as follows:

Beginning at a junction with state route number 27 in the vicinity of Oakesdale, thence northwesterly to a junction with state route number 195 in the vicinity south of Rosalia.

NEW SECTION. Sec. 100. A state highway to be known as state route number 272 is established as follows:

Beginning at a junction with state route number 195 at Colfax, thence easterly to a junction with state route number 27 at Palouse; also

Beginning at a junction with state route number 27 at Palouse, thence northeasterly by the most feasible route to a point on the Washington-Idaho boundary line.

NEW SECTION. Sec. 101. A state highway to be known as state

route number 274 is established as follows:

Beginning at a junction with state route number 27 at Tekoa, thence easterly to the Washington-Idaho boundary line.

NEW SECTION. Sec. 102. A state highway to be known as state route number 281 is established as follows:

Beginning at a junction with state route number 90 in the vicinity of George, thence northerly to a junction with state route number 28 at Quincy.

NEW SECTION. Sec. 103. A state highway to be known as state route number 282 is established as follows:

Beginning at a junction with state route number 28 in the vicinity of Ephrata, thence southeasterly to a junction with state route number 17 in the vicinity of Rocky Ford creek.

NEW SECTION. Sec. 104. A state highway to be known as state route number 283 is established as follows:

Beginning at a junction with state route number 281 in the vicinity of Burke Junction, thence northeasterly by the most feasible route to a junction with state route number 23 in the vicinity west of Ephrata.

NEW SECTION. Sec. 105. A state highway to be known as state route number 290 is established as follows:

Beginning at a junction with state route number 2 in Spokanc, thence northeasterly by way of Millwood, Trentwood, and Newman Lake to the termination of Idaho state highway number 53 at the Washington-Idaho boundary line.

NEW SECTION. Sec. 106. A state highway to be known as state route number 291 is established as follows:

Beginning at a junction with state route number 2 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 at the boundary line common to Stevens and Spokane counties.

NEW SECTION. Sec. 107. A state highway to be known as state

route number 292 is established as follows:

Beginning at a junction with state route number 231 at Springdale, thence easterly to a junction with state route number 395 in the vicinity of Loon Lake.

NEW SECTION. Sec. 108. A state highway to be known as state route number 294 is established as follows:

Beginning at a junction with state route number 395 in Colville, thence northeasterly by the most feasible route to a junction with state route number 31 at Tiger.

NEW SECTION. Sec. 109. A state highway to be known as state route number 300 is established as follows:

Beginning at the western boundary of the Belfair State Park, thence generally easterly to a junction with state route number 3 at Belfair.

NEW SECTION. Sec. 110. A state highway to be known as state route number 302 is established as follows:

Beginning at a junction with state route number 3 in the vicinity of Belfair, thence generally easterly to a junction with state route number 16 in the vicinity of Purdy.

NEW SECTION. Sec. 111. A state highway to be known as state route number 303 is established as follows:

Beginning at a junction with state route number 304 at Bremerton, thence northerly by way of the Manette bridge, across the Port Washington Bay Narrows to a junction with state route number 303 in the vicinity west of Keyport, thence to Keyport; also

From that junction with state route number 303, in the vicinity west of Keyport, thence westerly to a junction with state route number 3; also

Beginning at a junction with state route number 304, thence by way of the Warren Avenue bridge across the Port Washington Narrows and approaches thereto northerly to a junction with state route number 303, all within Bremerton.

NEW SECTION. Sec. 112. A state highway to be known as state

route number 304 is established as follows:

Beginning at a junction with state route number 3 in Bremerton, thence easterly to the ferry terminal in Bremerton.

NEW SECTION. Sec. 113. A state highway to be known as state route number 305 is established as follows:

Beginning at the ferry terminal in Winslow, thence northerly by the most feasible route to the north end of Bainbridge Island, across Agate Pass, thence northwesterly by the most feasible route to a junction with state route number 3 in the vicinity north of Poulsbo.

NEW SECTION. Sec. 114. A state highway to be known as state route number 306 is established as follows:

Beginning at a junction with state route number 303 in the vicinity north of East Bremerton, thence easterly by the most feasible route to Illahee State Park.

NEW SECTION. Sec. 115. A state highway to be known as state route number 311 is established as follows:

Beginning at a junction with state route number 2 southwest of Newport, thence northerly by the most feasible route by way of Sacheen Lake to a junction with state route number 31 at Usk.

NEW SECTION. Sec. 116. A state highway to be known as state route number 395 is established as follows:

Beginning at the Washington-Oregon boundary line, thence northeasterly to a junction with state route number 12 at Wallula; also

Beginning at a junction with state route number 12 at Pasco, thence northeasterly by the most feasible route by way of Connell and Lind to a junction with state route number 90 at Ritzville; also

Beginning at a junction with state route number 2 in the vicinity north of Spokane, thence northerly by the most feasible route by way of Colville to the international boundary line in the vicinity of Laurier.

NEW SECTION. Sec. 117. A state highway to be known as state

route number 401 is established as follows:

Beginning at Point Ellice on state route number 101, thence easterly and northerly to a junction with state route number 4 in the vicinity north of Naselle.

NEW SECTION. Sec. 118. A state highway to be known as state route number 402 is established as follows:

Beginning at a junction with state route number 4 in the vicinity of Grays river, thence northeasterly to a junction with state route number 6 in the vicinity of Pe Ell: PROVIDED, 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.

NEW SECTION. Sec. 119. A state highway to be known as state route number 403 is established as follows:

Beginning at the shore of the Columbia river, thence northerly by the most feasible route to a junction with state route number 4 in the vicinity west of Grays river.

NEW SECTION. Sec. 120. A state highway to be known as state route number 405 is established as follows:

Beginning at a junction with state route number 5 in the vicinity south of Seattle, thence northeasterly to Renton, thence northerly east of Lake Washington to a junction with state route number 5 north of Seattle.

NEW SECTION. Sec. 121. A state highway to be known as state route number 407 is established as follows:

Beginning at a junction with state route number 4 in the vicinity north of Cathlamet, thence northeasterly 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.

NEW SECTION. Sec. 122. A state highway to be known as state route number 409 is established as follows:

Beginning at the South Ferry landing, as now located, or as it may be relocated, on the south side of Puget Island, thence generally northerly by the most feasible route to the Puget Island bridge, thence crossing said bridge to a junction with state route number 4 at the north approach of said bridge at the town of Cathlamet: PROVIDED, That the state of Washington shall not assume or pay any bond or bonds outstanding against said bridge, or interest on said bonds, but said bond or bonds, and interest thereon, shall remain the sole obligation of the obligors named on said bonds.

NEW SECTION. Sec. 123. A state highway to be known as state route number 410 is established as follows:

Beginning at a junction with state route number 167 at Sumner, thence easterly to a junction with state route number 165 in the vicinity of Buckley; also

From that junction with state route number 165 in the vicinity of Buckley, thence northerly to a junction with state route number 164 at Enumclaw; also

From that junction with state route number 164 at Enumclaw thence southeasterly by way of Chinook Pass, to a junction with state route number 12 northwest of Yakima.

NEW SECTION. Sec. 124. A state highway to be known as state route number 411 is established as follows:

Beginning at a junction with state route number 4 in West Kelso, thence northerly to a junction with state route number 506 in the vicinity of Vader.

NEW SECTION. Sec. 125. A state highway to be known as state route number 431 is established as follows:

Beginning at a junction with state route number 4 in Kelso, thence northeasterly to a junction with state route number 5.

NEW SECTION. Sec. 126. A state highway to be known as state route number 432 is established as follows:

Beginning at a junction with state route number 4 at Longview thence southeasterly by the most feasible route to a junction with

state route number 5 south of Kelso.

NEW SECTION. Sec. 127. A state highway to be known as state route number 433 is established as follows:

Beginning at the Washington-Oregon boundary on the interstate bridge at Longview, thence northerly by the most feasible route to a junction with state route number 4 at a point where it intersects with Oregon Way in the city of Longview.

NEW SECTION. Sec. 128. A state highway to be known as state route number 500 is established as follows:

Beginning at a junction with state route number 5 at Vancouver, thence northeasterly to Orchards, thence southeasterly to a junction with state route number 14 at Camas.

NEW SECTION. Sec. 129. A state highway to be known as state route number 501 is established as follows:

Beginning at a junction with state route number 5 at Vancouver, thence northerly by way of the lower river road and an extension thereof to Ridgefield, thence easterly to a junction with state route number 5 in the vicinity south of La Center: PROVIDED, That the state department of highways may enter into an agreement with the Port of Vancouver, and/or Clark county and/or the United States Army Engineers to obtain material dredged from the Columbia river and have the same stockpiled at no expense to the state.

NEW SECTION. Sec. 130. A state highway to be known as state route number 502 is established as follows:

Beginning at a junction with state route number 5 in the vicinity north of Vancouver, thence easterly to a junction with state route number 503 at Battleground.

NEW SECTION. Sec. 131. A state highway to be known as state route number 503 is established as follows:

Beginning at a junction with state route number 500 at Orchards, thence northerly to a junction with state route number 502 at Battleground; also

From that junction with state route number 502 at Battleground,

thence northerly to Amboy, thence westerly to a junction with state route number 5 in the vicinity north of Woodland.

NEW SECTION. Sec. 132. A state highway to be known as state route number 504 is established as follows:

Beginning at a junction with state route number 5 in the vicinity north of Castle Rock, thence easterly by way of St. Helens and Spirit Lake to Mt. St. Helens.

NEW SECTION. Sec. 133. A state highway to be known as state route number 505 is established as follows:

Beginning at a junction with state route number 5 west of Toledo, thence via Toledo, easterly and southerly to a junction with state route number 504 in the vicinity north of Toutle.

NEW SECTION. Sec. 134. A state highway to be known as state route number 506 is established as follows:

Beginning at Ryderwood, thence by way of Vader northeasterly to a junction with state route number 5 west of Toledo.

NEW SECTION. Sec. 135. A state highway to be known as state route number 507 is established as follows:

Beginning at a junction with state route number 5 in Centralia, thence northerly by the most feasible route by way of Bucoda to Tenino, thence northeasterly by way of Rainier, Yelm and McKenna to a junction with state route number 7 in the vicinity south of Tacoma.

NEW SECTION. Sec. 136. A state highway to be known as state route number 508 is established as follows:

Beginning at a junction with state route number 5 south of Chehalis, thence easterly by way of Onalaska to a junction with state route number 7 at Morton.

NEW SECTION. Sec. 137. A state highway to be known as state route number 509 is established as follows:

Beginning at a junction with state route number 5 at Tacoma, thence northeasterly west of state route number 99 by way of Redondo to a junction with state route number 516 at Des Moines; also

From that junction with state route number 516 at Des Moines,

thence northerly to a junction with state route number 5 in Seattle.

NEW SECTION. Sec. 138. A state highway to be known as state route number 510 is established as follows:

Beginning at a junction with state route number 5, thence southeasterly via St. Clair to a junction with state route number 507 at Yelm.

NEW SECTION. Sec. 139. A state highway to be known as state route number 512 is established as follows:

Beginning at a junction with state route number 5 south of Tacoma, thence easterly to a junction with state route number 7 south of Tacoma, thence easterly to a junction with state route number 167 in the vicinity of Puyallup.

NEW SECTION. Sec. 140. A state highway to be known as state route number 513 is established as follows:

Beginning in Seattle, in the vicinity of the Naval Air Station at Sand Point, thence northwesterly in the vicinity of Lake Washington, thence easterly to a junction with state route number 5 in the vicinity north of Seattle.

NEW SECTION. Sec. 141. A state highway to be known as state route number 514 is established as follows:

Beginning at a junction with state route number 99 in the vicinity of Fife, thence easterly by way of Milton to a junction with state route number 161 in the vicinity east of Milton.

NEW SECTION. Sec. 142. A state highway to be known as state route number 515 is established as follows:

Beginning at a junction with state route number 516 in the vicinity east of Kent, thence northerly to a junction with state route number 900 in Renton.

NEW SECTION. Sec. 143. A state highway to be known as state route number 516 is established as follows:

Beginning at a junction with state route number 509 in the vicinity south of Des Moines, thence southeasterly to a junction with state route number 5; also

From that junction with state route number 5, thence easterly to a junction with state route number 167 in Kent, thence easterly to a junction with state route number 169 south of Maple Valley.

NEW SECTION. Sec. 144. A state highway to be known as state route number 518 is established as follows:

Beginning at a junction with state route number 509 near Sunndale, thence easterly to a junction with state route number 5 in the vicinity of Seattle.

NEW SECTION. Sec. 145. A state highway to be known as state route number 520 is established as follows:

Beginning at a junction with state route number 5 in Seattle, thence easterly via the Evergreen Point bridge to a junction with state route number 202 in the vicinity of Redmond.

NEW SECTION. Sec. 146. A state highway to be known as state route number 522 is established as follows:

Beginning at Seattle in King county, thence easterly by the most feasible route to the north of Lake Washington by way of Bothell to a junction with state route number 202 near Bothell; also

From that junction with state route number 202 near Bothell, thence northeasterly by the most feasible route to a junction with state route number 2 in the vicinity of Monroe.

NEW SECTION. Sec. 147. A state highway to be known as state route number 524 is established as follows:

Beginning at a junction with state route number 104 at Edmonds, thence northeasterly to a junction with state route number 5 in the vicinity of Lynnwood, thence easterly to a junction with state route number 527: PROVIDED, That until such times as state route number 524 east of Lynnwood is actually constructed on the location adopted by the highway commission, no existing county roads shall be maintained or improved by the highway commission as a temporary route of said state route number 524.

NEW SECTION. Sec. 148. A state highway to be known as state route number 525 is established as follows:

Beginning at a junction with state route number 5 in the vicinity south of Everett, thence northwesterly to Mukilteo; also

Beginning at the vicinity of Columbia Beach in the southern portion of Whidbey Island, thence northerly by way of Deception Pass to a junction with state route number 536 in the vicinity southeast of Anacortes.

NEW SECTION. Sec. 149. A state highway to be known as state route number 526 is established as follows:

Beginning at a junction with state route number 525 at Mukilteo, thence easterly to a junction with state route number 5 in the vicinity of its junction with state route number 527.

NEW SECTION. Sec. 150. A state highway to be known as state route number 527 is established as follows:

Beginning at a junction with state route number 522 in the vicinity of Bothell, thence northerly to a junction with state route number 5 in the vicinity south of Everett.

NEW SECTION. Sec. 151. A state highway to be known as state route number 528 is established as follows:

Beginning at the southerly city limits of Marysville, thence to Marysville; also

Beginning at a junction with state route number 5 near Marysville, thence easterly to a junction with state route number 9: PROVIDED, That until such time as state route number 528 from Marysville to a junction with state route number 9 is actually constructed on the location adopted by the state highway commission, no existing city streets or county roads shall be maintained or improved by the state highway commission as a temporary route of said state route number 528.

NEW SECTION. Sec. 152. A state highway to be known as state route number 530 is established as follows:

Beginning at a junction with state route number 5 at Conway, thence southerly by way of East Stanwood, thence southeasterly to a junction with state route number 5, thence easterly to a junction

with state route number 9 at Arlington; also

From that junction with state route number 9 at Arlington, thence northeasterly and easterly to Darrington.

NEW SECTION. Sec. 153. A state highway to be known as state route number 532 is established as follows:

Beginning at a point on Camano Island known as McEacherns Corner, thence easterly over a bridge and by way of Stanwood to a junction with state route number 530 in the vicinity of Stanwood, thence easterly to a junction with state route number 5 in the vicinity east of Stanwood.

NEW SECTION. Sec. 154. A state highway to be known as state route number 534 is established as follows:

Beginning at a junction with state route number 5 at Conway, thence southeasterly to a junction with state route number 9 at McMurray.

NEW SECTION. Sec. 155. A state highway to be known as state route number 536 is established as follows:

Beginning at Anacortes, thence easterly to a junction with state route number 5 at Mt. Vernon.

NEW SECTION. Sec. 156. A state highway to be known as state route number 537 is established as follows:

Beginning at a junction with state route number 536 in the vicinity of Whitney, thence northerly to a junction with state route number 11 in the vicinity south of Blanchard.

NEW SECTION. Sec. 157. A state highway to be known as state route number 538 is established as follows:

Beginning at a junction with state route number 5 at Mt. Vernon, thence easterly to a junction with state route number 9.

NEW SECTION. Sec. 158. A state highway to be known as state route number 539 is established as follows:

Beginning at a junction with state route number 5 at Bellingham, thence northerly to the international boundary in the vicinity east of Delta.

NEW SECTION. Sec. 159. A state highway to be known as state route number 540 is established as follows:

Beginning at a junction with a Whatcom county road, at a location where construction is feasible from an engineering and economic point of view, thence easterly to a junction with state route number 5 northwest of Bellingham.

NEW SECTION. Sec. 160. A state highway to be known as state route number 542 is established as follows:

Beginning at a junction with state route number 5 at Bellingham, thence easterly to a point in the vicinity of Austin Pass in Whatcom county.

NEW SECTION. Sec. 161. A state highway to be known as state route number 544 is established as follows:

Beginning at a junction with state route number 539 in the vicinity of Wisner Lake, thence northeasterly by way of Everson to a junction with state route number 9 in the vicinity of Nooksack.

NEW SECTION. Sec. 162. A state highway to be known as state route number 546 is established as follows:

Beginning at a junction with state route number 539 approximately 2.7 miles south of the international boundary, thence easterly by way of Van Euren to a junction with state route number 9.

NEW SECTION. Sec. 163. A state highway to be known as state route number 603 is established as follows:

Beginning at a junction with state route number 5 in the vicinity north of Toledo, thence northerly by the most feasible route by way of Winlock and Napavine to a junction with state route number 6 in the vicinity west of Chehalis.

NEW SECTION. Sec. 164. A state highway to be known as state route number 702 is established as follows:

Beginning at a junction with state route number 507 at McKenna, thence easterly to a junction with state route number 7.

NEW SECTION. Sec. 165. A state highway to be known as state route number 706 is established as follows:

Beginning at a junction with state route number 7 at Elbe, thence easterly to a southwest entrance to Mt. Rainier National Park.

NEW SECTION. Sec. 166. A state highway to be known as state route number 900 is established as follows:

Beginning at Seattle in King county, thence in an easterly direction by the most feasible route by way of Renton to a junction with state route number 90 in the vicinity of Issaquah.

NEW SECTION. Sec. 167. A state highway to be known as state route number 901 is established as follows:

Beginning at a junction with state route number 900 in the vicinity west of Issaquah, thence northerly to the west of Lake Sammamish to a junction with state route number 202 in the vicinity of Redmond, thence westerly to Kirkland, thence southerly to a junction with state route number 520, Evergreen Point Bridge route, in the vicinity of Northrop road.

NEW SECTION. Sec. 168. A state highway to be known as state route number 902 is established as follows:

Beginning in the vicinity of the state custodial school, thence northerly to the town of Medical Lake, thence northeasterly and easterly to a junction with state route number 90 at a point approximately three miles northeast of Four Lakes.

NEW SECTION. Sec. 169. A state highway to be known as state route number 903 is established as follows:

Beginning at a junction with state route number 97 in the vicinity of the junction of state route number 97 and state route number 90 east of Cle Elum, thence northwesterly by way of Cle Elum and Roslyn to the National Forest boundary in the vicinity of Lake Cle Elum.

NEW SECTION. Sec. 170. A state highway to be known as state route number 904 is established as follows:

Beginning at a junction with state route number 90 in the vicinity of Tyler, thence northeasterly via Cheney to a junction with state route number 90 in the vicinity of Four Lakes: PROVIDED, That

the addition of state route number 904 shall not become effective until such time as the interstate system by-pass of Cheney is constructed and under traffic.

NEW SECTION. Sec. 171. A state highway to be known as state route number 906 is established as follows:

Beginning at a junction with state route number 90 at the West Summit interchange of Snoqualmie Pass, thence along the alignment of the state route number 90 as it existed on May 11, 1967 in a southeasterly direction to a junction with state route number 90 at the Hyak interchange: PROVIDED, That the addition of state route number 906 shall not become effective until Snoqualmie Summit by-pass is constructed and under traffic.

The joint committee on highways and the Washington state highway commission shall undertake appropriate studies to evaluate state route number 906 to determine whether or not it should permanently remain on the state system.

Sec. 172. Section 10, chapter 281, Laws of 1969 ex. sess. (uncodified) is amended to read as follows:

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1971, the sum of nine hundred fifty-five thousand dollars, or so much thereof as may be necessary for the location and acquisition of right of way for a parkway connection from ((primary-state-highway No--9)) state route number 101 northerly to the southerly boundary of The Evergreen State College campus. The parkway connection shall have full access control and may include right of way up to a maximum of five hundred feet in width where required to provide desirable aesthetic and joint-usage features.

Sec. 173. Section 47.20.570, chapter 13, Laws of 1961 and RCW 47.20.570 are each amended to read as follows:

The director of highways is authorized and directed to construct a bridge across Port Washington Narrows connecting ((primary state-highway-No--21)) state route number 304 at or near Bremerton

with ((secondary-state-highway-No--21B)) state route number 303 on the Manette Peninsula; to make surveys and plans; and to condemn or otherwise acquire such lands, as are necessary or proper for the approaches to such bridge and relocating any portion of said highway to locate said bridge at the most feasible place. Said bridge shall become and be maintained as a part of the state highway system.

Sec. 174. Section 47.20.580, chapter 13, Laws of 1961 and RCW 47.20.580 are each amended to read as follows:

The director of highways is hereby authorized and directed to locate, construct, pave and maintain a suitable highway on the most feasible route beginning in the vicinity of the stadium of the Washington State University and extending in a northwesterly direction to a connection with ((primary-state-highway-No--3)) state route number 27, near the north boundary of the city of Pullman.

Sec. 175. Section 47.22.010, chapter 13, Laws of 1961 and RCW 47.22.010 are each amended to read as follows:

There is hereby established the east Pacific highway which shall be composed of the following existing highway routes: Beginning on ((primary-state-highway-No--1)) state route number 5 at or near Centralia; thence by way of ((primary-state-highway-No--1)) state route number 5 to ((Tenino)) its junction with state route number 12 or by way of ((secondary-state-highway-1N)) state route number 507 between Centralia and Tenino; thence on ((secondary-state-highway 5H)) state route number 507 to Roy junction with ((primary-state highway-No--5)) state route number 7; thence on ((primary-state-highway-No--5)) state route number 7 to a junction with ((secondary-state highway-No--5G)) state route number 512; thence on ((secondary-state highway-No--5G)) state route number 512 to Puyallup; thence on ((primary-state-highway-No--5)) state route numbers 410 and 167 to Sumner, Auburn, Kent and Renton; thence on ((primary-state-highway-No--2-to secondary-state-highway-No--2A7)) state route number 405 ((thence-on secondary-state-highway-No--2A)) to Kirkland ((to-primary-state-highway-No--2-west-of-Bothell, thence-on-primary-state-highway-No--2-to

Bethell and Woodinville); thence on state route number 405 north to a junction with state route number 522; thence on state route number 522 to a junction with state route number 9 northeast of Woodinville; and thence on (~~secondary-state-highway-Ne--1A~~) state route number 9 to Snohomish, Arlington, Sedro Woolley, and to a junction with state route number 542 at Deming; thence westerly on state route 542 to a junction with state route number 9 at Lawrence; thence on state route number 9 via Sumas, to the Canadian international boundary.

Sec. 176. Section 47.22.020, chapter 13, Laws of 1961 as amended by section 13, chapter 145, Laws of 1967 ex. sess. and RCW 47.22.020 are each amended to read as follows:

There is established the Lewis and Clark highway, which shall be composed of the following existing routes: (~~PSH-Ne--3~~) state route number 12 from Clarkston to Waitsburg (~~h~~); (~~SSH-Ne--3-B-and-SSH-Ne--3-E~~) state route number 124 from Waitsburg to Pasco (west); (~~PSH-Ne--3~~) state route number 12 from Pasco to Waitsburg via Wallula and Walla Walla (east); (~~PSH-Ne--8~~) state route number 14 from Pasco to Maryhill; (~~PSH-Ne--8,-PSH-Ne--17-and-PSH-Ne--12~~) state route numbers 14, 5 and 4 from Maryhill to Naselle junction; (~~SSH-Ne--12-B~~) state route number 401 from Naselle junction to Megler; and (~~PSH-Ne--12~~) state route number 101 from Megler to Ilwaco.

Sec. 177. Section 2, chapter 85, Laws of 1967 ex. sess. as amended by section 6, chapter 281, Laws of 1969 ex. sess. and RCW 47.39.020 are each amended to read as follows:

The following portions of highways are designated as part of the scenic and recreational highway system:

(1) (~~Primary~~) State (~~highway-Ne--27-or-the-Sunset-highway~~) route number 90, beginning at the CMSTPP Railroad overcrossing, highway department designation (~~2/609-5S~~) 90/88S, approximately 2.3 miles southeast of North Bend, thence in an easterly direction by the most feasible route by way of Snoqualmie Pass to the Cle Elum river bridge, highway department designation (~~2/519N~~) 90/134N, approximately 2.6 miles west of Cle Elum;

(2) ((Primary)) State ((highway-No-37-or-the-Inland-Empire Highway)) route number 97, beginning at the upper Wilson Creek bridge, highway department designation ((3/1003)) 97/222, approximately 33.4 miles north of Yakima, thence southerly by the most feasible route to the Selah-Moxee Canal bridge, highway department designation ((3/910)) 97/165, approximately 5.4 miles north of Yakima;

(3) ((Primary)) State ((highway-No-17-or-the-Pacific-highway)) route number 542 beginning at Nugent's bridge over the Nooksack river, highway department designation ((1AP/24)) 542/10, approximately 7.7 miles northeast of Bellingham, thence in an easterly direction to a point in the vicinity of Austin Pass in Whatcom county;

(4) ((Primary)) State ((highway-No-37-or-the-Inland-Empire Highway)) route number 12, beginning at the Northern Pacific Railroad bridge, highway department designation ((3/696)) 12/655, approximately 3.4 miles west of Dixie, thence in a northerly direction by the most feasible route by way of Dayton to a junction with ((primary)) state ((highway-No-3)) route number 127 in the vicinity of Dodge; also beginning at a junction with ((primary)) state ((highway-No-3)) route number 127, as herein described, in the vicinity of Dodge, thence in an easterly direction by the most feasible route by way of Pomeroy to a junction with a county road 2.38 miles west of a junction with ((primary)) state ((highway-No-3)) route number 129 in Clarkston (?). State route number 395, ((also)) beginning at the north end of the Mill Creek bridge, highway department designation ((3/103)) 395/531, in the vicinity of Colville on ((primary)) state ((highway-No-37-then)) route number 395, thence to a junction with ((secondary)) state ((highway-No-3P)) route number 30 in the vicinity of the Kettle Falls bridge; state route number 97 also beginning at the upper Wilson Creek bridge, highway department designation ((3/1003)) 97/222, approximately 33.4 miles north of Yakima, thence southerly by the most feasible route to the Selah-Moxee Canal bridge, highway department designation ((3/910)) 97/165, approximately 5.4 miles north of Yakima;

(5) ((Primary)) State ((highway-No-4)) route number 21, ((or-the-Tenasket-San-Poil-highway)) beginning at the Keller Ferry slip on the north side of Roosevelt Lake, thence in a northerly direction by the most feasible route to the Granit Creek bridge, highway department designation ((4/9-75)) 21/226.25, approximately fifty-four miles north of the Keller Ferry;

(6) ((Primary)) State ((highway-No-6-or-the-Newport-highway)) route number 31, beginning at Newport, thence in a northerly direction to a junction with ((secondary)) state ((highway-No-6A)) route number 294 in the vicinity of Tiger;

(7) ((Primary)) State ((highway-No-7-or-the-North-Central-highway)) route number 17, beginning at the point on ((primary)) state ((highway-No-7)) route number 28, as described in RCW 47.16.070, in the vicinity of Soap Lake, thence in a northerly direction by the most feasible route to a junction with ((primary)) state ((highway No-)) route number 2 west of Coulee City;

(8) ((Primary-state-highway-No-8-or-the-Evergreen-highway)) State route number 14, beginning at the Gibbons Creek bridge, highway department designation ((8/302)) 14/33, approximately 0.9 miles east of Washougal, thence in an easterly direction by way of Stevenson to a junction with ((primary-state-highway-No-8)) state route number 97 in the vicinity of Maryhill ((?)). Also beginning at ((a)) that junction ((with-primary-state-highway-No-8)), in the vicinity of Maryhill ((?)) thence in a southerly direction on state route number 97 to connect with the approach to the Biggs Rapids toll bridge across the Columbia river; also beginning in the vicinity of Maryhill, on state route number 14 running easterly along the north bank of the Columbia river to a point in the vicinity of Plymouth;

(9) ((Primary-state-highway-No-9-or-the-Olympic-highway)) Beginning on state route number 101 at the west end of the Black Lake road overcrossing in the vicinity of Olympia, thence in a westerly direction ((by-way-of-Elma-and)) to a junction with state route number 8, thence on state route number 8 to a junction with state route

number 12 at Elma, thence in a westerly direction on state route number 12 by way of Montesano to a junction with a county road approximately 2.82 miles west of the west end of the Wynooche River bridge, highway department designation ((9/435)) 12/25, approximately 1.2 miles west of Montesano; also beginning on state route number 101 at a junction with ((secondary-state-highway-No-9E)) state route number 109, in the vicinity of Queets, thence in a northeasterly direction by way of Forks to the west boundary of the Olympic National Park in the vicinity of Lake Crescent; also beginning on state route number 101 at Sequim Bay State Park, thence in a southerly direction to a junction with Airport Road north of Shelton; also beginning on state route number 101 at a junction with a county road 2.64 miles south of the junction ((of-primary-state-highway-No-9)) with ((secondary-state-highway-14A)) state route number 3 in Shelton; thence in a southerly direction to a junction with ((primary-state-highway No-9)) state route number 8 in the vicinity west of Olympia.

(10) ((Primary-state-highway-No-117-or-the-Columbia-Basin highway)) State route number 395, beginning at a junction with ((secondary-state-highway-No-116)) state route number 17 in the vicinity of Eltopia, thence in a southerly direction to ((the-Northern-Pacific Railroad-overcrossing,-highway-department-designation-11/3017)) approximately 2.6 miles north of Pasco;

(11) ((Primary-state-highway-No-167-or-the-North-Cross-State highway)) State route number 20, beginning in the vicinity of Pateros on ((primary-state-highway-No-10)) state route number 97, thence in a northerly and westerly direction by the most feasible route by way of Twisp, Diablo Dam, Marblemount and Concrete to the Hansen Creek bridge, highway department designation ((16/271)) 20/16, approximately 6.0 miles west of Lyman;

(12) ((Secondary-state-highway-No-1B)) State route number 525, beginning at a junction with ((primary-state-highway-No-1)) state route number 536 in the vicinity southeast of Anacortes, thence southerly by way of Deception Pass, to a junction with Torpedo Road

in the vicinity northeast of Oak Harbor; also beginning at a junction with Miller Road in the vicinity southwest of Oak Harbor, thence southeasterly to a junction with Sherman Road in the vicinity west of Coupeville; also beginning at a junction with Rhododendron Road in the vicinity east of Coupeville, thence southeasterly to a junction with Maxwellton Road in the southern portion of Whidbey Island; also state route number 113, beginning at a junction with ((secondary state-highway-No--1B)) state route number 525, as herein described, in the vicinity easterly of the Keystone ferry slip, thence westerly to the Keystone ferry slip;

(13) ((Secondary-state-highway-No--1R)) State route number 504, beginning at a junction with ((primary-state-highway-No--1)) state route number 5 in the vicinity north of Castle Rock, thence in an easterly direction by way of St. Helens and Spirit Lake to Mt. St. Helens;

(14) ((Secondary-state-highway-No--2F)) State route number 155, beginning at a junction with ((primary)) state ((highway-No--)) route number 2 in the vicinity north of Coulee City, thence in a northeasterly direction to the boundary of the federal reservation at the Grand Coulee Dam;

(15) ((Secondary-state-highway-No--3P)) State route number 30, beginning at a junction with ((primary)) state ((highway-No--3)) route number 395 at the west end of the Kettle Falls bridge over the Columbia river, highway department designation ((3/5)) 395/545, thence in a westerly direction to a junction with ((secondary)) state ((highway-No--4A)) route number 21 east of Republic;

(16) ((Secondary)) State ((highway-No--6A)) route number 294, beginning at Tiger on ((primary)) state ((highway-No--6)) route number 31, thence in a southwesterly direction by the most feasible route to a junction with a county road 2.76 miles east of a junction with ((primary)) state ((highway-No--3)) route number 395 in Colville;

(17) ((Secondary)) State ((highway-No--9A)) route number 112, beginning in the vicinity of Laird's Corner on ((highway-No--9)) state

route number 101, thence in a westerly direction to Neah Bay;

(18) ((Secondary)) State ((highway-96)) route number 109, beginning at a junction with a county road 3.01 miles northwest of the junction with ((primary)) state ((highway-Ne-9)) route number 101 in Hoquiam, thence in a northwesterly direction by way of Ocean City, Copalis, Pacific Beach, and Moclips to a junction with ((primary)) state ((highway-Ne-9)) route number 101 in the vicinity of Queets;

(19) ((Secondary)) State ((highway-Ne-9E)) route number 104, beginning at a junction with ((primary)) state ((highway-Ne-9)) route number 101 in the vicinity south of Discovery Bay, thence in a southeasterly direction to the vicinity of Shine on Hood Canal;

(20) ((Secondary)) State ((highway-Ne-116)) route number 17, beginning in the vicinity of Eltopia on ((primary)) state ((highway-Ne-11)) route number 395, thence in a northwesterly direction to the south end of the overcrossing of ((primary)) state ((highway-Ne-18)) route number 20, in the vicinity of Moses Lake; also beginning at a junction with Grape Drive in the vicinity of Moses Lake, thence northwesterly to a junction with ((primary)) state ((highway-Ne-7)) route number 28 in the vicinity of Soap Lake;

(21) ((Secondary)) State ((highway-Ne-12B)) route number 401, beginning at Point Ellice on ((primary)) state ((highway-Ne-12)) route number 101, thence in an easterly and northerly direction to a junction with ((primary)) state ((highway-Ne-12)) route number 4 in the vicinity north of Naselle;

(22) ((Secondary)) State ((highway-Ne-13A)) route number 105, beginning at Raymond on ((primary)) state ((highway-Ne-13)) route number 101, 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-Ne-13)) route number 101, thence in a southwesterly direction by the most feasible route to a junction with ((secondary)) state ((highway-Ne-13A)) route number 105 in the vicinity south of Westport;

(23) ((Secondary)) State ((highway-10A)) route number 155, beginning at a junction with a county road 2.07 miles north of the junction with 12th street in Elmer city; thence in a northwesterly direction to the west end of the Omak Creek bridge east of Omak;

(24) ((Secondary)) State ((highway-3B)) route number 126, beginning at a junction with ((primary)) state ((highway-3)) route number 12 in the vicinity of Dayton, thence in a northeasterly direction by way of Whetstone and Marengo to a junction with ((primary)) state ((highway-3)) route number 12 west of Pomeroy;

(25) ((Primary)) State ((highway-No--21-or-the-Kitsap-Peninsula-highway)) route number 106, beginning ((with)) at a junction with ((primary)) state ((highway-No--9)) route number 101 in the vicinity of Union; thence northeasterly to a junction with state route number 3 in the vicinity of Belfair; thence on state route number 3 northeasterly to a junction with Arsenal Way south of Bremerton; also on state route number 3 beginning with Carr Boulevard north of Bremerton, thence northeasterly to Port Gamble;

(26) ((Primary)) State ((highway-No--37-or-the-Inland-Empire Highway)) route number 10, beginning at a junction with state route number 97, Teanaway Junction at mile 0.0, thence in an easterly direction by the most feasible route to the junction with the off-ramp of Interstate 90 at the west end of Ellensburg, mile 20.0. The scenic and recreational qualities of this highway shall be preserved by the highway commission by setting a maximum speed substantially less than that authorized by RCW 46.61.400. The commission may prescribe different maximum speeds for different sections of such highway;

(27) ((Primary)) State ((highway-No--15--the-Stevens-Pass highway)) route number 2, beginning at Woods Creek Bridge (bridge ((15/216)) 2/22) at the east city limits of Monroe, thence in an easterly direction by way of Stevens Pass to a junction with ((primary)) state ((highway-No--2)) route number 97 in the vicinity of Peshastin;

(28) State route number 206, Mt. Spokane Park Drive, ((com-

meneing)) beginning at ((~~intersection~~)) a junction with ((~~primary~~)) state ((~~highway-No--195~~)) route number 2 located near north line of section 3, township 26, range 43, thence northeasterly to a point in section 28, township 28, range 45 at the entrance to Mt. Spokane State Park.

NEW SECTION. Sec. 178. The following acts or parts of acts are each hereby repealed:

- (1) Section 47.16.010, chapter 13, Laws of 1961 as last amended by section 5, chapter 170, Laws of 1965 ex. sess. and RCW 47-16.010;
- (2) Section 4, chapter 145, Laws of 1967 ex. sess. and RCW 47-16.013;
- (3) Section 13, chapter 281, Laws of 1969 ex. sess. and RCW 47.16.014;
- (4) Section 47.16.020, chapter 13, Laws of 1961 as amended by section 5, chapter 281, Laws of 1969 ex. sess. and RCW 47.16.020;
- (5) Section 47.16.030, chapter 13, Laws of 1961 as amended by section 7, chapter 170, Laws of 1965 ex. sess. and RCW 47.16.030;
- (6) Section 47.16.040, chapter 13, Laws of 1961 and RCW 47-16.040;
- (7) Section 47.16.050, chapter 13, Laws of 1961 as last amended by section 7, chapter 281, Laws of 1969 ex. sess. and RCW 47-16.050;
- (8) Section 9, chapter 145, Laws of 1967 ex. sess. and RCW 47.16.053;
- (9) Section 47.16.060, chapter 13, Laws of 1961 as amended by section 1, chapter 240, Laws of 1963 and RCW 47.16.060;
- (10) Section 47.16.070, chapter 13, Laws of 1961 and RCW 47-16.070;
- (11) Section 47.16.080, chapter 13, Laws of 1961 as amended by section 8, chapter 170, Laws of 1965 ex. sess. and RCW 47.16.080;
- (12) Section 47.16.090, chapter 13, Laws of 1961 and RCW 47-16.090;

- (13) Section 47.16.100, chapter 13, Laws of 1961 as amended by section 1, chapter 3, Laws of 1963 ex. sess. and RCW 47.16.100;
- (14) Section 47.16.110, chapter 13, Laws of 1961 and RCW 47-.16.110;
- (15) Section 47.16.120, chapter 13, Laws of 1961 as last amended by section 9, chapter 170, Laws of 1965 ex. sess. and RCW 47-.16.120;
- (16) Section 47.16.130, chapter 13, Laws of 1961 and RCW 47-.16.130;
- (17) Section 47.16.140, chapter 13, Laws of 1961 as amended by section 3, chapter 3, Laws of 1963 ex. sess. and RCW 47.16.140;
- (18) Section 47.16.150, chapter 13, Laws of 1961 and RCW 47-.16.150;
- (19) Section 47.16.160, chapter 13, Laws of 1961 as amended by section 3, chapter 21, Laws of 1961 ex. sess. and RCW 47.16.160;
- (20) Section 47.16.180, chapter 13, Laws of 1961 and RCW 47-.16.180;
- (21) Section 47.16.190, chapter 13, Laws of 1961 as last amended by section 12, chapter 170, Laws of 1965 ex. sess. and RCW 47-.16.190;
- (22) Section 47.16.200, chapter 13, Laws of 1961 as amended by section 4, chapter 3, Laws of 1963 ex. sess. and RCW 47.16.200;
- (23) Section 47.20.010, chapter 13, Laws of 1961 as last amended by section 1, chapter 170, Laws of 1965 ex. sess. and RCW 47-.20.010;
- (24) Section 47.20.020, chapter 13, Laws of 1961 as amended by section 4, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.020;
- (25) Section 47.20.030, chapter 13, Laws of 1961 as last amended by section 2, chapter 145, Laws of 1967 ex. sess. and RCW 47-.20.030;
- (26) Section 47.20.040, chapter 13, Laws of 1961 and RCW 47-.20.040;
- (27) Section 47.20.050, chapter 13, Laws of 1961 as amended

by section 3, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.050;

(28) Section 47.20.060, chapter 13, Laws of 1961 and RCW 47-.20.060;

(29) Section 47.20.070, chapter 13, Laws of 1961 and RCW 47-.20.070;

(30) Section 47.20.080, chapter 13, Laws of 1961 as amended by section 6, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.080;

(31) Section 47.20.090, chapter 13, Laws of 1961 as amended by section 8, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.090;

(32) Section 47.20.100, chapter 13, Laws of 1961 as amended by section 20, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.100;

(33) Section 47.20.109, chapter 13, Laws of 1961 and RCW 47-.20.109;

(34) Section 47.20.110, chapter 13, Laws of 1961 and RCW 47-.20.110;

(35) Section 47.20.120, chapter 13, Laws of 1961 as amended by section 7, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.120;

(36) Section 47.20.130, chapter 13, Laws of 1961 as amended by section 8, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.130;

(37) Section 47.20.140, chapter 13, Laws of 1961 as last amended by section 12, chapter 145, Laws of 1967 ex. sess. and RCW 47-.20.140;

(38) Section 47.20.150, chapter 13, Laws of 1961 and RCW 47-.20.150;

(39) Section 47.20.160, chapter 13, Laws of 1961 as last amended by section 5, chapter 145, Laws of 1967 ex. sess. and RCW 47-.20.160;

(40) Section 47.20.161, chapter 13, Laws of 1961 and RCW 47-.20.161;

(41) Section 6, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.162;

(42) Section 47.20.165, chapter 13, Laws of 1961 and RCW 47-.20.165;

- (43) Section 47.20.170, chapter 13, Laws of 1961 and RCW 47-.20.170;
- (44) Section 47.20.180, chapter 13, Laws of 1961 as amended by section 28, chapter 170, Laws of 1965 ex. sess. and RCW 47.20.180;
- (45) Section 47.20.190, chapter 13, Laws of 1961 and RCW 47-.20.190;
- (46) Section 47.20.200, chapter 13, Laws of 1961 as amended by section 8, chapter 281, Laws of 1969 ex. sess. and RCW 47.20.200;
- (47) Section 47.20.210, chapter 13, Laws of 1961 as amended by section 10, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.210;
- (48) Section 47.20.220, chapter 13, Laws of 1961 as last amended by section 11, chapter 3, Laws of 1963 ex. sess. and RCW 47-.20.220;
- (49) Section 17, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.221;
- (50) Section 18, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.222;
- (51) Section 19, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.223;
- (52) Section 47.20.230, chapter 13, Laws of 1961 and RCW 47-.20.230;
- (53) Section 47.20.240, chapter 13, Laws of 1961 as amended by section 9, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.240;
- (54) Section 47.20.250, chapter 13, Laws of 1961 as amended by section 12, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.250;
- (55) Section 47.20.260, chapter 13, Laws of 1961 and RCW 47-.20.260;
- (56) Section 47.20.270, chapter 13, Laws of 1961 and RCW 47-.20.270;
- (57) Section 47.20.280, chapter 13, Laws of 1961 as amended by section 15, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.280;
- (58) Section 47.20.290, chapter 13, Laws of 1961 and RCW 47-.20.290;

(59) Section 47.20.300, chapter 13, Laws of 1961 as amended by section 17, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.300;

(60) Section 47.20.310, chapter 13, Laws of 1961 and RCW 47-.20.310;

(61) Section 47.20.320, chapter 13, Laws of 1961 as amended by section 2, chapter 170, Laws of 1965 ex. sess. and RCW 47.20.320;

(62) Section 47.20.325, chapter 13, Laws of 1961 and RCW 47-.20.325;

(63) Section 47.20.330, chapter 13, Laws of 1961 as amended by section 10, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.330;

(64) Section 47.20.340, chapter 13, Laws of 1961 as last amended by section 13, chapter 3, Laws of 1963 ex. sess. and RCW 47-.20.340;

(65) Section 41, chapter 21, Laws of 1961 ex. sess. as amended by section 3, chapter 170, Laws of 1965 ex. sess. and RCW 47-.20.351;

(66) Section 47.20.360, chapter 13, Laws of 1961 as amended by section 16, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.360;

(67) Section 47.20.379, chapter 13, Laws of 1961 and RCW 47-.20.379;

(68) Section 47.20.380, chapter 13, Laws of 1961 as amended by section 30, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.380;

(69) Section 47.20.390, chapter 13, Laws of 1961 as amended by section 9, chapter 281, Laws of 1969 ex. sess. and RCW 47.20.390;

(70) Section 47.20.400, chapter 13, Laws of 1961 and RCW 47-.20.400;

(71) Section 47.20.410, chapter 13, Laws of 1961 as last amended by section 7, chapter 145, Laws of 1967 ex. sess. and RCW 47-.20.410;

(72) Section 47.20.420, chapter 13, Laws of 1961 and RCW 47-.20.420;

(73) Section 47.20.430, chapter 13, Laws of 1961 as amended by section 15, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.430;

(74) Section 10, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.431;

(75) Section 47.20.440, chapter 13, Laws of 1961 as last amended by section 4, chapter 170, Laws of 1965 ex. sess. and RCW 47.20.440;

(76) Section 47.20.450, chapter 13, Laws of 1961 and RCW 47.20.450;

(77) Section 47.20.460, chapter 13, Laws of 1961 and RCW 47.20.460;

(78) Section 47.20.461, chapter 13, Laws of 1961 and RCW 47.20.461;

(79) Section 47.20.462, chapter 13, Laws of 1961 and RCW 47.20.462;

(80) Section 47.20.470, chapter 13, Laws of 1961 and RCW 47.20.470;

(81) Section 47.20.480, chapter 13, Laws of 1961 and RCW 47.20.480;

(82) Section 47.20.490, chapter 13, Laws of 1961 as amended by section 15, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.490;

(83) Section 47.20.500, chapter 13, Laws of 1961 as amended by section 16, chapter 3, Laws of 1963 ex. sess. and RCW 47.20.500;

(84) Section 11, chapter 145, Laws of 1967 ex. sess. and RCW 47.20.505;

(85) Section 47.20.540, chapter 13, Laws of 1961 as amended by section 12, chapter 21, Laws of 1961 ex. sess. and RCW 47.20.540;

(86) Section 47.20.541, chapter 13, Laws of 1961 and RCW 47.20.541;

(87) Section 47.20.550, chapter 13, Laws of 1961 and RCW 47.20.550.

NEW SECTION. Sec. 179. This act is intended to assign state route numbers to existing state highways duly established by prior legislative act in lieu of primary state highway numbers and secondary state highway numbers. Nothing contained herein is intended to

add any new section of highway to the state highway system or delete any section of highway from the state highway system.

Passed the Senate February 9, 1970
Passed the House February 9, 1970
Approved by the Governor February 23, 1970
Filed in Office of Secretary of State February 24, 1970

CHAPTER 52
[Engrossed Substitute Senate Bill No. 294]
CODE CITIES--ELECTION OF OFFICERS--
ANNEXATION, COMMUNITY MUNICIPAL CORPORATIONS

AN ACT Relating to cities operating under the Optional Municipal Code, and the election of officers of such cities; amending section 35A.02.040, chapter 119, Laws of 1967 ex. sess. and RCW 35A.02.040; amending section 35A.02.050, chapter 119, Laws of 1967 ex. sess. and RCW 35A.02.050; amending section 35A.12.040, chapter 119, Laws of 1967 ex. sess. and RCW 35A.12.040; amending section 35A.29.110, chapter 119, Laws of 1967 ex. sess. and RCW 35A.29.110; and amending section 35A.29.150, chapter 119, Laws of 1967 ex. sess. and RCW 35A.29.150; and amending section 35.13.015, chapter 7, Laws of 1965 as last amended by section 7, chapter 73, Laws of 1967 and RCW 35.13.015.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

Section 1. Section 35A.02.040, chapter 119, Laws of 1967 ex. sess. and RCW 35A.02.040 are each amended to read as follows:

When one or more ordinances are passed under RCW 35A.02.020 or RCW 35A.02.030, the clerk of the city or town shall forward to the secretary of state a certified copy of any such ordinance. Upon the filing in the office of the secretary of state of a certified copy of an ordinance adopting the classification of noncharter code city, such city or town shall thereafter be classified as a noncharter code city; except that if there is also filed with the secretary of state a certified copy of an ordinance providing for reorganization of the municipal government of such city or town, such reclassification and reorganization shall not be effective until the election and qualifica-