

CHAPTER 239.

[S. B. 298.]

PUBLIC HIGHWAYS.

AN ACT relating to public highways; creating and establishing, describing and designating additions to the Primary State Highways of the State of Washington; eliminating certain Secondary State Highways from the Secondary State Highway System; amending sections 2, 3 and 12, chapter 207, Laws of 1937 (sections 6402-2, 6402-3 and 6402-12, Remington's Revised Statutes, Volume 7A); and declaring an emergency and that this act shall take effect April 1, 1943.

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

SECTION 1. There is hereby established an extension to Primary State Highway No. 5, described as follows: Beginning at a point on Primary State Highway No. 5 in the vicinity of the junction of the Greenwater and White rivers, thence in an easterly direction by the most feasible route to a junction with Primary State Highway No. 5 in the vicinity north of Cliffdell.

Primary State Highway No. 5 extended.

SEC. 2. There is hereby established an extension to Primary State Highway No. 7, described as follows: Beginning at a point on Primary State Highway No. 7 in the vicinity of Harrington, thence in a northeasterly direction by the most feasible route to connect with Primary State Highway No. 11 in the vicinity of Four Lakes.

Vetoed.

SEC. 3. There is hereby established an extension to Primary State Highway No. 8, described as follows: Beginning in the vicinity of Maryhill, running thence easterly by the most feasible route along the north bank of the Columbia river to a point in the vicinity of Plymouth, thence in a northeasterly direction to a junction with Primary State Highway No. 3 in the vicinity of Kennewick.

Primary State Highway No. 8 extended.

Primary
State
Highway
No. 15
extended.

SEC. 4. There is hereby established an extension to Primary State Highway No. 15, described as follows: Beginning at a junction with Primary State Highway No. 15 in the vicinity of Monroe, thence by way of the most feasible route to Bothell: *Provided*, That construction will not be commenced on the portion of this highway between the vicinity of Monroe and Bothell until the completion of the reconstruction of that portion of Primary State Highway No. 15 from Cavalero's Corners eastward as far as Monroe.

Primary
State
Highway
No. 18
extended.

SEC. 5. There is hereby established an extension to Primary State Highway No. 18, described as follows: Beginning at a point on Primary State Highway No. 11 in the vicinity of Ritzville, thence in an easterly direction by the most feasible route to a junction with Primary State Highway No. 3 in the vicinity north of Colfax.

Amend-
ments.

SEC. 6. Section 2, chapter 207, Laws of 1937 (section 6402-2, Remington's Revised Statutes, Volume 7A), is amended to read as follows:

Branches of
Primary
State High-
way No. 1.

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

Secondary
State
Highway
No. 1A.

(a) Secondary State Highway No. 1A; beginning at Blaine on Primary State Highway No. 1, thence in an easterly direction by the most feasible route to a point east of Van Buren, thence in a southerly direction by the most feasible route to an intersection with Primary State Highway No. 1 in the vicinity west of Deming, thence following the route of Primary State Highway No. 1 to a point east of Deming, thence in a southerly direction by the most feasible route by way of Sedro Woolley, Arlington and Snohomish to an intersection with Primary State Highway No. 2 in the vicinity south-east of Bothell; also beginning at a junction with

Secondary State Highway No. 1A in the vicinity east of Van Buren, thence in a northerly direction by the most feasible route to the international boundary in the vicinity west of Sumas;

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

Secondary
State
Highway
No. 1B.

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

Secondary
State
Highway
No. 1C.

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

Secondary
State
Highway
No. 1D.

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

Secondary
State
Highway
No. 1E.

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

Secondary
State
Highway
No. 1F.

tion with Primary State Highway No. 1 in the vicinity north of Burlington, thence in an easterly direction by the most feasible route to Sedro Woolley on Secondary State Highway No. 1A;

Secondary
State
Highway
No. 1G.

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

Secondary
State
Highway
No. 1H.

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

Secondary
State
Highway
No. 1I.

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

Secondary
State
Highway
No. 1J.

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

Secondary
State
Highway
No. 1K.

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

Secondary
State
Highway
No. 1L.

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

junction with Secondary State Highway No. 1K near Sunnydale;

(m) Secondary State Highway No. 1M; beginning at a junction with Primary State Highway No. 1, in the vicinity south of Tumwater, thence in a southwesterly direction by the most feasible route to a junction with Primary State Highway No. 9 in the vicinity of Rochester;

Secondary
State
Highway
No. 1M.

(n) Secondary State Highway No. 1N; beginning at a junction with Primary State Highway No. 1 in the vicinity north of Centralia, thence in a northwesterly direction by the most feasible route to a junction with Primary State Highway No. 9 in the vicinity of Rochester;

Secondary
State
Highway
No. 1N.

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

Secondary
State
Highway
No. 1P.

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

Secondary
State
Highway
No. 1Q.

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

Secondary
State
Highway
No. 1R.

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

Secondary
State
Highway
No. 1S.

Primary State Highway No. 1 in the vicinity north of Vancouver;

Secondary State Highway No. 1T.

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

Secondary State Highway No. 1U.

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

Secondary State Highway No. 1V.

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

Secondary State Highway No. 1W.

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

Secondary State Highway No. 1X.

(w) Secondary State Highway No. 1X; beginning at a junction with Primary State Highway No. 1 in the vicinity of Milton, thence in an easterly direction by the most feasible route by way of Milton to a junction with Secondary State Highway No. 5D in the vicinity east of Milton.

Amendments.

SEC. 7. Section 3, chapter 207, Laws of 1937 (section 6402-3, Remington's Revised Statutes, Volume 7A), is amended to read as follows:

Branches of Primary State Highway No. 2.

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

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

Secondary
State
Highway
No. 2A.

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

Secondary
State
Highway
No. 2B.

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

Secondary
State
Highway
No. 2D.

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

Secondary
State
Highway
No. 2E.

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

Secondary
State
Highway
No. 2F.

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

Secondary
State
Highway
No. 2G.

(h) Secondary State Highway No. 2H; beginning at Spokane on Primary State Highway No. 2,

Secondary
State
Highway
No. 2H.

thence in an easterly direction by way of Millwood to a junction with Primary State Highway No. 2 in the vicinity of the Washington-Idaho boundary line;

Secondary
State
Highway
No. 2I.

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

Amend-
ments.

SEC. 8. Section 9, chapter 207, Laws of 1937 (section 6402-9, Remington's Revised Statutes, Volume 7A), is amended to read as follows:

Branches of
Primary
State High-
way No. 8.

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

Secondary
State
Highway
No. 8A.

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

Secondary
State
Highway
No. 8B.

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

Secondary
State
Highway
No. 8C.

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

Secondary
State
Highway
No. 8D.

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

(e) Secondary State Highway No. 8E; beginning at Prosser on Primary State Highway No. 3, thence in a southerly direction by the most feasible route to a point in the vicinity of Paterson on the north bank of the Columbia river.

Secondary
State
Highway
No. 8E.

SEC. 9. Section 12, chapter 207, Laws of 1937 (section 6402-12, Remington's Revised Statutes, Volume 7a), is amended to read as follows:

Amend-
ments.

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

Branches of
Primary
State High-
way No. 11.

(a) Secondary State Highway No. 11A; beginning at Connell on Primary State Highway No. 11, thence in a westerly direction by the most feasible route to Yakima on Primary State Highway No. 3; the Director of Highways of the State of Washington shall provide suitable facilities for vehicle and pedestrian crossing of the Columbia river at the point where Secondary State Highway No. 11A, as herein described, crosses the river, and shall maintain said means of crossing at the expense of the State of Washington and without charge to the traveling public;

Secondary
State
Highway
No. 11A.

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

Secondary
State
Highway
No. 11B.

(c) Secondary State Highway No. 11C; beginning at Sprague on Primary State Highway No. 11, thence in a southeasterly direction by the most feasible route to a point in the vicinity of Ewan;

Secondary
State
Highway
No. 11C.

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

Secondary
State
Highway
No. 11E.

route to Washtucna on Secondary State Highway No. 11B;

Secondary
State
Highway
No. 11F.

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

Saving
clause.

SEC. 10. If any section, sentence, clause or phrase of this act should be declared to be invalid or unconstitutional, the invalidity or unconstitutionality thereof shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this act.

Effective
April 1, 1943.

SEC. 11. This act is necessary for the preservation of the public peace, health and safety of this state and the support of the state government of the State of Washington and its existing institutions, and shall take effect on the first day of April, 1943.

Passed the Senate March 6, 1943.

Passed the House March 10, 1943.

Approved by the Governor March 20, 1943, with the exception of section 2, which is vetoed.