

CHAPTER 73

[Senate Bill No. 291]

STATE HIGHWAY ROUTES

AN ACT Relating to state highways; amending section 10, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.045; amending section 29, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.140; amending section 33, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.160; amending section 42, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.205; amending section 44, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.215; amending section 63, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.310; amending section 64, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.315; amending section 69, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.340; amending section 75, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.370; amending section 85, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.420; amending section 97, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.480; amending section 102, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.505; amending section 111, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.550; amending section 140, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.695; amending section 141, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.700; amending section 151, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.750; amending section 152, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.755; amending section 159, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.790; amending section 167, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.830; amending section 170, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.845; amending section 171, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.850; amending section 14, chapter 96, Laws of 1961 and RCW 47.42.140; amending section 2, chapter 85, Laws of 1967 ex. sess. as last amended by section 177, chapter 51, Laws of 1970 ex. sess. and RCW 47.39.020; creating new sections; repealing section 47.20.370, chapter 13, Laws of 1961 and RCW 47.20.370; repealing section 43, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.210; and repealing section 118, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.585.

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

Section 1. Section 10, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.045 are each amended to read as follows:

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 junction ((at mile 0-9)), thence easterly ((by the most feasible route to a junction with an off ramp of state route number 90 in)) via the existing highway along the north side of the Yakima river to a junction with state route number 131 ((the vicinity)) west of Ellensburg ((7 mile 20-0)).

Sec. 2. Section 29, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.140 are each amended to read as follows:

A state highway to be known as state route number 90 is established as follows:

Beginning at ((the intersection of)) a junction with state route number 5, thence, via 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 284 near Burke; also

From that junction with a wye junction of state route number 284 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) in an easterly direction by way of Mercer Island, North Bend, Snoqualmie pass, Ellensburg, Vantage, Moses Lake, Ritzville, Sprague and Spokane to the Washington-Idaho boundary line.

Sec. 3. Section 33, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.160 are each amended to read as follows:

((Notwithstanding any other provision of law

That part of former primary state highway No. 4 (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. 4

{Pacific Highway} from a junction with state route number 546 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, 1974.

That part of former primary state highway No. 4 {Pacific Highway} from)) A state highway to be known as state route number 99 is established as follows:

Beginning at a junction with state route number ((509 in Tacoma) 18 in the vicinity of Federal Way, thence ((easterly and)) northerly ((to a junction with state route number 546 at)) by way of 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. 4 {Pacific Highway}; to determine whether or not they should permanently remain on the state highway system)) Seattle, Edmonds, and Lynnwood to a junction with state route number 5 in Everett; PROVIDED, That until state route number 509 is constructed and opened to traffic on an anticipated ultimate alignment from a junction with state route number 5 in Tacoma via the Port of Tacoma industrial area to a junction with state route number 18 in the vicinity of Federal Way that portion of state route number 99 between state route number 5 at Rife and state route number 18 in the vicinity of Federal Way shall remain on the state highway system.

Sec. 4. Section 42, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.205 are each amended to read as follows:

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; PROVIDED, That at such time as this route, as designated by the highway commission, is constructed and opened to traffic it shall then become a part of state route number 11 and that part of state route number 11 in Bellingham between its junction with state route number 110 and state route number 5 is then and shall be deleted from the state highway system.

Sec. 5. Section 44, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.215 are each amended to read as follows:

A state highway to be known as state route number 112 is established as follows:

Beginning at ((Neah Bay)) the easterly boundary of the Makah

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

Sec. 6. Section 63, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.310 are each amended to read as follows:

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~~) via Eatonville ((~~7~~ thence northerly to a junction with state route number 440 at Puyallup; also

From a junction with state route number 440 at)) to Puyallup, thence northerly to a junction with state route number ((5)) 18.

Sec. 7. Section 64, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.315 are each amended to read as follows:

A state highway to be known as state route number 162 is established as follows:

Beginning at a junction with state route number ((440)) 161 at Puyallup, thence southerly to Orting, thence northeasterly to a junction with state route number 165 in the vicinity south of Buckley.

Sec. 8. Section 69, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.340 are each amended to read as follows:

A state highway to be known as state route number 169 is established as follows:

Beginning at a junction with state route number ((440)) 164 at Enumclaw, thence northwesterly by way of Summit to a junction with state route number ((405)) 900 in the vicinity of Renton.

Sec. 9. Section 75, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.370 are each amended to read as follows:

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)) 599 south of Seattle.

NEW SECTION. Sec. 10. A state highway to be known as state route number 182 is established as follows:

Beginning at a junction with state route number 82, thence easterly via Kiona and Richland to a junction with state route number 395 in the vicinity of Pasco.

Sec. 11. Section 85, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.420 are each amended to read as follows:

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)) 22 at Toppenish.

Sec. 12. Section 97, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.480 are each amended to read as follows:

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 with state route number 90 at Ritzville ((on state route number 90)).

Sec. 13. Section 102, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.505 are each amended to read as follows:

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; also

Beginning at a junction with state route number 281 at a point north of the above described junction on state route number 90, thence in a southeasterly direction to a junction with state route number 90 in the vicinity east of George, some 1.6 miles more or less, resulting in a wye connection between state route number 281 and state route number 90.

Sec. 14. Section 111, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.550 are each amended to read as follows:

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)) 308 in the vicinity west of Keyport ((7 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. 15. A state highway to be known as state

route number 308 is established as follows:

Beginning at a junction with state route number 3 in the vicinity west of Keyport, thence easterly to Keyport.

Sec. 16. Section 140, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.695 are each amended to read as follows:

A state highway to be known as state route number 513 is established as follows:

Beginning at a junction with state route number 520 in Seattle, thence northerly and easterly to ((±)) 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.

Sec. 17. Section 141, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.700 are each amended to read as follows:

A state highway to be known as state route number 514 is established as follows:

Beginning at a junction with state route number ((99)) 5 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.

Sec. 18. Section 151, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.750 are each amended to read as follows:

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. 19. A state highway to be known as state route number 529 is established as follows:

Beginning at a junction with state route number 5 in Everett, thence northerly through Everett to a junction with state route number 528 in Marysville.

Sec. 20. Section 152, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.755 are each amended to read as follows:

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)) thence

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

Sec. 21. Section 159, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.790 are each amended to read as follows:

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)) known as Haxton Way in the vicinity of the easterly boundary of Range 1.E.W.M., thence easterly to a junction with state route number 5 northwest of Bellingham.

NEW SECTION. Sec. 22. A state highway to be known as state route number 543 is established as follows:

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

NEW SECTION. Sec. 23. A state highway to be known as state route number 599 is established as follows:

Beginning in the vicinity south of Seattle at a junction with state route number 5, thence in a northwesterly direction west of the Duwamish river to a junction with state route number 99 in the vicinity of South 118 street south of Seattle.

Sec. 24. Section 167, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.830 are each amended to read as follows:

A state highway to be known as state route number 901 is established as follows:

Beginning at a junction with state route number ((998)) 90 in the vicinity west of Issaquah, thence northerly to the west of Lake Sammamish to a junction with state route number ((202)) 908 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)).

Sec. 25. Section 170, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.845 are each amended to read as follows:

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 Pour 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~~)).

Sec. 26. Section 171, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.850 are each amended to read as follows:

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.

NEW SECTION. Sec. 27. A state highway to be known as state route number 908 is established as follows:

Beginning at a junction with state route number 520, Evergreen Point bridge route, in the vicinity of Northrup Road, thence northerly and easterly in the vicinity of Kirkland to a junction with state route number 202 in the vicinity of Redmond.

Sec. 28. Section 14, chapter 96, Laws of 1961 and RCW 47.42.140 are each amended to read as follows:

The following portions of state highways are designated as scenic areas: ~~((1) Primary state highway No. 4, or the Pacific highway, beginning at the limits of Sarabee state park (north line of section 36, township 37 north, range 2 east); thence in a southerly direction to the Blanchard overcrossing (Bridge No. 4CB/404);~~

~~(2) Primary state highway No. 27, or the Sunset highway, beginning at the westerly intersection of secondary state highway No. 2B (interchange 2/626); thence in an easterly direction by way of North Bend, Snoqualmie Pass, Cle Blum, Blewett Pass to a junction with primary state highway No. 45 in the vicinity of Peshastin;~~

~~(3) Primary state highway No. 45, the Stevens Pass highway, beginning at Woods creek bridge (bridge 45/246) 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 in the vicinity of Peshastin;~~

~~(4) Primary state highway No. 5, the National park highway, beginning at the Scatter creek bridge (bridge 5/303) approximately six miles east of Enumclaw, and proceeding by way of Chinook Pass to the west city limits of the town of Naches. Also beginning at the junction of secondary state highway No. 5E east of the town of South Prairie; thence in a southerly direction to the northwest entrance to Mount Rainier national park; also beginning at a junction with secondary state highway No. 5H south of Spanaway; thence in a southerly direction by way of Elbe; thence in an easterly direction to the southwest entrance to Mount Rainier national park; also~~

beginning at a junction with primary state highway No. 5 at Cayuse junction in the vicinity west of Chinook Pass; thence in a southerly direction to a junction with primary state highway No. 5 at the Ohanapecosh junction in the vicinity west of White Pass; and also beginning at a junction with primary state highway No. 5 at Kosmos; thence in an easterly direction across White Pass to the Oak Flat junction with primary state highway No. 5 northwest of Yakima.)

(1) State route number 2 beginning at the crossing of Woods creek at the east city limits of Monroe, thence in an easterly direction by way of Stevens pass to a junction with state route number 97 in the vicinity of Peshastin.

(2) State route number 7 beginning at a junction with state route number 706 at Elbe, thence in a northerly direction to a junction with state route number 507 south of Spanaway.

(3) State route number 11 beginning at the Blanchard overcrossing, thence in a northerly direction to the limits of Larabee state park (north line of section 36, township 37 north, range 2 east).

(4) State route number 12 beginning at Kosmos southeast of Morton thence in an easterly direction across White pass to the Oak Flat junction with state route number 410 northwest of Yakima.

(5) State route number 90 beginning at a junction with state route number 901, thence in an easterly direction by way of North Bend and Snoqualmie pass to a junction with state route number 97 at Cle Elum.

(6) State route number 97 beginning at a junction with state route number 90 at Cle Elum, thence via Blewett (Swauk) pass to a junction with state route number 2 in the vicinity of Peshastin.

(7) State route number 123 beginning at a junction with state route number 12 at Ohanapecosh junction in the vicinity west of White pass, thence in a northerly direction to a junction with state route number 410 at Cayuse junction in the vicinity west of Chinook pass.

(8) State route number 165 beginning at the northwest entrance to Mount Rainier national park, thence in a northerly direction to a junction with state route number 162 east of the town of South Prairie.

(9) State route number 410 beginning at the crossing of Scatter creek approximately six miles east of Enumclaw, thence in an easterly direction by way of Chinook pass to a junction of SR12 and SR410.

(10) State route number 706 beginning at a junction with state route number 7 at Elbe thence in an easterly direction to the southwest entrance to Mount Rainier national park.

Sec. 29. Section 2, chapter 85, Laws of 1967 ex. sess. as last amended by section 177, chapter 51, Laws of 1970 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) State route number 96, beginning at the CMSFP Railroad overcrossing, highway department designation 96/886, 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 Elc Elum River bridge, highway department designation 96/134N, approximately 2.6 miles west of Elc Elum;

(2) State route number 97, beginning at the upper Wilson Creek bridge, highway department designation 97/222, approximately 33.4 miles north of Yakima, thence southerly by the most feasible route to the Selah Hoxee Canal bridge, highway department designation 97/465, approximately 5.4 miles north of Yakima;

(3) State route number 542 beginning at Nugent's bridge over the Nooksack river, highway department designation 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) State route number 42, beginning at the Northern Pacific Railroad bridge, highway department designation 42/655, 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 state route number 427 in the vicinity of Dodge, also beginning at a junction with state route number 427, 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 state route number 429 in Glazkston. State route number 395, beginning at the north end of the Hill Creek bridge, highway department designation 395/534, in the vicinity of Colville on state route number 395, thence to a junction with state 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 97/222, approximately 33.4 miles north of Yakima, thence southerly by the most feasible route to the Selah Hoxee Canal bridge, highway department designation 97/465, approximately 5.4 miles north of Yakima;

(5) State route number 24, 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 Granite Creek bridge, highway department designation 24/226-25, approximately fifty four miles north of the Keller Ferry;

(6) State route number 34, beginning at Newport, thence in a northerly direction to a junction with state route number 294 in the vicinity of Tiger;

{7} State route number 47, beginning at the point on state route number 28, as described in REW 47-16-070, in the vicinity of Soap Lake, thence in a northerly direction by the most feasible route to a junction with state route number 2 west of Coulee City;

{8} State route number 44, beginning at the Gibbons Creek bridge, highway department designation 44/33, approximately 0.9 miles east of Washougal, thence in an easterly direction by way of Stevenson to a junction with state route number 97 in the vicinity of Maryhill. Also beginning at that junction, 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 44 running easterly along the north bank of the Columbia river to a point in the vicinity of Plymouth;

{9} Beginning on state route number 404 at the west end of the Black Lake road overcrossing in the vicinity of Olympia, thence in a westerly direction to a junction with state route number 8, thence on state route number 8 to a junction with state route number 42 at Elma, thence in a westerly direction on state route number 42 by way of Montesano to a junction with a county road approximately 2.02 miles west of the west end of the Wynooche River bridge, highway department designation 42/25, approximately 4.2 miles west of Montesano; also beginning on state route number 404 at a junction with state route number 409, in the vicinity of Queets, thence in a northeasterly direction by way of Forks to the west boundary of the Olympia National Park in the vicinity of Lake Crescent; also beginning on state route number 404 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 404 at a junction with a county road 2.64 miles south of the junction with state route number 3 in Shelton; thence in a southerly direction to a junction with state route number 8 in the vicinity west of Olympia;

{10} State route number 395, beginning at a junction with state route number 47 in the vicinity of Eltopia, thence in a southerly direction to approximately 2.6 miles north of Pasco;

{11} State route number 20, beginning in the vicinity of Pateros on state route number 97, thence in a northerly and westerly direction by the most feasible route by way of Twisp, Diablo Dam, Harblemount and Concrete to the Hanson Creek bridge, highway department designation 20/46, approximately 6.8 miles west of Lyman;

{12} State route number 525, beginning at a junction with 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 443; beginning at a junction with state route number 525; as herein described; in the vicinity easterly of the Keystone ferry slip; thence westerly to the Keystone ferry slip;

{13} State route number 504; beginning at a junction with 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} State route number 455; beginning at a junction with state 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} State route number 30; beginning at a junction with state route number 395 at the west end of the Kettle Falls bridge over the Columbia river; highway department designation 395/545; thence in a westerly direction to a junction with state route number 24 east of Republic;

{16} State route number 294; beginning at Tiger on state route number 34; 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 state route number 395 in Colville;

{17} State route number 442; beginning in the vicinity of Laird's Corner on state route number 404; thence in a westerly direction to Neah Bay;

{18} State route number 409; beginning at a junction with a county road 3.04 miles northwest of the junction with state route number 404 in Hoquiam; thence in a northwesterly direction by way of Ocean City; Copalis; Pacific Beach; and Moclips to a junction with state route number 404 in the vicinity of Queets;

{19} State route number 404; beginning at a junction with state route number 404 in the vicinity south of Discovery Bay; thence in a southeasterly direction to the vicinity of Shine on Hood Canal;

{20} State route number 47; beginning in the vicinity of Eltopia on state route number 395; thence in a northwesterly direction to the south end of the overcrossing of state 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 state route number 28 in the vicinity of Soap Lake;

{24} State route number 404; beginning at Point Ellice on state route number 404; thence in an easterly and northerly direction to a junction with state route number 4 in the vicinity north of Naselle;

{22} State route number 465, beginning at Raymond on state route number 404, 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 state route number 404, thence in a southwesterly direction by the most feasible route to a junction with state route number 465 in the vicinity south of Westport;

{23} State route number 455, 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 Smak Creek bridge east of Smak;

{24} State route number 426, beginning at a junction with state route number 42 in the vicinity of Dayton, thence in a northeasterly direction by way of Whetstone and Marengo to a junction with state route number 42 west of Pomeroy;

{25} State route number 406, beginning at a junction with state route number 404 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} State route number 48, beginning at a junction with state route number 97, Peanaway 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 46.64.400. The commission may prescribe different maximum speeds for different sections of such highway;

{27} State route number 2, beginning at Woods Creek Bridge {bridge 2/22} at the east city limits of Monroe, thence in an easterly direction by way of Stevens Pass to a junction with state route number 97 in the vicinity of Peshastin;

{28} State route number 206, Mt. Spokane Park Drive, beginning at a junction with state 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.))

{1} State route number 2 beginning at the crossing of Woods creek at the east city limits of Monroe, thence in an easterly direction by way of Stevens pass to a junction with state route number 97 in the vicinity of Peshastin;

{2} State route number 3 beginning at a junction with state

route number 106 in the vicinity of Belfair, thence in a northeasterly direction to a junction with Arsenal Way south of Bremerton; also

Beginning at a junction of Carr Boulevard north of Bremerton thence northeasterly to a junction with state route number 104 in the vicinity of Port Gamble;

(3) State route number 8, beginning at a junction with state route number 12 in the vicinity of Elma, thence easterly to a junction with state route number 101 near Tumwater;

(4) State route number 10, beginning at Teanaway junction, thence easterly to a junction with state route number 131 west of Ellensburg;

(5) State route number 12, beginning at a junction with a county road approximately 2.8 miles west of the crossing of the Wynooche river which is approximately 1.2 miles west of Montesano, thence in an easterly direction to a junction with state route number 8 in the vicinity of Elma; also

Beginning at the Burlington Northern Railroad bridge approximately 3.4 miles west of Dixie, thence in a northerly and easterly direction by way of Dayton, Dodge and Pomeroy to a junction with a county road approximately 2.4 miles west of a junction with state route number 129 at Clarkston;

(6) State route number 14, beginning at the crossing of Gibbons creek approximately 0.9 miles east of Washougal, thence in an easterly direction by way of Stevenson to a westerly junction with state route number 97 in the vicinity of Maryhill; also

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

(7) State route number 17, beginning at a junction with state route number 395 in the vicinity of Eltopia, thence in a northwesterly direction to the south end of the overcrossing of state route number 90, in the vicinity of Moses Lake; also

Beginning at a junction with Grape Drive in the vicinity of Moses Lake, thence northwesterly and northerly by way of Soap Lake to a junction with state route number 2 west of Coulee City;

(8) State route number 20, beginning at the crossing of Hanson creek approximately 6.0 miles west of Lyman, thence easterly by way of Concrete, Marblemount, Diable Dam, and Twisp to a junction with state route number 153 southeast of Twisp;

(9) State route number 21, beginning at the Keller Ferry slip on the north side of Roosevelt lake, thence in a northerly direction to the crossing of Granite creek approximately fifty-four miles north of the Keller ferry;

(10) State route number 30, beginning at a junction with state

route number 21 to Curley, east of Republic, thence in an easterly direction to a junction with state route number 395 at the west end of the crossing over the Columbia river at Kettle Falls;

(11) State route number 31, beginning at Newport, thence in a northerly direction to a junction with state route number 294 in the vicinity of Tiger;

(12) State route number 90, beginning at the CMSTPP railroad overcrossing approximately 2.3 miles southeast of North Bend, thence in an easterly direction by way of Snoqualmie pass to the crossing of the Cle Elum river approximately 2.6 miles west of Cle Elum;

(13) State route number 97, beginning at the crossing of the Columbia river at Biggs Rapids, thence in a northerly direction to the westerly junction with state route number 14 in the vicinity of Maryhill; also

Beginning at the crossing of Selah-Moxee canal approximately 5.4 miles north of Yakima thence in a northerly direction to the upper Wilson creek crossing approximately 33.4 miles north of Yakima;

(14) State route number 101, beginning at a junction with state route number 102 in the vicinity of Queets, thence in a northerly, northeasterly and easterly direction by way of Forks to the west boundary of the Olympic national park in the vicinity of Lake Crescent; also

Beginning at Sequim Bay state park, thence in a southeasterly and southerly direction to a junction with the Airport road north of Shelton; also

Beginning at a junction with a county road 2.64 miles south of the junction with state route number 3 in Shelton, thence in a southerly and southeasterly direction to the west end of the Black Lake road overcrossing in the vicinity northeast of Tumwater;

(15) State route number 104, beginning at a junction with state route number 101 in the vicinity south of Discovery bay, thence in a southeasterly direction to the vicinity of Shine on Hood Canal; also

Beginning at a junction with state route number 3 east of the Hood Canal crossing, thence northeasterly to Port Gamble;

(16) State route number 105, beginning at a junction with state route number 101 at Raymond, thence westerly and northerly 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 to a junction with state route number 101 at Aberdeen;

(17) State route number 106, beginning at a junction with state route number 101 in the vicinity of Union, thence northeasterly to a junction with state route number 3 in the vicinity of Belfair;

(18) State route number 109, beginning at a junction with a county road approximately 3.0 miles northwest of the junction with state route number 101 in Hoquiam thence, in a northwesterly direction by way of Ocean City, Copalis, Pacific Beach, and Moclips to a junction with state route number 101 in the vicinity of Queets;

(19) State route number 112, beginning at the easterly boundary of the Makah Indian reservation, thence in an easterly direction to the vicinity of Laird's corner on state route number 101;

(20) State route number 113, beginning at the Keystone ferry slip on Whidbey island, thence easterly to a junction with state route number 525;

(21) State route number 126, beginning at a junction with state route number 12 in the vicinity of Davton, thence in a northeasterly direction to a junction with state route number 12 in the vicinity west of Pomeroy;

(22) State route number 153, beginning at a junction with state route number 97 in the vicinity of Pateros, thence in a northerly direction to a junction with state route number 20 in the vicinity south of Twisp;

(23) State route number 155, beginning at a junction with state 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; also

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 crossing of Omak creek east of Omak;

(24) State route number 206, Mt. Spokane Park Drive, beginning at a junction with state route number 2 near the north line of section 3, township 26 N, range 43 E, thence northeasterly to a point in section 28, township 28 N, range 45 E at the entrance to Mt. Spokane state park;

(25) State route number 294, beginning at a junction with a county road 2.76 miles east of the junction with state route number 395 in Colville, thence in a northeasterly direction to a junction with state route number 31 at Tiger;

(26) State route number 395, beginning at a point approximately 2.6 miles north of Pasco thence in a northerly direction to a junction with state route number 17 in the vicinity of Eltopia; also

Beginning at the north end of the crossing of Mill creek in the vicinity of Colville, thence in a northwesterly direction to a junction with state route number 30 at the west end of the crossing over the Columbia river at Kettle Falls;

(27) State route number 401, beginning at a junction with state route number 101 at Point Ellice, thence easterly and northerly to a junction with state route number 5 in the vicinity north of Waselle;

(28) State route number 504, beginning at a junction with 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;

(29) State route number 525, beginning at a junction with Maxwellton road in the southern portion of Whidbey island, thence northwesterly to a junction with Rhododendron road in the vicinity east of Coupeville; also

Beginning at a junction with Sherman road in the vicinity west of Coupeville, generally northerly to a junction with Miller road in the vicinity southwest of Oak Harbor; also

Beginning at a junction with Torpedo road in the vicinity northeast of Oak Harbor, thence northerly by way of Deception pass to a junction with state route number 536 in the vicinity southeast of Anacortes;

(30) State route number 542, beginning at the Nugent crossing over the Noosack river approximately 7.7 miles northeast of Bellingham, thence easterly to the vicinity of Austin pass in Whatcom county.

NEW SECTION. Sec. 30. The following acts or parts of acts are each repealed:

(1) section 47.20.370, chapter 13, Laws of 1961 and RCW 47.20.370;

(2) section 43, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.210; and

(3) section 118, chapter 51, Laws of 1970 ex. sess. and RCW 47.17.585..

Passed the Senate May 6, 1971.

Passed the House May 8, 1971.

Approved by the Governor May 17, 1971.

Filed in Office of Secretary of State May 18, 1971.

CHAPTER 74

[Engrossed House Bill No. 77]

MOTOR VEHICLE DEALERS

AN ACT Relating to motor vehicle dealers; amending section 6, chapter 74, Laws of 1967 ex. sess. as amended by section 2, chapter 63, Laws of 1969 ex. sess. and RCW 46.70.041; amending section